FUTURE LAND USE ELEMENT DATA INVENTORY AND ANALYSIS

A. POPULATION PROJECTIONS

The City of Fort Lauderdale receives population projections from the Broward County Planning and Development Management Department's Population Forecast and Allocation Model (PFAM). The Broward County Planning and Development Management Division PFAM 2017 update assigns the forecasted estimates from the University of Florida's Bureau of Economic and Business Research (BEBR), to Broward County's 2012 Traffic Analysis Zones (TAZ) and municipalities. PFAM is updated every three years to allocate the most recent countywide population estimate to each of the municipalities. This allocation is then modified for future years based on anticipated changes to development patterns. PFAM 2017 applies BEBR 2016 projections that reflect population estimates for 2015.

Per the PFAM projections, the City had an estimated 175,228 residents in 2015 and is projected to have 179,991 residents in 2020 which makes it the largest municipality in Broward County. Approximately 9.5% of Broward County's population resides in the City of Fort Lauderdale. The City has not experienced the exponential population growth of suburban communities in Broward County like Pembroke Pines and Miramar have in recent years. Current trends, however, indicate that more people are choosing to live in established urban centers like Fort Lauderdale due to convenience, quality of life, access to employment, social opportunities, and reduced automobile dependence. The following table shows the population projections for the City of Fort Lauderdale from 2010 to 2040.

Note: The population projections were updated in 2020 after transmittal of the elements to the state agencies that review Comprehensive Plans in order to reflect the population projections in the 10-Year Water Supply Facility Work Plan. The remainder of the data was prepared in 2016.

Table I.A.1. Historic and Projected Population Growth in Fort Lauderdale, 2010 - 2040

	2010	2015	2020	2025	2030	2035	2040
Fort Lauderdale	165,558	175,228	179,991	208,747	222,915	232,419	247,613
Broward County	1,748,128	1,827,005	1,894,285	1,990,171	2,051,056	2,110,602	2,199,813

Source: Broward County and Municipal Population Forecast Allocation Model (PFAM), 2017

B. EXISTING LAND USE/VACANT LAND ANALYSIS

Fort Lauderdale encompasses approximately 36.29 square miles bounded by the Atlantic Ocean to the east; Hollywood, Dania Beach, and Davie, and the Fort Lauderdale-Hollywood International Airport to the south; Plantation, Lauderhill, Lauderdale Lakes, and North Lauderdale, and unincorporated sections on Broward County to the west; Pompano Beach to the north; and Lauderdale-by-the-Sea and Sea Ranch Lakes to the northeast. The City's boundaries almost completely surround the municipalities of Wilton Manors and Oakland Park, which are located between the Middle River area to the south and the Cypress Creek area to the north.

Figure I.B.1. shows existing land uses in the City of Fort Lauderdale in 2016. These uses are detailed on Table I.B.1 below. As can be seen, residential and commercial/business uses represent a majority of the City's land uses, with commercial uses concentrated in the Downtown core and along major transportation corridors. The City industrial lands are generally concentrated along the west side of Interstate 95, in the vicinity of Fort Lauderdale-Hollywood International Airport to the south, and in the Cypress Creek area in the north.

Table I.B.1. Existing Land Use in the City of Fort Lauderdale[1]

Land Use	Acres	Percent of Land Area
Residential	10,085	40%
Commercial	5,411	22%
Industrial	2,167	9%
Agricultural	3	<1%
Institutional	703	3%
Government	3,159	13%
Miscellaneous (i.e. some water, irrigation ditches)	3,413	14%
Mixed Use	89	<1%
Centrally Assessed (i.e. utility lines, railroad tracks)	101	<1%
TOTAL	**25,131**	**100%**

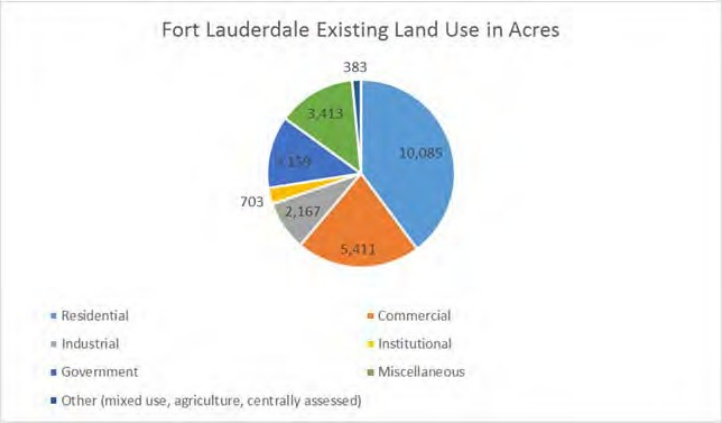


Figure I.B.2. shows the location of vacant and developable lands in the City of Fort Lauderdale, as well as their permitted uses based on underlying zoning and Future Land Use designations. As can be seen, Fort Lauderdale has a limited supply of vacant lands, comprising a total of 798 acres, representing approximately 3% of the City's total land area.

Table I.B.2. Vacant Land in the City of Fort Lauderdale[2]

Vacant Land Type	Acres
Vacant Commercial	155
Vacant Residential	594
Vacant Institutional	23
Vacant Industrial	26
Total	**798**

[2]Verified through GIS data from Broward County Property Appraiser

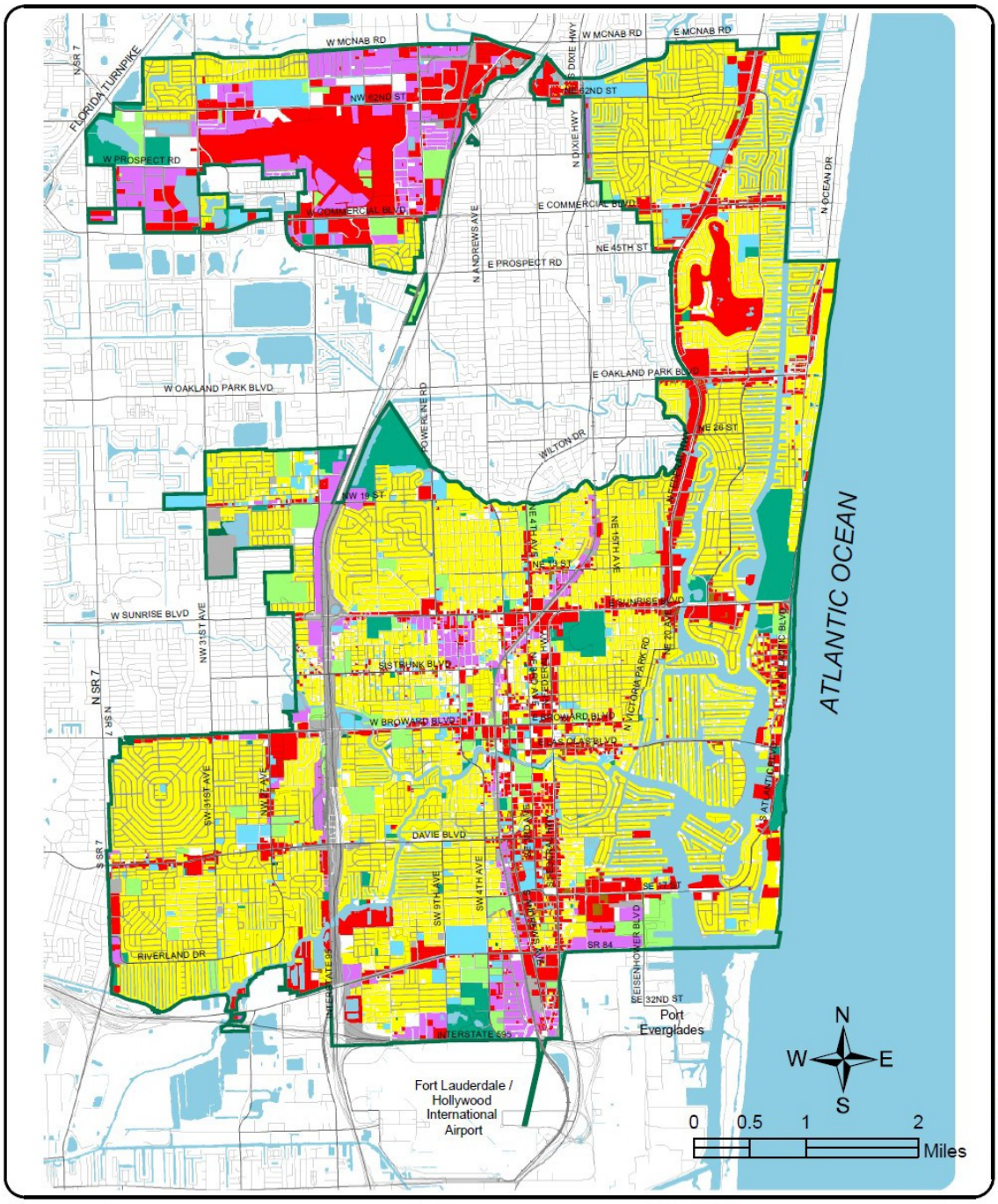
Residential uses are generally incompatible in areas that are regularly subject to aircraft noise levels of 60 decibels or higher. Figure 1.B.3 shows the current noise exposure contour map for Fort Lauderdale-Hollywood International Airport. Within the City of Fort Lauderdale, a few small existing pockets of medium and low density residential use are located within the 60-decibel noise level zone. The majority of uses in these zones, however, are designated for park-open space, commercial and industrial uses, which are compatible. The Airport's runway protection zones and overflight zones do not fall within the City Limits.

The Broward County Aviation Department (BCAD) and Federal Aviation Administration (FAA) closely monitor the height of all structures around the airport so that there are no new hazards created. Of particular concern are structures that exceed 200 feet in height, including construction cranes. BCAD has standard language for developers as they propose new

construction within a 20,000-foot radius of a runway. Developers are further advised to file an on-line application with the FAA for the building, and for any temporary construction cranes. The FAA prepares an analysis of the potential for any development to be a hazard to the airspace and provides a copy of the analysis to the BCAD and other interested parties.

In addition, the City of Fort Lauderdale operates the Fort Lauderdale Executive Airport, a 1,000-acre general aviation facility located in the Uptown Business District. Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the U.S., with more than 165,000 annual operations and an annual economic impact of $839 million. Figure 1.B.5. shows the current noise contour map for Fort Lauderdale Executive Airport. As can be seen, there are no residential uses in the airports noise zones.

Figure I.B.1. Existing Land Use



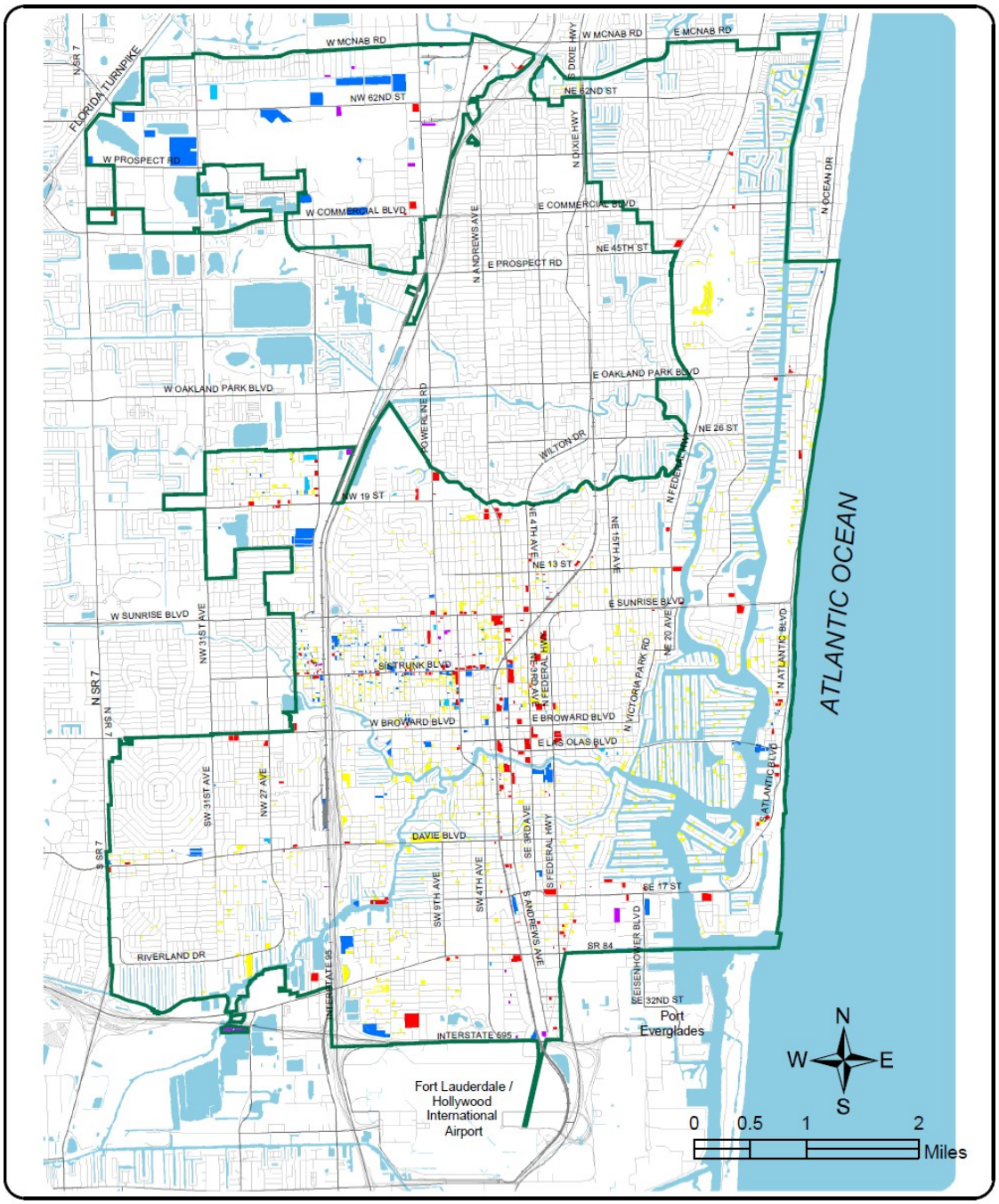
City Of Fort Lauderdale Existing Land Use

Legend

Residential	Industrial	Government
Commercial	Institutional	Agricultural
Mixed Use	Parks, Forest & Recreation	Miscellaneous

MAP SOURCE: CITY OF FORT LAUDERDALE URBAN DESIGN & PLANNING DEPARTMENT

Figure I.B.2. Vacant Land



City Of Fort Lauderdale Vacant Parcels

Legend

- Residential - Vacant Residential
- Commercial - Vacant Commercial
- Industrial - Vacant Industrial
- Institutional - Vacant Institutional
- Government - Undefined

MAP SOURCE: CITY OF FORT LAUDERDALE URBAN DESIGN & PLANNING DEPARTMENT

Figure I.B.3. Fort Lauderdale-Hollywood International Airport Noise Contour Map

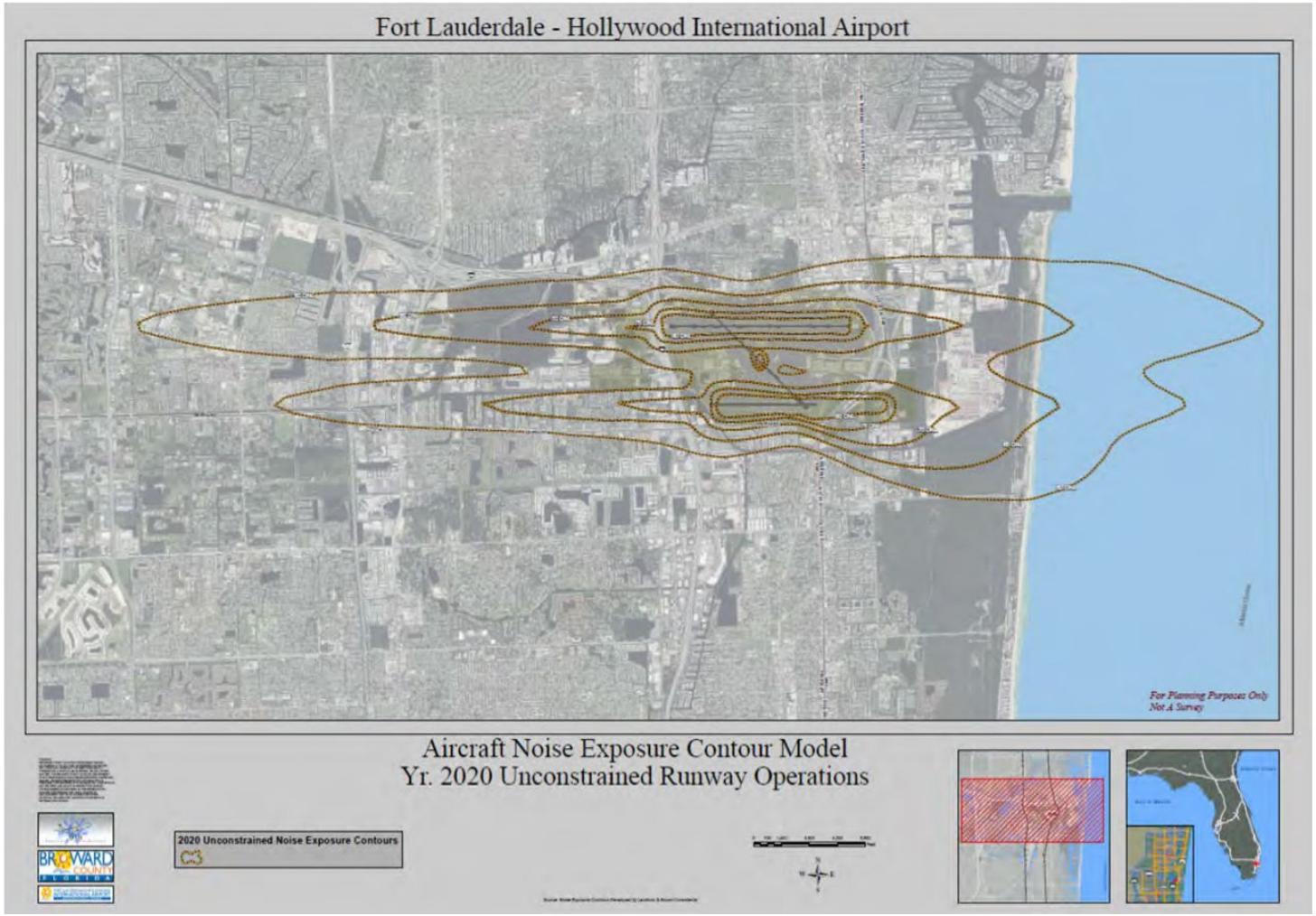


Figure I.B.4 Fort Lauderdale-Hollywood International Airport Noise Contour Map[3]

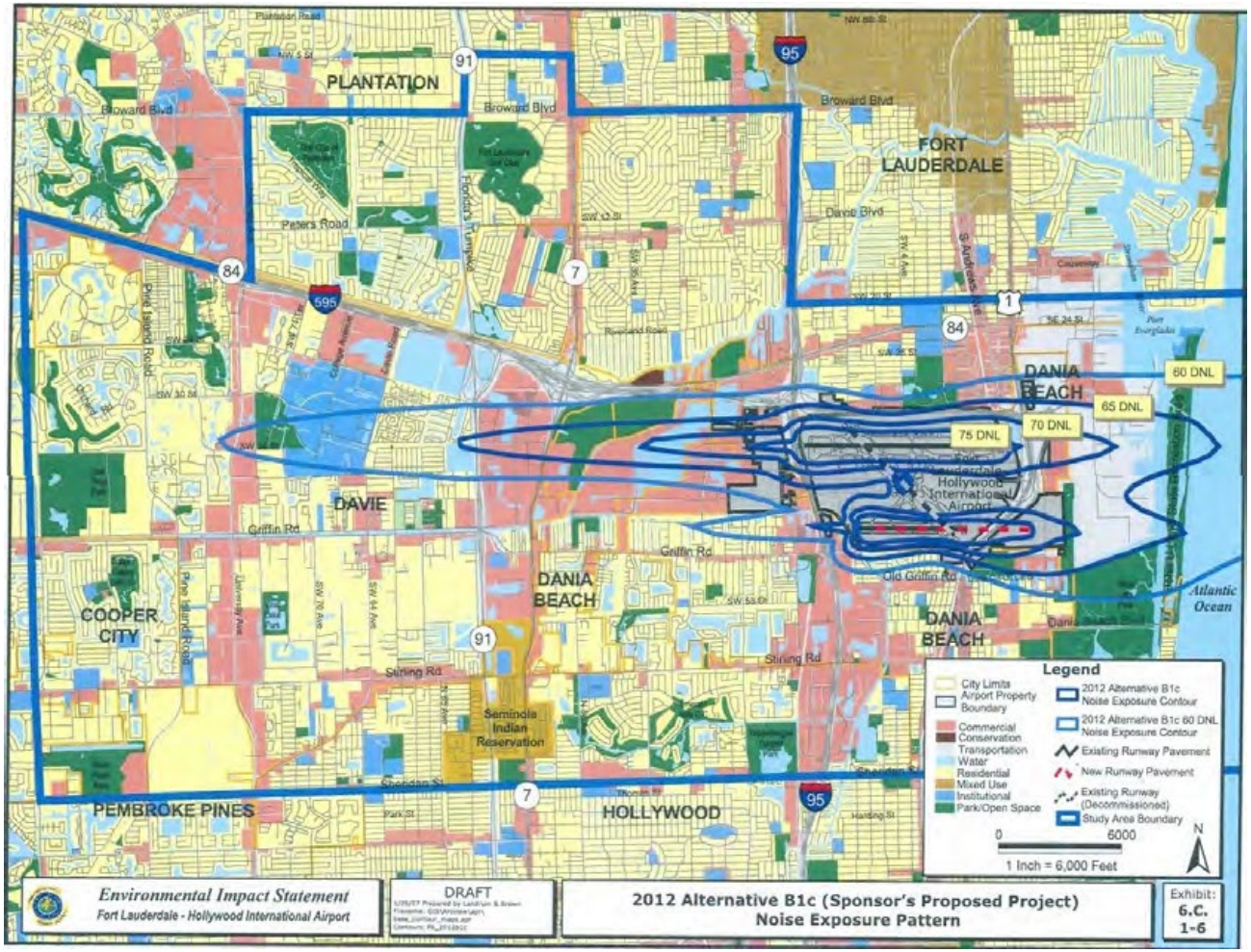
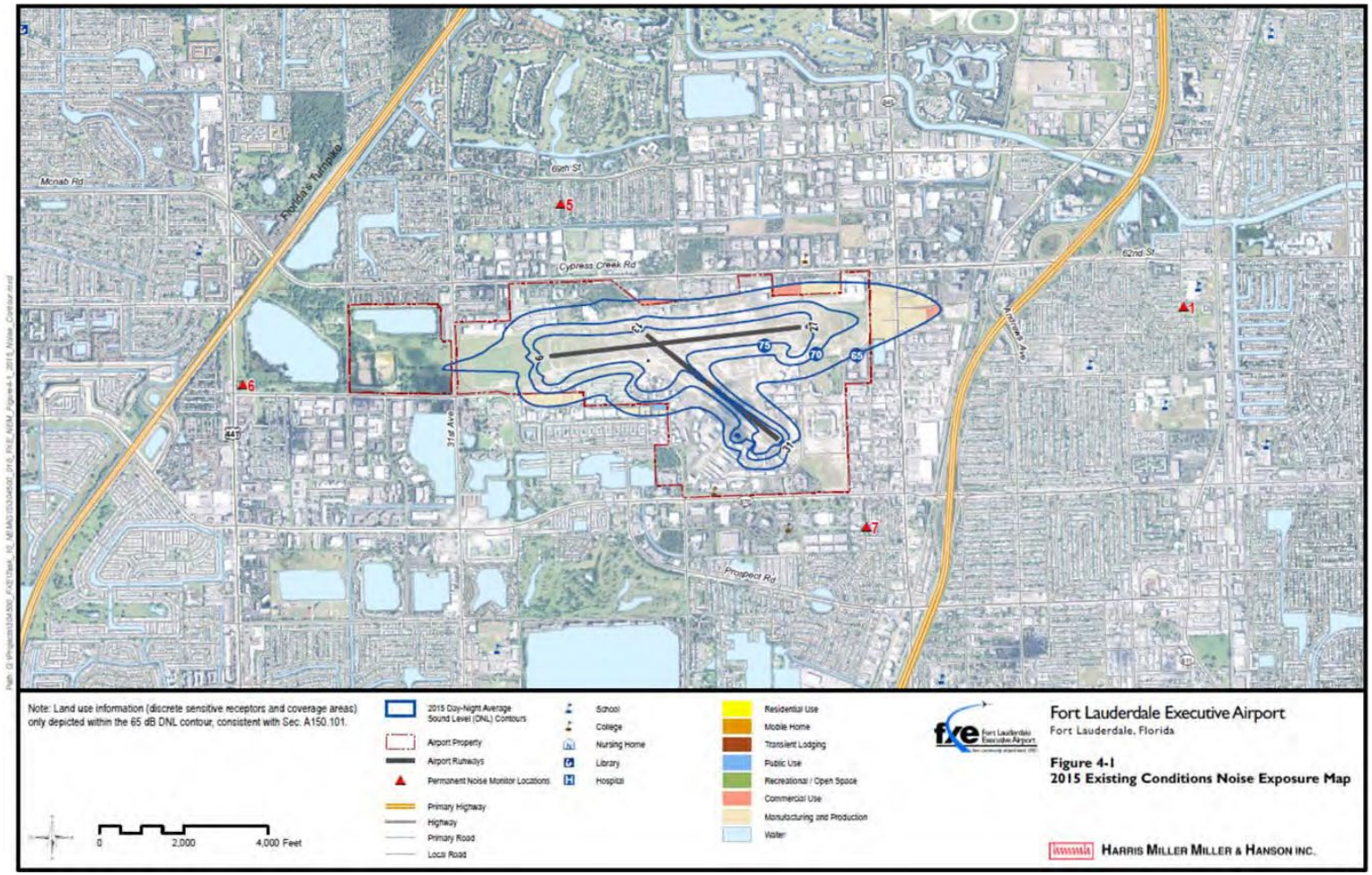


Figure I.B.5. Fort Lauderdale Executive Airport Noise Contour Map



C. FUTURE LAND USE

The City's adopted Future Land Use Map is shown on Figure 1.C.1. Table 1.C.1. below indicates acreage and maximum development potential by Future Land Use District in the City. The City's ultimate residential development capacity can be calculated based on the acreage and maximum permitted residential density in each of the districts. A total of 162,928 units could be permitted in the City Future Land Use Districts are built out to the maximum residential density allowed in the Comprehensive Plan. Based on the average household size of 2.196 persons per unit, if the City were built out to the maximum residential capacity permitted in the Comprehensive Plan, a population of approximately 357,783 could be accommodated. In 2016, the City projected that its population will increase slightly in the planning period from 175,123 in 2015 to 186,645 in 2030. According to 2017 population projections provided by Broward County, the population will increase from 179,991 in 2020 to 247,613 in 2040. In addition, the City has residential flex units which can be used to provide for residential housing needs. The Comprehensive Plan is therefore providing an adequate supply of residential lands to meet existing and current demand.

Table I.C.1. Future Land Use and Maximum Development Potential in Fort Lauderdale

Future Land Use District	Density/Intensity	Acres	Development Potential
Central Beach Regional Activity Center	5,550 units, square feet capped at 3,220 generated trips	232	5,550 units, approx. 1,000,000 square feet (est.)
Commercial	3 Floor Area Ratio	2182	276,797,160 square feet
Commercial Recreation	3 Floor Area Ratio	14	1,829,520 square feet
Community Facilities	3 Floor Area Ratio	678	88,601,040 square feet
Conservation	n/a	210	n/a
Downtown Regional Activity Center	11,060 units, 4 Floor Area Ratio	695	11,060 units, 121,096,800 square feet
Employment Center	3 Floor Area Ratio	1,557	203,468,760 square feet
High Density Residential	60 units/net acre	407	19,236 units
Industrial	3 Floor Area Ratio	791	103,367,880 square feet
Irregular Residential	varies	1,760	11,613 units
Low Density Residential	4.4 units/net acre	1,505	5,297 units
Low-Medium Density Residential	8 units/net acre	5,026	32,166 units
Medium Density Residential	15 units/net acre	2,128	31,920 units
Medium-High Density Residential	25 units/net acre	1,370	34,250 units
Northwest Regional Activity Center	10,900 units, 11,500,000 square feet	1,077	10,900 units, 11,500,000 square feet
Office Park	3 Floor Area Ratio	19	2,482,920 s.f.
Park-Open Space	3 Floor Area Ratio	1,012	132,248,160 s.f.

South Regional Activity Center	936 units, 115,000,000 square feet	267	936 units, 115,000,000 square feet
Transportation	3 Floor Area Ratio	1,225	160,083,000 square feet
Utilities	3 Floor Area Ratio	54	7,056,720 square feet
Water	n/a	1,022	n/a
Total		**22,214**	**162,928 units, 1,121,031,960 square feet**

Maintaining an adequate supply of non-residential lands to support the City's planning program is an important consideration. The City currently has a maximum development potential of 1,121,031,960 s.f. of non-residential development potential, including commercial development and employment generating uses.

Table 1.C.2. below lists Future Land Use Map amendments that have been adopted since 2007. The majority of these amendments were to provide City land use designations on annexed properties (June 2007 and February 2008 amendments), or to designate parcels throughout the City as parks (2010 amendments).

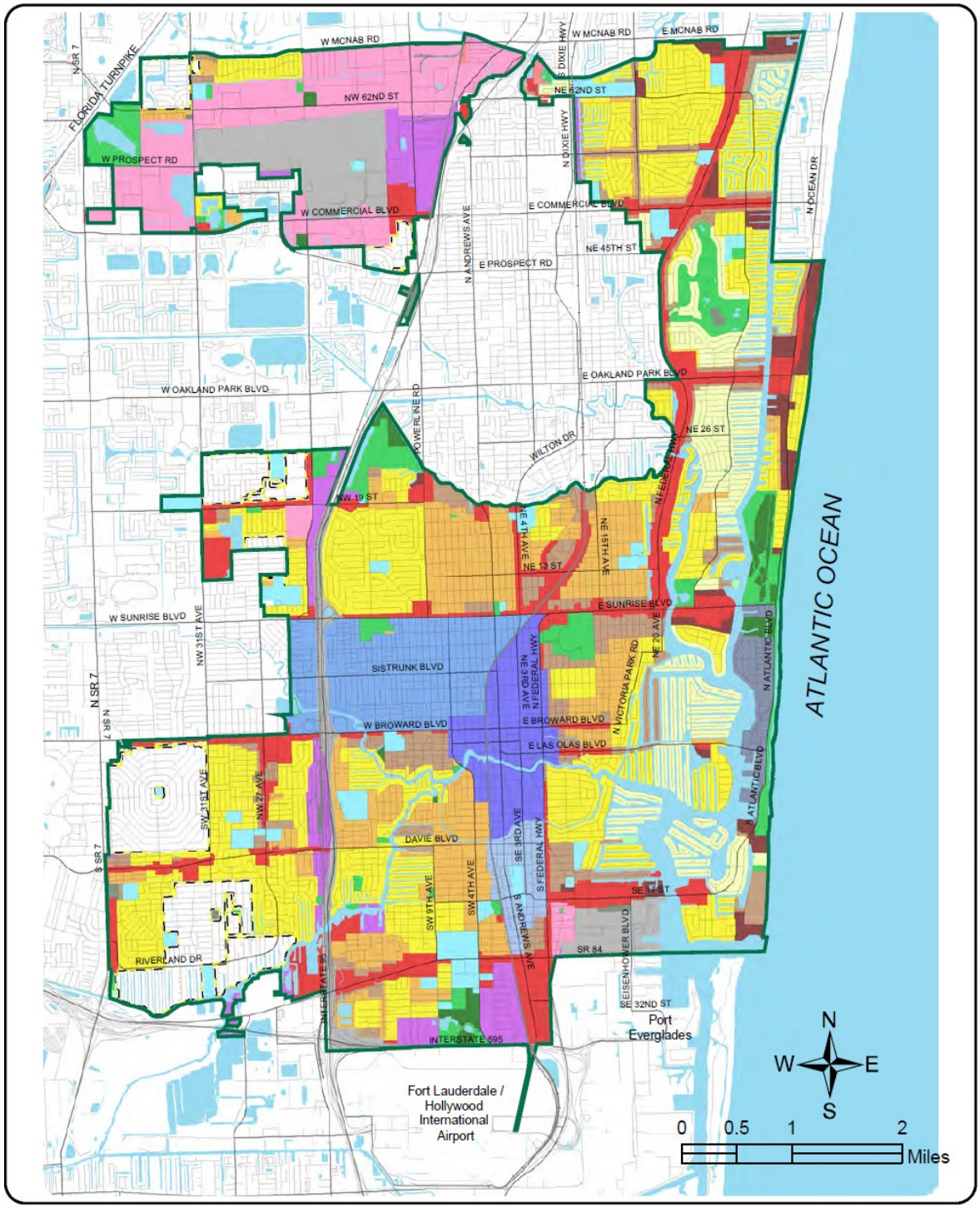
Table I.C.2. Future Land Use Map Amendments Since 2007

Designation	Date	Previous Designation	Acres	Map Code
Residential Irregular 6.47	June 2007	County Low Residential 5	16.25	1
Residential Irregular 15.58		County Low/Medium Residential 10	.51	
Residential Irregular 21.37		County Medium Residential 16	1.46	
Community Facilities	December 2007	Park-Open Space	1.30	2
Residential Irregular 6.80	February 2008	County Low Residential 5	124.78	3
Residential Irregular 11.00		County Low/Medium Residential 10	4.37	
Residential Irregular 18.07		County Medium Residential 15	78.15	
Commercial		County Commercial	26.81	
			18.59	

Community Facilities Industrial Park-Open Space		County Community Facilities County Industrial County Recreation & Open Space	39.73 27.89	
Commercial	August 2008	Park-Open Space	3.16	4
Park-Open Space	May, October 2010	Commercial Employment Center Employment Center Industrial Industrial Low Residential Low-Medium Residential Residential Irregular 12.22 Medium Residential Regional Activity Center Community Facilities Medium Residential Medium Residential	4.90 1 5 3.40 2.02 .29 2.60 .95 .22 .96 5.91 .78 1.82	5 6 7 8 9 10 11 12 13 14 15 16 17
Transportation	September 2010	Parks-Open Space, Employment Center	64.30	18
Commercial	December 2013	Medium-High Residential 25	23.89	19
Residential Irregular 1.7	February 2014	Park-Open Space	21.8	20

In January 2016 the City adopted a text amendment increasing the number of residential units permitted in the Downtown Regional Activity Center from 11,060 to 16,060 units. Of the 5,000 additional dwelling units, 750 were restricted to affordable housing as defined in the Broward County Land Use Plan. No other amendments to increase the number of permitted residential units in activity centers have been adopted since 2008.

Figure I.C.1. Future Land Use Map



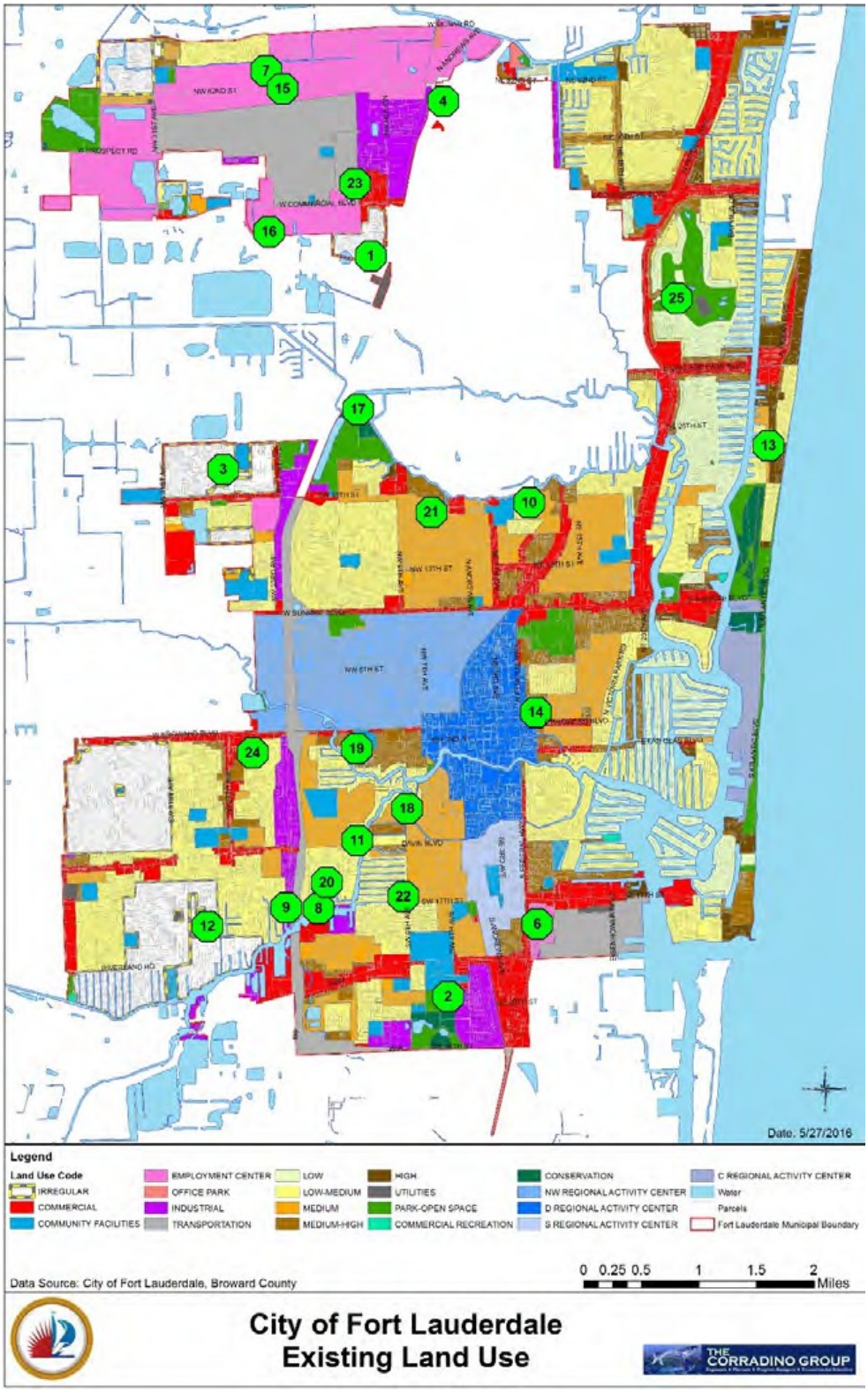
City Of Fort Lauderdale Future Land Use

LEGEND

- UTILITIES
- COMMERCIAL
- COMMUNITY FACILITIES
- EMPLOYMENT CENTER
- OFFICE PARK
- INDUSTRIAL
- TRANSPORTATION
- WATER**
- IRREGULAR*
- LOW 4.4
- LOW-MEDIUM 8
- MEDIUM 15
- MEDIUM-HIGH 25
- HIGH 60
- PARK-OPEN SPACE
- COMMERCIAL RECREATION
- CONSERVATION
- NW REGIONAL ACTIVITY CENTER
- DOWNTOWN REGIONAL ACTIVITY CENTER
- SOUTH REGIONAL ACTIVITY CENTER
- CENTRAL BEACH REGIONAL ACTIVITY CENTER
- REGIONAL ACTIVITY CENTER - PARK
- REGIONAL ACTIVITY CENTER CONSERVATION

MAP SOURCE: CITY OF FORT LAUDERDALE URBAN DESIGN & PLANNING DEPARTMENT

Figure I.C.1. Future Land Use Map Amendments



D. REDEVELOPMENT NEEDS

New development needs to be compatible with existing development in order to preserve and strengthen neighborhood character and sense of place. The City's existing ULDR regulations require that new development be compatible with and preserve the character and integrity of adjacent neighborhoods. Development and design issues addressed in the ULDR include traffic, noise, odors, shadow, scale, placement or orientation of buildings and entryways, parking areas, buffer yards, building mass, landscaping and numerous other development elements. The Neighborhood Compatibility regulations also require that consideration be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, a very important requirement that builds on the City's existing efforts to develop its neighborhoods in a sensitive manner.

Certain neighborhoods and areas face particular challenges, including vacant and/or underutilized parcels, deteriorating and blighted conditions, crime, disinvestment, and a lack of connectivity and access. The Fort Lauderdale Beach Community Redevelopment Area was established to focus and implement redevelopment activities in a declining 121-acre area in central Fort Lauderdale Beach. The Northwest/Progresso/Flagler Heights Redevelopment Area addresses redevelopment activities and needs in the area between Sunrise Boulevard on the north, Broward Boulevard in the south, the City Limits to the west and Federal Highway on the east. The neighborhoods in the Northwest/Progresso/Flagler Heights CRA have historically faced a number of challenges, including high unemployment rates, disinvestment, and deteriorating and blighted conditions.

Fort Lauderdale's 1.1 square mile Downtown is characterized by a modern skyline, pedestrian-scale activity and entertainment centers such as Las Olas Boulevard and Himmarshee Village; cultural and educational institutions; Riverwalk, a one-mile waterfront promenade along the New River, and other assets. Downtown also faces challenges, including vacant, deteriorating or underutilized properties that contribute to blight conditions. The City and partners such as the Downtown Development Authority will continue to implement projects and activities to help Downtown achieve its potential as Broward County's premier business and 24-hour activity center.

The City of Fort Lauderdale has proactively engaged in a number of planning initiatives in order to address the redevelopment needs and enhance the sense of place in targeted areas. The Downtown Master Plan, adopted in 2003 and updated in 2007, provides a comprehensive vision for development and redevelopment in Downtown Fort Lauderdale, and establishes a series of design guidelines for achieving this vision. These guidelines address a number of areas, including: street and building design; quality of architecture; storefront design; character area guidelines (i.e. Downtown Core, Near Downtown, Neighborhood Transition Areas); thematic planning districts (i.e. Arts & Entertainment/Cultural District, F.A.T. Village, Government Campus, Judicial Campus); riverfront design, and implementation. The Plan was updated in 2014 to include Transit Oriented Development Guidelines.

The 2008 Downtown New River Master Plan/2010 Riverwalk District Plan further built upon the groundwork laid in the Downtown Master Plan for the area surrounding the New River waterfront. The plans recognized that the Riverwalk Promenade, despite being a major asset for Downtown, was not realizing its full potential; challenges include a lack of activity in certain areas, poor connections to surrounding activity centers, and public spaces that function more as special event venues than for daily use. The plans made a number of recommendations, including better connectivity to the Las Olas Corridor and between the north and south sides of the Riverwalk, improved public spaces, economic revitalization and activation strategies, and riverfront design guidelines.

The City has also prepared, or is in the process of preparing, master plans for a number of other targeted areas, including Central Beach, the Davie Boulevard Corridor, North US-1, South Andrews Avenue, and the Northwest Activity Center. These plans advance the sense of place and address specific challenges in these areas through design guidelines, streetscape improvements, targeted development strategies, and other redevelopment mechanisms.

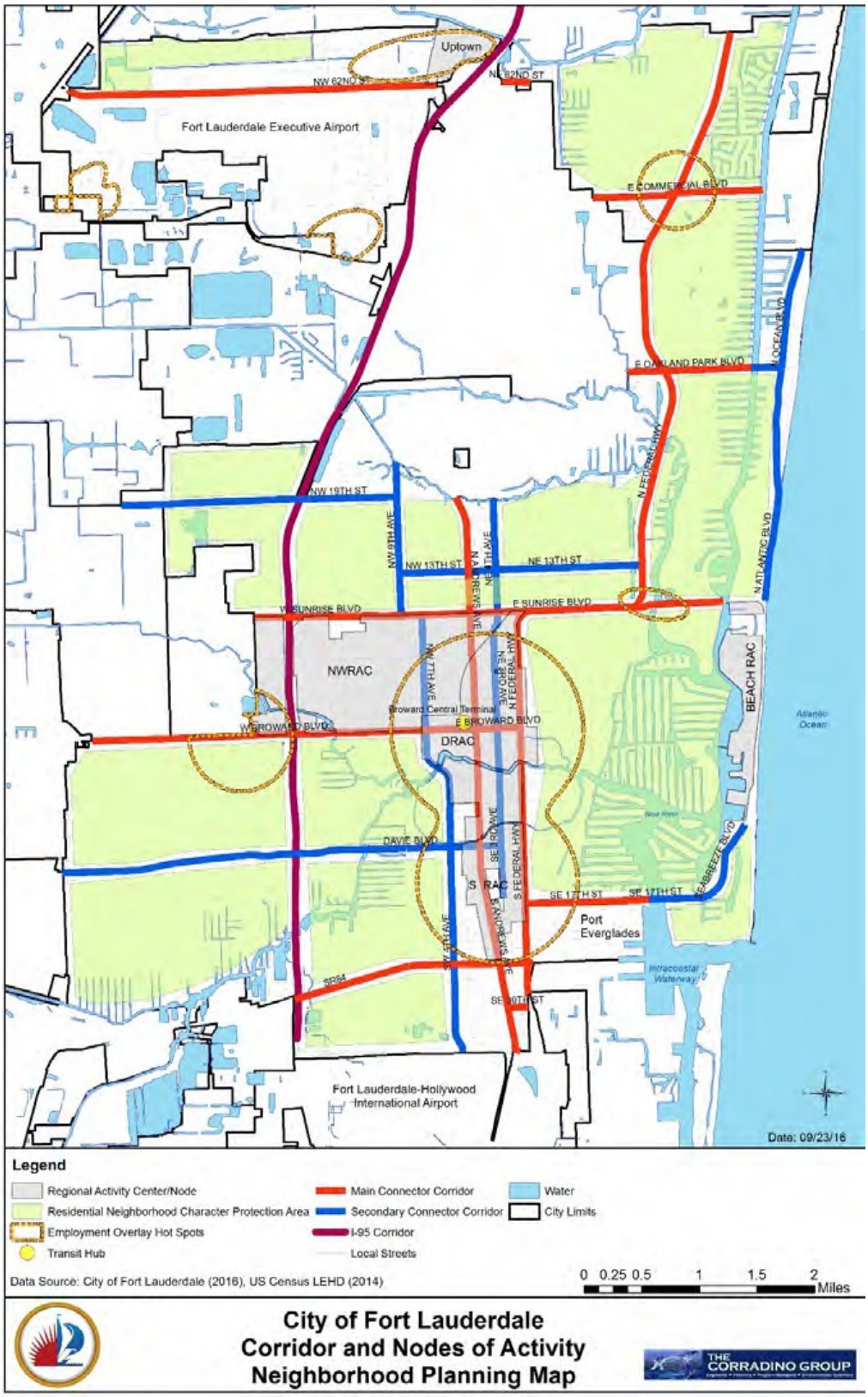
Chapter 163, Florida Statutes, defines "urban sprawl" as "a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that

are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses." Fort Lauderdale is a mature urban environment that is nearly at build-out. At present, only two percent of the City land area is vacant, most of which is zoned for industrial, institutional or commercial land uses. Thus, most future development will be the result of redevelopment, with no opportunity for sprawl into rural and undeveloped areas that would require the inefficient extension of infrastructure and services. The City is, however, largely characterized by low density, automobile dependent development, particularly along major transportation corridors. In response, the City's 2016 Evaluation and Appraisal Report called for revising the goals, objectives and policies of the Comprehensive Plan to promote compact mixed-use development as the City's preferred development pattern; to call for higher density in appropriate areas, transit supportive mixed-use development along major transportation corridors and Downtown; and targeting future development and redevelopment to appropriate areas.

Flex Units and Accommodation of Development Needs

In planning for the future, the City needs to determine where it should distribute 5000 housing flex units. Given this number of housing, there is a potential impact on neighborhoods and density where the units are emplaced. It is also, important, however, that the character of existing neighborhoods be preserved; therefore, the City needs to determine areas where growth should occur and is warranted, such as in areas such as the Regional Activity Centers and planned neighborhoods with higher densities, such as Uptown as part of the Cypress Creek TOD area. In Figure 1.D.1, the City has reviewed and cross-referenced its land use map, transportation corridors, and employment density, based on LEHD data, to determine major (Red Lines) and secondary corridors (Blue Lines) as well as nodes of activity where these flex units can be emplaced (Gray, such as the RACs and Uptown), while at the same time providing for protection of the character of local neighborhoods (Light Green).

Figure I.D.1. Neighborhood and Regional Activity Center Planning - Corridor and Nodes Map



E. JOB CREATION/ECONOMIC DEVELOPMENT

Greater Fort Lauderdale, with a gross metro product of $81.3 billion[4], boasts a vibrant and diverse economy. Marine commerce is the area's leading industry, providing more than 134,000 jobs and an annual economic impact of $10.78 billion. (The Fort Lauderdale International Boat Show, the world's largest in-water boat show, alone has an annual economic impact of $650 million.) Tourism is the area's second largest industry, employing 114,386 and having an annual economic impact of $9.1 billion. The Greater Fort Lauderdale Convention and Visitors Bureau estimates that the area had 13.4 million visitors in 2013. Greater Fort Lauderdale is also an important center for international trade and business, has a strong manufacturing base, and serves as the corporate or regional headquarters for a number of corporations. The City's strong business climate and central location on South Florida's "Internet Coast", an emerging high-tech corridor that is home to more than 6,000 high technology firms, has made it a high-tech hotbed.

Fort Lauderdale's economy is based on a number of economic drivers. The tourism industry is largely centered on the City's seven miles of beaches and extensive system of waterways. The 600,000-square-foot LEED certified Greater Fort Lauderdale Convention Center hosts numerous large conventions and smaller meetings annually. Fort Lauderdale-Hollywood International Airport is the nation's 21st busiest airport and includes a growing number of international flights. The airport and related business provide more than 44,000 jobs and have an annual economic impact of $2.6 billion[5]. Fort Lauderdale's City-owned and operated Executive Airport is one of the nation's busiest general aviation airports. According to the Florida Department of Transportation's 2014 Statewide Economic Impact Study, the Executive Airport contributes to more than 5,100 jobs, and economic activity associated with FXE was reported to be $839 million annually. Port Everglades is ranked as the 11th busiest cargo port in the nation, and the second busiest cruise port in the world. Other major economic assets and employment centers include a number of major medical centers, Downtown, and the Cypress Creek Uptown business and technology district.

Greater Fort Lauderdale's median household income of $50,997 is higher than the median household income in the State ($45,050), while the median home or condominium value in 2012 was $223,400, compared to $148,200 in the State. The City's unemployment rate in March 2015 was 5.5%, equal to the national rate and slightly lower than the State's rate of 5.7%.[6] The cost of living in Fort Lauderdale is 9% above the national average, and the 2013 job growth rate of 2.5% ranks 125th among metropolitan areas.[7] Education attainment for the over 25 population indicates that 85.2% have completed high school, 33.9% have earned a Bachelor's degree and 12.3% have earned a graduate or professional degree.[8] This is comparable to the rest of Broward County, where 30.2% have earned a Bachelor's degree or higher and 10.8% have earned a graduate or professional degree.

The City and its partners like the Greater Fort Lauderdale Alliance, Chamber of Commerce, Convention and Visitors Bureau, Downtown Development Authority, and Broward County Economic Development work together to implement economic development efforts. Many of these efforts are focused on creating, fostering and attracting jobs and businesses in targeted industry sectors, including: aerospace and aviation; advanced materials and high-tech manufacturing; alternative energy and renewable resources; global business services and logistics; human resources development and higher education; information and communications

[4] www.forbes.com/places/fl/fort-lauderdale/
[5] Fort Lauderdale Economic &Community Investment Division
[6] U.S. Bureau of Labor Statistics, April 2015
[7] www.forbes.com/place/fl/fort-lauderdale
[8] www.city-data.com/city/Fort-Lauderdale-Florida.html

technologies; creative economy and film; corporate headquarters; global logistics; life science; and marine. Tax refunds and other incentives are available to companies that commit to providing high-wage jobs in these sectors.

In addition to these programs, another strategy to expand economic opportunities is to create synergies between the City's core economic assets by seamlessly linking them via a dedicated bus line. Such a link between the airport, port, downtown, beach, and northern business areas would allow for more efficient and easy movement between the locations which can clearly enhance economic activity. For example, business travelers who might stay in the northern Cypress Creek area to be near an office for meetings might be enticed to visit downtown destinations if the connection was easy and inexpensive.

An urban design option for linking the core asset locations is a sophisticated gateway and wayfinding program that shows users the easiest and fastest way to travel between the locations. Such a program would enable even short-term visitors to the City to quickly navigate to multiple destinations.

While helping existing economic assets to expand is a logical focus for economic development, an equally important effort is to encourage innovation and start-up efforts which are frequently undertaken by what has been termed the creative class. Strategies to encourage creative class activity include creating attractive public spaces, and collaborative and inexpensive workspaces where people can exchange ideas with low up-front costs. Another component for encouraging innovation and the creative class is the promotion of arts activities of all kinds including permanent museums, pop up exhibits, public art, art festivals and events, street murals on buildings, and any of the many other forms of art expression that are constantly being developed and repurposed.

Another major component of encouraging innovative economic development is supporting the development of knowledge. While the comprehensive plan does not set educational policies, it does deal with the development of the physical facilities where education is provided. In general, the widest flexibility needs to be shown in the location and design of educational facilities so that they can be responsive to the host the constantly evolving needs of innovative education programs.

URBAN DESIGN ELEMENT DATA INVENTORY AND ANALYSIS

A. Description

A City's sense of place is defined by many factors including history, culture, architecture, building form and placement, streetscape design, tree canopy, public spaces, waterfronts, public art, and skyline. A coherent and appealing sense of place is one of the most important factors in determining the overall success of a city attracting people and businesses. Places that exhibit a strong sense of place have an identity and character recognized by visitors and residents alike.

Fort Lauderdale enjoys a strong sense of place defined by a number of key contextual elements including: the Atlantic Ocean beachfront location, extensive system of waterways and associated maritime activities, the New River, which traverses through the downtown core, a strong fabric of residential neighborhoods as well as unique commercial areas such as Downtown, Beach, Las Olas Boulevard, Flagler Village, Sistrunk corridor and Himmarshee Village, cultural institutions such as Broward Center for the Performing Arts and the Museum of Science and Discovery, numerous parks including the core centrally located Holiday Park and numerous other amenities. The City's extensive network of canals and waterways has earned it the nickname "Venice of America", while its tropical resort and beach town ambiance combined with the energy and vitality of a major urban center provide a vibe that is uniquely its own.

Fort Lauderdale's Downtown, a 1.1 square mile "live, work and play" urban center is characterized by a modern skyline of buildings juxtaposed among a fabric of older places, including the Riverwalk - a one-mile waterfront promenade along the New River where the City's history began and where its central core remains today. Downtown includes a variety of pedestrian-scale activity and entertainment venues, including the Las Olas corridor, Flagler Village and Himmarshee Village, as well as cultural and educational institutions including Broward College and Florida Atlantic University and other assets. Downtown also includes a business district offering various professional office and employment options. Further opportunities exist with additional future redevelopment of existing vacant, deteriorating or underutilized properties. The City and partners including the Downtown Development Authority continue to implement projects and activities that will help Downtown maintain its status as Broward County's premier business district and 24-hour activity center.

Other major employment and activity centers in Fort Lauderdale include the Central Beach, the South-East 17th Street commercial corridor which encompasses Port Everglades, the Broward County Convention Center and serves as one of the City's gateways to the beach, the South Regional Activity Center along the spine of South Andrews Avenue which includes the Broward General hospital district, the North-West Regional Activity Center and the Uptown - Cypress Creek area near the Executive Airport, flanked by a number of executive office, commerce and education institutions. Figure A.1. identifies the neighborhoods that form the foundation of Fort Lauderdale, while Figure A.2. shows major cultural and recreational destinations. Protecting and enhancing the City's regional activity centers and its neighborhoods and destinations is key to Fort Lauderdale's sense of place and quality of life.

The City's unique neighborhoods contribute to its overall character and sense of place. New development needs to focus on maintaining and strengthening those aspects that continue to enhance a positive neighborhood character and exceptional sense of place. The City's existing ULDR regulations currently address these aspects in the Neighborhood Compatibility section which requires that new development be compatible with and preserve the character and integrity of adjacent neighborhoods.

Development and design issues addressed in the ULDR include traffic, noise, odors, shadow, scale, placement or orientation of buildings and entryways, parking areas, buffer yards, building mass, landscaping and numerous other development elements. The Neighborhood Compatibility regulations also require that consideration be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, a very important requirement that builds on the City's existing efforts to develop its neighborhoods in a sensitive manner. However, the regulations are subjective and lack a more comprehensive, intent-driven and form-based approach, based on physical building form which focuses on the relationship between the public and private realm, to guide appropriate building mass and scale as well as streetscape design.

Certain neighborhoods and areas face particular challenges, including vacant and/or underutilized parcels, deteriorating and blighted conditions, crime, disinvestment, and a lack of connectivity and access to amenities and services. Several community redevelopment areas have been instituted in the City to help address some of these issues.

The Fort Lauderdale Beach Community Redevelopment Area was established to focus and implement redevelopment activities in the Central Beach area. While much progress has occurred since its inception and implementation efforts are currently underway in the form of infrastructure investment, additional focus needs to occur on connecting the entire central beach area, addressing streetscape improvements particularly in the North Beach Village area as well as addressing sustainability measures.

The Northwest Progresso Flagler Heights Redevelopment Area addresses redevelopment activities and needs in the area generally located between Sunrise Boulevard on the north, Broward Boulevard in the south, the FEC railroad tracks to the west and Federal Highway on the east. The neighborhoods in the Northwest Progresso Flagler Heights CRA have historically faced a number of challenges, including high unemployment rates, disinvestment, and deteriorating and blighted conditions.

Most recently the City established a redevelopment trust fund levying ad valorem taxes in the Central City area, generally bounded by NE 13th Street and NE 16th Street on the North, Sunrise Boulevard on the south, Powerline Road on the west and the Florida East Coast railway on the east in order to improve the quality of life in the area, increase property values and redevelop and revitalize properties to help it thrive.

Preserving historic buildings is also an important way a city can retain and enhance its overall character, as historic neighborhoods have a particularly discernible character and contribute immensely to a city's overall sense of place. The City has a strong historic preservation program which encourages preservation and renovation of historic buildings, as well as special guidelines for new construction in historic districts. These guidelines provide direction tailored to promote creative solutions that reflect current design standards, while remaining sensitive to the character of historic structures and surroundings.

As real estate activity increases the pressure to maximize buildable square footage, the City recognizes that additional efforts to protect neighborhood character are needed while maintaining a favorable development environment. The City's Neighborhood Development Criteria Revisions Initiative is intended to protect the best qualities of Fort Lauderdale neighborhoods. Through the Initiative, the City is exploring and adopting measures to ensure that new development is consistent with existing neighborhood character. A variety of design issues will be addressed including garage size and placement, front building façade requirements, landscaping, and setback standards.

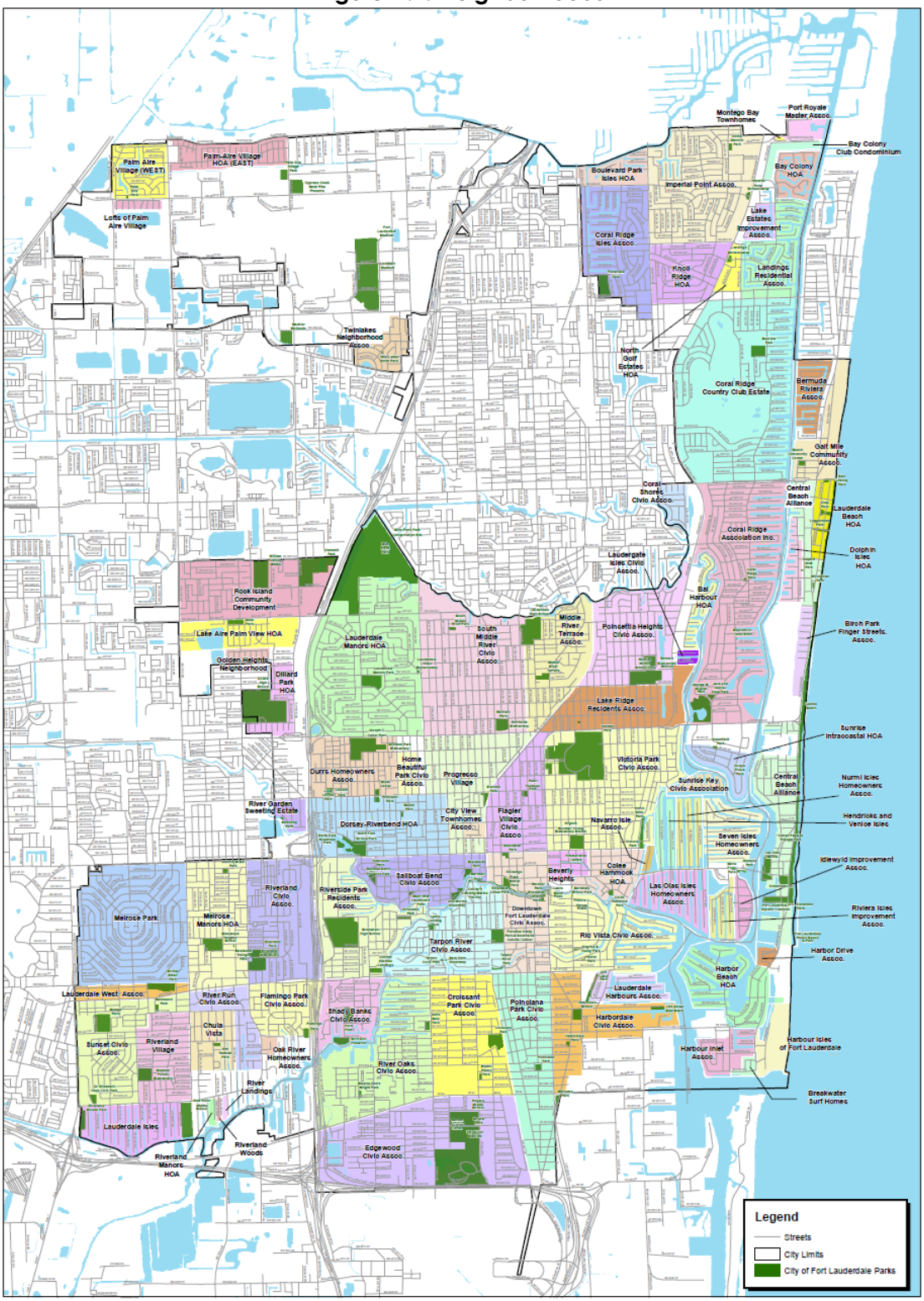
Improving the quality and design of development along the City's major corridors, particularly those that serve as gateways to Downtown, would greatly enhance the City's sense of place. The current pattern of low-rise commercial strip development that characterizes many of these corridors is replicated throughout cities, around the country, and does not reflect the livable pattern of more successful and sustainable environments. One of the most impactful ways for the City to enhance its built environment is to address form-based standards for how new development will be built based on the context of each area. In many cases a pattern of buildings closer to the street edge creates a more consistent urban fabric, while addressing a safer and more comfortable pedestrian environment. Redeveloping many of the City's key corridors with low- to mid-rise vertical mixed-use buildings would reduce automobile dependence and provide a more visually appealing and functional transition to Downtown.

In developing these key Corridors, the City should consider specific criteria which will allow for more definition on the building typology, façade treatment, building massing, and not only streetscape design, but block size and patterning to account for the flow of movement within the neighborhoods. As the City decides where to place its flex housing units, density, massing, and regional tradeoff inherent in the preservation and further development of specific characteristics of each neighborhood will influence the character and sense of place. To account for this, the City may elect to have specific urban design plans for each RAC and planned urban efforts like Uptown.

To summarize, the major opportunities for enhancing the City's character and sense of place include:

- Lessening the impact of wide roadways by incorporating opportunities for multi-modal enhancements, including bicycle accommodations, streetscape improvements that widen sidewalks and add shade trees;
- Reviewing urban design and master plans and policies to incorporate more form-based standards and ensure design aspects such as active ground floor uses to enhance the pedestrian experience, building form, mass and scale, streetscape design and other placemaking measures are implemented;
- Expanding the City's shade tree canopy to the greatest extent possible;
- Ensuring that policies for encouraging sidewalk cafes, context sensitive signage, and others that help the overall character of place are continually updated to reflect successful outcomes;
- Increasing public art and cultural programing opportunities, and;
- Utilizing way-finding signage and other design elements to define and enhance the identity of City neighborhoods.

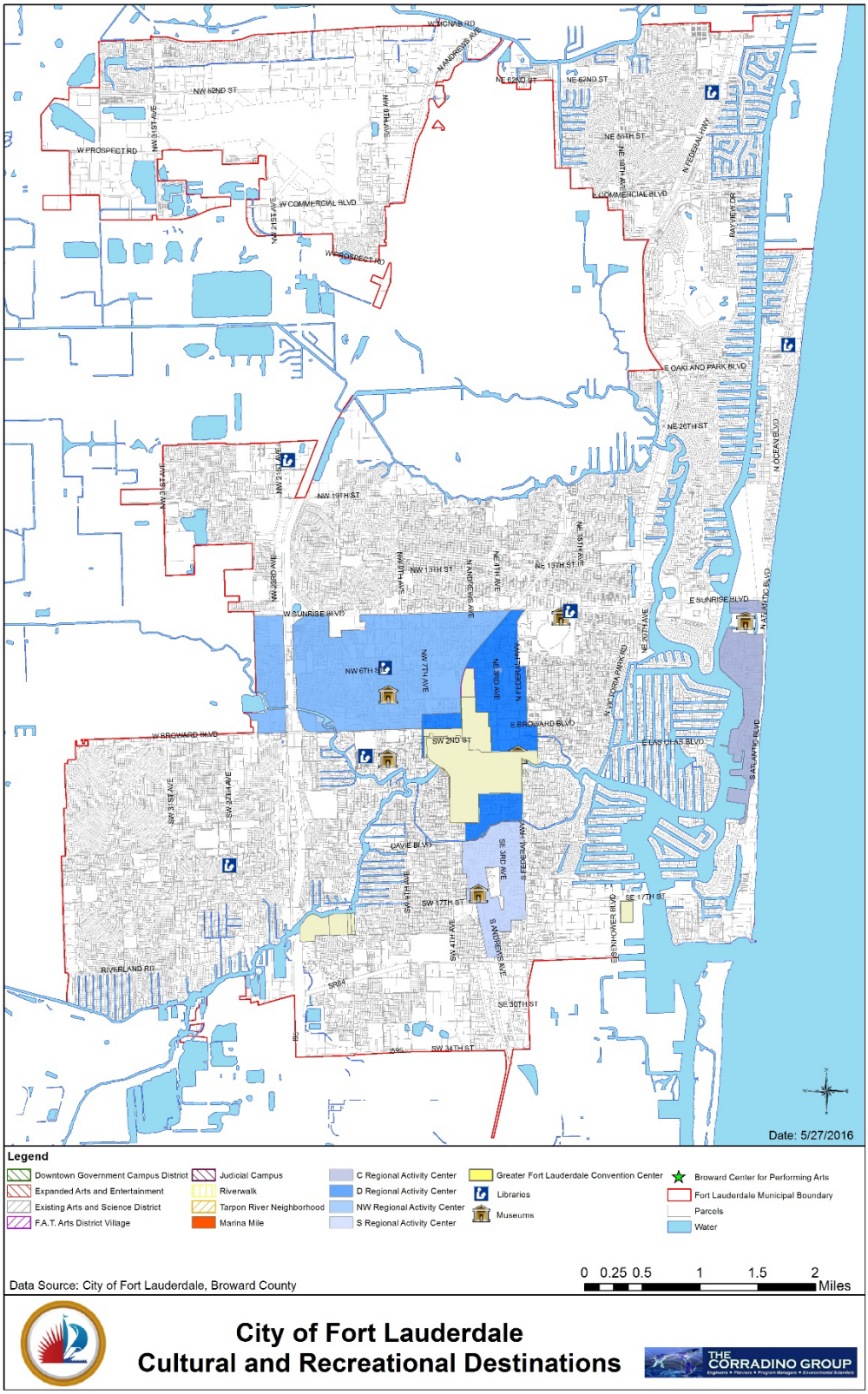
Figure A.1. Neighborhoods



City of Fort Lauderdale:
Neighborhood Associations

Plot Date: 7/31/2014
Projects in GIS1: \\gis1\projects\CI_Standard_Maps\ArcGIS
eighborhood_association_map_11x17.mxd

Figure A.2. Major Cultural and Recreational Destinations



B. Other Planning Efforts

The City of Fort Lauderdale has proactively engaged in a number of planning initiatives in order to address the redevelopment needs and enhance the sense of place in targeted areas. The Downtown Master Plan, adopted in 2003 and updated in 2007, provides a comprehensive vision for development and redevelopment in Downtown Fort Lauderdale, and establishes a series of design guidelines for achieving this vision. These guidelines address a number of areas, including street and building design, quality of architecture, storefront design, character area guidelines (i.e. Downtown Core, Near Downtown, Neighborhood Transition Areas), thematic planning districts (i.e. Arts & Entertainment/Cultural District, F.A.T. Village, Government Campus, Judicial Campus), riverfront design, and implementation. The Plan was updated in 2014 to include Transit Oriented Development Guidelines.

The 2008 Downtown New River Master Plan/2010 Riverwalk District Plan further built upon the groundwork laid in the Downtown Master Plan for the area surrounding the New River waterfront. The plans recognized that the Riverwalk Promenade, despite being a major asset for Downtown, was not realizing its full potential; challenges include a lack of activity in certain areas, poor connections to surrounding activity centers, and public spaces that function more as special event venues than for daily use. The plans made a number of recommendations, including better connectivity to the Las Olas Corridor and between the north and south sides of the Riverwalk, improved public spaces, economic revitalization and activation strategies, and riverfront design guidelines.

The City has also prepared, or is in the process of preparing, master plans for a number of other targeted areas, including Central Beach, South Andrews Avenue, the Northwest Regional Activity Center, and the Uptown Area. These plans advance the sense of place and address specific challenges in these areas through design guidelines, streetscape improvements, targeted development strategies, and other redevelopment mechanisms.

Maintaining and enhancing Sense of Place is also an important component of the City's Vision Plan - *Fast Forward Fort Lauderdale; Our City Our Vision*. The "WE ARE COMMUNITY" Vision Direction calls for vital, safe, and healthy neighborhoods. The "WE ARE HERE" Vision Direction envisions THE City as "an urban center and vacationland in the heart of South Florida". As noted, the Vision Plan is the result of significant feedback received throughout the visioning process: of the 1,562 ideas received, 85 addressed various aspects of sense of place, including community identity, parks, entertainment and culture, Downtown and the riverfront, and special events.

The *Press Play Strategic Plan 2018* outlines a number of objectives and strategic initiatives specific to sense of place. The Public Places Cylinder calls for healthy, sustainable and connected neighborhoods that include ample greenspaces, a healthy urban forest, eco-friendly landscaping, and recreational opportunities. Goal 3 under this Cylinder is "be a community that finds opportunities and leverages partnerships to create unique, inviting, and connected gathering spaces that highlight our beaches, waterways, urban areas, and parks"; Goal 4 is "be a healthy community with fun and stimulating recreational activities for our neighbors". The Neighborhood Enhancement Cylinder calls for improved neighborhood aesthetics. Goal 5 is "be a community of strong, beautiful and healthy neighborhoods"; Goal 6 is "be an inclusive community made up of distinct, complementary, and diverse neighborhoods". Objectives and strategic initiatives to achieve these goals include improved access to the beach, Riverwalk, waterways, parks and open spaces; a unified wayfinding program; a beautification and maintenance rating program for public places landscaping; an art in public places program; coordinated neighborhood and waterway clean up events; code

enforcements, and; codification of the design guidelines contained in special area master plans (i.e. Downtown, Central Beach. etc.)

The January 2015 *Press Play Strategic Plan Progress Report* indicates that the City has made progress in implementing the strategic initiatives specific to sense of place. For example, the report indicates that the number of waterfront parks accessible by boat increased from 67% to 80%, and the number of Riverwalk events increased by 39% in 2014.

HOUSING ELEMENT DATA INVENTORY AND ANALYSIS

Overview

The following Affordable Housing and Economic Analysis dated June 2019 serves as the Data Inventory and Analysis for the Fort Lauderdale Education Element.

Affordable Housing and Economic Analysis

June 2019

CITY OF FORT LAUDERDALE

Metropolitan Center at FIU at I-75
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Miramar, FL 33027
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The Florida International University Metropolitan Center is Florida's leading urban policy think tank and solutions center. Established in 1997, the Center provides economic development, strategic planning, community revitalization, and performance improvement services to public, private and non-profit organizations in South Florida. Its staff and senior researchers are leaders in their respective fields, and bring extensive research, practical, and professional experience to each project. The Center's research has catalyzed major policy initiatives and projects in housing, economic redevelopment, transportation, social services, and health services throughout South Florida.

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EXECUTIVE SUMMARY

The *City of Fort Lauderdale Affordable Housing and Economic Analysis* provides an update to the 2015 analysis, thereby presenting 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 major neighborhoods surrounding the City's Downtown. An understanding of the shifting demands for housing is critical for the creation of effective housing policies and strategies. The Affordable Housing and Economic Analysis includes the following Districts:

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 2013-2017 5-Year *American Community Survey* (ACS) estimates, the City of Fort Lauderdale has a current population of 177,175 residents. Significantly, the City's population has grown by 5 percent (8,572 residents) since 2013 after a general slowing of population growth in the aftermath of the Great Recession. Family households have also been steadily increasing over the past five years with an 8 percent increase (1,798) in total family households since 2013.

The City has also experienced recent shifts in its population age groups. Following a decrease in the City's prime age (20-44) worker population during the last decade, there has been a significant percent 4 percent (2,504 persons) increase in the City's prime age worker population. The City's 45-74 age group also continues to grow. From 2013-2017 there was 5 percent (3,492 person) increase in this population age group.

The economic analysis found the City of Fort Lauderdale's $52,315 current median household income is 21 percent higher than 2013 ($43,119). However, the City's median household income is 5 percent lower than Broward County's median household income of $54,895.

The City of Fort Lauderdale's employed population 16 years and older is primarily employed in management, business, science and art occupations (38 percent), sales and office occupations (24 percent) and service occupations (21 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 ($58,006) while the lowest are in service occupations ($20,268). The median earnings for sales and office occupations is $30,527

According to 2013-2017 ACS estimates, 65,112 (74 percent) City of Fort Lauderdale workers commute to work by car, truck or van and drove alone. Only 4,514 workers (5 percent) use public transportation, excluding taxicabs. The mean travel time to work is around 26 minutes one way. The commuter patterns of the City's workers have remained essentially unchanged since 2013 though there has been a discernible uptick in the employed labor force 16+ that work at home, walk or use alternative means of transportation.

While the commuter patterns of the City's workers have remained essentially unchanged since 2013, the City's Housing and Transportation Affordability Index (H&T) continues to be excessive. According to CNT's current estimates, both Broward County (64 percent) and the City of Fort Lauderdale (62 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 though commuter distances are also an important factor.

The report's housing analysis found the City of Fort Lauderdale's housing inventory increased by 2,954 units (3 percent) since 2013. The City's total housing inventory was attributed to an 8.9 percent (2,575 units) increase of units in structures with 20 or more units.

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 1,714 units (15 percent) from 2013-2017 following an increase of 4,014 units (55 percent) from 2000-2013.

According to Zillow's most recent (April 30, 2019) Fort Lauderdale Market Overview, the median sales price of a single-family home in the City was $336,300. According to Reinhold P. Wolff, rent prices in the Fort Lauderdale area show a median monthly rent of $2,705 for a 2-bedroom unit and $3,204 for a 3-bedroom unit.

Key Findings – Neighborhood Area Analysis Districts

1) South Middle River Neighborhood Area Analysis District

The South Middle River Neighborhood Area District contains a significant amount of the City's population (21,424 residents) and housing units (8,004). The population of the District is primarily Black or African-American (70 percent) followed by White Alone (27 percent). Only 17 percent of the population 25+ years of age has a bachelor's degree or higher while 20 percent do not have a high school diploma.

There is a total of 6,794 households in the South Middle River Neighborhood Area Analysis District. The typical median household income in the District ranges from $16,761 in western sections of the South Middle River Civic Association to $46,655 in the northeastern section of South Middle River Civic Association. According to 2013-2017 ACS estimates, 26 percent of families in the District (1,735 families) had incomes in the past 12 months below the poverty level. This represents only a slight improvement from 27.4 percent (1,786 families) in 2013.

According to 2013-2017 ACS estimates, 66 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 (31 percent) and management, business, science, and arts occupations (27 percent). The highest median earnings are in management, business, science and art occupations ($42,961) with the lowest in service occupations ($23,748).

According to 2013-2017 ACS estimates, 41 percent (2,768 units) of the occupied housing units in the South Middle River Neighborhood Area Analysis District are owner occupied down from 60 percent in 2013. Of the District's total housing units (8,004), 15 percent (1,210 units) are vacant. The highest vacancy rate (27 percent) in the District is "for rent" units followed by "other" vacancies (25 percent).

An estimated, 51 percent (961 units) of the District's owner-occupied housing units and 70 percent (2,807) of renter-occupied units are cost-burdened. A 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 South Middle River Association and the Middle River Terrace Association. There are equal owner

affordability gaps across South Middle River, including the Middle River Terrace Association. Lower renter affordability gaps are generally found in Middle River Terrace.

According to CNT's estimates, all of the neighborhoods in the South Middle River Neighborhood Analysis Area have an H+T Index above the 45 percent benchmark with the exception of Lauderdale Manors (44 percent). The H+T Index ranges from a low of 44 percent in Lauderdale Manors to 52 percent in Middle River Terrace. The H+T Index for South Middle River is 51 percent, well above the benchmark of 45 percent.

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

The Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area has a total population of 17,411 residents and 7,981 housing units. The population of the Dorsey-Riverbend, Progresso/Flagler Villages Neighborhood Area Analysis District is primarily Black or African-American (70 percent) followed by White Alone (27 percent). An estimated 13 percent of the District's population is Hispanic or Latino. Only 22 percent of the population 25+ years of age has a bachelor's degree or higher while 26 percent do not have a high school diploma.

There is a total of 6,724 households in the District. The typical median household income in the District ranges from $26,250 in the Progresso Village Association to $32,461 in the Dorsey-Riverbend HOA. According to 2013-2017 ACS estimates, 33 percent of families in the District (2,248 families) had incomes in the past 12 months below the poverty level.

According to 2013-2017 ACS estimates, 67 percent of the population 16+ years of age in the District are in the labor force. The District's employed population 16 years and older is primarily employed in sales and office (30 percent) followed by service occupations (28 percent) and management, business, science, and arts occupations (27 percent). The highest median earnings are in management, business, science and art occupations ($45,533) with the lowest in natural resources, construction, and maintenance occupations ($25,429). The median earnings for sales and office occupations is $29,781.

According to 2013-2017 ACS estimates, 23 percent (1,839 units) of the District's 7,981-unit housing supply are in multi-family structures of 3 or 4 units and more. An estimated 28 percent (2,197) of the District's housing units are in multi-family structures of 20 units or more. Only 22 percent of the District's housing supply (1,720 units) are in 1-unit, detached or attached structures. An estimated 87 percent of occupied units (5,823 units) in the District are renter-occupied. Of the District's total housing units, 17 percent (1,355 units) are vacant. The highest vacancy rate (33 percent) in the District is "for rent" and 30 percent are "other" vacancies.

An estimated 41 percent (245 units) of the District's owner households and 58 percent (3,394) of renter households are cost-burdened. A housing affordability analysis found significant "gaps" in most areas of the District. The largest owner affordability gap was found in the Progresso Village where the median household income is $26,250 and in the eastern section of Dorsey-Riverbend HOA where the median household income is $32,641. The analysis found several renter affordability "gaps" in the District, including the Durrs Neighborhood Association and the Progresso Village Association.

According to CNT's 2015 estimates, the H+T Index in the Dorsey-Riverbend, Durrs, Progresso/Flagler Villages Neighborhood Area Analysis District ranges from a low of 39 percent in the Progresso Village to 58 percent in the Flagler Village Association. All of the other neighborhoods in the District are below the 45 percent benchmark with the exception of Flagler Village Association (58 percent).

3) Downtown/Tarpon River Neighborhood Area Analysis District

The Downtown/Tarpon River Neighborhood Area District contains a total population of 13,743 residents and 8,646 housing units. The population of the Downtown/Tarpon River Neighborhood Area Analysis District is primarily White Alone (73 percent), followed by Black or African-American (19 percent). An estimated 7 percent of the District's population is Hispanic or Latino.

An estimated 42 percent of the District's population 25+ years of age has a bachelor's degree or higher, while only 11 percent do not have a high school diploma. An estimated 91 percent (12,518 residents) of the District's population is over 18 years of age with 16 percent (2,187 residents) over the age of 65.

The largest percentage of the District's White, Alone population resides in the Tarpon River Civic Association (99 percent) and (97 percent) of the two block groups. Both the largest percentages of Black or African American populations (48 percent) and Hispanic or Latino populations (34 percent) reside in the Riverside Park Residents Association.

There is a total of 6,760 households in the Downtown/Tarpon River Neighborhood Area Analysis District. The more typical median household income in the District ranges from $26,885 in the Riverside Park Residents Association to $120,786 in the Sailboat Bend Civic Association. According to 2013-2017 ACS estimates, 16 percent of families in the District (1,063 families) had incomes in the past 12 months below the poverty level.

An estimated, 66 percent of the population 16+ years of age in the District are in the labor force. The District's employed population 16 years and older is primarily employed in management, business, science and art occupations (49 percent) and sales and office occupations (19 percent). The highest median earnings are in management, business, science and art occupations ($56,376) with the lowest in production, transportation, and material moving occupations ($37,371). The median earnings for sales and office occupations is $37,711.

According to 2013-2017 ACS estimates, 46 percent (3,997 units) of the District's 8,646 unit housing supply are in multi-family structures of 20 units or more. Only 26 percent of the District's housing supply (2,243 units) are in 1-unit, detached or attached structures.

An estimated, 35 percent (2,355 units) of the occupied housing units in the District are owner-occupied. Of the District's total housing units, 22 percent (1,886 units) are vacant. The highest vacancy rate in the District (55 percent) are for seasonal, recreational or occasional use vacancies.

According to 2013-2017 ACS estimates, 36 percent (536 units) of the District's owner-occupied housing units are cost-burdened and 57 percent (2,520 units) of renter-occupied units. The housing affordability analysis found significant homeowner "gaps" in most areas of the District. The largest affordability gap was found in the eastern section of Riverside Park Residents Association where the median household income is $26,885, and in the western section of Sailboat Bend Civic Association. 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 affordability "gaps" in the District with the largest in the Downtown Fort Lauderdale area. Significant housing affordability "surpluses" were found in Sailboat Bend and Tarpon River where higher median household incomes are more prevalent.

According to CNT's 2015 estimates, the H+T Index in the Downtown/Tarpon River Neighborhood Area Analysis District ranges from 36 percent in the Riverside Park Residents Association to 62 percent in Downtown Fort Lauderdale. The Sailboat Bend Civic Association (46 percent and Tarpon River (56 percent) are also above the 45 percent affordability threshold.

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 2013-2017 5-Year American Community Survey (ACS) estimates, the City of Fort Lauderdale has a current population of 177,175 residents. The City's population has increased by almost 5 percent (8,572 residents) since 2013 and by 2 percent (3,605 residents) since 2015. The population growth rate of the City has been slightly lower than Broward County during this period.

There are currently 73,657 households in the City which represents a 3 percent increase since 2013. The number of households in the City has been consistent each year since 2013, increasing slowly almost every year. Family households throughout the City have also been steadily increasing over the past five years with an 8 percent increase (1,798) in total family households since 2013. Overall, family households comprise around 49 percent of all occupied units in the City up from 47 percent in 2013.

In comparison, Broward County experienced a 2 percent increase (12,370) in households since 2013. The County also had an increase of almost 4 percent or 15,107 households, in family households since 2013. Overall, family households comprise 64 percent of the County's total occupied households.

Table 1.1: City and County Population Comparisons

City of Fort Lauderdale		Broward County	
2013	168,603	2013	1,784,889
2014	171,137	2014	1,815,269
2015	173,570	2015	1,843,152
2016	175,153	2016	1,863,780
2017	177,175	2017	1,890,416
% Change 2013-2017	4.84%	% Change 2013-2017	5.58%

Source: U.S. Census, ACS, (2017), (2016), (2015), (2014), (2013) 5-Year Estimates

Race and Ethnicity

The racial and ethnic composition of the City of Fort Lauderdale has been gradually changing since 2013. While the City's White Alone (48 percent) and Black or African American (31 percent) populations continue to comprise the largest shares of the City's racial composition, there has been a significant shift in the growth of the racial groups. The city's White Alone population decreased by 3 percent since 2013 while the City's Black or African American population increased by 0.3 percent. Hispanic or Latino populations of any race continue to grow each year in Fort Lauderdale. Hispanic or Latinos now comprise about 18 percent of the City's population, a 3 percent increase from 2013.

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 (4 percent) in its White alone population since 2013, but continues to increase (1 percent or 49,562 individuals) in its Black or African American population. Likewise, the County's Hispanic or Latino population has increased by about 3 percent (74,595 persons) since 2013 and now comprise 28 percent of the County's population up from 26 percent in 2013.

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

	City of Fort Lauderdale		Broward County	
Race	**Total**	**%**	**Total**	**%**
White alone	85,878	50.9%	757,268	42.4%
Black or African American alone	52,058	30.9%	468,715	26.3%
American Indian and Alaska Native alone	208	0.1%	2,850	0.2%
Asian alone	1,965	1.2%	58,231	3.3%

Native Hawaiian and Other Pacific Islander	92	0.1%	898	0.1%
Some other race alone	571	0.3%	7,291	0.4%
Two or more races:	2,645	1.6%	28,244	1.6%
Ethnicity				
Not Hispanic or Latino	143,417	85.1%	1,323,497	74.2%
Hispanic or Latino	25,186	14.9%	461,392	25.8%

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

Table 1.2(b): City and County Race and Ethnicity Comparisons, 2017

	City of Fort Lauderdale		Broward County	
Race	**Total**	**%**	**Total**	**%**
White alone	85,139	48.1%	721,241	38.2%
Black or African American alone	55,340	31.2%	518,277	27.4%
American Indian and Alaska Native alone	146	0.1%	3,156	0.2%
Asian alone	2,543	1.4%	66,304	3.5%
Native Hawaiian and Other Pacific Islander	50	0.0%	844	0.0%
Some other race alone	360	0.2%	9,752	0.5%
Two or more races:	2,141	1.2%	34,855	1.8%
Ethnicity				
Not Hispanic or Latino	145,719	82.2%	1,354,429	71.6%
Hispanic or Latino	31,456	17.8%	535,987	28.4%

Source: US Census, ACS, 2017 5-Year Estimates

Age

According to ACS estimates, the current median age of the City of Fort Lauderdale's population has remained at 42 from 2013 to 2017. Significantly, however, is a 4 percent (2,504 persons) increase in the City's prime age (20-44) worker population. The City's 45-74 age group continues to grow at a rapid pace. From 2013-2017 there was 5 percent (3,492 person) increase in the population for that age range.

Broward County's median age has been consistent at around 40 years old from 2013 to 2017, consistently lower than the City of Fort Lauderdale. However, the County has also experienced an increase of 5 percent (30,151 persons) in the prime age (20-44) worker population. Comparable to the City is the County's 9 percent (57,885 persons) growth in the 45-74 age grouping.

Table 1.3(a): City and County Age Comparisons, 2013

	City of Fort Lauderdale		Broward County	
Age	**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 34 years	24,933	14.8%	233,269	13.1%

35 to 44 years	22,172	13.2%	250,438	14.0%
45 to 54 years	27,920	16.6%	279,023	15.6%
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 74 years	15,090	9.0%	133,486	7.5%
75 to 84 years	7,064	4.2%	83,196	4.7%
85 years and over	3,930	2.3%	42,484	2.4%
18 years and over	138,228	82.0%	1,390,222	77.9%
65 years and over	26,084	15.5%	259,166	14.5%
Median age (years)	42.3		39.8	

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

Table 1.3(b): City and County Age Comparisons, 2017

	City of Fort Lauderdale		Broward County	
Age	**Total**	**%**	**Total**	**%**
Total population	177,175		1,890,416	
Under 5 years	9,221	5.4%	110,377	5.8%
5 to 9 years	8,868	5.3%	110,501	5.8%
10 to 14 years	8,748	4.9%	113,943	6.0%
15 to 19 years	8,557	5.1%	113,616	6.0%
20 to 24 years	8,578	5.2%	114,806	6.1%
25 to 34 years	28,111	14.8%	254,817	13.5%
35 to 44 years	22,724	12.7%	253,595	13.4%
45 to 54 years	26,393	15.1%	280,455	14.8%
55 to 59 years	13,674	7.7%	131,574	7.0%
60 to 64 years	12,758	7.0%	111,771	5.9%
65 to 74 years	17,620	9.8%	162,732	8.6%
75 to 84 years	8,107	4.7%	88,057	4.7%
85 years and over	3,816	2.3%	44,172	2.3%
18 years and over	144,792	81.7%	1,483,776	78.5%
65 years and over	29,543	16.7%	294,961	15.6%
Median age (years)	42.3		40.1	

Source: US Census, ACS, 2017 5-Year Estimates

Educational Attainment

According to 2013-2017 ACS estimates, 27 percent of the City of Fort Lauderdale's population 25 years of age and over have some college or an associate degree with 35 percent having a Bachelor's, graduate or professional degree. The City's 25+ population with less than a high school diploma has decreased by 2 percent since 2013.

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 although somewhat diminished from the 2013 estimates.

Table 1.4(a): 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

Table 1.4(b): City and County Educational Attainment Comparisons, 2017

Educational Attainment	City of Fort Lauderdale	Broward County
Less than 9th grade	5.8%	5.0%
9th to 12th, no diploma	7.4%	6.4%
High school graduate (incl. equivalency)	24.8%	27.2%
Some college, no degree	18.6%	20.0%
Associate's degree	8.5%	9.9%
Bachelor's degree	21.8%	20.1%
Graduate or professional degree	13.1%	11.4%

Source: US Census, ACS, 2017 5-Year Estimates

Economic Characteristics

Median Household Income

According to 2013-2017 ACS estimates, the City of Fort Lauderdale's current median household income is $52,315 which is 21 percent higher than 2013 ($43,119). The City's median household income is 5 percent lower than Broward County's median household income of $54,895.

Table 1.5: City and County Median Household Income Comparisons

Median Household Income		
	2013	2017
City of Fort Lauderdale	$43,119	$52,315
Broward County	$51,251	$54,895

Source: US Census, ACS, 2013 & 2017 5-Year Estimates

Poverty

According to 2013-2017 ACS estimates, 14 percent of families in the City of Fort Lauderdale and 19 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 have gradually decrease since 2013.

In Broward County, the percentage of families and people whose income in the past 12 months is below the poverty level is significantly 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		
	2013	2017
City of Fort Lauderdale		
Families	15.0%	14.4%
People	20.6%	19.3%
Broward County		
Families	10.9%	10.8%
People	14.3%	14.0%

Source: US Census, ACS, 2013 & 2017 5-Year Estimates

Labor Force

According to 2013-2017 ACS estimates, 66 percent (148,811 workers) of the City of Fort Lauderdale's population age 16 and over are in the labor force up from 65 percent (141,986 workers) in 2013. The current percentage of unemployed is 8 percent with 34 percent of the 16+ population not in the labor force.

Broward County has a slightly larger percentage (66%) of the population 16+ in the labor force and similar percentages of unemployed (8 percent) and persons not in the labor force (34 percent).

Table 1.7(a): 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

Table 1.7(b): City and County Labor Force Comparisons, 2017

Labor Force	City of Fort Lauderdale	Broward County
In Labor Force	65.6%	65.8%
Civilian labor force	65.6%	65.8%
Employed	60.3%	60.7%
Unemployed	5.2%	5.0%
Not in labor force	34.4%	34.2%

Source: US Census, ACS, 2017 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 (38 percent), sales and office occupations (24 percent) and service occupations (21 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 ($58,006) while the lowest are in service occupations ($20,268). The median earnings for sales and office occupations is $30,527

Commuter Characteristics

According to 2013-2017 ACS estimates, 65,112 (74 percent) City of Fort Lauderdale workers commute to work by car, truck or van and drove alone. Only 4,514 workers (5 percent) use public transportation, excluding taxicabs. The mean travel time to work is around 26 minutes one way. The commuter patterns of the City's workers have remained essentially unchanged since 2013 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 2013-2017 5-Year American Community Survey (ACS) estimates, the City of Fort Lauderdale's housing inventory increased by 2,954 units (3 percent) since 2013. The percentage (37 percent) of Fort Lauderdale's inventory of detached, single-family units is less than Broward County (42 percent), as a whole. Conversely, the percentage (33 percent) of units in structures with 20 or more units is greater in Fort Lauderdale than Broward County (27 percent).

Table 1.8(a): 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 2013-2017 5-Year American Community Survey (ACS) estimates, 77 percent (73,657 units) of the City of Fort Lauderdale's housing units are occupied. The City's occupied units are comprised of 38,612 (52 percent) owner units and 35,045 (48 percent) renter units. There are currently 22,186 vacant units in the City with an overall vacancy rate of 23 percent. The City's current vacancy rate represents a 0.3 increase since 2013.

Table 1.8(b): City and County Housing Inventory Comparisons, 2017

Housing Inventory	City of Fort Lauderdale	Broward County
1-unit, detached	36.5%	41.5%
1-unit, attached	5.3%	8.3%
2 units	4.2%	2.5%
3 or 4 units	7.5%	4.5%
5 to 9 units	6.2%	5.5%
10 to 19 units	6.1%	7.5%
20 or more units	33.1%	27.3%
Mobile home	1.1%	2.8%
Boat, RV, van, etc.	0.0%	0.1%

Source: US Census, ACS, 2017 5-Year Estimates

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 1,714 units (15 percent) from 2013-2017. Conversely, "for rent" vacancies have decreased by 721 units (20 percent). Properties that are rented or sold but not occupied have also increased significantly since 2013. The City's vacancy status characteristics largely mirror that of Broward County. The County also experienced significant increases in rent, seasonable, recreational, or occasional use and all other vacancy categories since 2013.

Table 1.9: City of Fort Lauderdale Housing Vacancy Status

City of Fort Lauderdale			
Vacancy Status	**2013**	**2017**	**% Change**
Total Vacant Units	21,140	22,186	5.0%
For Rent	3,546	2,825	-20.3%
For Sale Only	1,782	1,605	-9.9%
Rented or Sold, Not occupied	1,092	1,708	56.4%
For Seasonal, Recreational, or Occasional Use	11,316	13,030	15.2%
All Other Vacant	3,404	3,004	-11.8%

Source: US Census, ACS, 2013 & 2015 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 and fluctuating numbers of overall housing sales throughout the area.

The Florida Realtors Monthly Distressed Market analysis for October 2018 in Broward County showed a steady growth in the median sale prices of traditional single-family from 2017 to 2018 and a slight decrease in the median sales price of traditional townhomes/condos. Traditional closed sales of single-family homes in October 2018 showed a $357,500 median sale price and an almost 13 percent year-over-year increase. Traditional closed sales for townhomes/condos showed a $159,000 median sale price, a 0.6 percent decrease from 2017 median sales prices.

Table 1.10: Broward County Housing Sales

Single-Family Homes		October 2018	October 2017	% Change
Traditional	Closed Sales	1,258	1,118	12.5%
	Median Sale Price	$357,500	$340,000	5.1%
Foreclosures/REO	Closed Sales	41	58	-29.3%
	Median Sale Price	$267,000	$282,750	-5.6%
Short Sale	Closed Sales	23	25	-8.0%
	Median Sale Price	$310,000	$212,500	45.9%
Townhomes/Condos				
Traditional	Closed Sales	1,420	1,165	21.9%
	Median Sale Price	$159,000	$160,000	-0.6%
Foreclosures/REO	Closed Sales	45	53	-15.1%
	Median Sale Price	$120,000	$113,500	5.7%
Short Sale	Closed Sales	11	12	-8.3%
	Median Sale Price	$150,000	$144,500	3.8%

Source: Florida Realtors 2017-2018

According to Zillow's most recent (April 30, 2019) Fort Lauderdale Market Overview, the median sale price of a single-family home in the City was $336,300. According to the Broward County Quarterly Housing Report prepared by the Reinhold P. Wolff Economic Research organization, the median price of existing single-family units in the City of Fort Lauderdale was $294,190, while the median price of existing condominiums in the area was $211,445. The Reinhold report includes rent prices in the Fort Lauderdale area with renters showing a median monthly rent of $2,705 for a 2-bedroom unit and $3,204 for a 3-bedroom.

According to 2013-2017 5-Year ACS estimates, the median value of an owner-occupied housing unit in the City of Fort Lauderdale is $297,200. Based on these estimates, the current value of owner-occupied units in the City represents a 21 percent increase since 2013.

Table 1.11: City and County Median Housing Values

Median Housing Values		
	2013	2017
City of Fort Lauderdale		
Median Owner Value	$245,700	$297,200
Median Gross Rent	$1,057	$1,181
Broward County		
Median Owner Value	$181,500	$223,400
Median Gross Rent	$1,171	$1,271

Source: US Census, ACS, 2013 & 2017 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 2013-2017 5-Year ACS estimates, owner-occupied housing units with a mortgage comprise 58 percent (22,565 owners) of the City of Fort Lauderdale's total owner-occupied housing units. Significantly, 41 percent of current owner households with a mortgage pay in excess of 30 percent of their income on housing costs down from 51 percent in 2013. An additional 42 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 of Fort Lauderdale Cost Burdened Households

Cost Burdened Renter Households Broward	2013	2017
Total renter occupied housing units that pay 30% or more of their household income on rent	55.0%	57.8%
Cost Burdened Owner Households	**2013**	**2017**
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	51.2%	40.9%

Source: US Census, ACS, 2013 & 2017 5-Year Estimates

Table 1.12(b): Broward County Cost Burdened Households

Cost Burdened Renter Households	2013	2017
Total renter occupied housing units that pay 30% or more of their household income on rent	58.5%	57.8%
Cost Burdened Owner Households	**2013**	**2017**
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	51.1%	41.9%

Source: US Census, ACS, 2013 & 2017 5-Year Estimates

According to 2013-2017 5-Year ACS estimates, there are 35,045 occupied housing units in the City of Fort Lauderdale paying rent (48 percent of all occupied units). The median monthly gross rent of all renter-occupied units in the City is $1,181. The current rent price represents a 12 percent increase since 2013.

According to 2013-2017 5-Year ACS estimates, 58 percent (20,240 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 3 percent (567 renters) increase in cost-burdened renter households in the City since 2013.

Housing Affordability

The following section provides a "housing affordability analysis" using the current 2013-2017 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 = $58,9430

Using 2013-2017 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					
	2013			2017		
Median Household Income (MHI)	$49,119			$52,315		
Median Owner-Occupied Value	$245,700			$297,200		
Household Income Categories	Income	Affordable Home Purchase Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	$14,736	$36,839	$208,861	$15,695	$39,237	$257,963
Very Low-Income (31-50% of MHI)	$24,560	$61,399	$184,301	$26,158	$65,395	$231,805
Low-Income (51-80% of MHI)	$39,295	$98,238	$147,462	$41,852	$104,630	$192,570
Moderate-Income (81-100% of MHI)	$49,119	$122,798	$122,903	$52,315	$130,788	$166,412
Middle-Income (101-120% of MHI)	$58,943	$147,357	$98,343	$62,778	$156,945	$140,255

Source: US Census, ACS, 2013 & 2017 5-Year Estimates

Table 1.13(b): County Owner Affordability Analysis

	Broward County					
	2013			2017		
Median Household Income (MHI)	$51,251			$54,895		
Median Owner-Occupied Value	$181,500			$223,400		
Household Income Categories	Income	Affordable Home Purchase Price	Gap/ Surplus	Income	Affordable Home Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	$15,375	$38,438	$143,062	$16,469	$41,173	$182,227
Very Low-Income (31-50% of MHI)	$25,626	$64,064	$117,436	$27,448	$68,620	$154,780
Low-Income (51-80% of MHI)	$41,001	$102,502	$78,998	$43,916	$109,790	$113,610
Moderate-Income (81-100% of MHI)	$51,251	$128,128	$53,373	$54,895	$137,238	$86,162
Middle-Income (101-120% of MHI)	$61,501	$153,753	$27,747	$65,874	$164,685	$58,715

Source: US Census, ACS, 2013 & 2017 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" ($257,963) and "Very Low" ($231,805) income households earning below 50 percent of the City's median household income. A significant affordability gap ($192,570) also exists for "Low" income renter households earning between 51-80 percent of the median household income. The affordability gap in the City is significant between 2013 and 2017 with the surplus having increased by an average of $45,000 for almost all household income categories. 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 (64 percent) and the City of Fort Lauderdale (62 percent) have an H+T Index far above the 45 percent benchmark.

Table 1.14(a): City Renter Affordability Analysis

	Fort Lauderdale					
	2013			2017		
Median Household Income (MHI)	$49,119			$52,315		
Median Gross Rent	$1,057			$1,181		
Household Income Categories	Income	Affordable Rent Purchase Price	Gap/ Surplus	Income	Affordable Rent Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	$14,736	$368	$689	$15,695	$392	$789
Very Low-Income (31-50% of MHI)	$24,560	$614	$443	$26,158	$654	$527
Low-Income (51-80% of MHI)	$39,295	$982	$75	$41,852	$1,046	$135
Moderate-Income (81-100% of MHI)	$49,119	$1,228	$171	$52,315	$1,308	$127
Middle-Income (101-120% of MHI)	$58,943	$1,474	$417	$62,778	$1,570	$389

Source: US Census, ACS, 2013 & 2017 5-Year Estimates

Table 1.14(b): County Renter Affordability Analysis

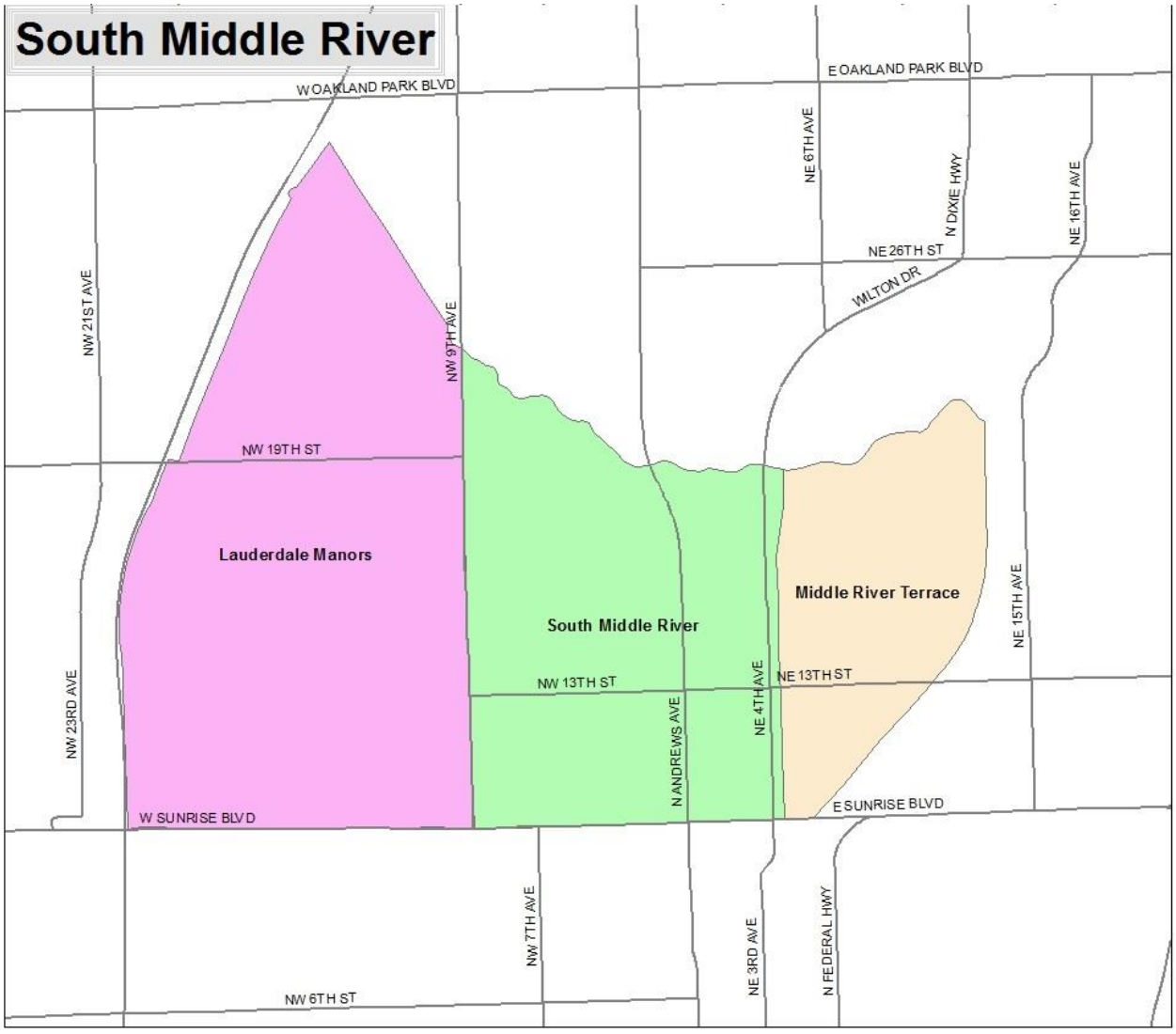
	Broward County					
	2013			2017		
Median Household Income (MHI)	$51,251			$54,895		
Median Gross Rent	$1,171			$1,271		
Household Income Categories	Income	Affordable Rent Purchase Price	Gap/ Surplus	Income	Affordable Rent Purchase Price	Gap/ Surplus
Extremely Low-Income (0-30% of MHI)	$15,375	$384	$787	$16,469	$412	$859
Very Low-Income (31-50% of MHI)	$25,626	$641	$530	$27,448	$686	$585
Low-Income (51-80% of MHI)	$41,001	$1,025	$146	$43,916	$1,098	$173
Moderate-Income (81-100% of MHI)	$51,251	$1,281	$110	$54,895	$1,372	$101
Middle-Income (101-120% of MHI)	$61,501	$1,538	$367	$65,874	$1,647	$376

Source: US Census, ACS, 2013 & 2017 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 (21,424 residents) and housing units (8,004).



Population Characteristics

The population of the South Middle River Neighborhood Area Analysis District is primarily Black or African-American (70 percent) followed by White Alone (27 percent). Only 17 percent of the population 25+ years of age has a bachelor's degree or higher while 20 percent do not have a high school diploma. An estimated 80 percent

(17,075 residents) of the District's population is over 18 years of age with 12 percent (2,457 residents) over 65, up from 8 percent in 2013.

The largest percentages of the District's Black or African American populations (96 percent) and Asian populations (2 percent) reside in the Lauderdale Manors HOA. The largest percentage of Hispanic or Latino populations (17 percent) reside in the South Middle River Civic Association.

Both the youngest (under 19 years of age) concentration (32 percent) of residents and the oldest (65+ years of age) concentration (18 percent) reside in the Lauderdale Manors HOA. Middle River Terrace has the highest percentage (57 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 (38 percent) of the resident population without a high school diploma.

Table 2.1: South Middle River Demographic Characteristics

Total Population		21,424
	Count	Percentage
Race		
White Alone	5,680	26.5%
Black or African American alone	14,948	69.8%
American Indian and Alaska Native	55	0.3%
Asian alone	121	0.6%
Native Hawaiian and Pacific Islander	0	0.0%
Some other race alone	222	1.0%
Two or more races	398	1.9%
Hispanic Ethnicity		
Not Hispanic or Latino	19,954	93.1%
Hispanic or Latino	1,470	6.9%
Age		
Under 5 years	1,320	6.2%
5 to 19 years	3,436	16.0%
20 to 34	5,127	23.9%
35 to 54 years	5,871	27.4%
55 and over	5,670	26.5%
18 and over	17,075	79.7%
65 and over	2,457	11.5%
Educational Attainment		
Population 25 years and over		15,177
Less than 9th grade	1,557	10.3%
9th to 12th, no diploma	1,539	10.1%
High school graduate (incl. equivalency)	5,193	34.2%
Some college, no degree	3,086	20.3%
Associate's degree	1,256	8.3%
Bachelor's degree	1,691	11.1%
Graduate or professional degree	855	5.6%

Source: U.S. Census ACS 2017 5-year estimates

Economic Characteristics

There is a total of 6,794 households in the South Middle River Neighborhood Area Analysis District. The median household income of the Neighborhood District ranges from lows of $16,761 in one of the Census Block Groups that represent Lauderdale Manors HOA to $46,655 in one of the Census Block Groups in Middle River Terrace. The more typical median household income in the District ranges from $16,761 in western sections of the South Middle River Civic Association to $46,655 in the northeastern section of South Middle River Civic Association.

According to 2013-2017 ACS estimates, 26 percent of families in the District (1,735 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 Lauderdale Manors HOA and the South Middle River Civic Association. In these two Census Block Groups, the percentages of families with incomes below the poverty level are at 54 and 32 percent.

Table 2.2: South Middle River Economic Characteristics

Total Population		21,424
Poverty Rate		
Total Households		6,794
Families & people with income below the poverty level	1,735	25.5%
Percentage in Labor Force		
Total Population 16+		17,453
Population in Labor Force	11,475	65.7%
Occupations		
Total Civilian employed population 16+		9,804
Management, business, science, and arts	2,624	26.8%
Service occupations	3,042	31.0%
Sales and office occupations	2,305	23.5%
Natural resources, construction, and maintenance	684	7.0%
Production, transportation, and material moving	1,149	11.7%
Commute to Work		
Workers 16 years and over		9,518
Car, truck, or van -- drove alone	6,749	70.9%
Car, truck, or van -- carpooled	840	8.8%
Public transportation (excluding taxicab)	1,364	14.3%
Walked/ Bicycle/ Motorcycle	101	1.1%
Other means	101	1.1%
Worked at home	365	3.8%

Source: U.S. Census ACS 2017 5-year estimates

According to 2013-2017 ACS estimates, 66 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 (31 percent) and management, business, science, and arts occupations (27 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 ($42,961) with the lowest in service occupations ($23,748). The median earnings for sales and office occupations is $27,518.

According to 2013-2017 ACS estimates, 71 percent (6,749 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 9 percent carpool and 14 percent use public transportation.

Housing Supply and Demand

According to 2013-2017 ACS estimates, 59 percent (4,751 units) of the South Middle River Neighborhood Area Analysis District's 8,004 unit housing supply are comprised of 1-unit, detached or attached units. Only 12 percent of the District's housing supply (984 units) are in structures of 20 or more units.

According to 2013-2017 ACS estimates, 41 percent (2,768 units) of the occupied housing units in the South Middle River Neighborhood Area Analysis District are owner occupied. An estimated 59 percent of occupied units (4,026 units) in the District are renter-occupied. Of the District's total housing units (8,004), 15 percent (1,210 units) are vacant. The highest vacancy rate (27 percent) in the District is for rental vacancy units followed by "other" vacancies (25 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 Middle River Terrace Association ($276,100) and northwest section of South Middle River ($255,700). The highest median gross rents ($1,833) are found in Census Block Groups in the western and southern sections of Lauderdale Manors HOA. The lowest median owner value ($106,000) is found in Lauderdale Manors HOA and the lowest median gross rent ($907) is also found in Lauderdale Manors HOA.

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 2013-2017 ACS estimates, 51 percent (961 units) of the District's owner-occupied housing units and 70 percent (2,807) of renter-occupied units are cost-burdened.

Table 2.3: South Middle River Housing Characteristics

Total Housing Units		8,004
Housing Inventory		
1-unit, detached	4,335	54.2%
1-unit, attached	416	5.2%
2 units	924	11.5%
3 or 4 units	570	7.1%
5 to 9 units	360	4.5%
10 to 19 units	395	4.9%
20 or more units	984	12.3%
Mobile home	20	0.2%
Boat, RV, van, etc.	0	0.0%
Housing Tenure		
Occupied housing units		6,794
Owner-occupied	2,768	40.7%
Renter-occupied	4,026	59.3%
Vacant housing units		1,210
Homeowner vacancy estimates	163	13.5%
Sold, Not Occupied	84	6.9%
Rental vacancy estimates	332	27.4%
Rented Not Occupied	57	4.7%
Vacancy for seasonal, recreational, or occasional use	267	22.1%
Other	307	25.4%

Source: U.S. Census ACS 2017 5-year estimates

Table 2.4: South Middle River Cost Burdened Housing Characteristics

Cost Burdened Renter Households		
Total Renter Occupied Households		4,026
Spending 30% or more of household income on rent	2,807	69.7%
Cost Burdened Owner Households		
Total Owner Occupied Households		1,901
Spending 30% or more of household income on mortgage payments	961	50.6%

Source: U.S. Census ACS 2017 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 South Middle River Association ($166,307.50) and the Middle River Terrace Association ($159,462.50). There are equal owner affordability gaps across South Middle River, including Middle River Terrace Association ($159,462.50). Lower renter affordability gaps are generally found in Middle River Terrace, including one Census Block Group where an affordability surplus of $200.38 exists.

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 above the 45 percent benchmark with the exception of Lauderdale Manors (44 percent). The H+T Index ranges from a low of 44 percent in Lauderdale Manors to 52 percent in Middle River Terrace. The H+T Index for South Middle River is 51 percent, well above the benchmark of 45 percent.

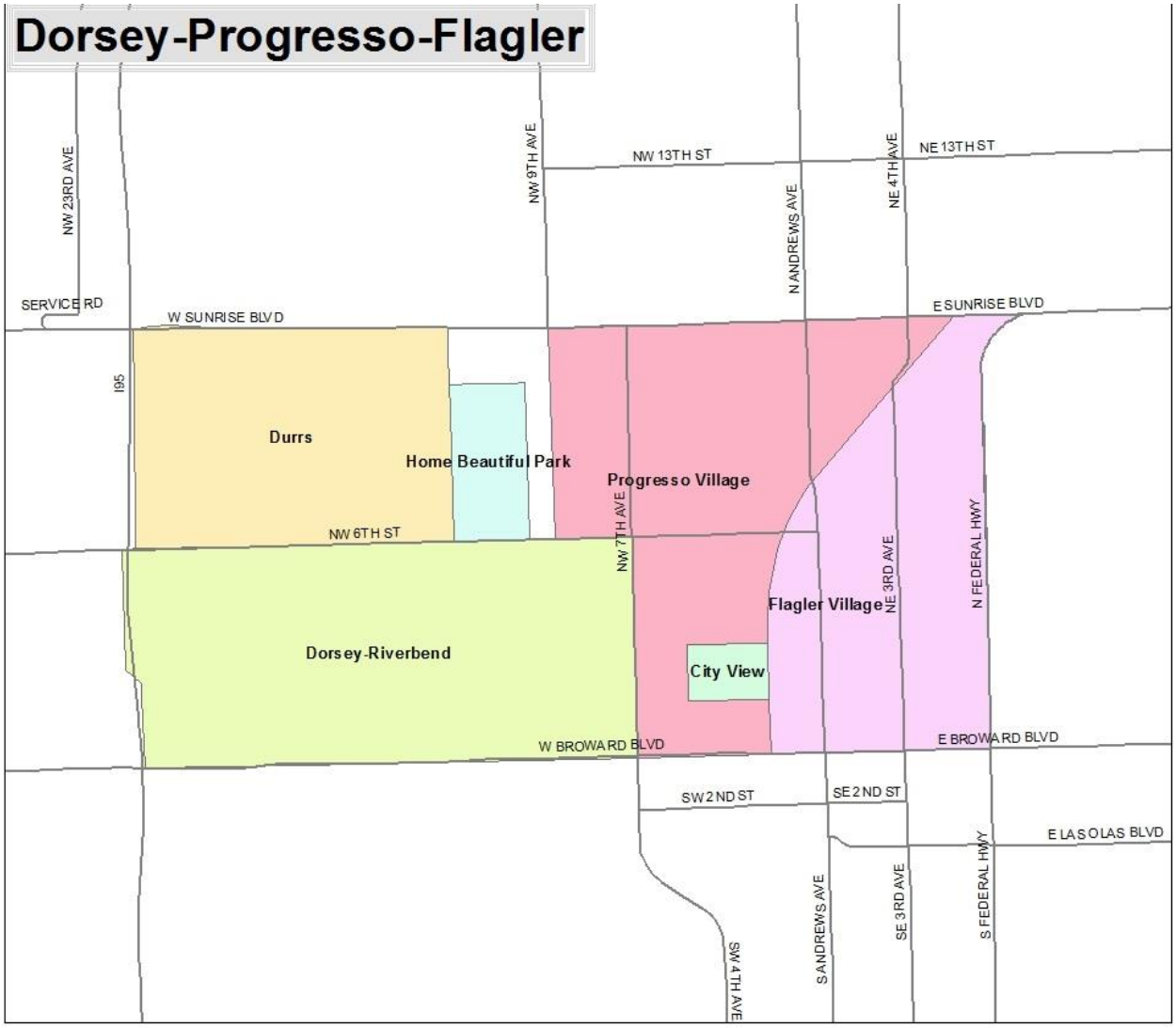
Table 2.5: South Middle River Affordability Analysis

Owner Affordability Gaps				
South Middle River	Lauderdale Manors	409.01	1	$153,498
			2	$13,150
		409.02	1	$35,625
			2	$43,558
	South Middle River	408.01	1	$125,975
			2	$49,055
		417.00	2	$72,713
		408.02	1	$166,308
	Middle River Terrace	408.02	2	$159,463
		408.02	3	-
Renter Affordability Gaps				
South Middle River	Lauderdale Manors	409.01	1	$488
			2	$502
		409.02	1	$814
			2	$683
	South Middle River	408.01	1	$524
			2	$219
		417.00	2	$208
		408.02	1	$305
	Middle River Terrace	408.02	2	$200
		408.02	3	$92

Source: U.S. Census ACS 2017 5-year estimates

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

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 17,411 residents and 7,981 housing units.



Population Characteristics

The population of the Dorsey-Riverbend, Progresso/Flagler Villages Neighborhood Area Analysis District is primarily Black or African-American (70 percent) followed by White Alone (27 percent). An estimated 13 percent of the District's population is Hispanic or Latino. Only 22 percent of the population 25+ years of age has a bachelor's degree or higher while 26 percent do not have a high school diploma. An estimated 68 percent (11,896 residents) of the District's population is over 18 years of age with 10 percent (1,744 residents) over 65.

The largest percentage (96 percent) of the District's Black or African American population reside in the Dorsey-Riverbend HOA and Durrs Neighborhood Association (96 percent). The largest percentages of White Alone (81 percent) and Hispanic or Latino populations (33 percent) reside in the Flagler Village Association.

Both the youngest concentration of residents (under 19 years of age) (51 percent) and the oldest concentration (65+ years of age) (27 percent) reside in the Durrs Neighborhood Association. Flagler Village Association has the highest percentage (54 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 (49 percent) of the resident population without a high school diploma followed by Progresso Village Association (44 percent).

Table 2.1: Dorsey-Riverbend, Progresso/ Flagler Villages

Total Population		17,411
Race	Count	Percentage
White Alone	4,615	26.5%
Black or African American alone	12,172	69.9%
American Indian and Alaska Native	6	0.0%
Asian alone	121	0.7%
Native Hawaiian and Pacific Islander	0	0.0%
Some other race alone	317	1.8%
Two or more races	180	1.0%
Hispanic Ethnicity		
Not Hispanic or Latino	15,076	86.6%
Hispanic or Latino	2,335	13.4%
Age		
Under 5 years	1,564	9.0%
5 to 19 years	3,441	19.8%
20 to 34	4,271	24.5%
35 to 54 years	4,742	27.2%
55 and over	3,393	19.5%
18 and over	11896	68.3%
65 and over	1744	10.0%
Educational Attainment		
Population 25 years and over		11,526
Less than 9th grade	775	6.7%
9th to 12th, no diploma	2,197	19.1%
High school graduate (incl. equivalency)	3,216	27.9%
Some college, no degree	1,900	16.5%
Associate's degree	949	8.2%
Bachelor's degree	1,569	13.6%
Graduate or professional degree	920	8.0%

Source: U.S. Census ACS 2017 5-year estimates

Economic Characteristics

There is a total of 6,724 households in the Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District. The median household income of the Neighborhood District ranges from lows of $14,946 in one of the Census Block Groups that represent the Durrs Neighborhood Association to $61,535 in Flagler Village Association. The typical median household income in the District ranges from $26,250 in Progresso Village Association to $32,461 in Dorsey-Riverbend HOA.

According to 2013-2017 ACS estimates, 33 percent of families in the District (2,248 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 Tract Groups which represent Progresso Village Association (39 percent) and Durrs Neighborhood Association (45 percent).

According to 2013-2017 ACS estimates, 67 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 sales and office (30 percent) followed by service occupations (28 percent) and management, business, science, and arts occupations (27 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 ($45,533) with the lowest in natural resources, construction, and maintenance occupations ($25,429). The median earnings for sales and office occupations is $29,781.

According to 2013-2017 ACS estimates, 67 percent (5,190 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 percent carpool and 10 percent use public transportation.

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

Total Population		17,411
Poverty Rate		
Total Households		6,724
Families & people with income below poverty level	2,248	33.4%
Percentage in Labor Force		
Total Population 16+		13,381
Population in Labor Force	6,601	67.2%
Occupations		
Total Civilian employed population 16+		7,858
Management, business, science, and arts	2,086	26.5%
Service	2,193	27.9%
Sales and office	2,376	30.2%
Natural resources, construction, and maintenance	539	6.9%
Production, transportation, and material moving	664	8.4%
Commute to Work		
Workers 16 years and over		7,717
Car, truck, or van -- drove alone	5,190	67.3%
Car, truck, or van -- carpooled	861	11.2%
Public transportation (excluding taxicab)	788	10.2%
Walked/ Bicycle/ Motorcycle	315	4.1%
Other means	109	1.4%
Worked at home	454	5.9%

Source: U.S. Census ACS 2017 5-year estimates

Housing Supply and Demand

According to 2013-2017 ACS estimates, 23 percent (1,839 units) of the Dorsey-Riverbend, Progresso/ Flagler Villages Neighborhood Area Analysis District's 7,981-unit housing supply are in multi-family structures of 3 or 4 units and more. An estimated 28 percent (2,197) of the District's housing units are in multi-family structures of 20 units or more. Only 22 percent of the District's housing supply (1,720 units) are in 1-unit, detached or attached structures.

According to 2013-2017 ACS estimates, only 13 percent (901 units) of the occupied housing units in the Dorsey-Riverbend, Progresso/ Flagler Villages Analysis District are owner occupied. An estimated 87 percent of occupied units (5,823 units) in the District are renter-occupied. Of the District's total housing units, 17 percent (1,355 units) are vacant. The highest vacancy rate (33 percent) in the District is for rental vacancy units and 30 percent are vacant due to "other" reasons.

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 Flagler Village Association ($336,800) and Dorsey-Riverbend ($282,700). The highest median gross rents are found in Flagler Village Association ($1,686) and Dorsey-Riverbend ($1,076). The lowest median owner value ($89,300) and the lowest median gross rent ($648) are found in eastern section of Durrs Neighborhood Association.

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

Total Housing Units		7,981
Housing Inventory	Count	Percentage
1-unit, detached	1,228	15.4%
1-unit, attached	492	6.2%
2 units	599	7.5%
3 or 4 units	1,839	23.0%
5 to 9 units	936	11.7%
10 to 19 units	640	8.0%
20 or more units	2,197	27.5%
Mobile home	50	0.6%
Boat, RV, van, etc.	0	0.0%
Housing Tenure		
Occupied housing units		6,724
Owner-occupied	901	13.4%
Renter-occupied	5,823	86.6%
Vacant housing units		1,355
Homeowner vacancy	70	5.2%
Sold, Not Occupied	85	6.3%
Rental vacancy	449	33.1%
Rented Not Occupied	139	10.3%
Vacancy for seasonal, recreational or occasional use	201	14.8%
Other	411	30.3%

Source: U.S. Census ACS 2017 5-year estimates

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

Cost Burdened Renter Households		
Total Renter Occupied Households		5,823
Spending 30% or more of household income on rent	3,394	58.3%
Cost Burdened Owner Households		
Total Owner Occupied Households		593
Spending 30% or more of household income on mortgage payments	245	41.3%

Source: U.S. Census ACS 2017 5-year estimates

According to 2013-2017 ACS estimates, 41 percent (245 units) of the District's owner-occupied housing units are cost-burdened and 58 percent (3,394) of renter-occupied units.

The housing affordability analysis found significant "gaps" in most areas of the District. The largest affordability gap ($204,375) is found in the Progresso Village where the median household income is $26,250 and in the eastern section of Dorsey-Riverbend HOA ($201,547) where the median household income is $32,641. Lower owner affordability gaps are found in the Durrs Neighborhood Association ($36,085).

The housing affordability analysis found several renter "gaps" in the District with the largest ($405.45) in Durrs Neighborhood Association. Other significant renter gaps exist in sections of Progresso Village Association ($325.13).

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

Owner Affordability Gaps				
Dorsey-Riverbend, Progresso/Flagler Village	Durrs	414	1	$52,585
		415	1	-
			2	-
			3	$36,085
	Home Beautiful Park	see overlaps note below		
	Dorsey Riverbend	416	1	$201,548
			2	-
			3	$109,423
			4	-
	Progresso Village	417	3	$204,375
			1	$147,613
	City View	see overlaps		
	Flagler Village	425	3	$182,963
Renter Affordability Gaps				
Dorsey-Riverbend, Progresso/Flagler Village	Durrs	414	1	$373
		415	1	$274
			2	$405
			3	$367
	Home Beautiful Park	see overlaps		
	Dorsey Riverbend	416	1	$264
			2	$12
			3	$263
			4	$206
	Progresso Village	417	3	$266
			1	$325
	City View	see overlaps		
	Flagler Village	425	3	$148

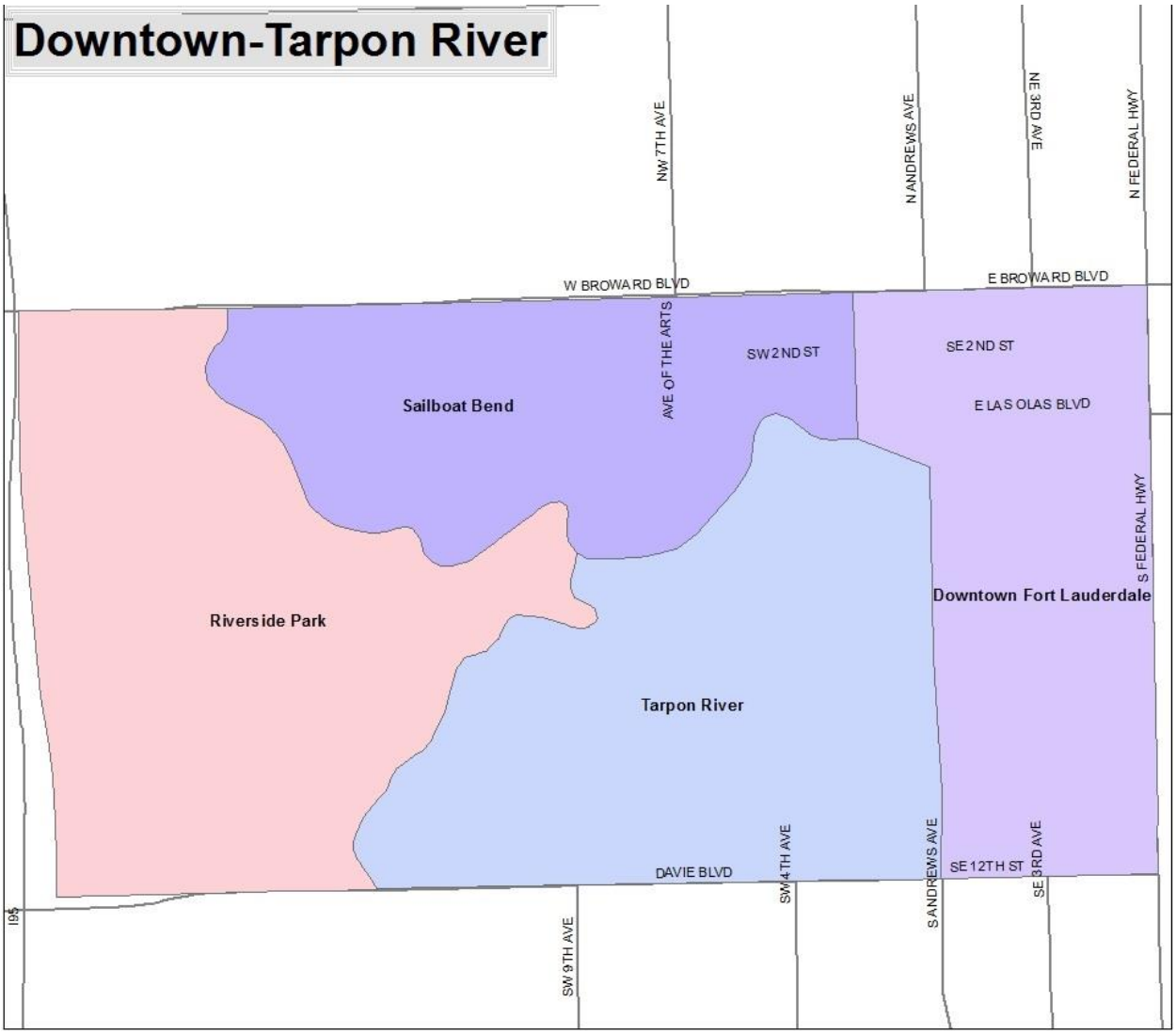
Source: U.S. Census ACS 2017 5-year estimates

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, Durrs, Progresso/Flagler Villages Neighborhood Area Analysis District ranges from a low of 39 percent in the Progresso Village to 58 percent in the Flagler Village Association. All of the other neighborhoods in the District, including Durrs (40 percent) are below the 45 percent benchmark with the exception of Flagler Village Association (58 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 13,743 residents and 8,646 housing units.



Population Characteristics

The population of the Downtown/Tarpon River Neighborhood Area Analysis District is primarily White Alone (73 percent), followed by Black or African-American (19 percent). An estimated 7 percent of the District's population is Hispanic or Latino.

An estimated 42 percent of the District's population 25+ years of age has a bachelor's degree or higher, while only 11 percent do not have a high school diploma. An estimated 91 percent (12,518 residents) of the District's population is over 18 years of age with 16 percent (2,187 residents) over the age of 65.

The largest percentage of the District's White, Alone population resides in the Tarpon River Civic Association (99 percent) and (97 percent) of the two block groups. Both the largest percentages of Black or African American populations (48 percent) and Hispanic or Latino populations (34 percent) reside in the Riverside Park Residents Association.

The District's youngest (under 19 years of age) concentration (23 percent) of residents and the oldest (65+ years of age) concentration (31 percent), reside in the Riverside Park Residents Association. The Sailboat Bend Civic Association has the highest percentage (60 percent) of its population 25+ years of age with a bachelor's degree or higher in the District, while Downtown Fort Lauderdale Civic Association has the largest percentage (24 percent) of the resident population without a high school diploma.

Table 3.1: Downtown/Tarpon River Demographic Characteristics

Total Population		13,743
Race	Count	Percentage
White Alone	10,010	72.8%
Black or African American alone	2,632	19.2%
American Indian and Alaska Native alone	33	0.2%
Asian alone	274	2.0%
Native Hawaiian and Pacific Islander	0	0.0%
Some other race alone	440	3.2%
Two or more races	354	2.6%
Hispanic Ethnicity		
Not Hispanic or Latino	19,954	93.1%
Hispanic or Latino	1,470	6.9%
Age		
Under 5 years	355	2.6%
5 to 19 years	1,070	7.8%
20 to 34	3,811	27.7%
35 to 54 years	4,180	30.4%
55 and over	4,327	31.5%
18 and over	12,518	91.1%
65 and over	2,187	15.9%
Educational Attainment		
Population 25 years and over		11,670
Less than 9th grade	580	5.0%
9th to 12th, no diploma	650	5.6%
High school graduate (incl. equivalency)	2,493	21.4%
Some college, no degree	2,114	18.1%
Associate's degree	898	7.7%
Bachelor's degree	3,071	26.3%
Graduate or professional degree	1,864	16.0%

Source: U.S. Census ACS 2017 5-year estimates

Economic Characteristics

There is a total of 6,760 households in the Downtown/Tarpon River Neighborhood Area Analysis District. The median household income of the District ranges from lows of $42,431 and $71,333 in the Census Block Groups that comprise the western sections of Sailboat Bend Civic Association to $120,786 in the Block Group that represents the eastern section of Sailboat Bend. The more typical median household income in the District ranges from $26,885 in the Riverside Park Residents Association to $120,786 in the Sailboat Bend Civic Association.

According to 2013-2017 ACS estimates, 16 percent of families in the District (1,063 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 Riverside Park Residents Association (25 percent).

According to 2013-2017 ACS estimates, 66 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 (49 percent) and sales and office occupations (19 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 ($56,376) with the lowest in production, transportation, and material moving occupations ($37,371). The median earnings for sales and office occupations is $37,711.

According to 2013-2017 ACS estimates, 69 percent (5,220 workers) of the District's employed population 16+ years of age commute to work each day by truck, car, van and drive alone. Only 4.4 percent of the District's workers use public transportation and 4.4 percent walk to work.

Table 3.2: Downtown/Tarpon River Economic Characteristics

Total Population		13,743
Poverty Rate		
Total Households		6,760
Families & people with income below poverty level	1,063	15.7%
Percentage in Labor Force		
Total Population 16+		12,662
Population in Labor Force	8,377	66.2
Occupations		
Total Civilian employed population 16+		7,943
Management, business, science, and arts	3864	48.6%
Service	1356	17.1%
Sales and office	1505	18.9%
Natural resources, construction, and maintenance	569	7.2%
Production, transportation, and material moving	649	8.2%
Commute to Work		
Workers 16 years and over		7,555
Car, truck, or van -- drove alone	5220	69.1%
Car, truck, or van -- carpooled	822	10.9%
Public transportation (excluding taxicab)	335	4.4%
Walked/ Bicycle/ Motorcycle	336	4.4%
Other means	158	2.1%
Worked at home	684	9.1%

Source: U.S. Census ACS 2017 5-year estimates

Housing Supply and Demand

According to 2013-2017 ACS estimates, 46 percent (3,997 units) of the Downtown/Tarpon River Neighborhood Area Analysis District's 8,646 unit housing supply are in multi-family structures of 20 units or more. Only 26 percent of the District's housing supply (2,243 units) are in 1-unit, detached or attached structures.

According to 2013-2017 ACS estimates, 35 percent (2,355 units) of the occupied housing units in the Downtown/Tarpon River Neighborhood Area Analysis District are owner occupied. An estimated 65 percent of occupied units (4,405 units) in the District are renter-occupied. Of the District's total housing units, 22 percent (1,886 units) are vacant. The highest vacancy rate in the District (55 percent) is for seasonal, recreational or occasional use vacancies and 17 percent are vacant due to "other" reasons.

The median values of owner-occupied and renter-occupied housing units in the District vary significantly. The highest median owner values ($467,400) are both found in Census Block Groups in the Sailboat Bend Civic Association ($380,400). The highest median gross rents ($2,230) are found in Census Block Groups in the eastern section of Sailboat Bend Civic Association and the Downtown Fort Lauderdale Civic Association ($2,038). The lowest median owner value ($167,800) is found in the western section of Riverside Park Residents Association and the lowest median gross rent ($910) is also found in the Riverside Park Residents Association.

Table 3.3: Downtown/Tarpon River Housing Characteristics

Total Housing Units		8,646
Housing Inventory	**Count**	**Percentage**
1-unit, detached	1548	17.9%
1-unit, attached	695	8.0%
2 units	349	4.0%
3 or 4 units	1014	11.7%
5 to 9 units	658	7.6%
10 to 19 units	373	4.3%
20 or more units	3997	46.2%
Mobile home	12	0.1%
Boat, RV, van, etc.	0	0.0%
Housing Tenure		
Occupied housing units		6,760
Owner-occupied	2,355	34.8%
Renter-occupied	4,405	65.2%
Vacant housing units		1,886
Homeowner vacancy estimates	72	3.8%
Sold, Not Occupied	118	6.3%
Rental vacancy estimates	241	12.8%
Rented Not Occupied	109	5.8%
Vacancy for seasonal, recreational, or occasional use	1027	54.5%
Other	319	16.9%

Source: U.S. Census ACS 2017 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 2013-2017 ACS estimates, 36 percent (536 units) of the District's owner-occupied housing units are cost-burdened and 57 percent (2,520 units) of renter-occupied units.

The housing affordability analysis found significant homeowner "gaps" in most areas of the District. The largest affordability gap ($277,687) is found in the eastern section of Riverside Park Residents Association where the median household income is $26,885, and in the western section of Sailboat Bend Civic Association ($243,322) where the median owner value ($380,400) 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 ($751) in the Downtown Fort Lauderdale area. Significant housing surpluses exist in Sailboat Bent ($789) and Tarpon River ($532).

Table 3.4: Downtown/Tarpon River Cost Burdened Households

Cost Burdened Renter Households		
Total Renter Occupied Households		4,405
Spending 30% or more of household income on rent	2,520	57.2%
Cost Burdened Owner Households		
Total Owner Occupied Households		1,496
Spending 30% or more of household income on mortgage	536	35.8%

Source: U.S. Census ACS 2017 5-year estimates

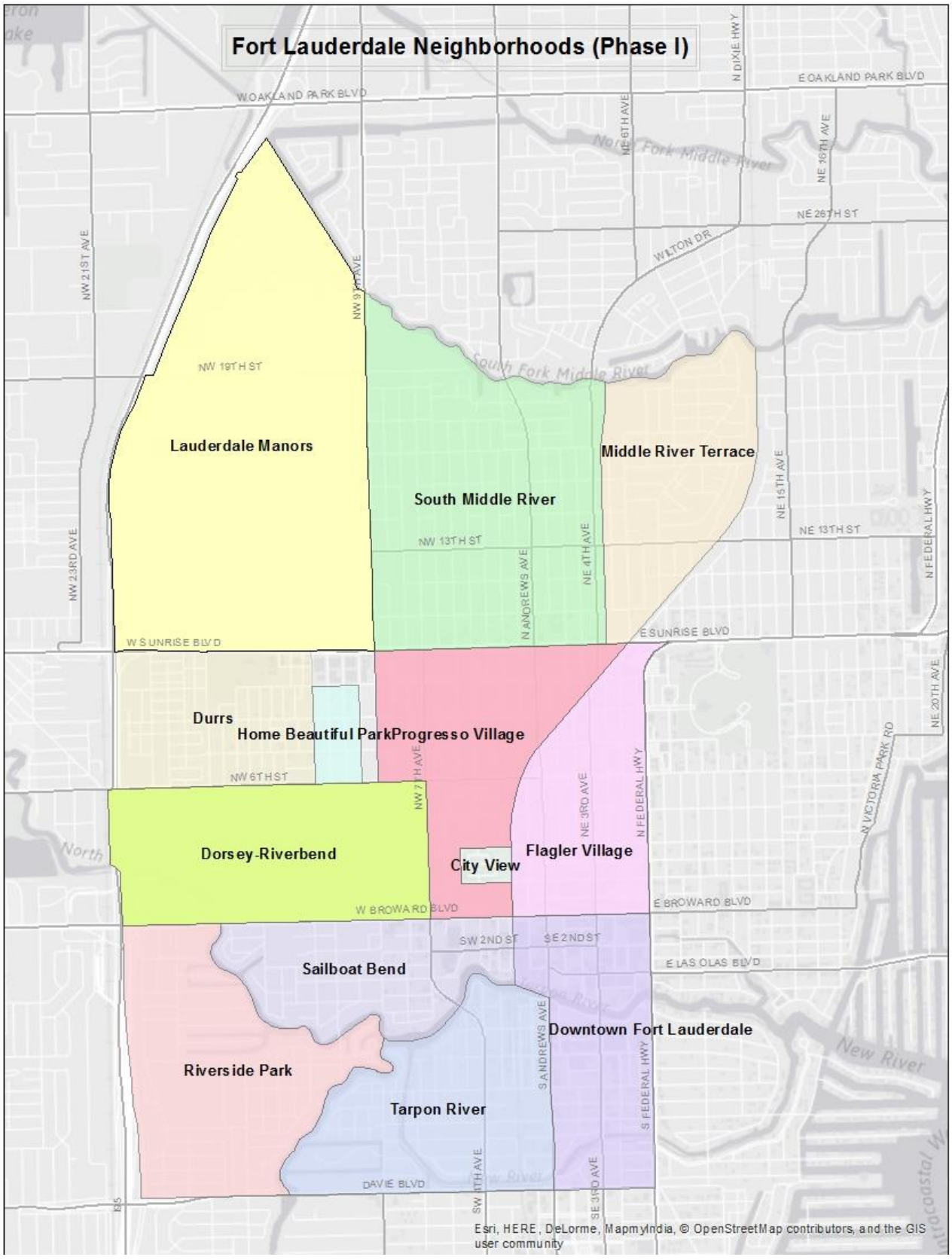
Table 3.5: Downtown/Tarpon River Affordability Analysis

Owner Affordability Gaps				
Downtown Tarpon River	Riverside Park	427.00	3	$96,620
			1	$277,688
	Sailboat Bend	426.00	2	$202,068
			3	$243,323
		425.00	2	$165,435
	Tarpon River	426.00	1	$82,500
			4	$145,093
			5	$134,545
	Downtown Fort	425	1	
Renter Affordability Gaps				
Downtown Tarpon River	Riverside Park	427.00	3	$322
			1	$238
	Sailboat Bend	426.00	2	$464
			3	$131
		425.00	2	$790
	Tarpon River	426.00	1	$532
			4	$355
			5	$108
	Downtown Fort	425	1	$ 751.55

Source: U.S. Census ACS 2017 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 36 percent in the Riverside Park Residents Association to 62 percent in Downtown Fort Lauderdale. The Sailboat Bend Civic Association (46 percent and Tarpon River (56 percent) are also above the 45 percent affordability benchmark.


Fort Lauderdale Neighborhoods (Phase I)
Lauderdale Manors
South Middle River
Middle River Terrace
Durrs
Home Beautiful Park
Progresso Village
Dorsey-Riverbend
City View
Flagler Village
Sailboat Bend
Downtown Fort Lauderdale
Riverside Park
Tarpon River
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E OAKLAND PARK BLVD
NE 26TH ST
NE 13TH ST
NW 19TH ST
NW 13TH ST
W SUNRISE BLVD
E SUNRISE BLVD
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E BROWARD BLVD
SW 2ND ST
SE 2ND ST
E LAS OLAS BLVD
DAVIE BLVD
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N DIXIE HWY
N FEDERAL HWY
S FEDERAL HWY
NW 21ST AVE
NW 23RD AVE
NW 9TH AVE
NE 6TH AVE
NE 16TH AVE
NE 15TH AVE
NE 4TH AVE
NE 3RD AVE
NE 20TH AVE
N ANDREWS AVE
S ANDREWS AVE
SW 7TH AVE
SW 4TH AVE
SE 3RD AVE
WILTON DR
N VICTORIA PARK RD
North Fork Middle River
South Fork Middle River
New River
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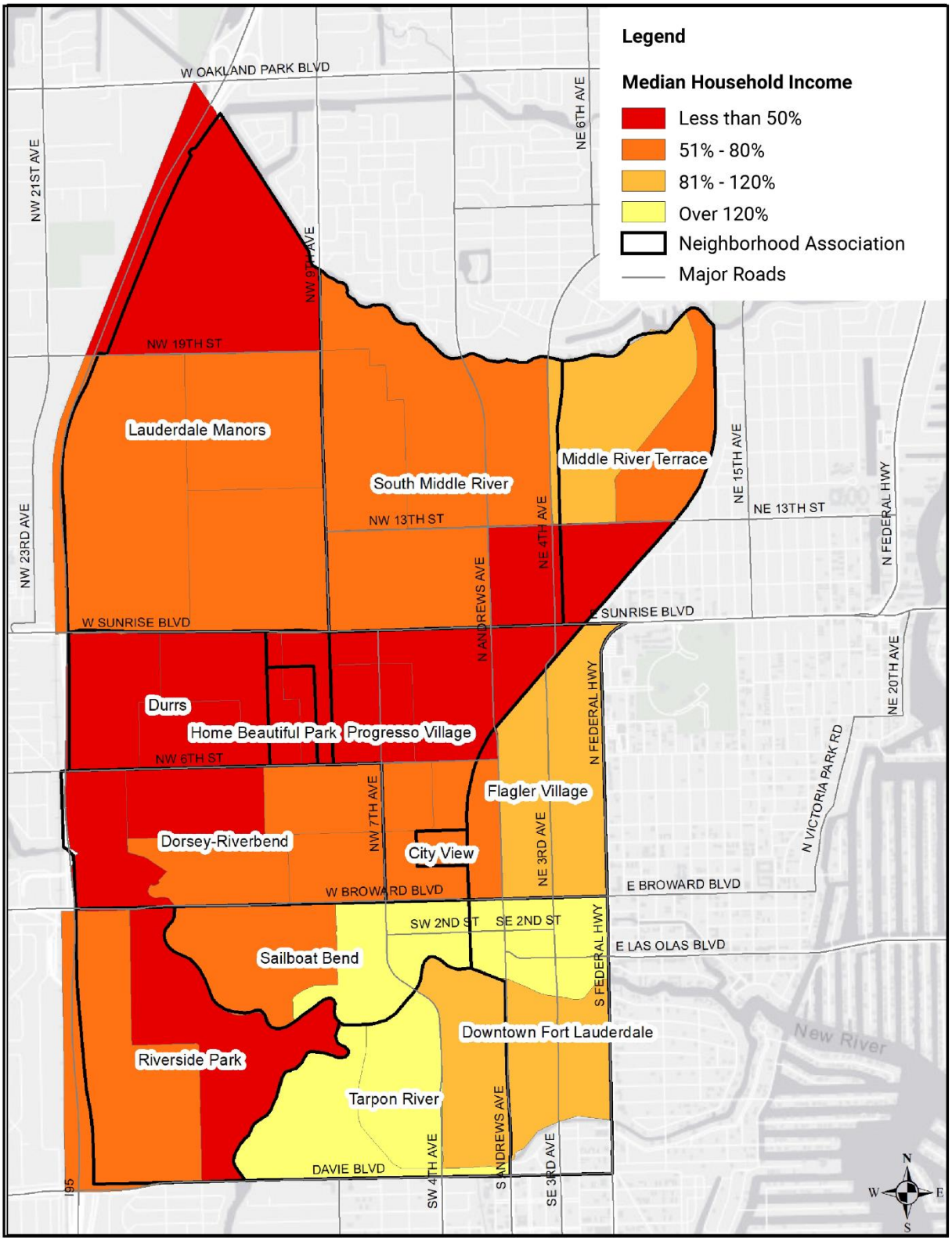
Demographic Characteristics						
Districts	**South Middle River**		**Dorsey-Riverbend, Progresso/Flagler Village**		**Downtown Tarpon River**	
Total Population		21,424		17,411		13,743
	Count	%	Count	%	Count	%
Race						
White Alone	5,680	26.5%	4,615	26.5%	10,010	72.8%
Black or African American alone	14,948	69.8%	12,172	69.9%	2,632	19.2%
American Indian and Alaska Native alone	55	0.3%	6	0.0%	33	0.2%
Asian alone	121	0.6%	121	0.7%	274	2.0%
Native Hawaiian and Other Pacific Islander	0	0.0%	0	0.0%	0	0.0%
Some other race alone	222	1.0%	317	1.8%	440	3.2%
Two or more races	398	1.9%	180	1.0%	354	2.6%
Hispanic Ethnicity						
Not Hispanic or Latino	19,954	93.1%	15,076	86.6%	19,954	93.1%
Hispanic or Latino	1,470	6.9%	2,335	13.4%	1,470	6.9%
Age						
Under 5 years	1,320	6.2%	1,564	9.0%	355	2.6%
5 to 19 years	3,436	16.0%	3,441	19.8%	1,070	7.8%
20 to 34	5,127	23.9%	4,271	24.5%	3,811	27.7%
35 to 54 years	5,871	27.4%	4,742	27.2%	4,180	30.4%
55 and over	5,670	26.5%	3,393	19.5%	4,327	31.5%
18 and over	17,075	79.7%	11,896	68.3%	12,518	91.1%
65 and over	2,457	11.5%	1,744	10.0%	2,187	15.9%
Educational Attainment						
Population 25 years and over		15,177		11,526		11,670
Less than 9th grade	1,557	10.3%	775	6.7%	580	5.0%
9th to 12th, no diploma	1,539	10.1%	2,197	19.1%	650	5.6%
High school graduate (incl. equivalency)	5,193	34.2%	3,216	27.9%	2,493	21.4%
Some college, no degree	3,086	20.3%	1,900	16.5%	2,114	18.1%
Associate's degree	1,256	8.3%	949	8.2%	898	7.7%
Bachelor's degree	1,691	11.1%	1,569	13.6%	3,071	26.3%
Graduate or professional degree	855	5.6%	920	8.0%	1,864	16.0%

Economic Characteristics						
Districts	**South Middle River**		**Dorsey-Riverbend, Progresso/Flagler Village**		**Downtown Tarpon River**	
Total Population	21,424		17,411		13,743	
Poverty Rate						
Total Households	6,794		6,724		6,760	
Families & people whose income in the past 12 months is below the poverty level	1,735	25.5%	2,248	33.4%	1,063	15.7%
Percentage in Labor Force						
Total Population 16+	17,453		13,381		12,662	
Population in Labor Force	11,475	65.7%	6,601	67.2%	8,377	66.2
Occupations						
Total Civilian employed population 16+	9,804		7,858		7,943	
Management, business, science, and arts occupations	2,624	26.8%	2,086	26.5%	3864	48.6%
Service occupations	3,042	31.0%	2,193	27.9%	1356	17.1%
Sales and office occupations	2,305	23.5%	2,376	30.2%	1505	18.9%
Natural resources, construction, and maintenance occupations	684	7.0%	539	6.9%	569	7.2%
Production, transportation, and material moving occupations	1,149	11.7%	664	8.4%	649	8.2%
Commute to Work						
Workers 16 years and over	9,518		7,717		7,555	
Car, truck, or van -- drove alone	6,749	70.9%	5190	67.3%	5220	69.1%
Car, truck, or van -- carpooled	840	8.8%	861	11.2%	822	10.9%
Public transportation (excluding taxicab)	1,364	14.3%	788	10.2%	335	4.4%
Walked	101	1.1%	315	4.1%	336	4.4%
Other means	101	1.1%	109	1.4%	158	2.1%
Worked at home	365	3.8%	454	5.9%	684	9.1%


Legend
Median Household Income
Less than 50%
51% - 80%
81% - 120%
Over 120%
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NW 13TH ST
NE 15TH AVE
NE 13TH ST
N FEDERAL HWY
NW 23RD AVE
NE 4TH AVE
N ANDREWS AVE
W SUNRISE BLVD
E SUNRISE BLVD
NE 20TH AVE
Durrs
Home Beautiful Park
Progresso Village
NW 6TH ST
Flagler Village
N VICTORIA PARK RD
NW 7TH AVE
NE 3RD AVE
Dorsey-Riverbend
City View
W BROWARD BLVD
E BROWARD BLVD
SW 2ND ST
SE 2ND ST
E LAS OLAS BLVD
S FEDERAL HWY
Sailboat Bend
Downtown Fort Lauderdale
New River
Riverside Park
Tarpon River
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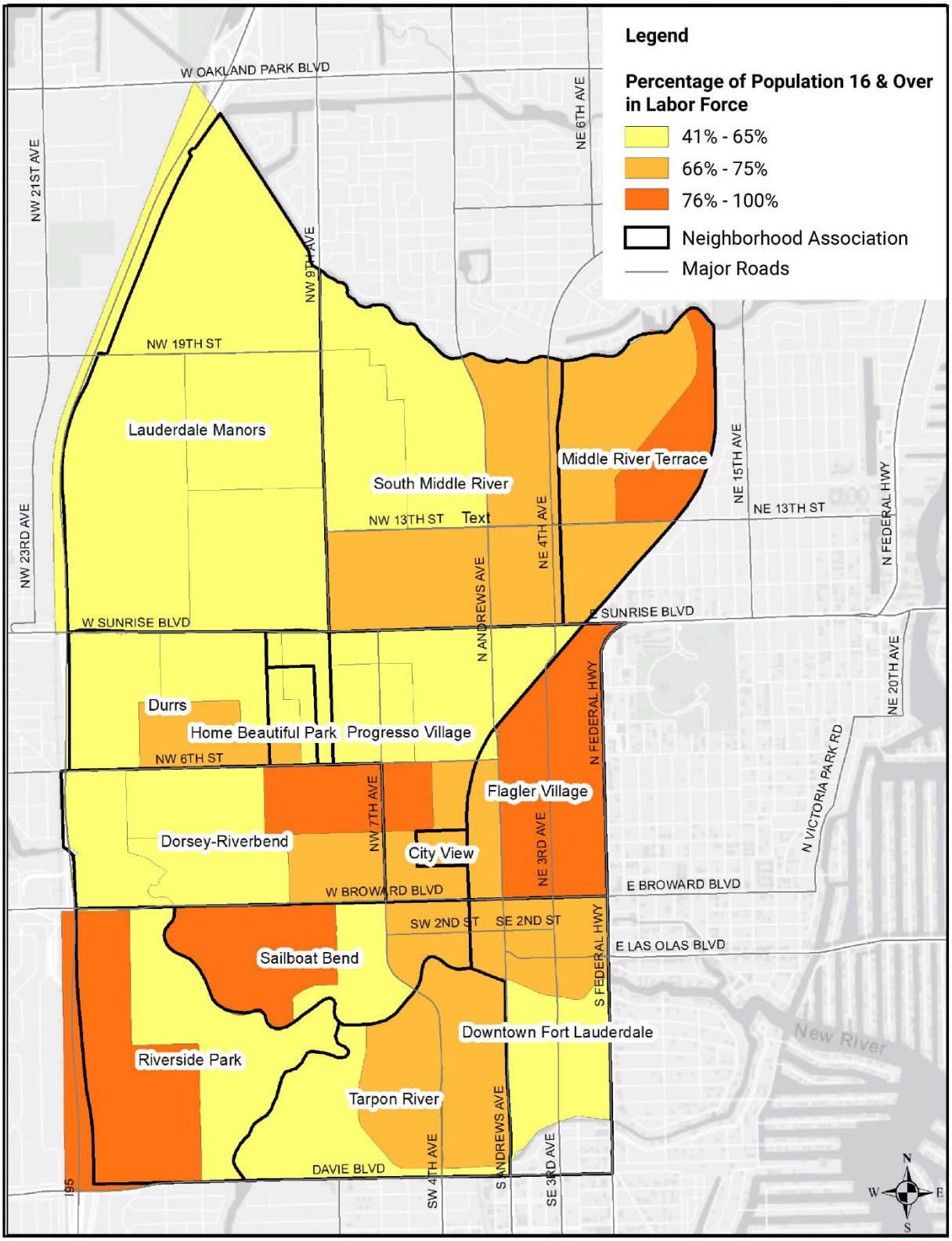
Legend
Percentage of Population 16 & Over in Labor Force
41% - 65%
66% - 75%
76% - 100%
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NE 6TH AVE
NW 9TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NW 13TH ST
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W SUNRISE BLVD
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NE 20TH AVE
Durrs
Home Beautiful Park
Progresso Village
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City View
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Downtown Fort Lauderdale
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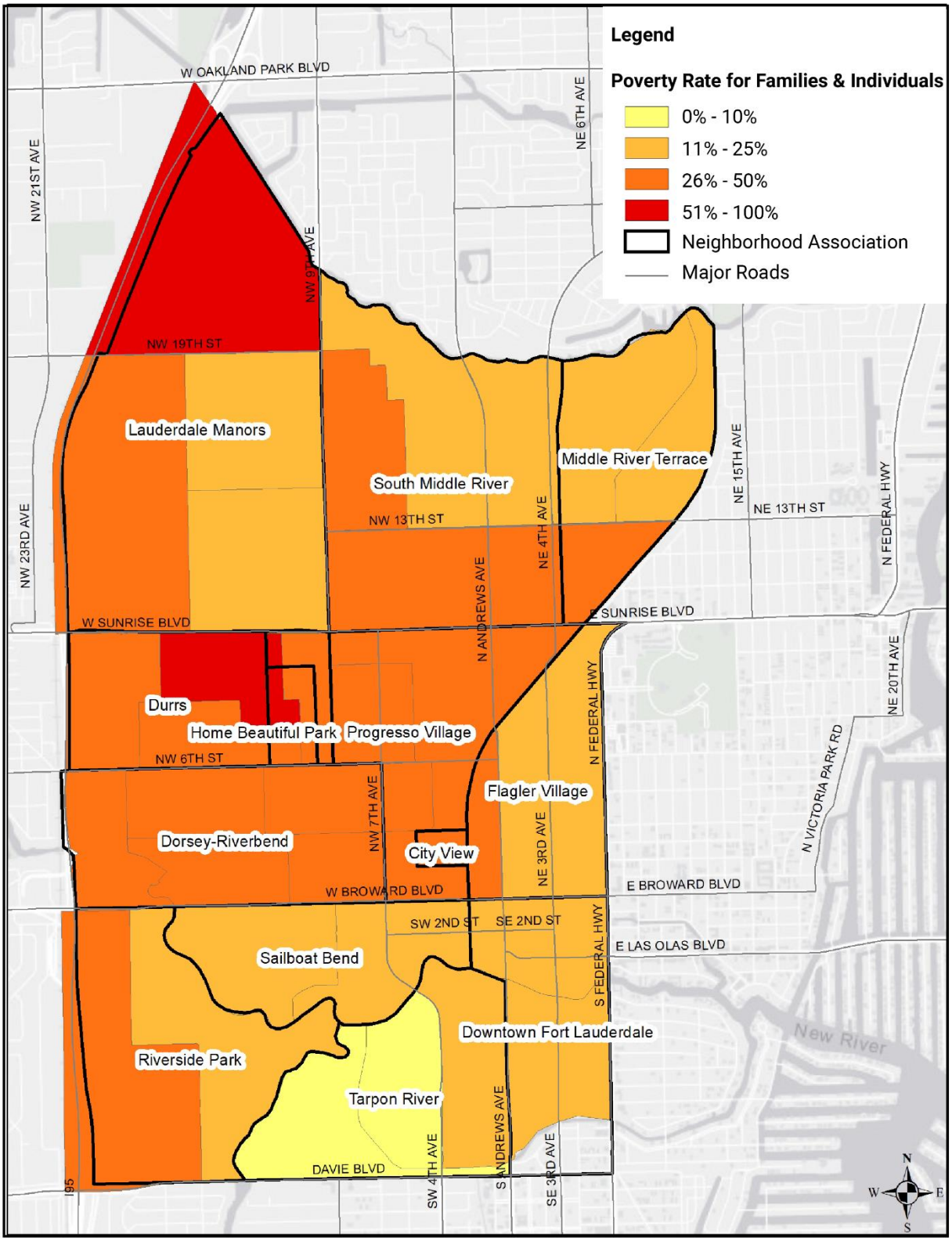
Legend
Poverty Rate for Families & Individuals
0% - 10%
11% - 25%
26% - 50%
51% - 100%
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NW 13TH ST
NE 15TH AVE
NE 13TH ST
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Sailboat Bend
Downtown Fort Lauderdale
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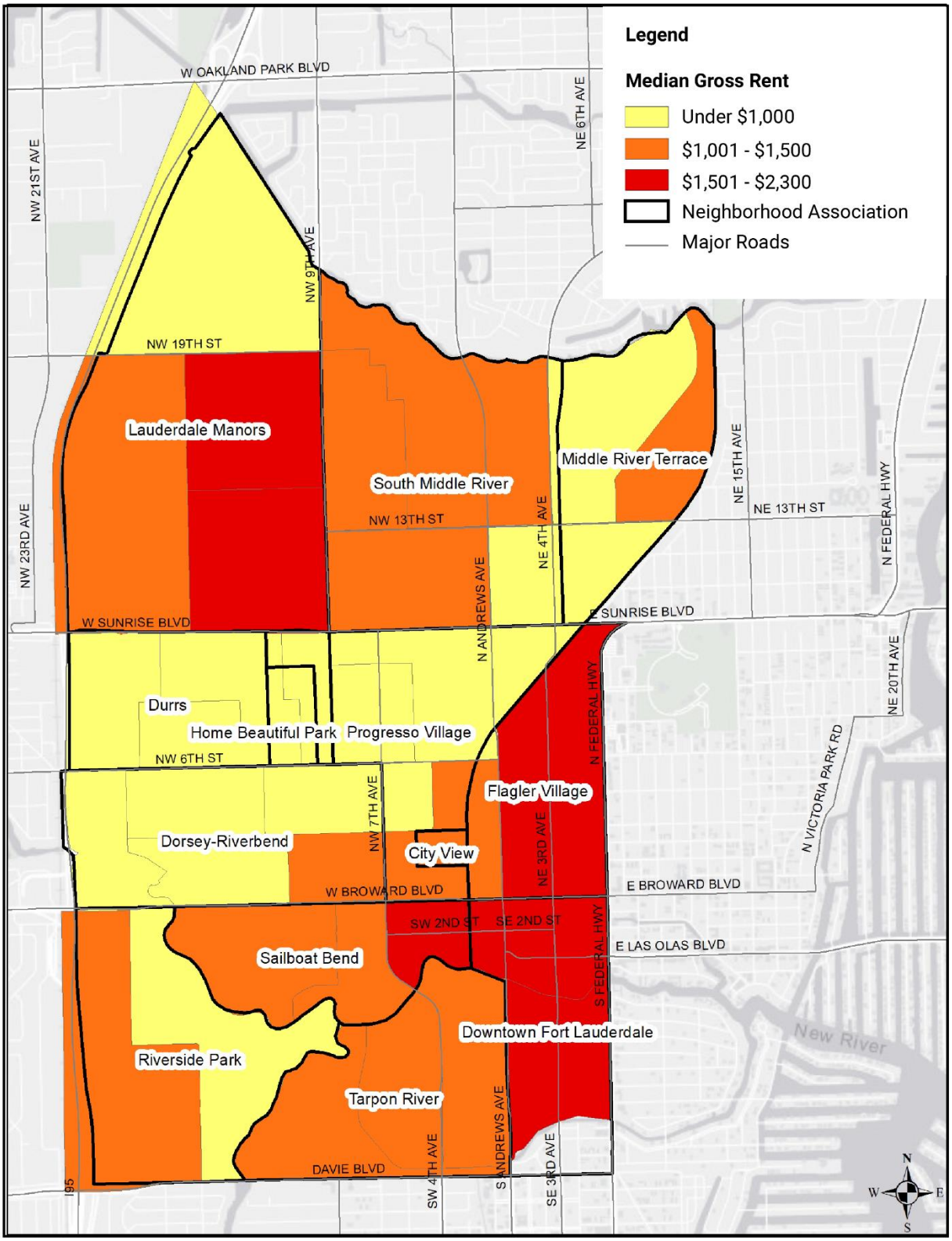
Housing Characteristics						
Districts	**South Middle River**		**Dorsey-Riverbend, Progresso/Flagler Village**		**Downtown Tarpon River**	
Total Housing Units	8,004		7,981		8,646	
	Count	%	Count	%	Count	%
Housing Inventory						
1-unit, detached	4,335	54.2%	1,228	15.4%	1548	17.9%
1-unit, attached	416	5.2%	492	6.2%	695	8.0%
2 units	924	11.5%	599	7.5%	349	4.0%
3 or 4 units	570	7.1%	1,839	23.0%	1014	11.7%
5 to 9 units	360	4.5%	936	11.7%	658	7.6%
10 to 19 units	395	4.9%	640	8.0%	373	4.3%
20 or more units	984	12.3%	2,197	27.5%	3997	46.2%
Mobile home	20	0.2%	50	0.6%	12	0.1%
Boat, RV, van, etc.	0	0.0%	0	0.0%	0	0.0%
Housing Tenure						
Occupied housing units	6,794		6,724		6,760	
Owner-occupied	2,768	40.7%	901	13.4%	2,355	34.8%
Renter-occupied	4,026	59.3%	5,823	86.6%	4,405	65.2%
Vacant housing units	1,210		1,355		1,886	
Homeowner vacancy estimates	163	13.5%	70	5.2%	72	3.8%
Sold, Not Occupied	84	6.9%	85	6.3%	118	6.3%
Rental vacancy estimates	332	27.4%	449	33.1%	241	12.8%
Rented Not Occupied	57	4.7%	139	10.3%	109	5.8%
Vacancy for seasonal, recreational, or occasional use	267	22.1%	201	14.8%	1027	54.5%
Other	307	25.4%	411	30.3%	319	16.9%


Legend
Median Gross Rent
Under $1,000
$1,001 - $1,500
$1,501 - $2,300
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NW 9TH AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NE 15TH AVE
NE 13TH ST
NW 13TH ST
NW 23RD AVE
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Downtown Fort Lauderdale
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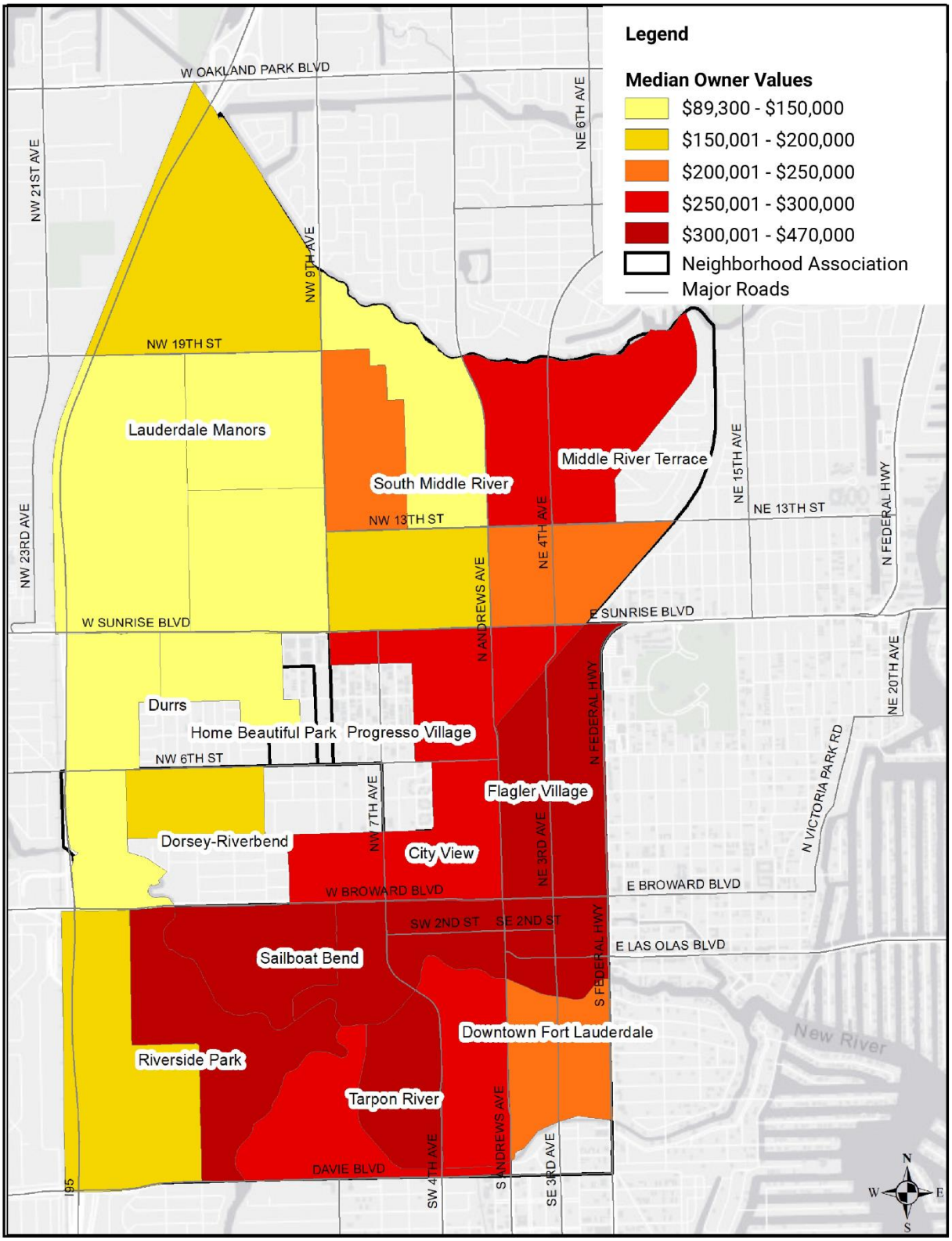
Legend
Median Owner Values
$89,300 - $150,000
$150,001 - $200,000
$200,001 - $250,000
$250,001 - $300,000
$300,001 - $470,000
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
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NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
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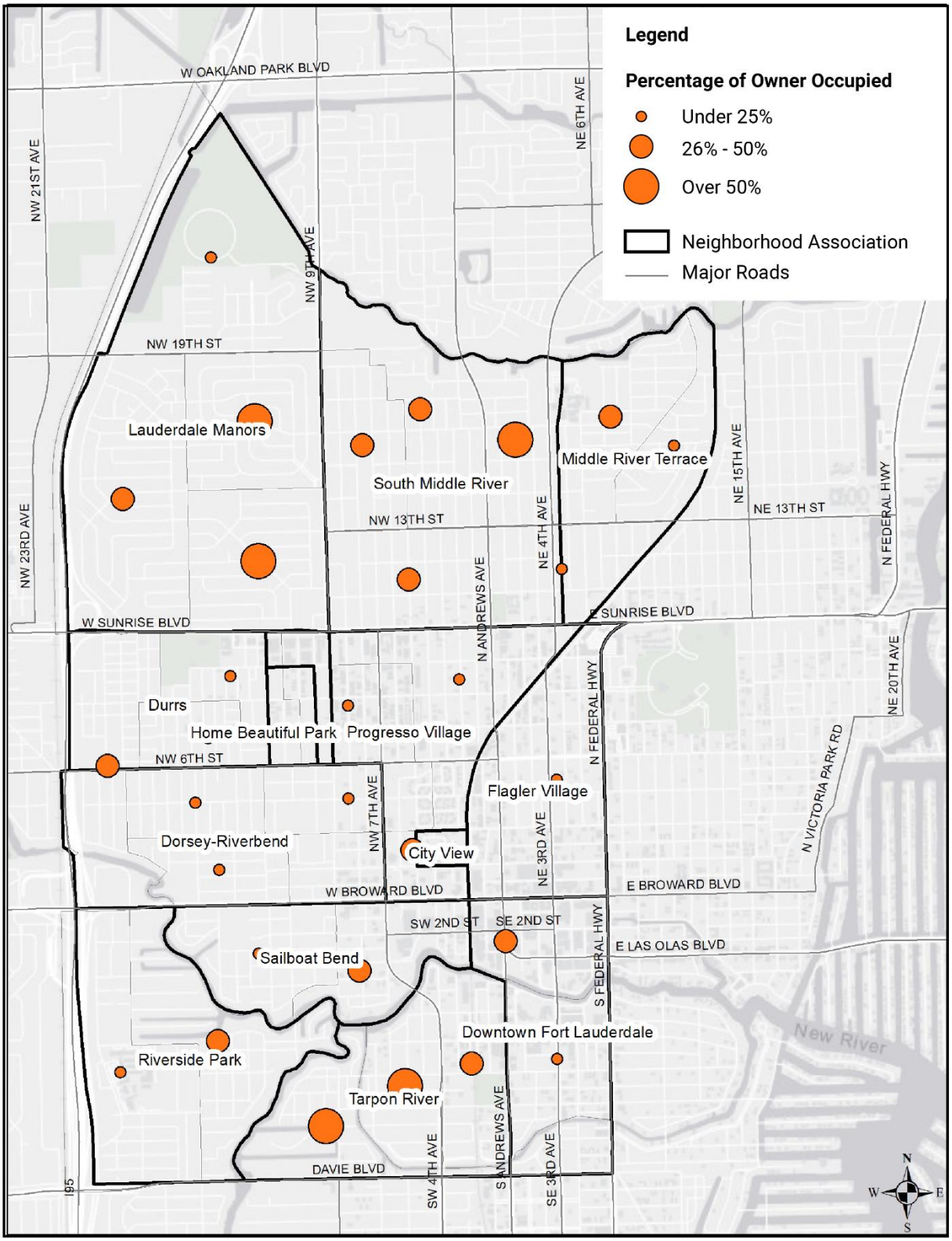
Legend
Percentage of Owner Occupied
Under 25%
26% - 50%
Over 50%
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NW 9TH AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
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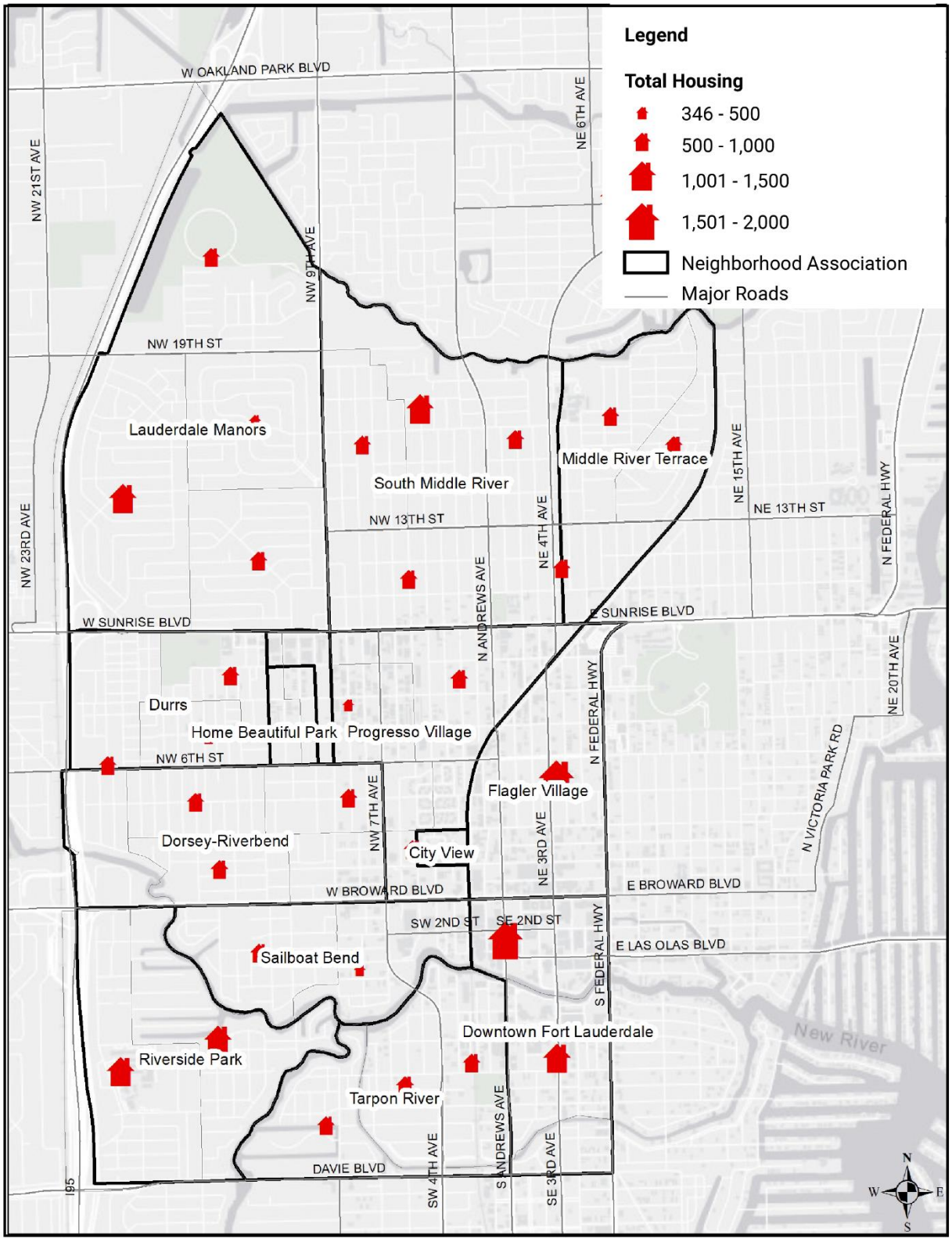
Legend
Total Housing
346 - 500
500 - 1,000
1,001 - 1,500
1,501 - 2,000
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NW 9TH AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NE 15TH AVE
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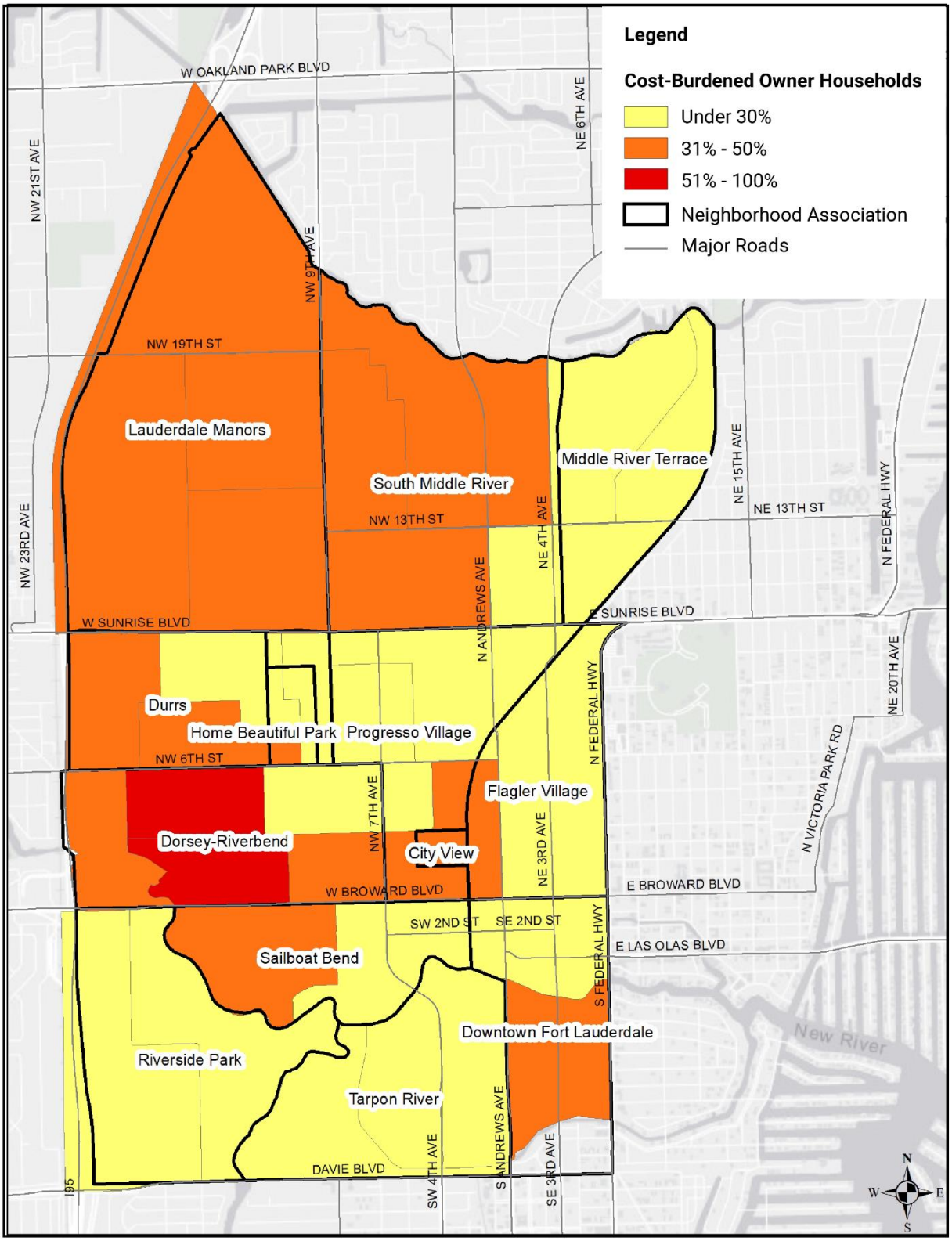
New River
Riverside Park
Tarpon River
SANDREWS AVE
SW 4TH AVE
SE 3RD AVE
DAVIE BLVD
95
N
W
E
S

Housing Characteristics						
Districts	**South Middle River**		**Dorsey-Riverbend, Progresso/Flagler Village**		**Downtown Tarpon River**	
Cost Burdened Renter Households						
Total Renter Occupied Households	4,026		5,823		4,405	
Total renter occupied housing units that pay 30% or more of their household income on rent	2,807	69.7%	3,394	58.3%	2,520	57.2%
Cost Burdened Owner Households						
Total Owner Occupied Households	1,901		593		1,496	
Total owner occupied housing units that pay 30% or more of their household income on mortgage payments	961	50.6%	245	41.3%	536	35.8%


Legend
Cost-Burdened Owner Households
Under 30%
31% - 50%
51% - 100%
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NE 6TH AVE
NW 9TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NE 15TH AVE
NE 13TH ST
NW 13TH ST
NW 23RD AVE
NE 4TH AVE
N FEDERAL HWY
N ANDREWS AVE
W SUNRISE BLVD
E SUNRISE BLVD
Durrs
Home Beautiful Park
Progresso Village
NE 20TH AVE
NW 6TH ST
N VICTORIA PARK RD
Flagler Village
NW 7TH AVE
Dorsey-Riverbend
City View
NE 3RD AVE
W BROWARD BLVD
E BROWARD BLVD
SW 2ND ST
SE 2ND ST
E LAS OLAS BLVD
Sailboat Bend
S FEDERAL HWY
Downtown Fort Lauderdale
New River
Riverside Park
Tarpon River
SW 4TH AVE
S ANDREWS AVE
SE 3RD AVE
DAVIE BLVD
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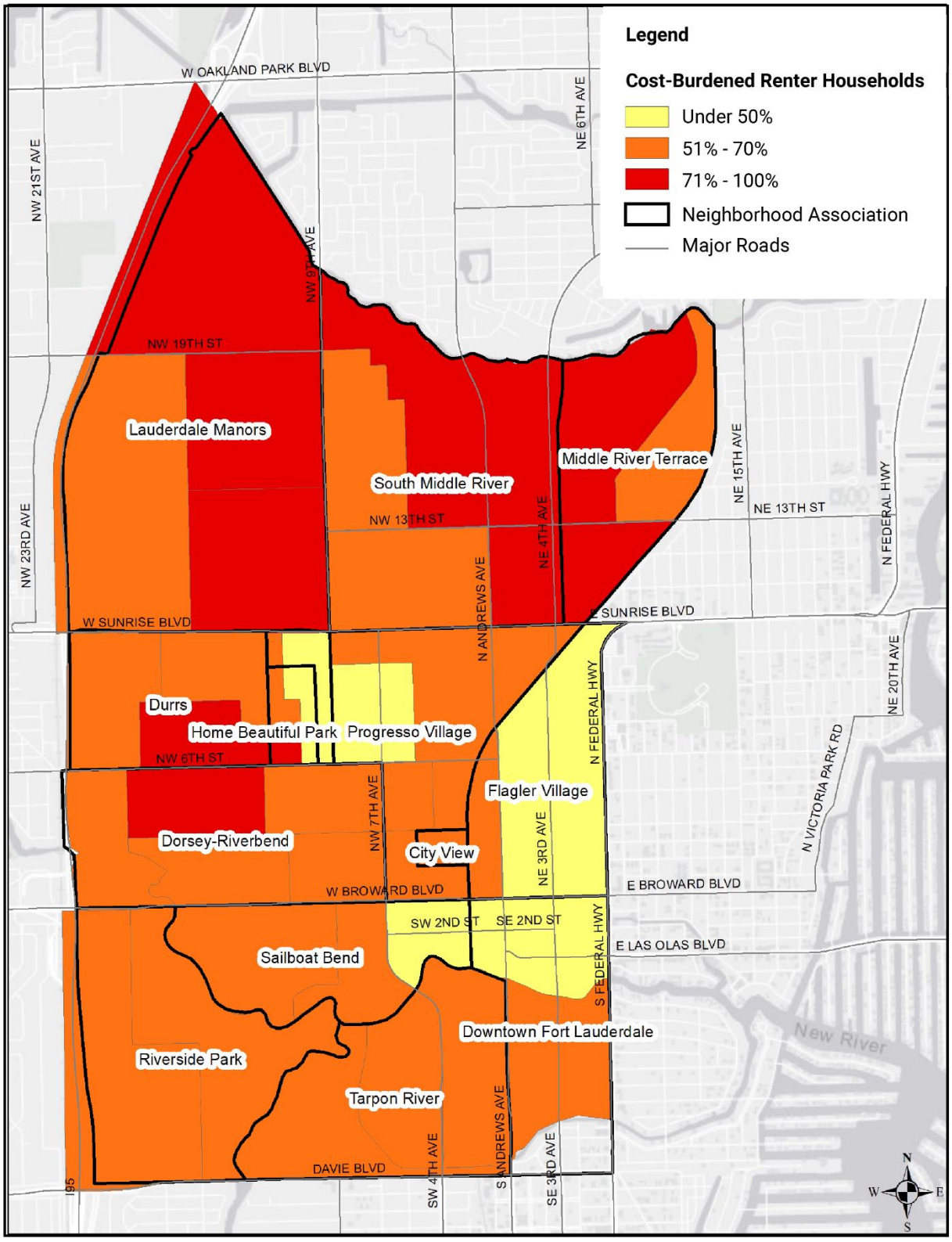
Legend
Cost-Burdened Renter Households
Under 50%
51% - 70%
71% - 100%
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NW 9TH AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NW 23RD AVE
NW 13TH ST
NE 4TH AVE
NE 15TH AVE
NE 13TH ST
N FEDERAL HWY
W SUNRISE BLVD
E SUNRISE BLVD
N ANDREWS AVE
NE 20TH AVE
Durrs
Home Beautiful Park
Progresso Village
NW 6TH ST
N FEDERAL HWY
N VICTORIA PARK RD
Flagler Village
NW 7TH AVE
Dorsey-Riverbend
City View
NE 3RD AVE
W BROWARD BLVD
E BROWARD BLVD
SW 2ND ST
SE 2ND ST
E LAS OLAS BLVD
Sailboat Bend
S FEDERAL HWY
Downtown Fort Lauderdale
New River
Riverside Park
Tarpon River
SANDREWS AVE
DAVIE BLVD
SW 4TH AVE
SE 3RD AVE
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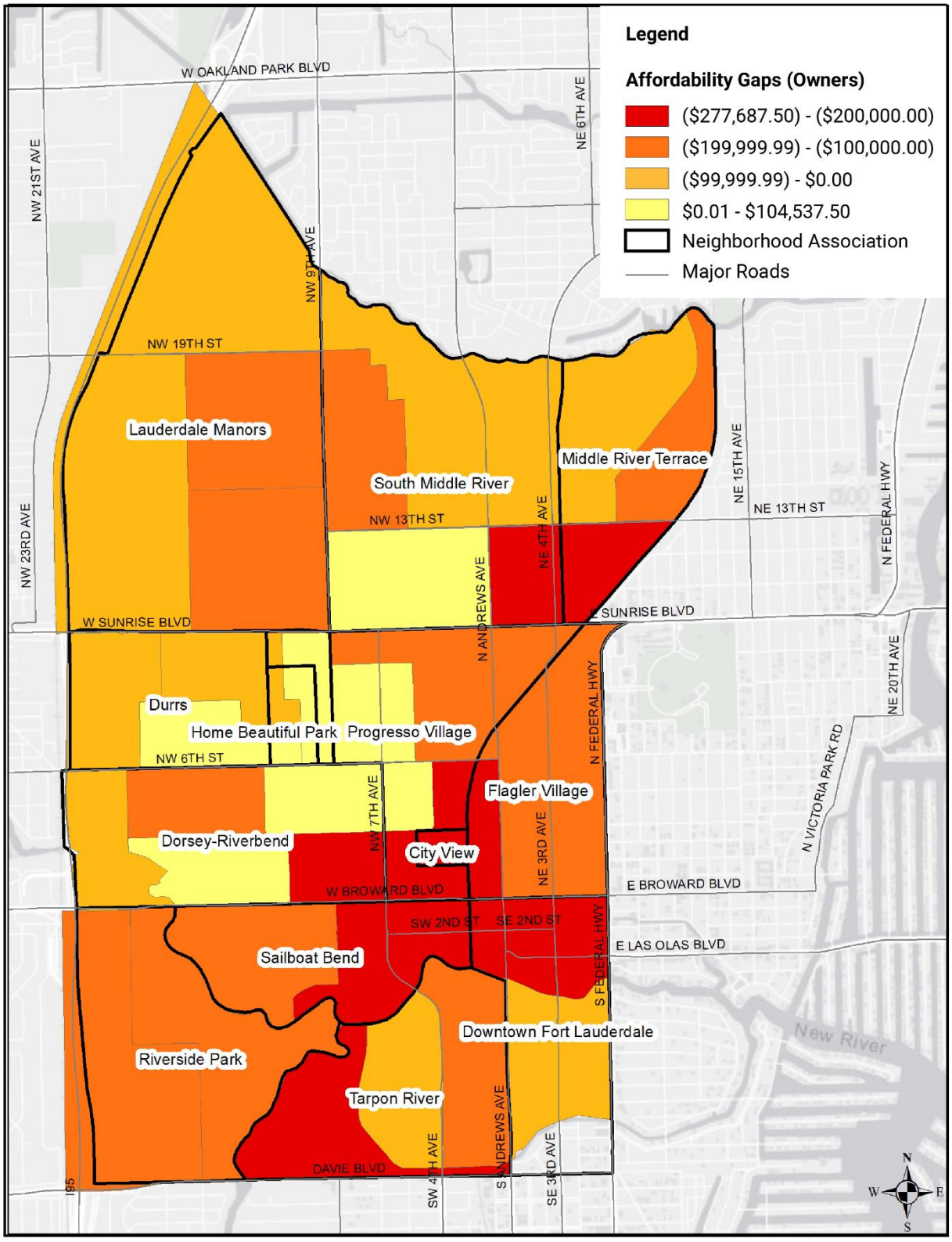
Housing Characteristics				
Owner Affordability Analysis				
District	Neighborhood	Census Tract	Block Group	Affordability Gap
South Middle River	Lauderdale Manors	409.01	1	153,497.50
			2	13,150.00
		409.02	1	35,625.00
			2	43,557.50
	South Middle River	408.01	1	125,975.00
			2	49,055.00
		417.00	2	72,712.50
		408.02	1	166,307.50
	Middle River Terrace	408.02	2	159,462.50
		408.02	3	-
Dorsey-Riverbend, Progress/Flagler Villages	Durrs	414	1	52,585.00
		415	1	-
			2	-
			3	36,085.00
	Home Beautiful Park	see overlaps		
	Dorsey Riverbend	416	1	201,547.50
			2	-
			3	109,422.50
			4	-
	Progresso Village	417	3	204,375.00
			1	147,612.50
	City View	see overlaps		
	Flagler Village	425	3	182,962.50
Downtown Tarpon River	Riverside Park	427.00	3	96,620.00
			1	277,687.50
	Sailboat Bend	426.00	2	202,067.50
			3	243,322.50
		425.00	2	165,435.00
	Tarpon River	426.00	1	82,500.00
			4	145,092.50
			5	134,545.00
	Downtown Fort	425	1	109,255.00


Legend
Affordability Gaps (Owners)
($277,687.50) - ($200,000.00)
($199,999.99) - ($100,000.00)
($99,999.99) - $0.00
$0.01 - $104,537.50
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NW 9TH AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NW 23RD AVE
NW 13TH ST
NE 4TH AVE
NE 15TH AVE
NE 13TH ST
N FEDERAL HWY
W SUNRISE BLVD
E SUNRISE BLVD
N ANDREWS AVE
NE 20TH AVE
Durrs
Home Beautiful Park
Progresso Village
NW 6TH ST
N FEDERAL HWY
Flagler Village
NW 7TH AVE
N VICTORIA PARK RD
Dorsey-Riverbend
City View
NE 3RD AVE
W BROWARD BLVD
E BROWARD BLVD
SW 2ND ST
SE 2ND ST
E LAS OLAS BLVD
Sailboat Bend
S FEDERAL HWY
Downtown Fort Lauderdale
New River
Riverside Park
Tarpon River
SW 4TH AVE
SANDREWS AVE
SE 3RD AVE
DAVIE BLVD
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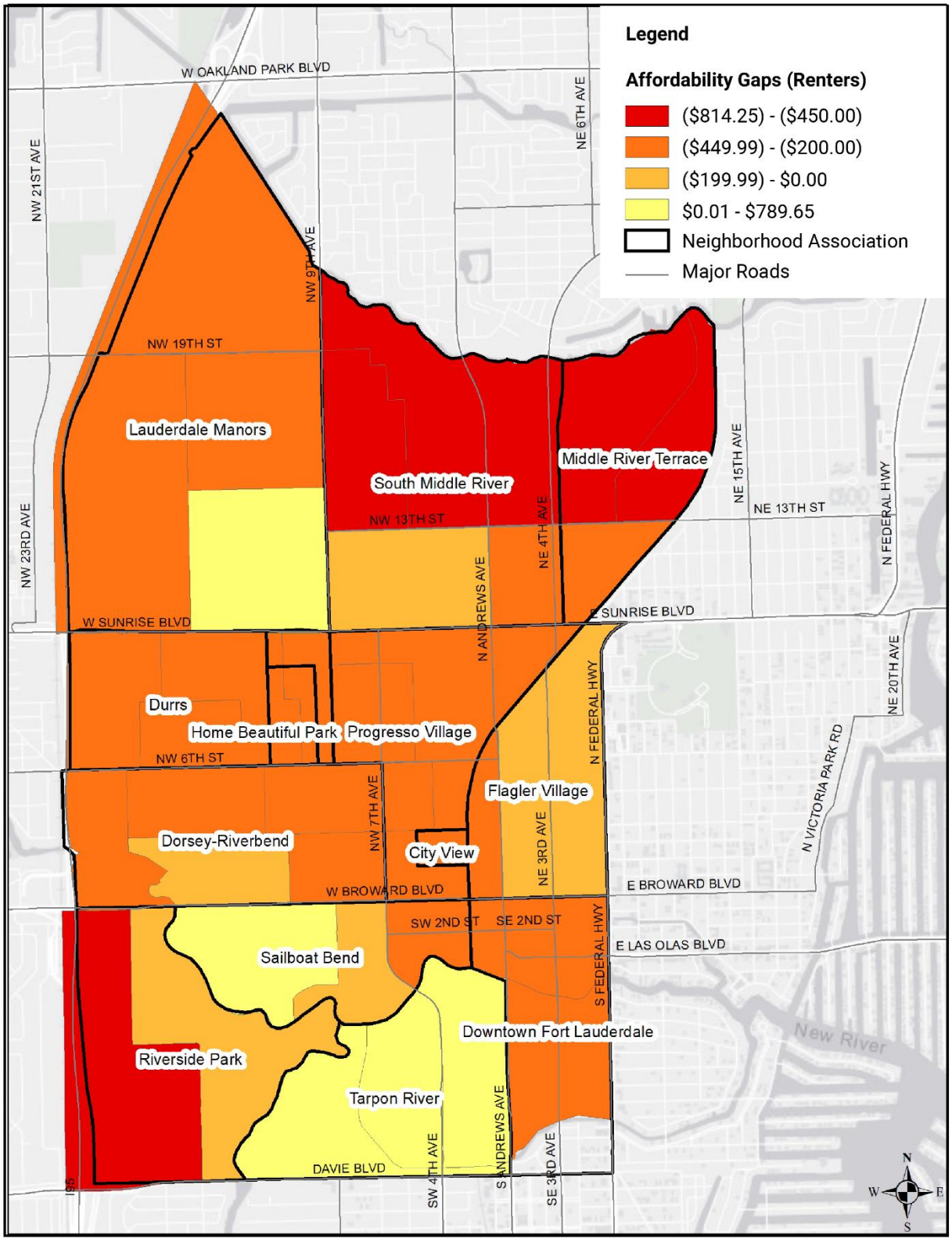
Legend
Affordability Gaps (Renters)
($814.25) - ($450.00)
($449.99) - ($200.00)
($199.99) - $0.00
$0.01 - $789.65
Neighborhood Association
Major Roads
W OAKLAND PARK BLVD
NW 21ST AVE
NW 9TH AVE
NE 6TH AVE
NW 19TH ST
Lauderdale Manors
South Middle River
Middle River Terrace
NW 13TH ST
NE 15TH AVE
NE 13TH ST
N FEDERAL HWY
NW 23RD AVE
NE 4TH AVE
N ANDREWS AVE
W SUNRISE BLVD
E SUNRISE BLVD
NE 20TH AVE
Durrs
Home Beautiful Park
Progresso Village
NW 6TH ST
Flagler Village
N VICTORIA PARK RD
NW 7TH AVE
Dorsey-Riverbend
City View
NE 3RD AVE
W BROWARD BLVD
E BROWARD BLVD
SW 2ND ST
SE 2ND ST
E LAS OLAS BLVD
Sailboat Bend
S FEDERAL HWY
Downtown Fort Lauderdale
New River
Riverside Park
Tarpon River
SW 4TH AVE
S ANDREWS AVE
SE 3RD AVE
DAVIE BLVD
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Housing Characteristics				
Renter Affordability Analysis				
District	Neighborhood	Census Tract	Block	Affordability Gap
South Middle River	Lauderdale Manors	409.01	1	487.98
			2	501.50
		409.02	1	814.25
			2	682.58
	South Middle River	408.01	1	523.75
			2	218.55
		417.00	2	208.13
		408.02	1	305.08
	Middle River Terrace	408.02	2	200.38
		408.02	3	91.63
Dorsey-Riverbend, Progress/Flagler Villages	Durrs	414	1	372.85
		415	1	274.35
			2	405.45
			3	366.85
	Home Beautiful Park	see overlaps		
	Dorsey Riverbend	416	1	264.48
			2	12.38
			3	263.23
			4	206.20
	Progresso Village	417	3	265.75
			1	325.13
	City View	see overlaps		
	Flagler Village	425	3	147.63
Downtown Tarpon River	Riverside Park	427.00	3	322.20
			1	237.88
	Sailboat Bend	426.00	2	464.33
			3	131.23
		425.00	2	789.65
	Tarpon River	426.00	1	532.00
			4	355.08
			5	108.45
	Downtown Fort	425	1	751.55

HISTORIC PRESERVATION ELEMENT DATA INVENTORY AND ANALYSIS

The City of Fort Lauderdale has played a proactive role in the preservation of its rich architectural heritage and historic resources. There are three historic districts, 58 individually designated historic sites, and ten sites listed on the National Register of Historic Places in the City. In 2012, the City adopted Historic Preservation Design Guidelines[1] in order to guide owners, design professionals, contractors, and City staff and officials in the management, maintenance, protection and improvement of historic properties. Historic preservation activities in the City are administered through the Urban Design & Planning Division, under the guidance of an appointed Historic Preservation Board.

Figure 1. depicts the location of designated historic sites and districts in the City. The Sailboat Bend Historic District, bounded by the New River to the south and west, W. Broward Boulevard to the north, and SW 7th Avenue to the east, encompasses over 550 buildings and the City's oldest residential neighborhood. The Himmarshee Historic District, bounded by the New River to the south, Moffatt Avenue to the east, SW 4th Avenue and the eastern boundary of the downtown Post Office property to the west, and a line running two properties deep north of SW 2nd Street to the north, represents the oldest part of the Downtown commercial district, and includes early 20th century commercial buildings along Himmarshee Street and historic properties such as the Philemon Bryan House, King-Cromartie House, and New River Inn. The Stranahan House District encompasses the Stranahan House, the oldest existing building in the City, which currently operates as a museum.

Table 1. below lists the 58 individually designated historic sites in the City. Table 2. lists the 12 City sites on the National Register of Historic Places. As indicated in the Housing Element Data and Analysis, approximately 55 percent of the City's housing stock was constructed prior to 1970, and therefore is or soon will be more than 50 years old, indicating a continuing need for historic surveys and designation activities.

Table 1. Locally Designated Historic Sites

Name	Address	Year Built
North Side School	120 NE 11 Street	1926
Warfield Park	1010 N Andrews Avenue	1911
North Woodlawn Cemetery	1901 NW 9 Street	1926
Victoria Courts	713 NE 17 Road	1928
Victoria Courts	715 NE 17 Avenue	1928
Victoria Courts	711 NE 17 Road	1928
Victoria Courts	711 NE 17 Avenue	1928
Victoria Courts	706 NE 17 Road	1928
Victoria Courts	707 NE 17 Avenue	1928
Victoria Courts	700 NE 17 Avenue	1928
Victoria Courts	1711 NE 17 Road	1928
Seaboard Air Line Railway Station	200 SW 21 Terrace	1926
David E. Oliver House	231 SW 8 Avenue	1924
Bryan Homes	301 SW 3 Avenue	1903
Harmon Monument - West Side School	301 SW 13 Avenue	1924
West Side Fire Station	1022 W Las Olas Boulevard	1927
South Side School	701 S Andrews Avenue	1922
Richard Baxter House	701 SW 12 Avenue	1914

[1] City of Fort Lauderdale Historic Preservation Design Guidelines, 2012

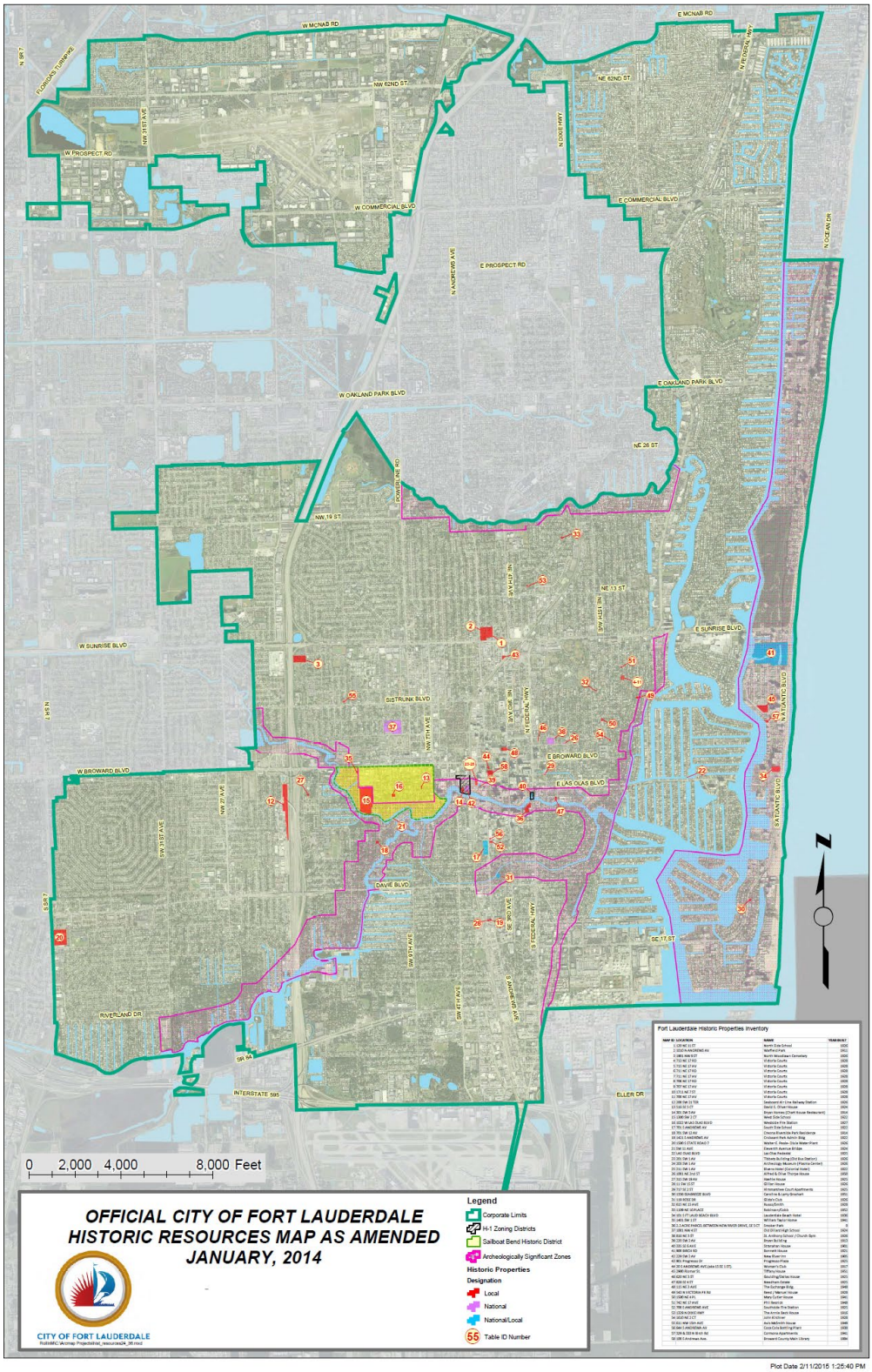
Croissant Park Admin. Building	1421 S Andrews Avenue	1922
Walter E. Peale-Dixie Water Plant	1500 S State Road 7	1926
Snow-Reed Swing Bridge & Tender House/Eleventh Avenue Bridge	SW 11th Avenue, Sailboat Bend	1924
Las Olas Pedestal	Las Olas Boulevard, Gateway to Las Olas Isle	1925
Pace Furniture/Archeology Museum	201 SW 1 Avenue	1926
Old Bus Station/Tibbets Building	203 SE 1 Avenue	1926
Bivens Hotel/Colonial Hotel	211 SW 1 Avenue	1922
Alfred & Olive Thorpe Hose	1001 NE 2 Street	1950
Haehle House	315 SW 19 Avenue	1925
Sam Gillam House	11 SW 15 Street	1926
Himmarshee Court Apartment	717 SE 2 Street	1926
Van Orsdel King House	1336 Seabreeze Boulevard	1951
William's House	119 Rose Drive	1926
Lester Hugh House	615 NE 15 Avenue	1928
Leonard Glasser Model Home	1109 NE 16 Place	1952
Lauderdale Beach Hotel	101 S Fort Lauderdale Beach Boulevard	1936
Harold Saar House	1401 SW 1 Street	1941
Smoker Park	b/w New River Drive and SE 5 Court	Prior to 1918
Old Dillard High School	1001NW 4 Street	1924
St Anthony School, Convent & Gymnasium	816 NW 3 Street	1926
Bryan Building/Shepard Building	220 SW 1 Avenue	1913
Stranahan House	335 SE 6 Avenue	1901
Bonnet House & Bartlett Estate	900 Birch Road	1921
New River Inn	231 SW 2 Avenue	1905
Progresso Plaza	901 Progresso Drive	1925
Woman's Club	15 SE 1 Street	1917
Escape Hotel	2900 Riomar Street	1951
Goulding/Dallas House	620 NE 3 Road	1925
Needham Estate	828 SE 4 Street	1925
Southern Bell Telephone Exchange Building	115 NE 3 Avenue	1948
Reed/Manuel House	543 Victoria Park Road	1927
Mary Cutler House	1500 NE 4 Place	1941
Phil Resnick House	742 NE 17 Avenue	1948
South Side Fire Station	700 S. Andrews Avenue	1925
Annie Beck House	1329 N Dixie Highway	1916
John Kirchner House	1610 NE 2 Court	1928
Avis McSmith House and Kindergarten	611 NW 15 Avenue	1949
Coca Cola Bottling Plant	644 S Andrews Avenue	1939
Cormona Apartments	329 & 333 Birch Avenue	1941
Broward County Main Library	100 S Andrews Avenue	1984

Table 2. National Historic Register Sites

Name	Address	Year Built
South Side School	701 S Andrews Avenue	1922
Croissant Park Admin. Building	1421 S Andrews Avenue	1922

Sam Gilliam House	11 SW 15 Street	1926
William's House	119 Rose Drive	1926
Old Dillard High School	1001 NW 4th Street	1924
St. Anthony School, Convent & Gymnasium	816 NW 3 Street	1926
Bonnet House & Bartlett Estate	900 Birch Road	1921
Stranahan House	335 SE 6 Avenue	1901
New River Inn	231 SW 2 Avenue	1905
Link Trainer Building	4050 SW 14 Avenue	1942
Snow-Red Swing Bridge/Eleventh Avenue Bridge	SW 11 Ave	1924
Alfred & Olive Thorpe House	1001 NE 2 Street	1950

Figure 1. Historic Districts and Sites



CONSERVATION ELEMENT DATA INVENTORY AND ANALYSIS

A. Description

1. Overview

Fort Lauderdale's natural environment is one of its greatest assets. The urban area is framed by the Atlantic Ocean to the east, and a 65-mile system of natural and manmade waterways has earned it the nickname "the Venice of America", with seven miles of beaches and 165 miles of canals and waterways. Offshore coral reefs, although diminished by the effects of development, climate change, and other factors, continue to provide coastal protection and a habitat for a vast number of marine species. Fort Lauderdale's beaches, dunes and waters are also the habitat for a number of species including sea turtles, manatees and numerous native fish species. The City's wetlands provide important wildlife habitat and countless other benefits including cleaner water, flood protection and aquifer recharge. The City is located within a major migratory bird flyway. Within the urban environment itself, open spaces and natural and landscaped areas such as residential yards, parks and gardens provide habitat for insects, birds, reptiles and mammals. The Natural Resources and Environmentally Sensitive Areas Map (Figure A.1.) identifies natural resource areas in the City, including nature areas and wetlands. There are 394 acres of managed conservation lands, 213 acres of wetlands, 2,139 acres of water, and 133 acres of turtle nesting beaches in the City.

The City is participating in the National Wildlife Federation's Community Wildlife Habitat Program which encourages residents, businesses, student groups, and organizations to foster and protect wildlife habitats through the designation of certified wildlife habitats at various sites throughout the City, including residences, churches, businesses, parks, and schools. The City's 2011 *Sustainability Action Plan* established the goal of increasing the City's tree canopy by January 2015. *Sustainability Action Plan Progress Report* also indicates that the City has made progress in implementing the Strategic Plan; for example, it reports a tree canopy coverage increase from 20.6% to 23.4% between 2012 and 2014. The City projects that its will reach its goal of a 23.6% tree canopy by 2018 within the next year. The City's 2011 *Sustainability Action Plan* also calls for encouraging green or cool roofs in order to reduce heat island effects. The City has incorporated "Green Building Practices", including green roofs, into its Development Review Committee standard comments template in order to further the achievement of this goal.

The Florida Friendly Landscaping™ and NatureScape Broward programs assist local residents in implementing environmental friendly landscaping techniques that conserve water, protect water quality, and create habitats. In 2016 the City adopted the Florida Friendly Landscaping™ Ordinance in order to incorporate Florida Friendly Landscaping™ Principles into its Unified Land Development Regulations. The Ordinance addresses and includes provisions for the following seven Florida Friendly Landscaping™ Principles:

- Right Plant, Right Place;
- Water Efficiency;
- Fertilize Appropriately;
- Mulch;
- Reduce Stormwater Runoff;
- Protect the Waterfront, and;
- Attract Wildlife.

2. Local Areas of Particular Concern

The Broward County Board of Commissioners has designated five Local Areas of Particular Concern (LAPC's) and thirteen Natural Resource Areas (NRA) within the jurisdictional boundaries of Fort Lauderdale. A LAPC (Vegetation Category) is an area which shows a predominance of native vegetation associated with one or more of the following ecological communities:

- Beach and Dune;
- Coastal Strand Forest;
- Mangrove (Saltwater Swamp/Marsh), Scrub;
- Pine Flatwoods; High Hammock;
- Low Hammock; Cypress (Freshwater Swamp) and;
- Everglades (Freshwater Marsh).

In addition, a Local Area of Particular Concern must satisfy at least three of the following criteria:

- Uniqueness - The site contains a significant sample of rare or endangered species, or the site is among a small number of sites in Broward County representing a particular ecological community.
- Diversity - A significant sample of two or more ecological communities are contained within the site.

3. Recreationally and Commercially Important Habitats

While there are no commercial fisheries in Fort Lauderdale, there is a limited commercial ocean fishing industry offshore in Broward County. Major commercial species in terms of both catch and value are: swordfish, spiny lobster, mackerel, tuna and bait shrimp. The National Marine Fisheries maintains data on fish landings for Dade and Broward Counties, and reports a total catch of more than 3 million pounds of fish. Map 6 shows recreational or commercially important fish or shellfish areas.

Recreational sport fishing is more active in Fort Lauderdale and in Broward County as a whole, and is pursued by tourists and residents alike. The types of fish found in the canals and lakes of the City are Largemouth Bass and various kinds of Bream, and Brown and Yellow Bullhead Catfish. Exotic freshwater fish include: Tilapia, Walking Catfish, and Peacock Bass. Saltwater fish include: Sailfish, Dolphin, King Mackerel, Spanish Mackerel, Snapper, Grouper, Amberjack, Wahoo, Blue Marlin, White Marlin, Tuna, and Bonita. Snook and Tarpon are saltwater fish found in canals and the Intracoastal Waterway around bridges.

To preserve and enhance offshore marine resources, the Broward County Environmental Planning and Community Resilience Division (EPCRD) administers the artificial reef program. The Artificial Reef Program has deployed dozens of artificial reefs from limestone boulders to large ships, creating additional habitat for various marine organisms and fish, while also protecting the reefs from boat anchors and scuba divers.

In addition to the artificial reefs there are three bands of natural coral reefs that run the entire length of Fort Lauderdale. These are coral communities on top of limestone outcrops. The first reef starts about 200 yards offshore in approximately 15 feet of water. It is made up of soft corals and sponges. The second reef is about one-half mile offshore at a depth of 45 feet of water and is made up of soft coral, sponges and some hard coral. The third reef is approximately three-quarters of a mile offshore in 60-70 feet of water. This one is the most diverse of the three coral communities with considerable hard coral/reef building coral.

4. Surface Water/Water Quality

There are approximately 84 miles of navigable waterways and canals in the City, inclusive of the 65 miles of manmade and natural canals and the Intracoastal Waterway. All the surface waters of the City are designated by the Florida Department of Environmental Protection (DEP) as Class III waters. Class III waters have recreation, and fish and wildlife propagation as priority uses. All navigable rivers within the City have been channelized.

There are no natural estuarine marshes or freshwater lakes in Fort Lauderdale. All existing lakes were manmade, usually formed as a result of excavation. All natural estuaries were altered by filling or dredging as the City developed.

The City currently uses deep well injection for the disposal of all wastewater. No effluent is discharged into the surface waters of the City or the Atlantic Ocean. Further, the City has an emergency outfall into the Intracoastal Waterway. In addition, all industrial sewage is pre-treated in accordance with federal standards. Thus, City utilities do not pose a significant threat to the waters of the City under normal operating conditions.

Stormwater runoff is the diversion of stormwater from both impervious surfaces such as streets and pervious surfaces such as lawns. Petroleum discharges, heavy metals, fertilizers and animal litter are among the many contaminants carried by runoff. Most homes or businesses in the City abutting waterways can be considered sources of non-point pollution. Stormwater runoff is the principal source of pollution to surface waters in the City, and degrades water quality for recreation uses and fish and wildlife inhabiting the canals, waterways and adjacent areas.

The investigation of water quality necessitates a formal sampling program which must detect potential or existing problems, adequately assess damages, and identify changes that may be required to improve a specific system or waterway. The City of Fort Lauderdale contracts with Broward County for surface water sampling in the recreational waters of Fort Lauderdale including the waters of the beach, water bodies in parks used for swimming and specific portions of the City's secondary canal system, as part of the City's NPES permit. Dependent on the type of water body and the condition under analysis, sampling occurs on a weekly to a biannual basis. Results of the sampling and analysis are then sent to the respective agency with jurisdiction over a water body or particular regulatory area for a determination of said water body's condition.

5. Air Quality

The City of Fort Lauderdale's level of air quality is dependent upon the interaction of urban activity with atmospheric conditions. Automobiles continue to be the primary non-point source of pollution, accounting for 92% of the emissions from all sources. Electric power plants are the main point-source polluters. The predominant easterly winds, which tend to blow from the east to southeast, keep pollutants well dispersed. When the wind direction is from the north, west, or southwest, passing over urban development, air pollution levels tend to increase.

Broward County maintains air quality monitoring stations throughout the County and publishes a daily Pollution Standards Index (PSI) rating for air quality. Vehicular traffic continues to be responsible for the highest quantities of pollution, notably carbon monoxide (CO), but including lead, particulate matter, volatile organic compounds (hydrocarbons), and lesser amounts of sulfur oxides and nitrogen oxides. The pollutant produced in the highest quantities is CO. Although more tons per day of CO are released into the air than any other pollutant, people are less sensitive to its effects than they are to those of ozone, which is more toxic in smaller amounts.

Therefore, although power plants emit fewer tons of pollutants per day than cars, their higher production of the ozone precursor nitrogen dioxide and of sulfur oxides, which are also very toxic, increases their significance as sources of pollution. The legally mandated reductions of lead allowed in gasoline have brought about marked reductions of lead emissions into the air in spite of the steady increase of vehicles on the road. Air quality is generally good throughout the Broward County area. The flat topography and the subtropical marine climate encourage almost constant air movement, preventing lasting air inversions and other weather patterns, which exacerbate pollution concentrations. As a result, those pollutants, which are produced locally are quickly dispersed and replaced by cleaner breezes off the ocean. The high annual rainfall - about 60 inches per year also removes particulate matter from the air through a natural scrubbing action.

5. Soils

Knowledge of soil types is essential in determining the suitability of various types of land uses. Soil surveys serve as useful general guides in managing a watershed or wildlife area or in planning engineering works, recreational facilities and community developments. Figure 2. shows soil types in the City of Fort Lauderdale. Figure 2. shows mineral resources.

The City of Fort Lauderdale does not experience any soil erosion problems. Mining activities ceased in the City in 1982.

Figure 1. Natural Resource and Environmentally Sensitive Areas

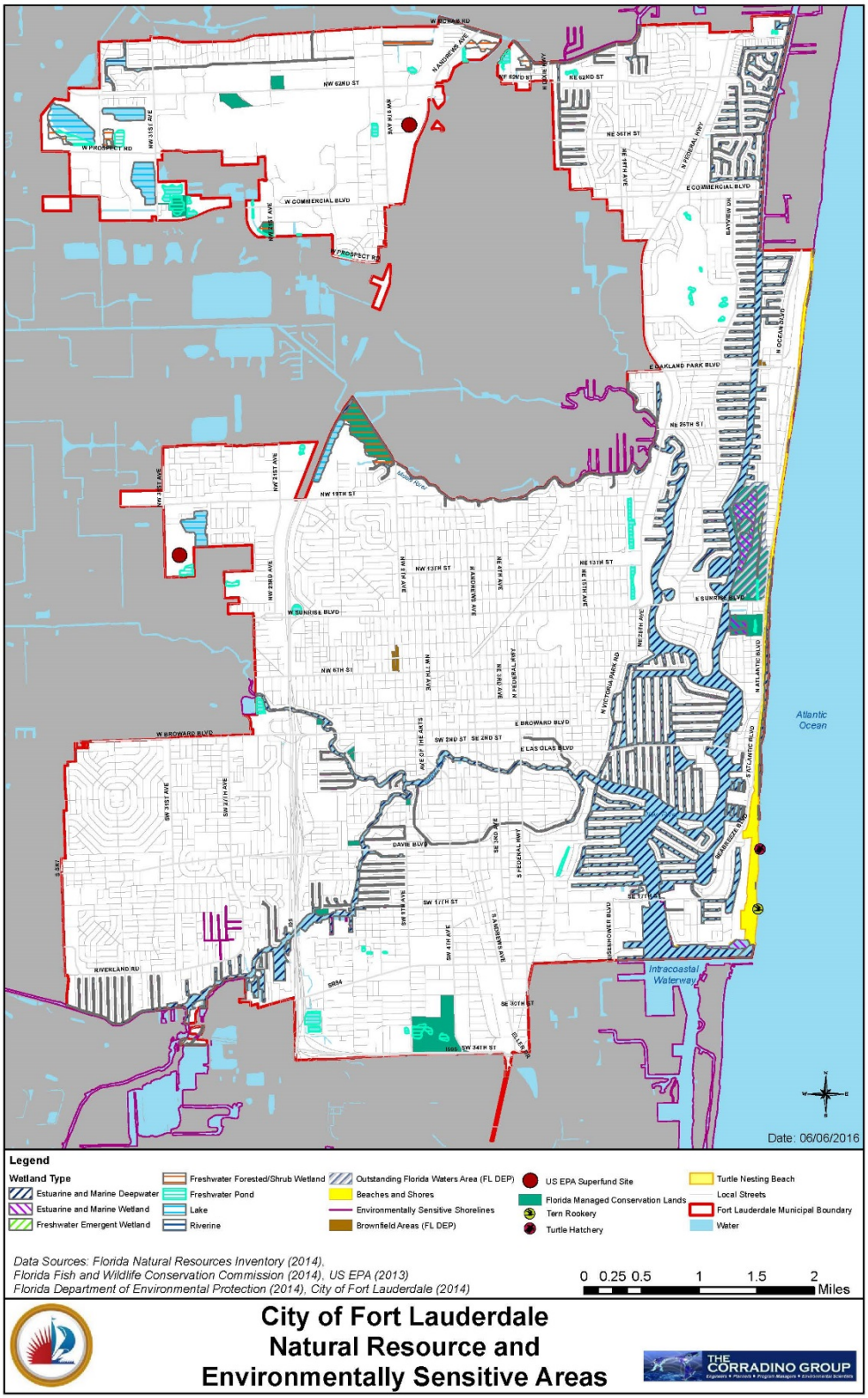


Figure 2. Soils Map

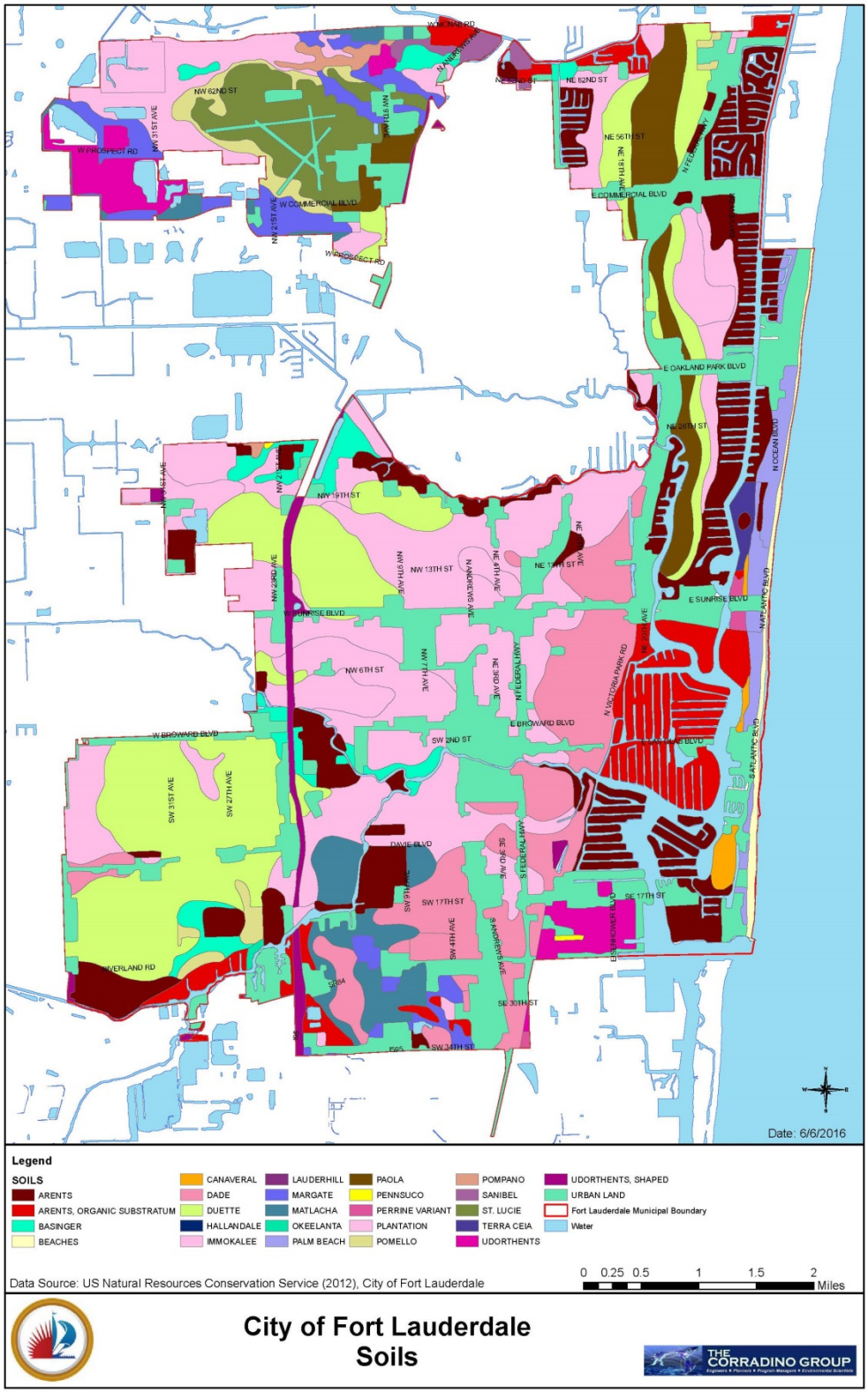
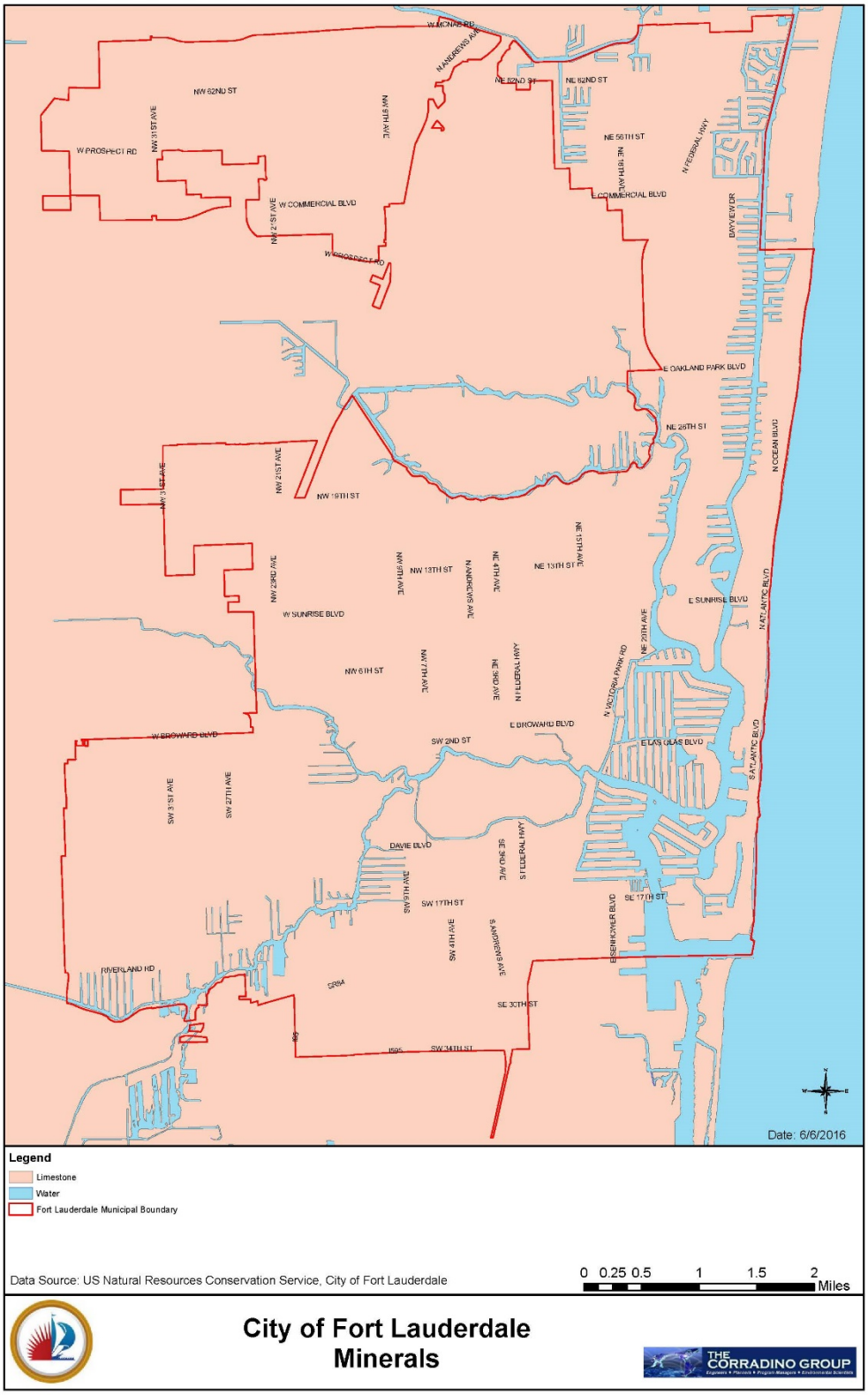


Figure 3. Minerals Map



B. Other Planning Efforts

Fort Lauderdale has recognized the importance of achieving greater sustainability and has demonstrated its commitment to sustainability through leading by example in a number of ways. In 2009 the City Commission created the Citizens Sustainability Green Committee, which became the Sustainability Advisory Board in 2011. The Sustainability Advisory Board played a key role in the development of the City's *Sustainability Action Plan Update 2011*. In keeping with these efforts, the City took a number of actions, including: realigning its departmental structure along the *Press Play Fort Lauderdale Our City, Our Strategic Plan's* five "*Cylinders of Excellence*"; establishing the Sustainability Division of the Public Works Department to assist in implementing the *Sustainability Action Plan*; and creating an internal "Green Team" to establish and implement sustainability goals within each Department.

The 2011 *Sustainability Action Plan* establishes a series of goals, objectives, and action items to increase sustainability in the areas of Leadership, Air Quality, Energy, Water, Built and Natural Environment, Transportation, Waste, and Progress Tracking. "Leadership" addresses the afore-mentioned actions that the City is taking to plan for climate change and mitigation and achieve sustainability in all of its activities and functions, and to work with other agencies and the public and private sectors to stimulate a local green economy and prepare for climate change impacts. Preparing for Climate Change impacts is a goal in "Leadership", achieved through action items such as: creating a database of best green management practice; including adaptation/mitigation strategies in the City's plans; establishing sustainable City procurement practices; and supporting a "green training program" to train the local workforce in such areas as weatherization, solar energy and energy audits.

"Air Quality" addresses strategies to improve air quality and reduce greenhouse gas emissions. Goals under "Air Quality" call for reducing Greenhouse Gas (GHG) emissions by 20% by 2020 community wide, and from City operations. A climate change challenge program is proposed to reduce greenhouse gas emissions in specific sectors, as is training staff to report annual GHG emission reductions into the decision making process.

"Energy" addresses strategies to reduce energy consumption and increase efficiency across sectors. Goals under "Energy" call for reducing electricity usage 20% community wide and sourcing 20% of electricity from renewable sources by 2020. Action items include reducing electricity use in City buildings by 20% by 2020, integrating electricity reduction goals with the capital improvements program, revising land development regulations to encourage the installation of wind powered systems, and creating renewable energy incentives for residential and commercial buildings.

"Water" addresses strategies to reduce water demand, and to protect and conserve water resources. Goals under "Water" call for reducing water demand by 20% by 2020, wastewater reduction, and stormwater treatment. Action items include implementing a landscape ordinance requiring low volume/avoidance watering, rainwater harvesting projects, and providing bio retention swales (bioswales) in urban areas.

"Built and Natural Environment" addresses how the City will implement sustainable development and management practices to ensure that that land use and development does not diminish the natural environment. Goals under "Built and Natural Environment" call for encouraging green buildings and development, preserving and expanding natural spaces, and improving energy performance.

"Transportation" addresses how the City will increase sustainability in its transportation sector. Goals under "Transportation" call for reducing the use of fossil fuels in vehicles (i.e. increased fuel efficiency) 20% by 2020, reducing vehicle miles travelled, and providing transportation alternatives to reduce automobile dependence. Action items include replacing City fleet vehicles with low-emitting hybrid and alternative fuel vehicles, providing for a community-wide infrastructure for alternative fuel supply, and expanding flexible work hour and telecommuting opportunities. The planned downtown WAVE streetcar system, an environmentally-friendly fixed-rail streetcar system, will significantly further the City's transportation sustainability goals.

Finally, "Waste" addresses how the City will enhance sustainability by reducing the generation of, and the need for, the collection and disposal of solid waste. The Goal calls for increasing recycling rates 50% by 2020, while action items include doubling recycling efforts by City departments, reducing barriers to participation in recycling programs, supporting organic waste composting, and reducing the single use of plastic bags.

Sustainability is a major theme of the *Fast Forward Fort Lauderdale Our City, Our Vision 2035 Plan*. "WE ARE CONNECTED" Vision Direction calls for a safe multi-modal transportation system where the pedestrian is first. "WE ARE READY" calls for a resilient and safe coastal community. "WE ARE COMMUNITY" Vision Direction calls for vital, safe, and healthy neighborhoods. "WE ARE PROSPEROUS" Vision Direction calls for a thriving economy that offers employment, business and educational opportunities. As noted, the Vision Plan is the result of significant feedback received throughout the visioning process: of the 1,562 ideas received, 40 addressed various aspects of sustainability, including the environment, water supply and quality, energy efficiency, and sustainable construction.

The *Press Play Fort Lauderdale Our City, Our Strategic Plan 2018* outlines a number of objectives and strategic initiatives specific to sustainability. The Infrastructure Cylinder calls for a "sustainable and resilient community", and resource protection and enhancement. The Public Places Cylinder calls for healthy, sustainable and connected neighborhoods that include ample greenspaces, a healthy urban forest, eco-friendly landscaping, and recreational opportunities. The Neighborhood Enhancement Platform calls for improved neighborhood aesthetics, sustainable development practices, access to locally grown fresh food, and a diversity of housing options. The Business Development Cylinder calls for increased economic and educational opportunities.

The April 2014 Vision Plan Progress Report, *Fast Forward Fort Lauderdale – Rewind: Year in Review*, indicates progress in the "We Are Ready" Vision Direction. Specifically, the percent of sustainability action plans implemented in City operations increased from 12% in 2012 to 16% in 2013 through such programs as LED lighting of City Hall, LEED certifications, and increased use of hybrid vehicles. The January 2015 Press Play Strategic Plan Progress Report also indicates that the City has made progress in implementing the Strategic Plan; for example, it reports a tree canopy coverage increase from 20.6% to 23.4% between 2012 and 2014.

One important initiative launched by the City to reduce its environmental impact, lower costs, and make our workforce healthier and safer is the Environmental and Sustainability Management System (ESMS), an international standard known as International Organization of Standardization (ISO) 14001. The ESMS ISO 14001 institutes a systematic approach to innovation that improves the City's service performance, lowers costs, improves safety, introduces new technology, and involves community builders in energy and water conservation, pollution prevention, waste reduction and natural resource protection. As part of this initiative, a Citywide

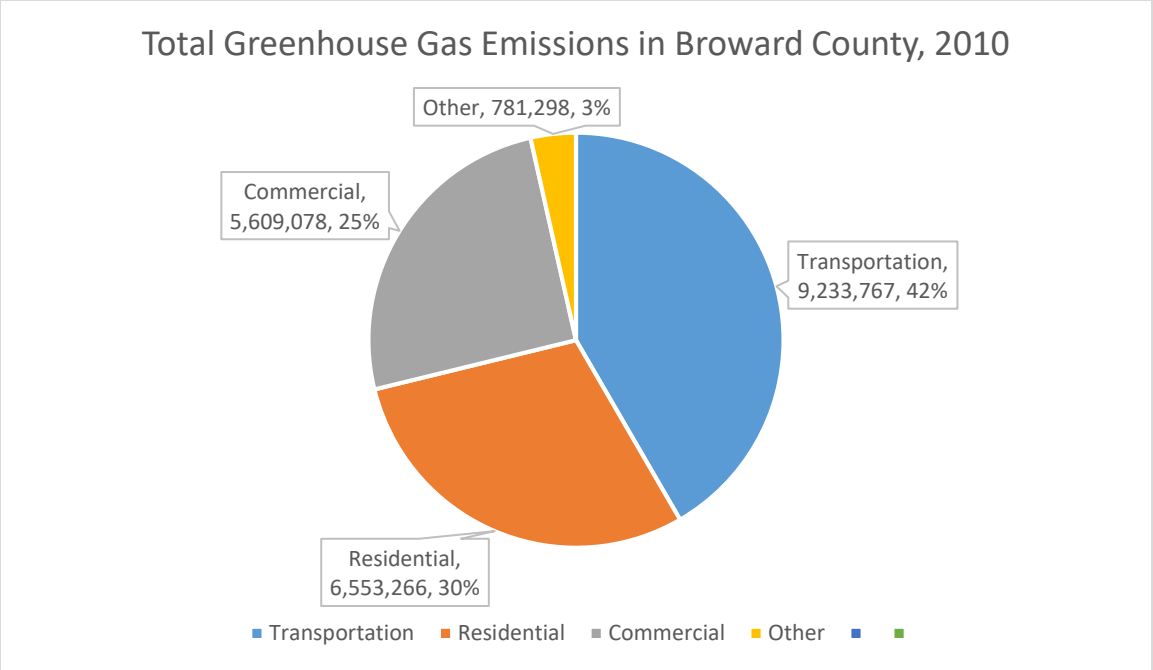
ESMS policy was adopted which integrates the ESMS principles throughout the organization. ESMS ISO 14001 certifications were achieved for two sites, the City's Fleet facility and the George T. Lohmeyer Wastewater Plant.

CLIMATE CHANGE ELEMENT DATA INVENTORY AND ANALYSIS

A. Description

Climate change and resulting sea level rise resulting from greenhouse gas emissions are among the key challenges facing Fort Lauderdale and the world today. Short term climate change impacts such as increased sea level rise, flooding, temperature, drought, and extreme weather events are already being felt in many areas. Long term impacts such as damage to buildings and infrastructure, agriculture, ecosystems, and human health, including increased asthma and allergies, are starting to be felt as well. While efforts to limit climate change are taking place at the national and international levels, local governments can make a significant contribution to both reducing the degree of climate change and to mitigating its effects. Ultimately climate adaptation must be planned for and implemented at the local level.

In 2010, 22,177,409 metric tons of greenhouse gases were emitted by various sources in Broward County. The most significant source of these emissions was fuel consumption in the transportation sector (42%), followed by electric and energy use in the residential sector (30%), electric and energy use in the commercial sector (25%), and electric and energy use in other sectors, including industrial and waste (3%).[1]



The City's first GHG inventory shows the beginning of a trend towards lower emissions both in the residential sector and city-wide. Per capita emissions for the residential market were calculated to be 7.30MT (Metric Tons) CO2e (Equivalent Carbon Dioxide) in 2010 and were down to 6.69 MT CO2e by 2012. City-wide, per capita GHG emissions were 17.08 MT CO2e in 2010 and fell to 15.65 MT CO2e in 2012.

There are a number of actions that local governments can take to reduce greenhouse gas emissions. These actions include: reducing vehicle miles travelled through the provision of alternative transportation mechanisms; promoting land use patterns that reduce automobile

1 Broward County Community-wide Greenhouse Gas Inventory for baseline year 2007, 2010 Update

dependence (i.e. compact mixed use development vs. urban sprawl), and; reducing energy consumption in all sectors (i.e. green building techniques, efficiency standards…).

Given the City's low-lying coastal location and exposure to hurricanes, Fort Lauderdale has recognized the real threat of climate change impacts, including sea level rise, stronger and more frequent storm events, and generally higher temperatures. The City has signed on to the Mayors' Climate Change Pledge in support of the Southeast Florida Regional Climate Change Compact and the Regional Climate Action Plan. According to the South Florida Regional Climate Change Compact's unified sea level rise projections for South Florida, sea levels are projected to rise by three to seven inches by 2030 and nine to 24 inches by 2060[2], with potentially devastating circumstances.

Elevation is the key factor in identifying areas most at risk for sea level rise and/or increased storm frequency impacts. Figures A.1. shows flood zones in the City, while Figure A.2. shows Coastal High Hazard Areas, the areas of the City most at risk from sea level flooding and storm impacts.

2 *Broward County Climate Change Action Plan, Addressing Our Changing Climate*, May 4, 2010, Executive Summary pp. 3 - 6

Figure A.1. Flood Zones

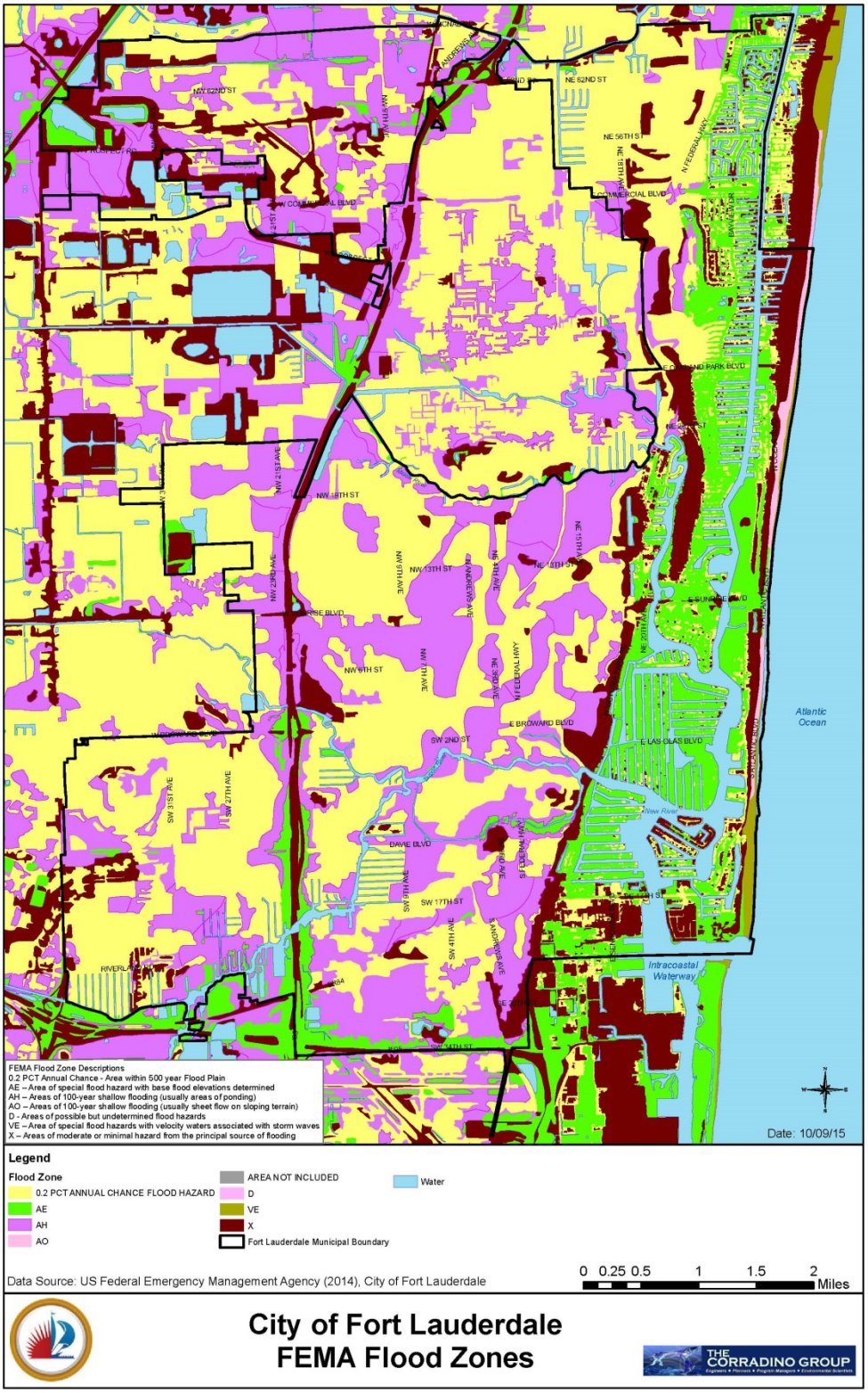
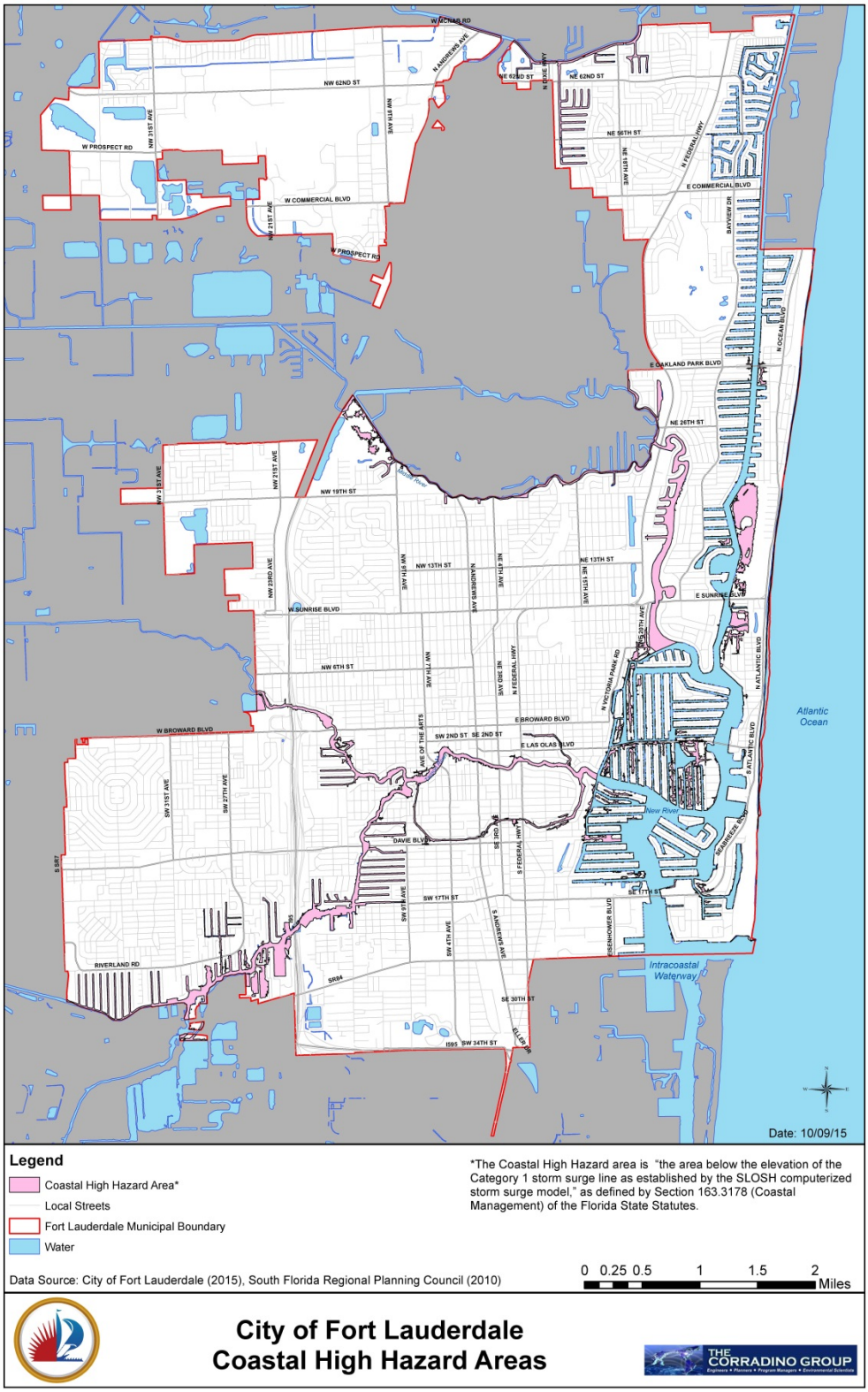


Figure A.2. Coastal High Hazard Areas



"Climate change resilience" means the ability of the built and natural environment (including infrastructure) to adjust to and absorb climate change impacts to the maximum extent feasible. Examples of management and development practices that can increase climate change resilience include: requiring increased minimum floor elevations for new development and redevelopment; retrofitting buildings for increased flood risk; designing infrastructure that can withstand higher water levels such as raising seawalls and installing tidal valves; implementing natural drainage features such as bioswales and stormwater buffers; reducing the heat island effect through increased landscaping, shading, and green building practices; and, adopting building practices that reduce vulnerability to increased storm events.

Resilience strategies specific to sea level rise and increased flooding are often categorized as Protection, Accommodation, and Retreat. Protection measures are structurally defensive measures designed to repel the impacts of rising seas. They include hard measures such as fortified seawalls or embankments and wave energy dissipation structures as well as soft measures like widened beaches and fortified sand dunes. Protection measures are most appropriate for concentrated areas of buildings and infrastructure the high value of which justifies the high cost of protection. Also, a critical factor that cannot be quantified is human safety.

Accommodation measures are designed to allow for a degree of flooding without causing major damage. Raising building elevations and designing areas that can accept tidal or stormwater flooding without major damage are types of accommodation. There may be certain streets that can flood without property damage and water could be directed to these areas while other streets where flooding damages adjacent property could be raised. Accommodation is more difficult in heavily urbanized locations because there are fewer areas that can experience flooding without damage.

Another aspect of accommodation is designing infrastructure that can withstand and adapt to sea level rise. For example, sea level rise poses a particular threat to stormwater infrastructure in that the outfalls of gravity-fed drainage systems are likely to be blocked by rising tides well before any actual flooding from that rise occurs. This could lead to flooding during regular rainstorms, or during clear days in which extreme high tides are occurring, known as "sunny day flooding". Sea water can also flow backwards into the pipes and onto the land at some elevations, an impact that is already occurring during seasonal high tides. One way valves, also known as tidal valves, installed on stormwater outlets can prevent the latter, but the only way to get stormwater from rain through the pipes and into the receiving canal would be pumps which are expensive and further contribute to greenhouse gas emissions. Diverting as much stormwater as possible away from the pipe based system into surface level bioswales and stormwater preserves is therefore key to reducing the high cost of pumping stormwater into canals.

Retreat strategies involve the actual removal or relocation of existing development and the prevention of future development in the areas most at risk. Transfer of development rights is another means of achieving retreat as property owners can still realize their property value even if development rights on vulnerable properties are restricted. Retreat is the most invasive and expensive measure but may be required in certain situations.

In Fort Lauderdale, much of the most valuable real estate is concentrated in the most vulnerable coastal areas which makes retreat prohibitively expensive. For example, the City's most active economic areas, Downtown and the Beach, are vulnerable to climate change impacts. In all areas of South Florida the construction of new dense real estate in vulnerable waterfront areas is continuing at a record pace. This can increase the risk of future loss if these climate factors are not considered in the siting and design of these developments. Directing development to less threatened areas may be a manageable form of retreat.

B. Other Planning Efforts

Broward County adopted its *Climate Change Action Plan (CCAP)* in 2010, and the Climate Change Element of its Comprehensive Plan in 2013. The *CCAP* analyzed and documented Countywide greenhouse gas emission levels and sea level rise projections, and projected climate change impacts to the built and natural environment. The *CCAP* further made a series of recommendations to reduce the County's emission levels and address climate change impacts.[3] The *CCAP* recommendations were carried forward in the goals, objectives and policies contained in the County's Comprehensive Plan Climate Change Element which was adopted in 2012.[4]

Regionally, the Southeast Florida Regional Compact adopted the Regional Climate Action Plan in October 2012, a 110 action items plan with seven goal areas. The policy recommendations are to be implemented through several approaches including:

- existing legal structures, planning and decision-making processes;
- the development of new policy guiding documents by local and regional governing bodies; the development of operational guidance documents;
- the development of consistent goals and progress indicators throughout the various governments in the region;
- a coordinated multi-disciplinary outreach and education program; and
- processes for focused and prioritized investments[5]

In 2011, the City of Fort Lauderdale updated its *Sustainability Action Plan* which outlines strategies for increasing sustainability in a number of areas including preparation for climate change impacts and reduced greenhouse gas emissions. Specifically, the Sustainability Action Plan Leadership Chapter calls for the inclusion of adaptation strategies in City plans, enhanced communication about climate change adaptation in intergovernmental coordination efforts, and partnerships with agencies and institutions to increase disaster preparedness. With regard to greenhouse gas emissions, the *Sustainability Action Plan's* Air Quality Chapter calls for reducing emissions from City operations by 20% by 2020.

The City of Fort Lauderdale *Sustainability Action Plan Progress Report Making Waves* was completed in May 2015 and found that 42% of the actions identified in the *Sustainability Action Plan* have been implemented, with another 30% in progress.

Addressing climate change and its impacts is a major component of the City's vision for its future, as outlined in the *Fast Forward Fort Lauderdale Our City Our Vision Plan*. The "WE ARE READY" Vision Direction imagines that in 2035 Fort Lauderdale will be "a resilient and safe coastal community" that has effectively addressed the challenges presented by climate change. Of the 1,562 ideas received during the visioning process, nine were specific to climate change and sea level rise, two were specific to disaster response, and 22 were specific to drainage. Comparatively, in a Climate 101 presentation, there were 600 sustainability related items – 376 connected development, 132 regarding sustainability, and 92 for infrastructure. The 2015 Neighbor Survey found that 57% of the participating residents had observed coastal water level increases, while 52% had observed increased flooding.[6]

In order to realize the vision expressed in the Fast Forward Vision Plan, the City adopted the *Press Play Strategic Plan 2018 in* 2013. Goal 2, Infrastructure is "Be a Sustainable and Resilient

3 *Broward County Climate Change Action Plan, Addressing Our Changing Climate*, May 4, 2010, Executive Summary pp. 3 - 6

4 Broward County Comprehensive Plan Climate Change Element, Adopted February 12, 2013

5 Southeast Florida Regional Compact Regional Climate Action Plan, October 2012, Executive Summary pp v. – vi.

6 Fast Forward Fort Lauderdale, Our City, Our Vision 2035, adopted 2013

Community". Objective 2 under that Goal 2 is "Reduce flooding and adapt to sea level rise". Strategic initiatives under Objective 2 include: incorporating sea level rise and resiliency projections in the stormwater management plan and flood hazard mitigation program; identifying adaptation action areas and adaptation area policies, and including bioswale options in the "Save Our Swales" Program. Objective 3 under Goal 2 is "Improve climate change resiliency by incorporating local, regional, and mega-regional plans". Strategic initiatives under Goal 2 call for implementing the Sustainability Action Plan and creating and monitoring a sustainability scorecard.

The April 2014 Vision Plan Progress Report, *Fast Forward Fort Lauderdale – Rewind: Year in Review*, indicates progress in the "We Are Ready" Vision Direction. Specifically, the City hosted the 2013 Southeast Florida Regional Climate Leadership Summit, and improved its Federal Emergency Management Agency (FEMA) Community Rating System Score from 7 to 6, resulting in a 20% discount in flood insurance premiums for many residents.

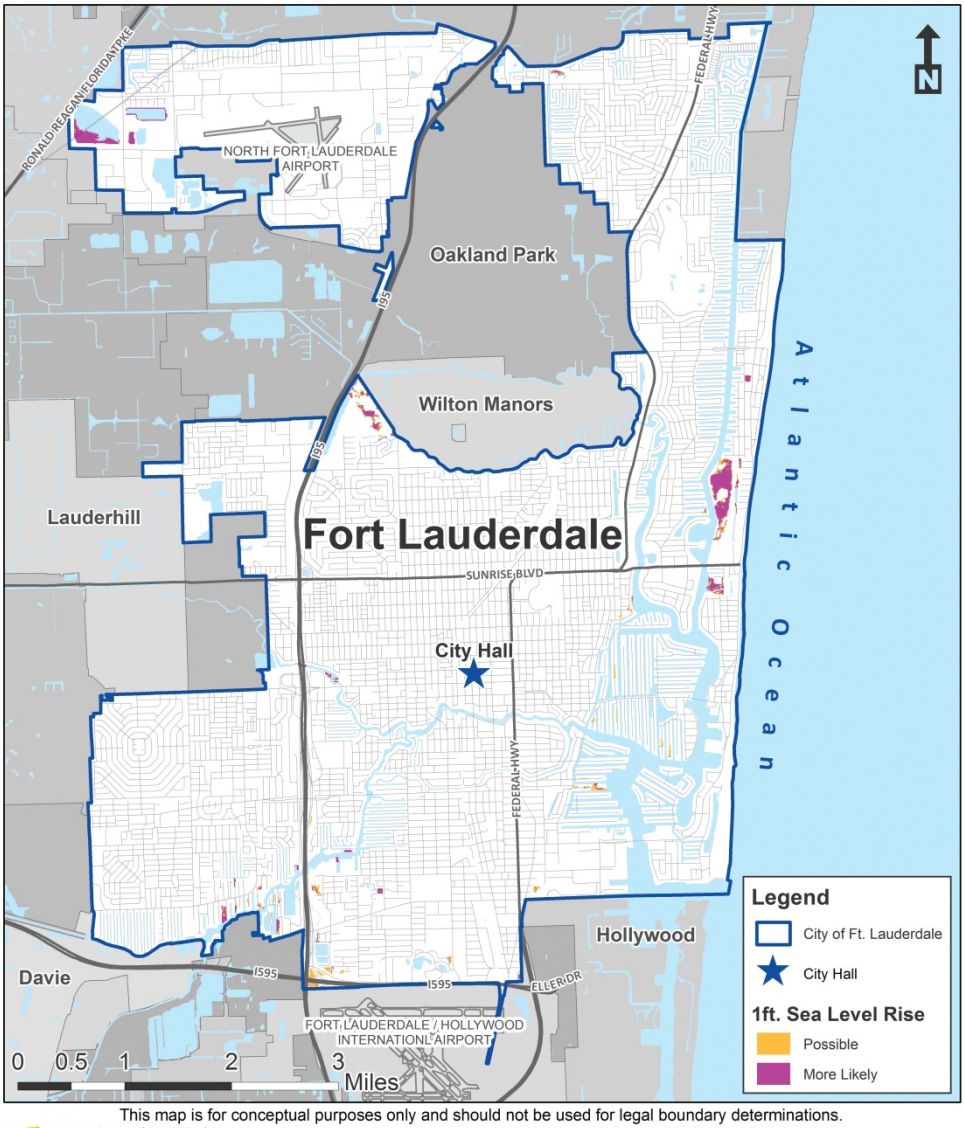
The January 2015 *Press Play Strategic Plan Progress Report* also indicates that the City has made progress in implementing its strategic initiatives. Most significantly, in 2014 the City adopted Adaptation Action Area policies into the Comprehensive Plan in order to address the locations most vulnerable to sea level rise (Figure B.1.). The policies were recognized by the State in early 2015. The Adaptation Action Areas are focused on reducing risks to residents, public infrastructure and services, private property, and the environment from the threat of rising sea levels. The corresponding policies adopted into the Comprehensive Plan address vulnerable infrastructure, adaptation strategies, criteria for area designation, funding options, and alignment with existing local and regional plans. In the FY16 Community Investment Plan, the City designated its 16 first AAAs and identified 36 projects within those areas.

In 2015 an innovative Citywide climate change and sustainability training program was conducted for all City employees, nearly 2,600 in total, likely making the City the first in the nation to implement a mandatory training initiative of this type and magnitude. This training used science to raise workforce awareness and actively engage them in addressing this formidable challenge.

Figure B.1. One Foot Sea Level Rise Inundation Map

CITY OF FORT LAUDERDALE

MUNICIPAL SCALE INUNDATION MAP
ONE FOOT SEA LEVEL RISE



This map is for conceptual purposes only and should not be used for legal boundary determinations.

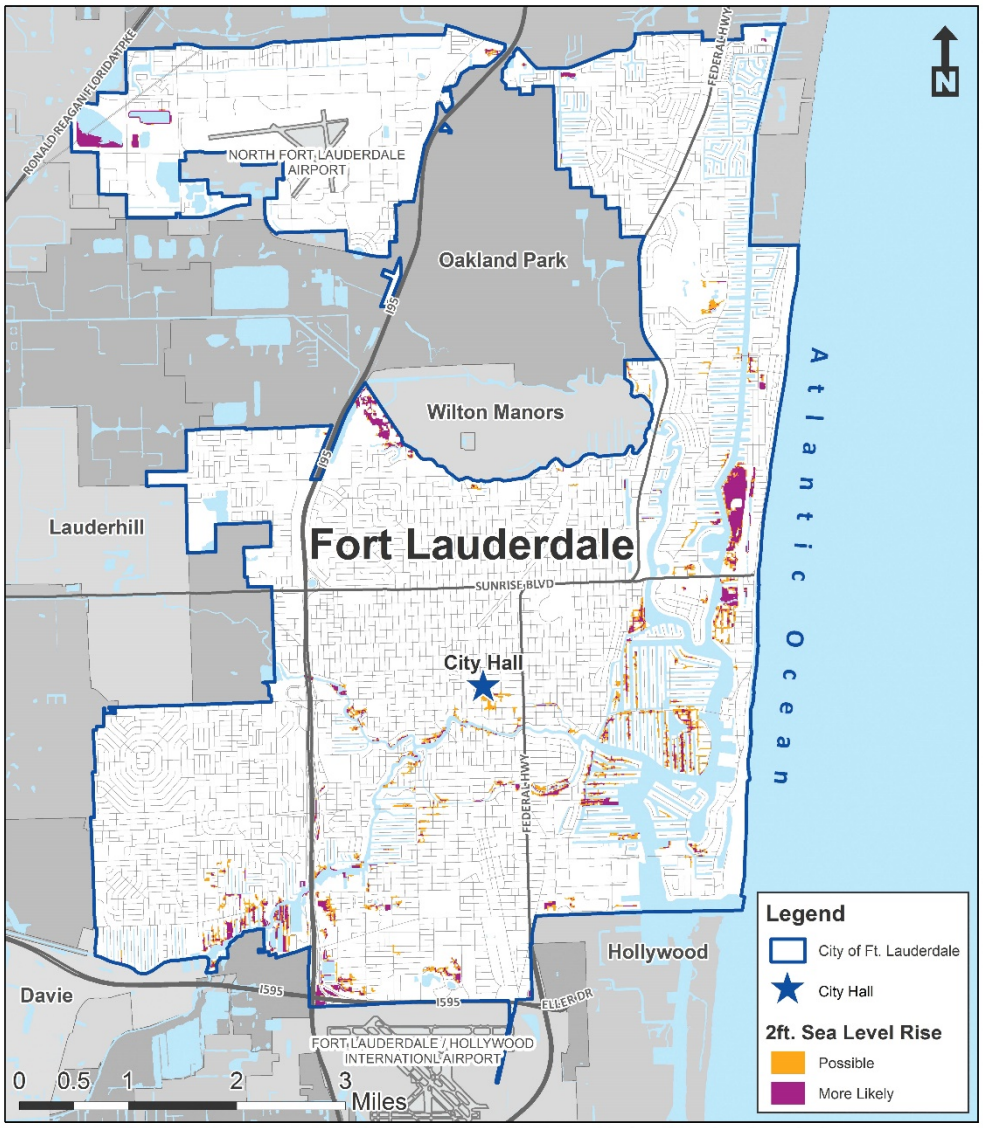
Prepared By: H. Ziegler
Environmental Protection and Growth Management Department
Natural Resources Planning and Management Division

Date: 11/13/2013
DEP Agreement No. CM238 DEP 55-236(08/11)

WE ARE READY
We are a resilient and safe coastal community.

Figure B.1. Two Feet Sea Level Rise Inundation Map

CITY OF FORT LAUDERDALE
MUNICIPAL SCALE INUNDATION MAP
TWO FOOT SEA LEVEL RISE



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BROWARD COUNTY FLORIDA
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WE ARE READY
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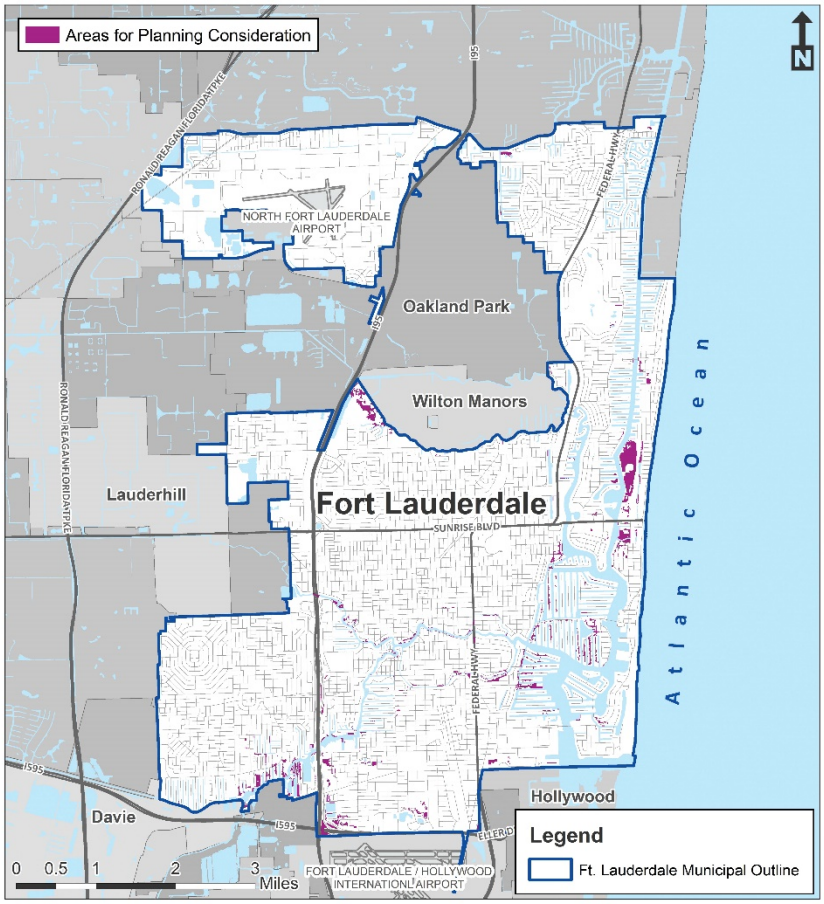
Figure B.1. Adaptation Action Areas

CITY OF FORT LAUDERDALE

PRIORITY PLANNING AREAS FOR SEA LEVEL RISE



This Map identifies areas by land use type located near tidal water bodies at increased risk of inundation under a two (2) foot sea level rise scenario, projected to occur as soon as 2060.

This map is for conceptual purposes only and should not be used for legal boundary determinations.

Prepared By: Hannes Ziegler
Environmental Protection and Growth Management Department
Natural Resources Planning and Management Division

Date: 1/9/2014
DEP Agreement No. CM238 DEP 55-236(08/11)

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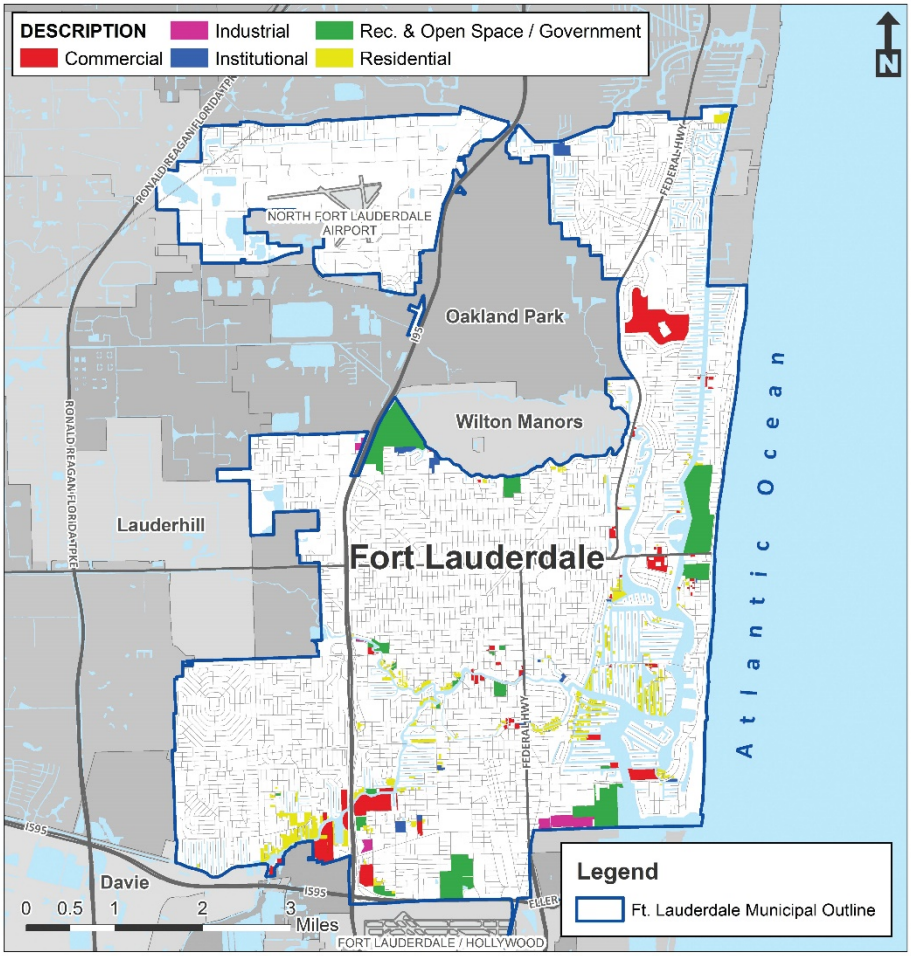
Figure B.2. Adaptation Action Areas By Parcel

CITY OF FORT LAUDERDALE

PRIORITY PLANNING AREAS FOR SEA LEVEL RISE BY PARCEL



This map identifies the land use of parcels which contain PPAs.
Due to their proximity to tidal water bodies these areas are at an increased risk of inundation under a two (2) foot sea level rise scenario projected to occur as soon as 2060.
This map excludes right of ways and utilities.

This map is for conceptual purposes only and should not be used for legal boundary determinations.

Prepared By: Hannes Ziegler
Environmental Protection and Growth Management Department
Natural Resources Planning and Management Division

Date: 1/9/2014
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WE ARE READY
We are a resilient and safe coastal community.

II.

TRANSPORTATION ELEMENT DATA AND ANALYSIS

The City of Fort Lauderdale has a very robust multimodal transportation network that struggles to balance the needs of vehicles, pedestrians, bicyclists, transit, rail, and boats. In many instances these modes impact each other, and each need must be balanced. The City has already initiated plans to ensure increased multimodal connectivity through plans to inventory of sidewalks, Complete Streets, and Connecting the Blocks reports. There are 226 bridges within the city, of which 52 are managed by a project management team in Public Works working with FDOT, and nine bascule bridges which open to provide access for marine vehicle traffic. There are 26 rail crossings between the two rail lines that run through the City and that provide both freight and passenger movements and that are about to change with several project in the region to add additional passenger service as well as changes in freight movements due to improvements in the Panama Canal.

There are efforts to improve efficiencies for all modes of transportation and working to balance the variety of needs.

A. Complete Streets

Complete streets are the cornerstone of the City's transportation strategy. A complete street is a roadway designed to accommodate pedestrians, bicycles, transit, and automobiles in a manner that reduces conflicts and prioritizes non-automobile transportation modes in a context sensitive manner. Roadway design has traditionally been oriented to the automobile, and the result has been streets that are inconvenient or even unsafe for other transportation modes. The complete streets movement reverses this trend.

The City has adopted a Complete Streets Policy in order to "guide the planning, design, operation and maintenance of appropriate facilities for pedestrians, bicyclists, transit and transit riders, freight carriers, and emergency responders". As per this Policy, the City will transform many of its streets into Complete Streets, in a manner that is sensitive to the land use context of each street, that accommodate a range of transportation options. The result is streets that are compatible with adjacent land uses, functional for all users, safe, convenient, and visually appealing. A Complete Streets Manual has been prepared in order to guide the implementation of this Policy.[1] It is important to note that a Complete Street does not always require accommodation of every transportation mode; in some cases, certain modes might be inappropriate due to the roadway's function and context in the built environment.

Accommodating the pedestrian is the primary objective of the City's Complete Streets program. In order to be a Complete Street, wide sidewalks, shade, street furniture, lighting, marked crosswalks, and other features that put the pedestrian first must be provided. Beyond Complete Streets, a connected system of sidewalks and pedestrian facilities that makes walking a viable transportation option should be provided throughout the City. In addition to pedestrian facilities, promoting compact mixed-use development that allows people to safely and conveniently walk to and from their homes to jobs, shops, services, schools, parks, and other community facilities is one of the most effective strategies for the providing a pedestrian friendly environment.

Bicycles and bicycle facilities are an important part of the City's multi-modal transportation system. Bicycles are a convenient and efficient mode for making short trips, and also provide

[1] City of Fort Lauderdale Transportation and Mobility Department Complete Streets Manual, October 2013

numerous environmental and public health benefits. Encouraging bicycles as a safe and viable alternative to the automobiles can be accomplished by providing safe and connected bicycle lanes, convenient and well-located parking racks, transit accommodations, and other facilities and services. Incorporating bicycle lanes and facilities on streets is an essential part of providing a "Complete Street".

Figure A.1. shows bicycle lanes and facilities in the City of Fort Lauderdale. Unfortunately, at present many of the City's collector and arterial streets have limited bicycle facilities, and in many cases the bicycle facilities are not connected. The City will address these deficiencies in its transportation planning through a combination of Connecting the Blocks Program implementation and Complete Street initiatives.

B-Cycle, a membership-based bicycle sharing program, has been offered at various locations throughout Fort Lauderdale since 2011. The program allows members to rent a bicycle at any B-cycle station and drop it off at the same or any other station. As shown of Figure F, there are currently 18 B-Cycle stations located throughout Downtown Fort Lauderdale and Fort Lauderdale Beach. Since the creation of Broward B-Cycle there have been 110,054 bike rides by 74,730 individual riders. The program's 1,619 annual members have ridden 393,589 miles, saving 19,387 gallons of gas and reducing carbon emissions by 381,374 lbs. while also burning 14,956,367 calories and 4,171 lbs. of fat. Efforts are on-going to continue increasing the infrastructure to grow the bike share program. B-cycle utilization continues to grow each year within the City of Fort Lauderdale.

The City's Connecting the Blocks Program identifies pedestrian, bicycle and transit infrastructure improvements needed to implement the Complete Streets Policy. Each street was evaluated based on its function and current conditions to determine needed improvements. A comprehensive list was then prioritized based on criteria utilizing rankings from various funding sources to assist in determining the viability of funding the projects in the future. Those criteria were weighted based on input from the City Commission, with a higher weight given to projects that improve safety, contain sustaining elements, fill existing network gaps, and support transit.

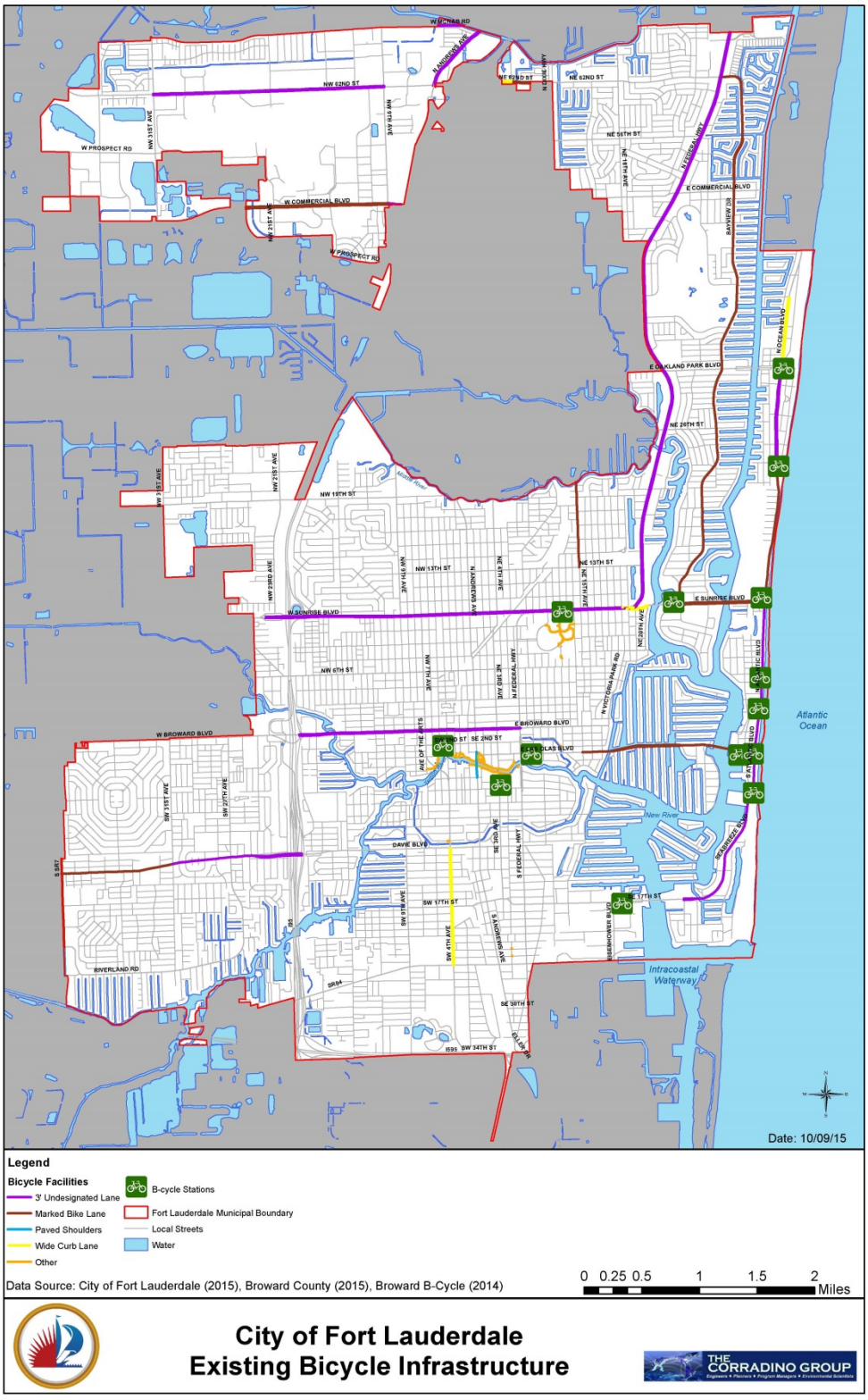
The City has begun implementing projects under the Connecting the Blocks Program, including:

- new pedestrian crossings on Broward Boulevard and NE/SE 1st Avenue;
- new pedestrian crossing on Sunrise Boulevard at NE 17th Ct.;
- addition of bicycle lanes on Powerline Road; parallel bike route on Sunrise Boulevard between Searstown and Gateway;
- new pedestrian crossing on A1A at NE 37th Street;
- bike land facilities in the design of SE 3rd Avenue, Andrews Avenue, NE 4th Avenue, and NW 19th Street, and;
- $500,000 in walkability improvements in downtown Fort Lauderdale.

As of 2015, 6,590 linear feet of bike lanes have been installed, with an additional 14,000 linear feet planned.

The City's 2016 – 2020 adopted Community Investment Plan lists over 400 complete streets projects targeted for completion between 2015 and 2035, totaling over $800,000,000 in unfunded costs. The City will actively seek to identify funding for the project in concert with agency partners such as FDOT and the Broward County MPO.

Figure A.1. City of Fort Lauderdale Existing Bicycle Infrastructure



B. Transit

The City of Fort Lauderdale has a current network of transit services that are both local and regional provided by rail, bus and boat. City and regional projects to improve transportation, including transit will leverage together to create a shift in mode choice by providing options to the single vehicle trip where they are currently very limited.

There are many factors that contribute to successful transit services. In order to support transit, there needs to be activity centers that serve as generators and attractors, potential ridership through either transportation dependent populations or choice riders. These factors along with operational measures contribute to a healthy transit system. Major public transit generators and attractors are concentrated areas of intense land use or activity that produce or attract a significant number of local trip ends. Public transit generators are typified by residential land uses. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors. Employment and dwelling density are utilized to determine potential ridership and to ascertain stop typology.

Analyzing where people are traveling today and where their end of trip are located is an important factor to explore when determining future routes in a transit system as well as reviewing existing routes for efficiency. The City is completing a Transit Mobility Management Master Plan that looks at transit service provided by the City to develop a Master Plan for improvements. The image below illustrates the current trip ends and where the greatest movements are occurring today in the City of Fort Lauderdale, as well as the projections in 2040. These maps show the need to improve transit between the highest nodes in order to help reduce vehicle congestions. Of importance is understanding travel between different areas of the City and the region. The figures below indicate the daily vehicular trips between various nodes and corridors with in the City. As the City seeks to move away from an automobile dominated society, understanding this data is important as transit capacity must be provided to accommodate these trips.

Figure B.1.

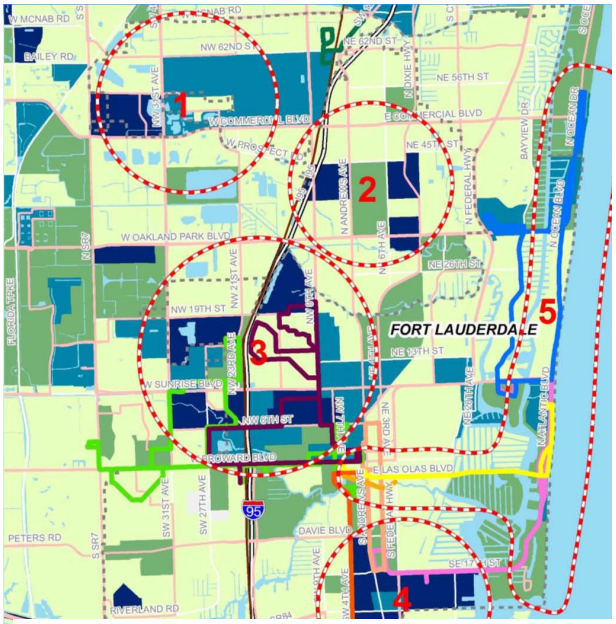


Figure B.2.

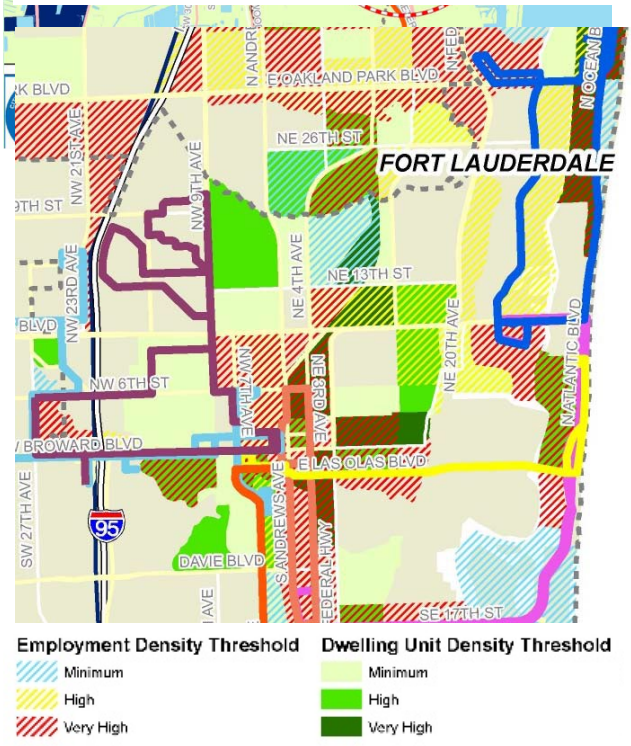
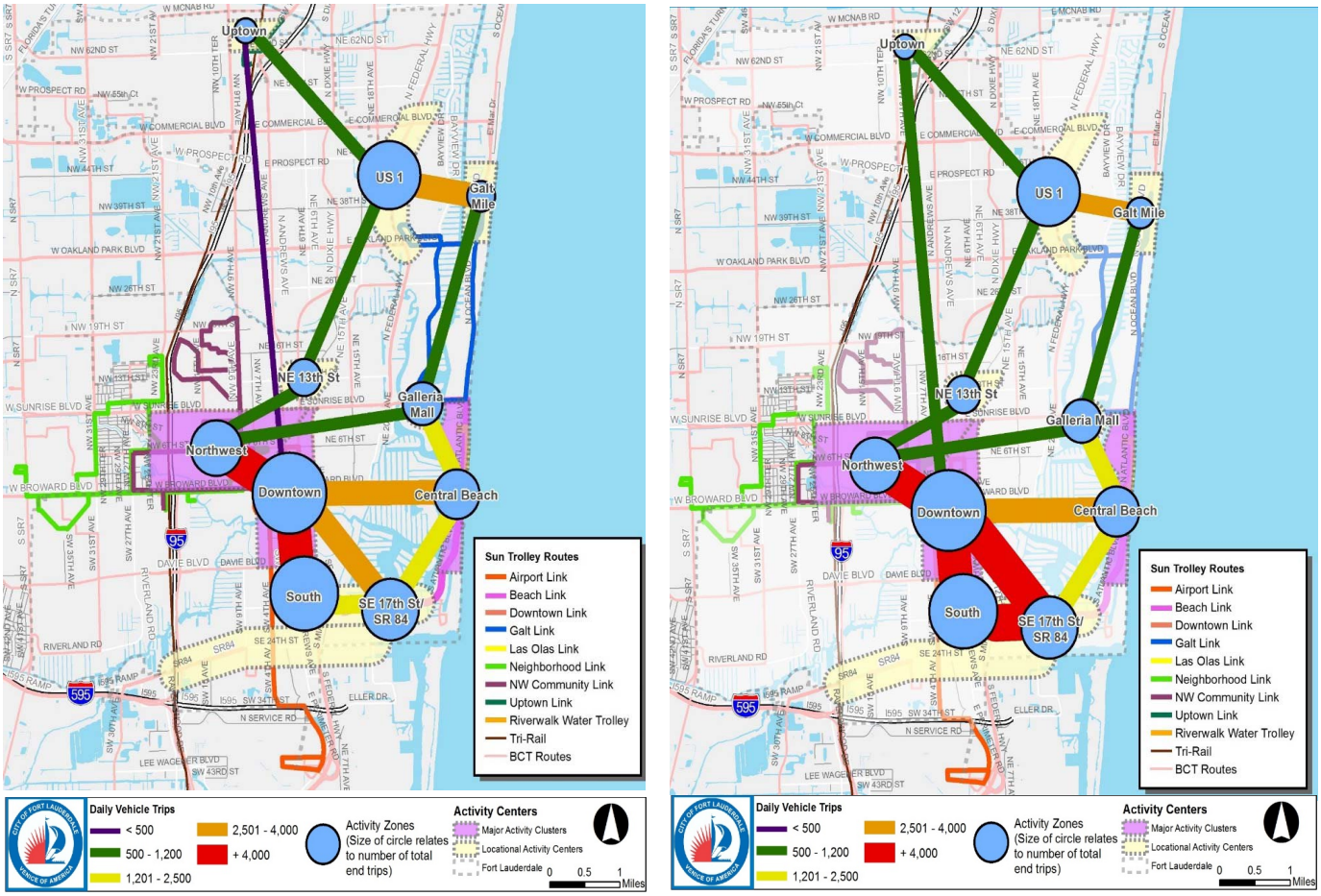


Figure B.3. Trip Generated between Nodes and Corridors



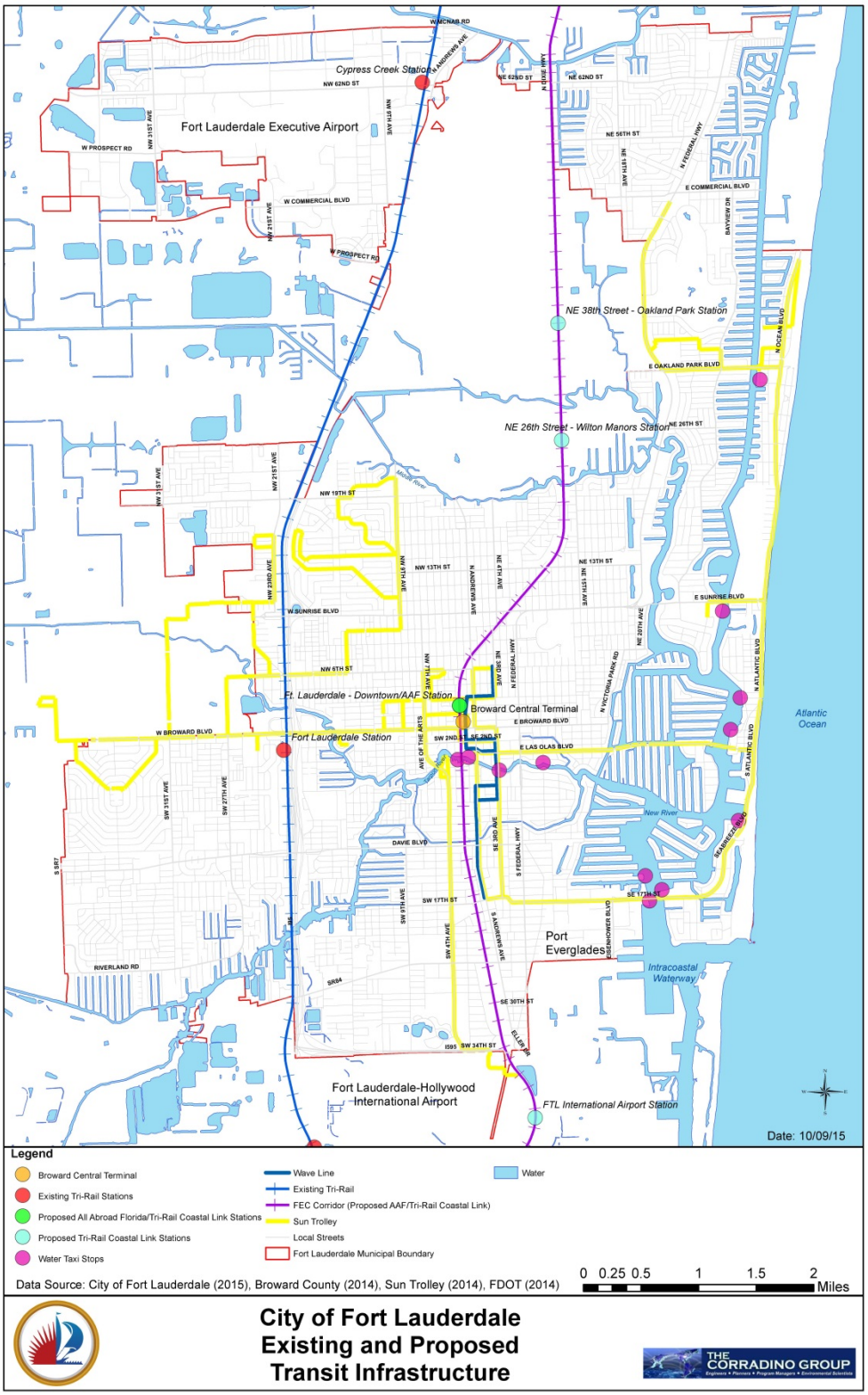
Transit in Fort Lauderdale includes buses, paratransit, land and water trolleys, and commuter rail. Regional bus service in the City is offered along 21 fixed routes by Broward County Transit (BCT). Average daily weekday ridership on Broward County's route bus system was 138,711 in February 2015. In the fourth quarter of 2014 BCT's weekday bus service was the 23rd largest bus system in the U.S. in terms of ridership. In addition to the BCT transit service, the Sun Trolley provides community bus service along nine routes in the City, including a water trolley route, shown on Figure B.1.Unlike the BCT bus service, Sun Trolley buses do not have fixed stops, but can be flagged down by riders, and primarily move riders within the City of Fort Lauderdale. Monthly ridership on the City's Sun Trolley in March 2015 was 54,621. Broward County Transit also offers paratransit service by reservation to eligible riders. As part of the Connecting the Blocks Program projects were ranked on criteria that included such factors as the level of support for transit stops and ridership. Projects are also regionally ranked based on their created connections to premium transit routes.

South Florida Regional Transportation Authority's (SFRTA) Tri-Rail system offers commuter rail service between Mangonia Park in Palm Beach County and Downtown Miami. Fort Lauderdale's two Tri-Rail stations are located at SW 21st Terrace south of W Broward Boulevard, and at NW 59th Ct, just south of Cypress Creek Road. In 2013, the Cypress Creek Station had 1,097 daily boardings, and the Broward Boulevard Station had 1,005 daily boardings. Efforts are

underway to examine land use and infrastructure improvements to support transit ridership and create a Mobility Hub in the area surrounding the Cypress Creek Tri-Rail Station. Land use changes to support the station have been studied by the Broward MPO, including an extensive market study detailing projected residential and commercial needs and potential. Based upon the market analysis, the SFRTA/Broward MPO Cypress Creek Mobility Hub Master Plan Economic & Market Analysis noted that the near to mid-term term potential development options for the area should primarily target residential (rental) housing, office and/or hotel development.

The Tri-Rail Coastal Link Project is being explored to be able to expand Tri-Rail service to the Florida East Coast (FEC) Railway Corridor that traverses South Florida's urban core, including Downtown Fort Lauderdale. The Coastal Link will significantly expand the Tri-rail system, and its Downtown Fort Lauderdale station, currently planned for the Government Center area. This area is the recipient of Broward County's first Mobility Hub project to create a transit-oriented development area that supports the Central BCT Terminal, and Brightline which is a planned passenger rail service that will link Miami, Fort Lauderdale, West Palm Beach, and Orlando. The Brightline station will be located within this Mobility Hub, just north of Broward Boulevard. The efforts include examining land use and infrastructure improvements necessary to support transit ridership and create the Mobility Hub in the area surrounding the Brightline Station.

Figure B.1. City of Fort Lauderdale Existing and Proposed Transit Infrastructure



C. Roadways

Like many areas in South Florida, vehicle traffic congestion and the function of the roadway system is challenge in Fort Lauderdale. Fort Lauderdale is largely built-out, and it is unlikely that the vehicle capacity of its roadways system can be significantly increased. However, by providing alternatives to the automobile the capacity of the roadways to move people will be increased, reducing vehicle traffic congestion.

The Broward County Trafficways Plan preserves road rights-of-way throughout the County including the City of Fort Lauderdale. Under the Plan, right-of-way dedication is required through the development review process to mitigate the effects of development and redevelopment. The Broward County Metropolitan Planning Organization's capacity reports are based on the regional travel demand model (SERPM) and focuses on vehicular traffic projections.

The Level of Service Standard for roadways is based on the following definitions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;
- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

The City's current adopted Level of Service Standard is E for Interstate 95 other roadways, and D for other Strategic Intermodal System roadways. Table IV.C.1. lists the recorded Levels of Service for the City's roadways in 2013, and the projected Levels. Figure C.1. shows the Levels of Service on the City's roadways in 2013, while Figure C.2. shows the projected Level of Service in 2035. As can be seen, twelve roadway segments in the City were not meeting the standard in 2013 based on the MPO's capacity reports; by 2035 it is projected that the number of segments not meeting the standard will more than double.

There is a need to consider levels of service for all modes of transportation. Vehicle congestion can benefit the function of pedestrians and bicycles by slowing vehicles and encouraging the use of transportation modes other than the personal vehicle. A lower level of service might be acceptable in areas with a rich multimodal environment such as Downtown and the Beach.

Table C.1. Level of Service on City Roadways, 2013 and 2035

STREETNAME	SEGMENT	2013 PEAK HOUR LOS	2035 PK HOUR LOS
7/9 AV CONNECTOR	N of NW 6 St	N/A	F
TERMINAL DR	W of US 1	D	F
N ANDREWS AV	N of Broward Blvd-CBD	D	D
N ANDREWS AV	N of Commercial Blvd	D	D
N ANDREWS AV	N of Cypress Creek Rd	C	C
S ANDREWS AV	N of Davie Blvd	D	E

S ANDREWS AV	N of Eller Dr	C	D
N ANDREWS AV	N of NE 6 St	D	D
S ANDREWS AV	N of SE 17 St	D	D
S ANDREWS AV	N of SR 84	D	E
N ANDREWS AV	N of Sunrise Blvd	D	F
S ANDREWS AV	N of SW 7 St-CBD	D	E
BAYVIEW DR	N of Commercial Blvd	D	D
BAYVIEW DR	N of Oakland Park Blvd	D	F
BAYVIEW DR	N of Sunrise Blvd	D	F
E BROWARD BLVD	E of FEC RRXing-CBD	D	D
W BROWARD BLVD	E of I-95	F	F
E BROWARD BLVD	E of NE 15 Ave	C	D
W BROWARD BLVD	E of SR 7	C	F
W BROWARD BLVD	E of SW 11 Ave	C	F
W BROWARD BLVD	E of SW 31 Ave	C	F
W BROWARD BLVD	E of SW 7 Ave-CBD	F	F
E BROWARD BLVD	E of US 1	F	D
COMMERCIAL BLVD	E of Bayview Dr	F	F
E COMMERCIAL BLVD	E of Dixie Hwy	F	F
W COMMERCIAL BLVD	E of NW 21 Ave	D	F
W COMMERCIAL BLVD	E of SW 31 Ave	C	C
E COMMERCIAL BLVD	E of US 1	D	D
NW 62ND ST	E of SR 7	C	F
NE 18TH AV	N of Commercial Blvd	D	D
NE 18TH AV	N of Floranada Rd	F	F
NE 18TH AV	N of NE 62 St	D	F
SE 12TH ST	E of Andrews Ave	D	D
DAVIE BLVD	E of I-95	D	F
DAVIE BLVD	E of SR 7	C	C
DAVIE BLVD	E of SW 31 Ave	C	F
N DIXIE HWY	N of Commercial Blvd	C	C
EISENHOWER BLVD	N of Spangler	C	D

	Rd		
ELLER DR	E of Andrews Ave	D	D
NE 45TH ST	E of Dixie Hwy	D	D
I 595	E of I-95	C	E
I 95	N of Broward Blvd	F	F
I 95	N of Cypress Creek Rd	F	F
I 95	N of Davie Blvd	F	F
I 95	N of I-595	F	F
I 95	N of SR 84	F	F
I 95	N of Sunrise Blvd	F	F
E LAS OLAS BLVD	E of Andrews Ave	C	D
E LAS OLAS BLVD	E of SE 15 Ave	D	F
E LAS OLAS BLVD	E of SE 21 Ave	D	D
E LAS OLAS BLVD	E of US 1	D	D
NW 31ST AV	N of Cypress Creek Rd	C	C
W MCNAB RD	E of Powerline Rd	C	C
S MIAMI RD	N of Eller Dr	C	C
S MIAMI RD	N of SE 17 St	C	C
S MIAMI RD	N of SR 84	C	C
N DIXIE HWY	N of NE 13 St	C	D
N DIXIE HWY	N of NE 16 St	C	D
NE 13TH ST	E of Andrews Ave	C	C
NE 13TH ST	E of NE 15 Ave	C	C
NE 13TH ST	E of NE 3 Ave	C	C
NE 15TH AV	N of Broward Blvd	C	C
SE 15TH AV	N of Las Olas Blvd	D	E
NE 15TH AV	N of NE 13 St	C	D
NE 15TH AV	N of NE 18 St	D	F
NE 15TH AV	N of NE 6 St	D	D
NE 15TH AV	N of Sunrise Blvd	D	D
NE 16TH ST	E of Andrews Ave	D	C
NE 2ND ST	E of Andrews Ave	C	D
NE 20TH AV	E of Victoria Park Rd	C	D

NE 26TH ST	E of Dixie Hwy	D	D
NE 26TH ST	E of US 1	D	D
NE 3RD AV	N of Broward Blvd-CBD	D	D
NE 3RD AV	N of NE 6 St	C	D
NE 38TH ST	E of Dixie Hwy	C	D
NE 4TH AV	N of Sunrise Blvd	D	D
NE 56TH ST	E of Dixie Hwy	D	D
NE 6TH AV	N of NE 56 St	C	C
NE 6TH ST	E of Andrews Ave	C	D
NE 6TH ST	E of US 1	C	C
NE 62ND ST	E of Andrews Ave	C	C
NE 62ND ST	E of Dixie Hwy	F	F
NE 62ND ST	E of I-95	C	C
NE 62ND ST	E of NE 18 Ave	F	F
NE 62ND ST	E of NE 6 Ave	C	C
NE 4TH ST	E of NW 9 Ave	C	C
NW 10TH TER	N of Commercial Blvd	C	C
NW 13TH ST	E of NW 9 Ave	C	C
NW 15TH AV	N of Sunrise Blvd	D	D
NW 16TH ST	E of NW 27 Ave	C	C
NE 16TH ST	E of Powerline Rd	D	C
NW 19TH ST	E of NW 31 Ave	D	F
NW 19TH ST	E of SR 7	D	E
NW 2ND ST	E of NW 9 Ave	C	D
NW 21ST AVE	N of Commercial Blvd	C	D
NW 21ST AV	N of NW 19 St	F	F
NW 21ST AV	N of Oakland Park Blvd	F	F
NW 21ST AV	N of Cypress Creek Rd	D	C
NW 23RD AV	N of Sunrise Blvd	D	F
NW 26TH ST	E of NW 31 Ave	C	C
NW 27TH AV	N of Sunrise Blvd	D	E

NW 31ST AV	N of Broward Blvd	D	D
NW 31ST AV	N of Commercial Blvd	C	C
NW 31ST AV	N of NW 19 St	C	C
NW 31ST AV	N of Prospect Rd	C	C
NW 31ST AV	N of Sunrise Blvd	C	C
NW 6TH ST	E of NW 27 Ave	D	F
NW 62ND ST	E of Powerline Rd	C	C
NW 62ND ST	E of SW 31 Ave	C	F
NW 7TH AV	N of Broward Blvd-CBD	D	D
SW 7TH AV	N of Las Olas Blv-CBD	D	D
NW 7TH AV	N of NW 6 St	C	C
NW 7TH AV	N of Sunrise Blvd	D	D
NW 9TH AV	N of Broward Blvd	C	C
NW 9TH AV	N of NW 6 St	D	D
E OAKLAND PARK BLVD	E of Andrews Ave	D	F
E OAKLAND PARK BLVD	E of Bayview Dr	D	F
E OAKLAND PARK BLVD	E of US 1	D	D
E PERIMETER RD	N of Lee Wagener Blvd	C	D
NW 9TH AV	N of Commercial Blvd	C	C
NW 9TH AV	N of Cypress Creek Rd	C	C
NW 9TH AV	N of NW 19 St	C	C
NW 9TH AV	N of Oakland Park Blvd	C	C
NW 9TH AV	N of Prospect Rd	C	C
NW 9TH AV	N of Sunrise Blvd	C	C
W PROSPECT RD	E of NW 31 Ave	D	F
W PROSPECT RD	E of SR 7	C	C
W PROSPECT RD	S of Commercial Blvd	C	D

RIVERLAND RD	E of SR 7	C	F
SE 17TH ST	E of Eisenhower Blvd	E	F
SE 17TH ST	E of US 1	F	D
SE 3RD AV	N of Davie Blvd	C	D
SE 3RD AV	N of SE 17 St	C	D
SE 3RD AV	N of SE 7 St-CBD	D	D
SE 30TH ST	E of Andrews Ave	C	C
SE 17TH ST	E of SW 4 Ave	C	C
SE 2ND ST	E of SW 7 Ave	D	D
SE 7TH ST	E of SW 4 Ave	C	C
SPANGLER BLVD	E of US 1	C	C
STATE ROAD 84	E of I-95	C	C
STATE ROAD 84	E of SW 26 Terr	C	C
SE 24TH ST	E of SW 9 Ave	C	C
N ATLANTIC BLVD	N of Bayshore Dr	E	F
N ATLANTIC BLVD	N of Las Olas Blvd	C	F
N OCEAN BLVD	N of Oakland Park Blvd	D	F
SEABAY RD	N of SE 17 St	E	F
S ATLANTIC BLVD	N of Seabreeze Blvd	C	F
N ATLANTIC BLVD	N of Sunrise Blvd	D	F
E SUNRISE BLVD	E of Andrews Ave	C	C
E SUNRISE BLVD	E of Bayview Dr	D	D
W SUNRISE BLVD	E of I-95	F	F
W SUNRISE BLVD	E of NW 31 Ave	C	F
W SUNRISE BLVD	E of NW 7 Ave	C	C
W SUNRISE BLVD	E of NW 9 Ave	C	C
E SUNRISE BLVD	E of Searstown	F	F
E SUNRISE BLVD	E of US 1 (Gateway)	D	D
SW 17TH ST	E of SW 9 Ave	C	C
SW 2ND AV	N of I-595	C	C
NW 27TH AV	N of Davie Blvd	C	C
SW 31ST AV	N of Davie	D	F

	Blvd		
SW 31ST AV	N of Riverland Rd	C	C
SW 4TH AV	N of Davie Blvd	D	D
SW 4TH AV	N of I-595	D	D
SW 4TH AV	N of SR 84	D	D
SW 4TH AV	N of SW 7 St-CBD	D	D
SW 9TH AV	N of SR 84	C	D
N FEDERAL HWY	N of Broward Blvd-CBD	D	F
N FEDERAL HWY	N of Commercial Blvd	C	C
S FEDERAL HWY	N of Davie Blvd	C	F
N FEDERAL HWY	N of Gateway	C	D
S FEDERAL HWY	N of I-595	F	F
N FEDERAL HWY	N of NE 6 St	D	D
N FEDERAL HWY	N of NE 62 St	C	D
N FEDERAL HWY	N of Oakland Park Blvd	C	D
S FEDERAL HWY	N of SE 7 St-CBD	D	F
S FEDERAL HWY	N of SR 84	F	F
N VICTORIA PARK RD	N of Broward Blvd	C	D

Figure C.1. City of Fort Lauderdale Roadway Level of Service 2013

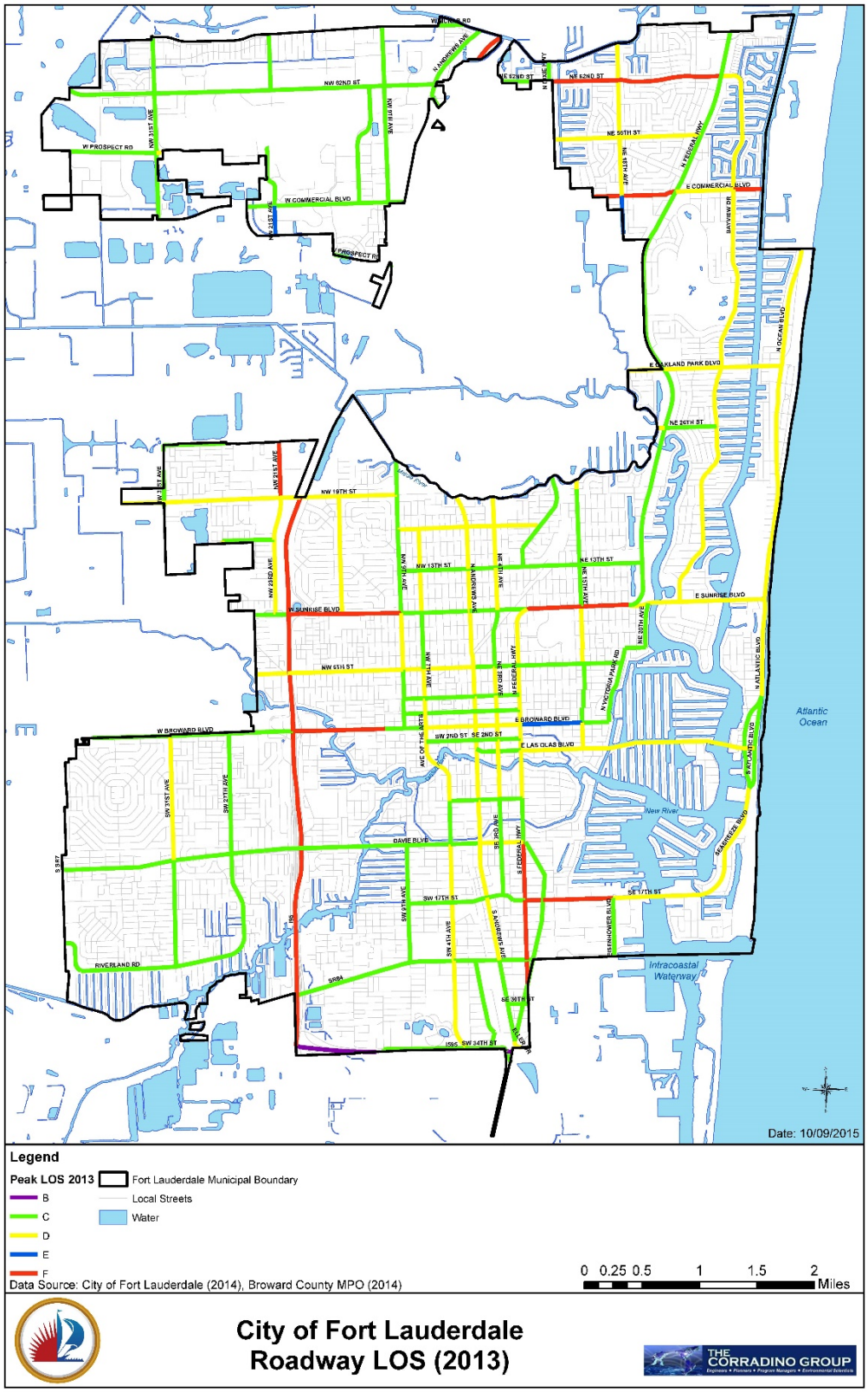
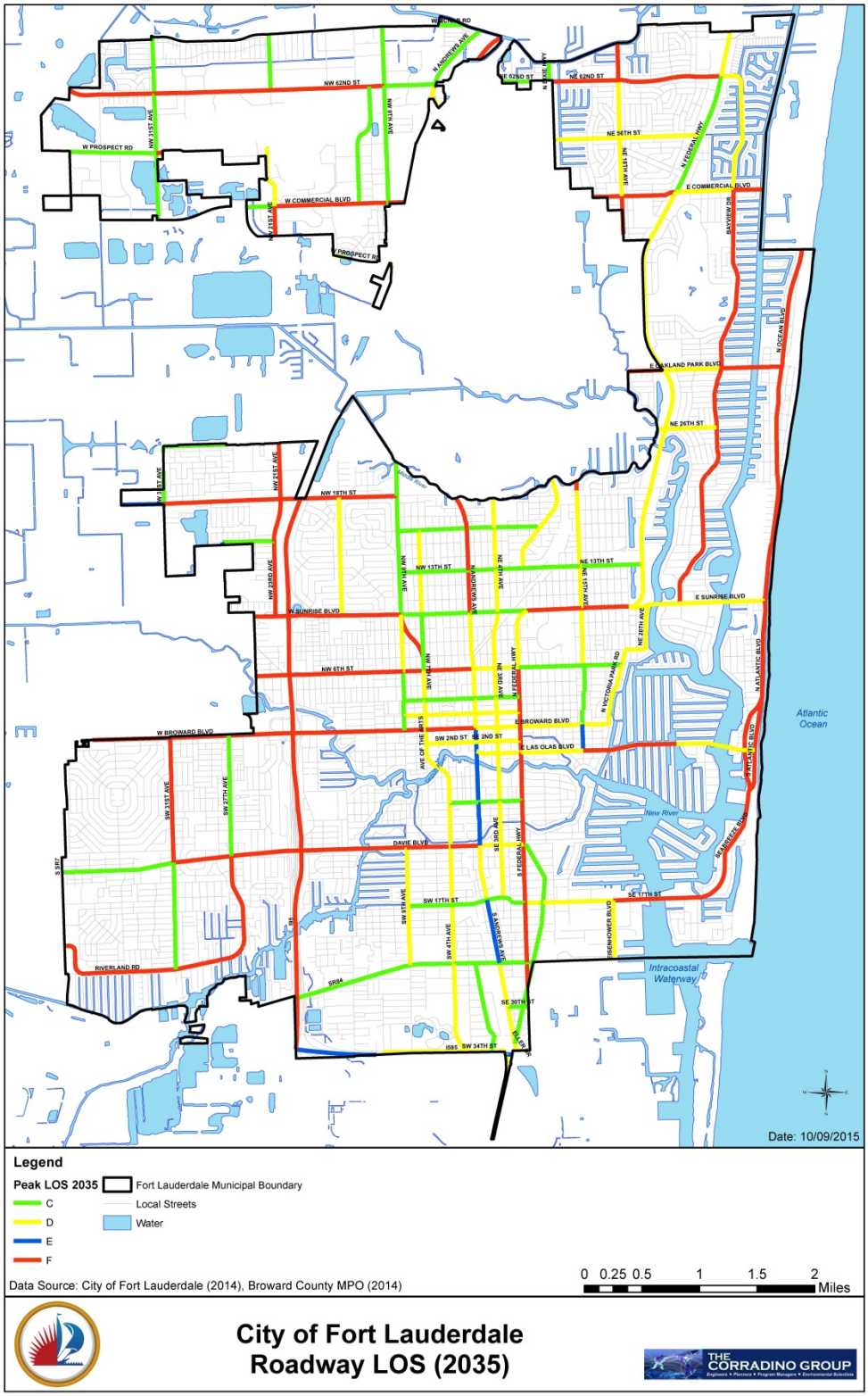


Figure C.2. City of Fort Lauderdale Roadway Level of Service 2035



D. Seaport

Fort Lauderdale has one seaport controlled by Broward County Port Everglades Department. Port Everglades, portions of which are located in Fort Lauderdale, Hollywood, Dania Beach and Unincorporated Broward County, encompasses 2,190 acres adjacent to the Intracoastal Waterway. Port Everglades is a component of the Strategic Intermodal System.

With its containerized cargo, liquid and dry bulk commodities, and cruise activities, the Port is one of the most diversified in Florida. Port Everglades ranks among the top U.S. Container ports, moving more than 1,000,000 20-foot equivalent container units (TEUs) in Fiscal Year (FY) 2014. The Port is the primary storage and distribution seaport for refined petroleum product in South Florida distributing to facilities in 12 counties. The cargo and cruise operations are also expected to grow significantly over the next several decades. In 2014, the Port had over four million cruise passengers; by 2033, the number of annual cruise passengers is anticipated to increase to 5.6 million.

Port Everglades estimates the economic impacts of its diverse operations include 13,322 direct jobs and 224,054 jobs Statewide, as well as an annual $28 billion in business activities and $773 million in State and local taxes.

Port Everglades' rail connections facilitate the intermodal transfer of freight. The internal Port Everglades Railroad system is owned by the Port but operated by the Florida East Coast (FEC) Railroad. Rail service accesses Port Everglades from CSX along Eller Drive and then branches to several spurs just west of SE 14th Street. Cargo rail service is provided to Slips 1, 2 and 3, along Eller Drive, and along Spangler Boulevard. This rail facility is a component of SIS Connectors. In 2014 the Florida East Coast Railway, through a public-private partnership, opened the Intermodal Container Transfer Facility on 43.4 acres provided by Broward County. The facility transfers international intermodal containers between ship and rail, and domestic cargo destined for or originating from South Florida.[2]

Access roadways facilitate the intermodal transfer of freight and passengers. The ingress and egress points to Port Everglades are: Eller Drive, Spangler Boulevard and Eisenhower Boulevard. Port Everglades will continue to maintain and improve access and internal roadways network within the Port area.

The impacts to the local streets of the freight movement in and out as well as the passenger vehicle traffic is important to discuss. It is also important to talk about the changes to the Panama Canal and the dredging of the port to allow for those larger ships into the port and the impact on movements.

The movement in and out of the port significantly impacts the rest of the transportation system both because of the rail delays and the passenger vehicles in and out when one day can see 50,000 visitors getting on and off. This also needs to have a better connection to SE 17th Street and the airport to help reduce some of the roadway impacts.

E. Airports

Fort Lauderdale-Hollywood International Airport (FLL) occupies a site of 1,718 acres in the southeastern part of the county, located south of I- 595 and two miles west of the coastline. The airport is accessible by roadway (from I-95 and I-595, Griffin Road and US Route 1), by Tri-Rail and

[2] Port Everglades 2014 Annual Commerce Report

by a Broward County BCT bus route. Fort Lauderdale-Hollywood International Airport is a component of the SIS.

FLL is one of the fastest growing airports in the U.S. It ranked 21st in the nation in total passenger traffic and 13th in domestic origin and destination passengers, with more than 325 departure and 325 arrival flights a day. The airport offers nonstop service to more than 125 cities throughout the U.S, and flights to Canada, the Bahamas, the Caribbean, Mexico and Europe. Each day over 73,00 passengers pass through the airport. In 2014 the airport opened a new South Runway, creating an estimated 11,000 construction jobs with a $1.4 billion annual impact. The airport is also expanding Terminal 4 to include additional gates and facilities. These and other improvements will continue to expand the airport's function and capacity.

The City of Fort Lauderdale operates the Fort Lauderdale Executive Airport, a 1,000-acre general aviation facility located in the Uptown Business District. Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the U.S., with more than 165,000 annual operations and an annual economic impact of $839 million. With two intersecting runways, the airport accommodates general aviation business jet aircraft. The airport has five fixed base operators, which include Aero Toy Store, Banyan, Sano Aviation, W Aviation, and World Jet. The airport serves as a corporate aviation and charter flight center for South Florida, with a notable volume of air ambulance and medical activity, flight training, recreational flying, and real estate and sightseeing tours that take place at the airport.

F. Transportation Projects

Commitment 2040[3] is an investment plan for Broward County created by the Broward Metropolitan Planning Organization. The vision incudes a variety of implementable projects which move people, create jobs and strengthen communities. Moving people, creating jobs, and strengthening communities is vital to the development and success of a region and establishes clear goals for our transportation system.

The Commitment 2040 Plan identifies five funded projects that will be implemented in Fort Lauderdale between now and 2035. These projects are detailed on Table IV.F.1. below:

Table F.1. Broward MPO Long Range Transportation Plan Funded Projects in Ft. Lauderdale

Project Name/description	Location	Schedule	Funding
Enhanced bus service	SR 5/US 1	2019 - 2020	$3.7 million
Multimodal alternatives	NW 21st Avenue	2019 - 2020	$23.1 million
Intersection improvement	SW 15th Avenue and SR 84	2021 - 2025	$600,000
Intersection modification	I-95 and SR 84	2031 - 2040	$38.6 million
Total			**$96,600,000**

In addition, the City's FY 2016 – 2020 Community Investment Plan contains a five year Capital Improvements Schedule that is adopted into the Comprehensive Plan's Capital Improvements Element. The Capital Improvements Schedule contains a number of mobility projects that will be

[3] Broward County MPO Commitment 2040 Long Range Transportation Plan

implemented in the short-range (five-year) planning period. These projects are detailed on Table F.2. below.

Table F.2. City Community Investment Plan Funded Projects

Project	FY 16	FY 17	FY 18	FY 19	FY 20
NE 15th Ave. Corridor Safety Improvements			$500,000		
NW 7th Avenue Corridor Project				$329,000	
NW 7th Ave. Improvement Project				$1,000,000	
Cordova Road Complete Streets Project				$982,032	
Las Olas Boulevard Safety Project	$800,000				
Downtown Walkability Project Phase 3	$500,000				
SE/SW 6 Street Corridor Improvements	$2,075,000	$275,000			
Sidewalk and Paver Replacement	$1,255,340		$2,150,000	$1,400,000	
6th Street/Sistrunk Streetscape and Enhancements	$19,221				
NPF CRA Street Improvement Grant	$250,000	$250,000	$150,000	$150,000	
2015 NCIP Lauderdale Beach Traffic Calming	$35,000				
2015 NCIP Sunrise Intracoastal Traffic Calming	$35,000				
2015 NCIP Historical Dorsey Riverbend Sidewalk	$35,000				
2015 NCIP Riverland Roundabout	$35,000				
Downtown Walkability Project Phases 4-7		$500,000	$500,000	$500,000	$500,000
Cordova Road Complete Streets		$143,840			

Project					
NW 15th Avenue Complete Streets Project				$200,000	
Riverland Road Complete Streets Improvements					$300,000
Las Olas Boulevard Corridor Improvements		$7,000,000			
Total	**$5,039,561**	**$15,168,840**	**$3,800,000**	**$4,561,032**	**$800,000**

The Broward MPO

The Broward MPO has developed a Compete Streets Initiative to implement multimodal projects across the County. The City of Fort Lauderdale has several projects that will be completed over the next 5 years

- SW 4th Avenue bike lanes
- SW 31st Avenue bike lanes
- NW 19t Street bike lanes
- SE 3rd Avenue bike lanes
- NE 4th Avenue bike lanes
- SR 7 Transit Study
- Oakland Park Blvd transit improvements

FDOT

The Florida Department of Transportation also has a work program for roadways under their jurisdiction that includes project within the City. Many of these projects have elements that will improve mobility for users other than just the vehicle.

- Powerline Road bike lanes
- US1 Oakland Park Blvd to Commercial Blvd
- A1A Oakland Park Blvd to Flamingo Ave
- A1A Mercedes River Bridge to Sunrise Blvd
- Sunrise Blvd pedestrian crossings

Grant Funded Projects

The City also receives grants toward transportation projects from a variety of sources. The below are projects funded from such sources:

- Bayview Drive
- NW 9th Avenue
- Cordova Road
- NE 13th Street

- Old Dixie Highway

G. Other Planning Efforts

The City, and agencies with jurisdiction over portions of the City's transportation infrastructure (Broward County, FDOT, the SFRTA, Broward County Transit) have adopted a number of transportation plans and studies.

A fully connected multi-modal City emerged as the top community priority in *Fast Forward Fort Lauderdale Our City Our Vision*. Of the 1,562 ideas received during the visioning process, 376 were related to this topic. "WE ARE CONNECTED" Vision Platform states that in 2035, "We move seamlessly and easily through a safe transportation system where the pedestrian is first".

Multi-modal connectivity is a major focus of the *Press Play Strategic Plan 2018*. Goal 6, Neighborhood Enhancement, is "Be an inclusive community made up of distinct, complimentary and diverse neighborhoods". Goal 1 under infrastructure is "Be a pedestrian friendly, multi-modal City". Objectives under that Goal call for improving transportation options and reducing congestion by working with agency partners, integrating transportation land use and planning to create a walkable and bikable community, and improving pedestrian, bicyclist and vehicular safety. Strategic initiatives to achieve these objectives include expanded transit options, pedestrian and bicycle infrastructure improvements, the adoption of complete street guidelines, traffic calming measures, and public education.

The January 2015 *Press Play Strategic Plan Progress Report* indicates that the City has made progress in implementing these strategic initiatives. For example, since 2011 2.8 miles of bike lanes and 63 bike racks were added to the multi-modal network. There were 400 projects identified in the Connecting the Blocks Program to create a connected community meeting the City's adopted Complete Streets Policy.

A comprehensive community planning effort was conducted to develop strategies to realize the vision of having a connected community where the pedestrian is first. The effort included input from the Vision planning efforts as well as supplemental outreach focusing on multimodal transportation needs. The resulting Program is entitled "*Connecting the Blocks Program: A multimodal connectivity program*". The Program was established in compliance with the Complete Streets Policy adopted by the City Commission in October 2013, and identifies a detailed listing of roadway improvements to create connected, complete streets.

The *Connecting the Blocks Program* identifies pedestrian, bicycle and transit infrastructure improvements needed to implement the Complete Streets Policy. Each street was evaluated based on its context (i.e. such categories as Center City Boulevard, Commercial Avenue and Residential Street) and current conditions to determine needed improvements. The comprehensive list was then prioritized based on criteria utilizing rankings from various funding sources to assist in determining the viability of funding the projects in the future. Those criteria were weighted based on input from the City Commission, with a higher weight given to projects that improve safety, contain sustaining elements, fill existing network gaps, and support transit.

Commitment 2040 is an investment plan for Broward County created by the Broward Metropolitan Planning Organization. The vision incudes a variety of implementable projects which move people, create jobs and strengthen communities. Moving people, creating jobs,

and strengthening communities is vital to the development and success of a region and establishes clear goals for our transportation system.

In response to citizens' concerns about the safety of the transportation system, the City of Fort Lauderdale has initiated the *Vision Zero* Program, with the goal of creating a "zero fatality transportation network". Under this program, the City will partner with the Broward County MPO, Broward County, the Florida Department of Transportation, and other agencies in order to implement improvements to increase the safety of and reduce fatalities on the multi-modal transportation network. The City and its partners will identify areas with a high number of bicycle and pedestrian fatalities and crashes in order to target improvements and safety strategies through a comprehensive approach.

H. Interactions between Land Use and Transportation

Fort Lauderdale's historic growth and development are primarily linked to the construction of the Atlantic Intracoastal Waterway, Flagler's railroad and the Seaboard Air Line / CSX Railway. These improvements allowed the movement of freight and passengers to and from Fort Lauderdale. The subsequent construction of US 1 and then I-95 through the City provided it with roadway access and the construction of Fort Lauderdale/Hollywood International Airport provided access by air. These transportation facilities are all located within four miles of the coast. The construction of the Central and South Florida Project, which provided drainage for much of Broward County's western developable area, made it available for development. I-595, the major east-west expressway in south-central Broward County provided easy access from the western municipalities into Fort Lauderdale. It is anticipated that the City's future transportation needs will be met by increased multi-modal transportation options instead of significant expansions of the roadway network due to the fact that it is substantially built-out; the provision of these options will have a focus on multimodal capacity to reduce auto dependency over time.

Access to serve existing land uses requires an extensive network of connections. Roadways, public transit, bikeways, and pedestrian ways are transportation modes that require an extensive network of connections in order to serve existing uses. Some transportation modes, such as waterways, railways and the recreational traffic network, have limited connections and do not serve the primary function of serving or providing access to existing land uses. Still other transportation modes, such as airports and related facilities and intermodal facilities, are in essence transportation hubs serving regions. Consequently, this section addresses availability of the roadway, public transit, bikeways, and pedestrian ways networks to serve existing land use.

1. Roadway Network

Availability of the roadway network to service existing land uses is primarily a function of the existing local roadway system. New development is assured access by the Broward County Land Development Code that requires that development have adequate access to roadways. Collector and arterial roadways, as a secondary or tertiary function, oftentimes provide access to existing land uses. This occurred prior to the implementation of access management standards.

2. Public Transit Network

Availability of public transit to service existing land uses is based on the functional area coverage of the existing fixed-route bus network. Functional area coverage is defined as a ½

mile corridor surrounding a bus route, three mile in each direction. The ¼ mile radius is based upon studies showing a person would walk up to three miles to access the public transit network. The City uses ¼ mile radius around bus stops and ½ mile around rail stations. The level of service requires 70 percent coverage.

The Americans with Disabilities Act (ADA) requires that BCT, as an operator of a fixed-route bus system, offer complementary service to persons with disabilities who are unable to use the fixed-route system. A complementary paratransit service should operate at the level of service comparable to what is provided to persons without disabilities who use the fixed-route system. Since 1996, Broward County Transit has been in full compliance with the six service criteria established by the ADA. BCT continues to meet or exceed service requirements mandated in the ADA legislation. Efforts to coordinate service delivery with Tri-Rail, Miami-Dade and Palm Beach Counties are ongoing in order to meet growing demand of inter-county trips.

3. Bikeways Network

Availability of the bikeways network to serve existing land uses can be defined by the functional area coverage for utilitarian bicycle trips, which can be categorized as a two-mile radius from the point of trip origination. The two-mile radius was derived from a special tabulation of the 1990 Nationwide Personal Transportation Survey that found that 72 percent of the work trips by bicycle are two miles or less; the comparable figure for shopping trips is 87 percent.

4. Pedestrian Ways

Availability of pedestrian ways to service existing land uses is primarily a function of the functional area coverage of the existing pedestrian way. As noted in the public transit availability discussion, the distance a person would be willing to walk is approximately ¼ mile. Since this distance is so small, the pedestrian way network should be geared toward improving access to the public transit network and improving connections within compact mixed-use areas, such as downtowns and regional activity centers.

5. Greenways

The term greenway was coined by taking the "green" from green belt and adding it to the "way" from parkway. Often applied to railroad rights-of-way which fall into disuse and are converted to public use, greenways are vegetated, linear routes and used for multiple purposes. These are often converted into a long-distance paths or trails for cyclists, walkers, and riders. Fort Lauderdale has one existing greenway located along the Dixie Highway Corridor. Trailheads in the City include: Floranada Park, Sistrunk Park, Himmarshee Village, Florence Hardy Park, Croissant Park and Snyder Park.

I. Strategies to maintain adopted Level of Service Standards

In addition to the improvement projects identified herein, Fort Lauderdale employs several strategies or tactics to help maintain its adopted transportation level of service (LOS) standards. These include implementation of a concurrency management system, transportation system management, and transportation demand management.

1. Traffic Impact Assessment and Mitigation

Fort Lauderdale employs procedures and processes to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with

the impacts of development. The City of Fort Lauderdale requires each proposed development undergo a prior to the issuance of any development order or permit.

The City requires any project with greater than 1,000 average daily trips provide a traffic impact study. If a project's daily trip generation is less than 1,000 trips, and when more than 20 percent of the total daily trips are anticipated to arrive or depart, or both, within one-half hour (30 minutes); or when the proposed use creates varying trip generation each day, but has the potential to place more than 20 percent of its maximum 24-hour trip generation onto the adjacent transportation system within a one-half hour (30 minute) period; the applicant shall submit a traffic impact analysis prepared by the applicant.

In addition to the trip threshold requirement, providing safe pedestrian access is required. Additionally, to meet the City's goals and vision of fostering multimodal improvements, providing on-site and off-site multimodal facilities is addressed as part of the review and approval process.

Future options for multimodal facilities will require the City to develop a multimodal assessment, and as needed, a potential mobility fee. This mobility fee will require that the City have a master list of projects which need to be implemented, as well as a continuously updated list of existing infrastructure. To provide for the dual rational nexus test, the City may elect to assess the existing infrastructure by mode and provide LOS grades for each type of facility. The City may elect to move to a single Multimodal LOS system, or, following the example of other areas, such as Bellevue, Washington, to create a multimodal LOS system that exists through a weighted combination of Transit, Pedestrian, Bicycling, and Vehicular LOS grades.

As a basis for mobility fees, the City may also elect to base the judgement on the number of person trips, which can be derived through applying the regional household travel survey's average person per vehicle to the generated number of vehicular trips. The mobility fee will then be based on the expected person trips generated by the development, and can be weighed against the master list of projects previously designed to allow for the City to meet infrastructure needs.

2. Transportation System Management (TSM)

TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system. In lieu of traditional widening and construction, alternative solutions are proposed in order to eliminate traffic problems. Examples of such solutions include:

- Corridor studies to develop Transportation Systems Management/Demand management.
- Establishment of a Congestion Management System to identify problem corridors and coordinate improvements.
- Adding a turning lane at an intersection is another TSM technique.
- Access management such as the control and regulation of spacing and design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roads to improve safe and efficient traffic flow on the road system.
- Computerization of signals on roadways has been recognized as one of most effective ways to improve the traffic flows.

3. Transportation Demand Management (TDM)

TDM means strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than thresholds requirements for successful public transit and pedestrian and bicycle programs.

SANITARY SEWER, WATER, AND STORMWATER ELEMENT DATA INVENTORY AND ANALYSIS

The Infrastructure Element addresses the physical capacity and condition of the City's hard infrastructure system (sanitary sewer, potable water, solid waste, drainage and aquifer recharge). In order to maintain the physical capacity of its infrastructure system, the City of Fort Lauderdale has adopted Level of Service Standards in the Comprehensive Plan and Land Development Code. The City ensures that these standards are met through: Concurrency Management, which requires that the infrastructure needed to serve new development and redevelopment is in place prior to or at the time of development; capital improvement projects, and; coordination with other service providers, such as Broward County.

A. Sanitary Sewer

The City's adopted Level of Service standards for sanitary sewer, daily and by type of development, are as follows:

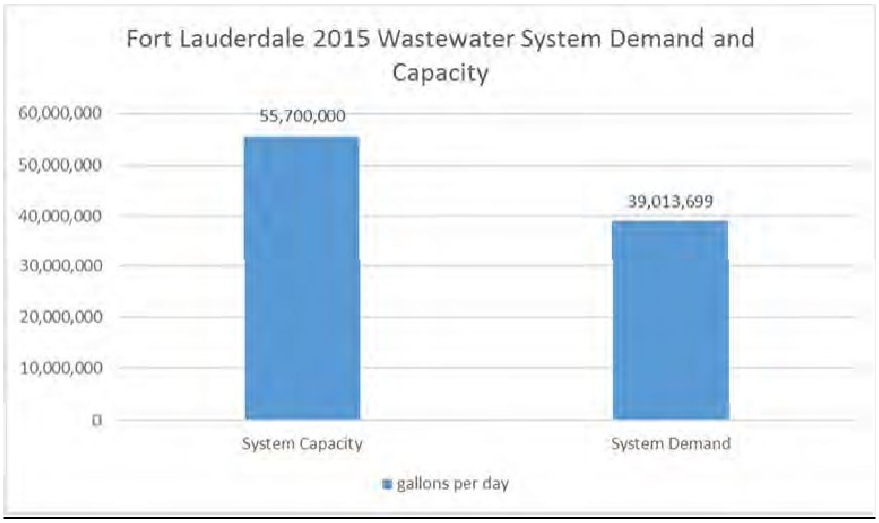
- Single family housing, Duplex, Triplex - 300 gallons per day per unit;
- Condominiums and Apartments – 241.5 gallons per day per unit;
- Merchandising – 165 gallons per 1000 square feet of building area;
- Hotels (with restaurants and/or meeting rooms) 260.4 gallons per day per room;
- Hotels (without restaurants and/or meeting rooms) 77 gallons per day per room;
- Office uses - 191 gallons per square feet of building area;
- Institutional uses, 200 gallons per day per bed;
- Other Commercial – 157 gallons per square feet of building area;
- Restaurant, 749 gallons per 1000 square feet of building area.

Prior to issuing a development order, the City ensures that the system-wide capacity of the wastewater treatment system, and the sanitary sewer infrastructure that serves the site (i.e. pipes, pump stations), are sufficient to meet the standard based on the type and scale of development. If they are not sufficient, the developer may be required to provide the necessary improvements.

Central wastewater treatment in the City is provided through the George T. Lohmeyer Wastewater Treatment Plant, which is located on a ten-acre site at Port Everglades. The plant provides continuous wastewater treatment to approximately 180,000 customers in Fort Lauderdale, Wilton Manors, and Oakland Park, as well as sections of Tamarac, Davie and unincorporated Broward County. Some residents in the service area remain on septic tank systems, mostly within the southern portion of the City of Fort Lauderdale. It is anticipated that these septic systems will be replaced with sewer service during the ten-year planning period. The Plant has a current treatment capacity of 56.6 million gallons per day. In 2014, the City treated 14.24 billion gallons of wastewater, an average of 39,013,699 gallons per day.[1]

In addition to ensuring capacity to meet demand, the City is also implementing strategies to reduce wastewater flow. The Waterworks 2011 program identified approximately $70 million in capital projects to reduce groundwater infiltration and unnecessary treatment, modernize infrastructure, and otherwise improve the operation and efficiency of the system.[2] This work has been completed. The 2015 Commission Annual Action Plan prioritized wastewater infiltration and inflow reduction through the rehabilitation of gravity mains, sewer laterals, manholes, and ten pump station areas between 2016 and 2019.[3]

1 City of Fort Lauderdale Comprehensive Annual Financial Report, September 30, 2014
2 City of Fort Lauderdale Sustainability Action Plan, 2011
3 City of Fort Lauderdale Press Play Progress Report, January 2015



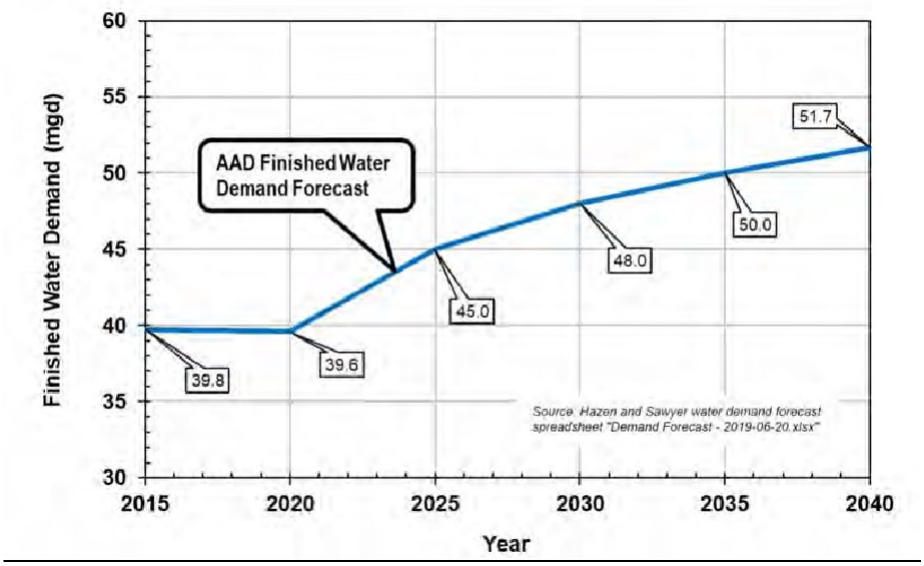
B. Potable Water

Potable Water Level of Service
The City's adopted potable water level of service is 170 gallons per capita per day. The City of Fort Lauderdale has been promoting water conservation for more than 25 years. In 2008, the City established a goal of reducing finished water demand which resulted in an annual average day finished water produced averaged 164-gpcd from 2014 to 2018.

Potable Water Service Area
The City of Fort Lauderdale is the largest potable water supplier in Broward County. The City's Water Service Area provides potable water to a projected 241,454 customers in 2020. By 2025, the number of customers is project to be 274,470 and 315,109 by 2040.

Plant Capacity
The City has a capacity of treating up to 82 million gallons per day of potable water per day. The Fiveash water treatment plant (WTP) design capacity is permitted at 70 million gallons per day (mgd). The existing Peele-Dixie WTP has an existing capacity of treating 12 million gallons per day. The Peele-Dixie Plant can be expanded by the addition of three Reverse Osmosis (RO) that would utilize the Floridan Aquifer. If the RO system is constructed, the total installed potable water production capacity would increase by 6 million gallons per day at the Peele Dixie WTP site for a total 18 million gallons per day.

Finished Water Demand Forecast and Level Service Projection
The finished water demand forecast is projected be 39.6 million gallons per day on an annual average day basis for the City's water service area in 2020. The finished water demand will increase to 48 million gallons per in 2030 and 51.7 million gallons per day in 2040. With the available capacity to treat up 82 million gallons per day, it is anticipated that the City will continue to meet its potable water level of service standard through the short- and long-term planning periods. However, it should be noted that the City is not limited by treatment capacity, but by the its water use permit with the South Florida Water Management District.



Water Supply

The City is limited to withdraw raw water by the South Florida Water Management District Water Use Permitting process. The City's traditional source of water has been the Biscayne Aquifer, which is a shallow, surficial aquifer that is highly porous, and transmissive. It is the traditional supply in Southeast Florida. The City's existing Fiveash and Peele-Dixie water treatment plants are designed to treat water from the Biscayne Aquifer.

The SFWMD issued the City's Water Use Permit (No. 06-00123-W) on September 11, 2008; the permit expires on September 11, 2028. The permit limits withdrawal from the Biscayne Aquifer and the Florida Aquifer System as follows, on Annual Average Day (AAD) basis:

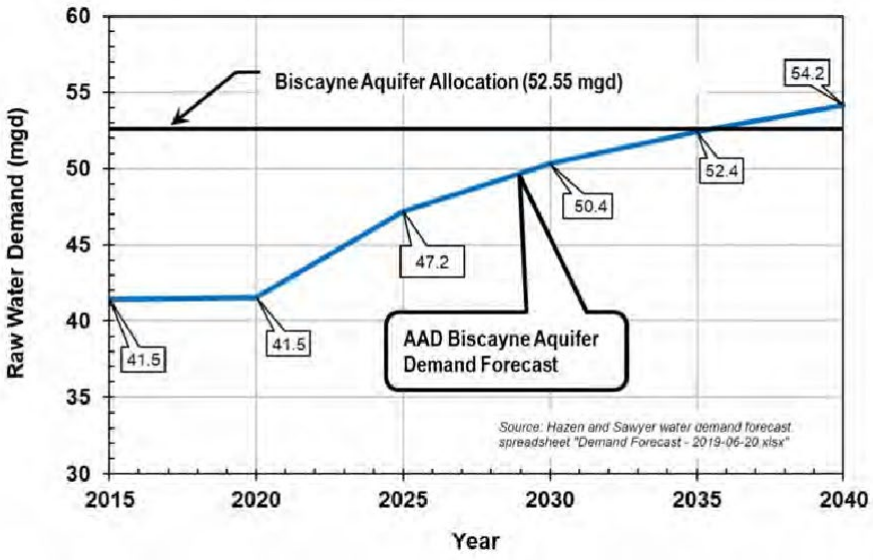
- Biscayne Aquifer Withdrawal Limit: 52.55 mgd (AAD)
- Florida Aquifer System Withdrawal Limit: 8.64 mgd (AAD)

In addition, the City Commission on December 17, 2020 authorized securing an allocation of 3 million gallons (mgd) per day of alternative water supply from the C-51 reservoir for the near distant future. The City is currently in the process of modifying its Water Use Permit to incorporate the additional 3 mgd allocation from the agreement related to the C-51 reservoir.

Raw Water Demand Forecast

In order to the meet the City level of service for the service area, the projected average day service demand is 41.5 million gallons per day in 2020. A water supply deficit is forecasted begin in the year 2035 based upon the Biscayne Aquifer withdrawal limit of more than 52 million gallons per day and more than 54 million gallons per day in 2040. If the water is allocated through the modified water use permit, additional raw water can be drawn from the C-51 Biscayne Aquifer to make up for the deficit. An alternate would include water before Floridan Aquifer. A deficit would be made up by water from the Floridan Aquifer as described in the following Alternate Water Supply Plan section. Raw water demand is based upon the City operating the Peele-Dixie WTP to produce approximately 6-mgd of finished water indefinitely. Furthermore, this figure assumes that lime softening is continued at the Fiveash WTP indefinitely. If the City increases finished water produced at the Peele-Dixie WTP or decides to change the treatment technology at the Fiveash

WTP to a lower efficiency technology, then the demand curve would increase – resulting in a water supply deficit earlier than currently forecasted.



Alternative Water Supply Plan

Due to projected demand exceeding Biscayne Aquifer supply in the year 2035, the City plans that this supply deficit will be addressed via reverse osmosis treatment of the Florida Aquifer System with flexibility to alter this plan based on the findings of ongoing City studies and future CUSMP updates. Additionally, this plan may be altered as additional data becomes available regarding the risks presented by unexpected changes to water quality in the FAS.

In 2008, the City completed conceptual plans for implementing 6-mgd of finished water capacity reverse osmosis at the Peele-Dixie WTP. Five Floridan Aquifer System wells were also conceptually planned. These plans provide the City with a roadmap to quickly implement this alternative water supply in advance of demand exceeding its traditional Biscayne Aquifer supply. It is estimated that it would require approximately five years to implement Florida Aquifer System wells and Reverse Osmosis treatment at the Peele-Dixie WTP.

The costs for implementing 6-mgd of finished water capacity RO at the Peele-Dixie WTP along with five FAS wells are presented in the reports titled "Floridan Aquifer Conceptual Plan for the Dixie Wellfield" and "Peele-Dixie Reverse Osmosis Basis of Design Report".

Comprehensive Utility Strategic Master Plan (CUSMP)

The City's Comprehensive Utility Strategic Master Plan (CUSMP), completed by Reiss Engineering, Inc., in 2017 is a planning document that evaluated the City's water and wastewater systems and recommends improvements to maintain or improve levels of service over a 20-year period ending in 2035. The CUSMP aligned its recommendations with the City's long-term goals identified in the City's Fast Forward Fort Lauderdale 2035 Strategic Plan and the Southeast Florida Regional Climate Action Plan.

As indicated in the CUSMP, the City's existing water supply, treatment and distribution infrastructure is aging. The City recognizes that significant investment is necessary to sustain the

reliability of its infrastructure. The City is actively planning the necessary investment decisions to ensure maintaining its level-of-service. For example, the City has begun a project titled "Granular Activated Carbon Pilot and Plant Evaluation at the Fiveash Water Plant". This project includes evaluation of treatment technologies to achieve the City's color goal at the Fiveash WTP. The project is ongoing and is expected to be completed in late 2019. This study will recommend to either replace all or part of the Fiveash WTP and includes evaluation of alternative water supply technologies. The City will use this report to inform future CIP scheduling decisions.

10-Year Water Supply Facilities Work Plan
In 2020, the City updated its 10-Year Water Supply Facilities Work Plan, which indicates how it will meet its potable water needs and level of service standard during the ten-year planning period. Requirements for the 10-year WSFWP 2020 Update address the development of traditional and alternative water supplies and management strategies, including water conservation and reuse. The data and analyses, including population projections and water demands span at least a 10-year planning period and must be consistent with the 2018 LECWSP Update.

The 10-year WSFWP 2020 Update addresses the development of traditional and alternative water supplies and management strategies, including water conservation and reuse. The data and analyses, including population projections and water demands spans a 10-year planning period and be consistent with the 2018 LECWSP Update. The data presented in the WSFWP 2020 Update are for the planning period through the year 2040.

The 10-Year Water Supply Facilities Work Plan is included as part of the Sanitary Sewer, Water, and Stormwater Data Requirements Inventory and Analysis. It includes the Five Year (FY2020 to FY2024) Water Supply, Treatment and Distribution Community Investment Plan.

Saltwater Intrusion
The City measures conductivity at its saltwater monitoring wells on a monthly basis. The latest data available are presented in the City's report titled "2018 Annual Saltwater Intrusion Monitoring Report". The data indicate no evidence of saltwater instruction at the Prospect Wellfield. Additionally, the report documents evidence of high chlorides at the Dixie Wellfield.

The City operates a Saline Intrusion Monitoring Program (the "SALT Program"). The goal of the SALT Program is to locate and monitor the saltwater interface in and around the City's wellfields. The purpose of the Program is to provide an early warning monitoring system to assist wellfield managers in tracking the location and to manage withdrawals to limit the inland movement of the salt front. The City currently has 10 saltwater monitoring wells.

The City has been proactively managing saltwater intrusion risk through a combination of managing wellfield pumpage and the collection of data from 10 saltwater monitoring wells constructed in 2002. The City will continue its efforts to manage and prevent further saltwater intrusion through the short- and long-range planning periods.

Note: The Potable Water Data Inventory and Analysis was updated in 2020 after transmittal of the elements to the state agencies the 10-Year Water Supply Facility Work Plan. The remainder of the data in was prepared in 2016.

C. Solid Waste

The City's Level of Service Standard for solid waste is 7.2 pounds per capita per day. This requires a collection and disposal capacity of 1,235,189 lbs. per day at present (current population 171,544) and will require a collection and disposal capacity of 1,360,354 lbs. per day in 2035 (projected population 188,938).

In order to increase efficiencies and reduce the amount of solid waste produced, the City of Fort Lauderdale follows an integrated approach to solid waste management, including municipal solid waste, recycling, bulk trash, yard waste, and household waste and electronics disposal. In 2010, the City collected and disposed of approximately 40,000 tons of municipal solid waste, recycled approximately 10,000 tons and diverted 25,000 tons of yard waste from the waste stream. The amount of landfilled solid waste decreased almost 6,000 tons between 2007 and 2010, while

the amount of materials recycled doubled and the amount of yard waste diverted almost tripled.[5] The City, in accordance with its Sustainability Action Plan and other green initiatives, plans to achieve a recycling rate of 93% by 2020.

D. Drainage

The City's adopted Level of Service standards for stormwater drainage are: a minimum public road elevation to withstand flooding that will occur during a ten year, one-day storm event, and; a minimum floor elevation to withstand flooding during a 100 year, three-day storm event. In addition, new development and redevelopment must provide for retention and treatment of the first inch of stormwater runoff through the use of vegetative swales, perforated pipes, deep well injection, or other means acceptable to City, County and/or State agencies or departments.

The City's stormwater drainage infrastructure includes 171 miles of stormwater pipes, 2,324 manholes, 1,258 outfalls, 37 drainage wells, and 8,288 catch basins. The City participates in the [6]Federal Emergency Management Agency's (FEMA) Community Rating System, which allows residents to receive discounts on federal flood insurance. In addition, the City maintains a Stormwater Master Plan, which identifies projects to maintain and improve drainage performance through 2025.

E. Other Planning Efforts

The 2011 *Sustainability Action Plan* outlines a number of strategies to increase the sustainability and performance of the City's infrastructure. The *Sustainability Action Plan* calls for reducing water demand 20% by 2020. Action steps to achieve this goal include water-efficient plumbing and fixtures, escalation of potable water fees for high-users in single family areas, low volume/avoidance watering, resource planning and conservation efforts focused on large water users, and rainwater harvesting. The *Sustainability Action Plan*'s wastewater and stormwater goal is to reduce and improve wastewater treatment through reduced inflow and infiltration, runoff pre-treatment requirements, bioswales, and storm inlet improvements. With regard to solid waste, the *Sustainability Action Plan* establishes recycling and waste reduction goals for City departments and calls for increasing recycling rates by 50% by 2020.

Infrastructure is also addressed in the City's *Fast Forward Fort Lauderdale Our City Our Vision Plan*. Of the 1,562 ideas received during the visioning process, eight were specific to potable water supply and demand, two addressed recycling and composting, six addressed drainage, and four addressed wastewater treatment. The *Press Play* (Strategic Plan) addresses infrastructure under Goal 2, "Be a sustainable and resilient community". Objective 1 is "Proactively maintain our water, wastewater, road and bridge infrastructure". Objective 2 is "Reduce flooding and adapt to sea level rise". Objective 4 is "Reduce solid water disposal and increase recycling". Objective 6 is "Secure our community's water supply". Strategic initiatives to achieve these objectives include developing performance measures to reduce infiltration and inflow, expanding multi-family and commercial recycling programs, reusing yard waste in a free mulch program, and identifying and implementing water reuse opportunities.

The January 2015 *Press Play Strategic Plan Progress Report* indicates that the City has made progress in implementing its strategic initiatives. For example, water line breaks decreased by 20% in 2014, and storm drains are inspected and cleaned on a more frequent basis.

ECONOMIC DEVELOPMENT ELEMENT DATA INVENTORY AND ANALYSIS

A. Description

Greater Fort Lauderdale, with a gross metro product of $81.3 billion[1], boasts a vibrant and diverse economy. Marine commerce is the area's leading industry, providing more than 134,000 jobs and an annual economic impact of $10.78 billion. (The Fort Lauderdale International Boat Show, the world's largest in-water boat show, alone has an annual economic impact of $650 million.) Tourism is the area's second largest industry, employing 180,000 people and having an annual economic impact of $14.2 billion. The Greater Fort Lauderdale Convention and Visitors Bureau estimates that the area had 15.4 million visitors in 2015. Greater Fort Lauderdale, also an important center for international trade and business, has a strong manufacturing base, and serves as the corporate or regional headquarters for a number of corporations. The City's strong business climate and central location on South Florida's "Internet Coast", an emerging high-tech corridor that is home to more than 6,000 high technology firms, has made it a high-tech hotbed.

A summary of Fort Lauderdale's land use profile and taxable values is in the table below:

Table 1: Fort Lauderdale Citywide Ad Valorem Tax Base 2015

Fort Lauderdale Citywide Ad Valorem Tax Base 2015							
Property Category	Number of Parcels	Land		Building	Units / Hotel Rooms	Taxable Value	
		Area (ac)	% of Category	Area (sf)		(Land + Building)	% of Category
Residential	73,684	8,563.4	42.2%	132,271,162	94,797	$19,413,847,120	70.9%
Commercial	5,797	3,362.4	16.6%	55,172,413	13,368	$6,617,678,220	24.2%
Industrial	1,607	1,282.9	6.3%	20,251,678	3,154	$1,206,545,430	4.4%
Institutional	430	696.7	3.4%	10,069,587	1,278	$123,496,140	0.5%
Government	524	1,945.1	9.6%	11,370,674	30	$553,020	0.0%
Miscellaneous	1,710	4,428.4	21.8%	416,520	1	$28,654,010	0.1%
Totals	83,752	20,278.9		229,552,034	112,628	$27,390,773,940	

(Florida Department of Revenue, Final 2015 NAL Tax Roll)

Fort Lauderdale's economy is based on a number of economic drivers. The tourism industry is largely centered on the City's seven miles of beaches and extensive system of waterways. The 600,000-square-foot LEED certified Greater Fort Lauderdale Convention Center hosts numerous large conventions and smaller meetings annually. Fort Lauderdale-Hollywood International Airport is the nation's 21st busiest airport and includes a growing number of international flights. The airport and related business provide more than 139,900 jobs and have an annual economic impact of $13.2 billion. Fort Lauderdale's City-owned and operated Executive Airport is one of the nation's busiest general aviation airports, with an annual economic impact of $839 million. Port Everglades is ranked as the 12th busiest container port in the nation, and the third busiest cruise port in the world. Other major economic assets and employment centers include a number of major medical centers, Downtown, and the Cypress Creek business and technology district. Figure A.1. shows employment distribution in the City of Fort Lauderdale. [2]

Greater Fort Lauderdale's median household income of $50,997 is higher than the median household income in the State ($45,050), while the median owner-occupied home value in 2016 is estimated to be $312,515, compared to $172,045 in the State. The City's unemployment rate in March 2015 was 5.5%, equal to the national rate and slightly lower than the State's rate of 5.7%.[3]

1 www.forbes.com/places/fl/fort-lauderdale/
2 www.fortlaudedale.gov/departments/sustainable-development/economic-development
3 U.S. Bureau of Labor Statistics, April 2015

The cost of living in Fort Lauderdale is 9% above the national average, and the 2013 job growth rate of 2.5% ranks 125th among metropolitan areas.[4] Education attainment for the over 25 population indicates that 85.6% have completed high school, 33.2% have earned a Bachelor's degree and 12.7% have earned a graduate or professional degree.[5]

The City and its partners like the Greater Fort Lauderdale Alliance, Chamber of Commerce, Convention and Visitors Bureau, Downtown Development Authority, and Broward County Economic Development work together to implement economic development efforts. Many of these efforts are focused on creating, fostering and attracting jobs and businesses in targeted industry sectors, including: aerospace and aviation; advanced materials and high-tech manufacturing; alternative energy and renewable resources; global business services and logistics; human resources development and higher education; information and communications technologies; creative economy and film; corporate headquarters; global logistics; life science; and marine. Tax refunds and other incentives are available to companies that that commit to providing high-wage jobs in these sectors.

In addition to these programs, another strategy to expand economic opportunities is to create synergies between the City's core economic assets by seamlessly linking them via dedicated bus lines. Such a link between the airport, port, downtown, beach, and northern business areas would allow for more efficient and easy movement between the locations which can clearly enhance economic activity. For example, business travelers who might stay in the northern Cypress Creek area to be near an office for meetings might be enticed to visit downtown destinations if the connection was easy and inexpensive.

An urban design option for linking the core asset locations is a sophisticated gateway and wayfinding program that shows users the easiest and fastest way to travel between the locations. Such a program would enable even short-term visitors to the City to quickly navigate to multiple destinations.

While helping the City's existing 30,200 businesses to expand and be more successful is a logical focus for economic development, an equally important effort is to encourage innovation and start-up efforts which are frequently undertaken by what has been termed the creative class. Strategies to encourage creative class activity include creating attractive public spaces and collaborative and inexpensive workspaces where people can exchange ideas with low up-front costs. Another component for encouraging innovation and the creative class is the promotion of arts activities of all kinds including permanent museums, pop up exhibits, public art, art festivals and events, street murals on buildings, and any of the many other forms of art expression that are constantly being developed and repurposed.

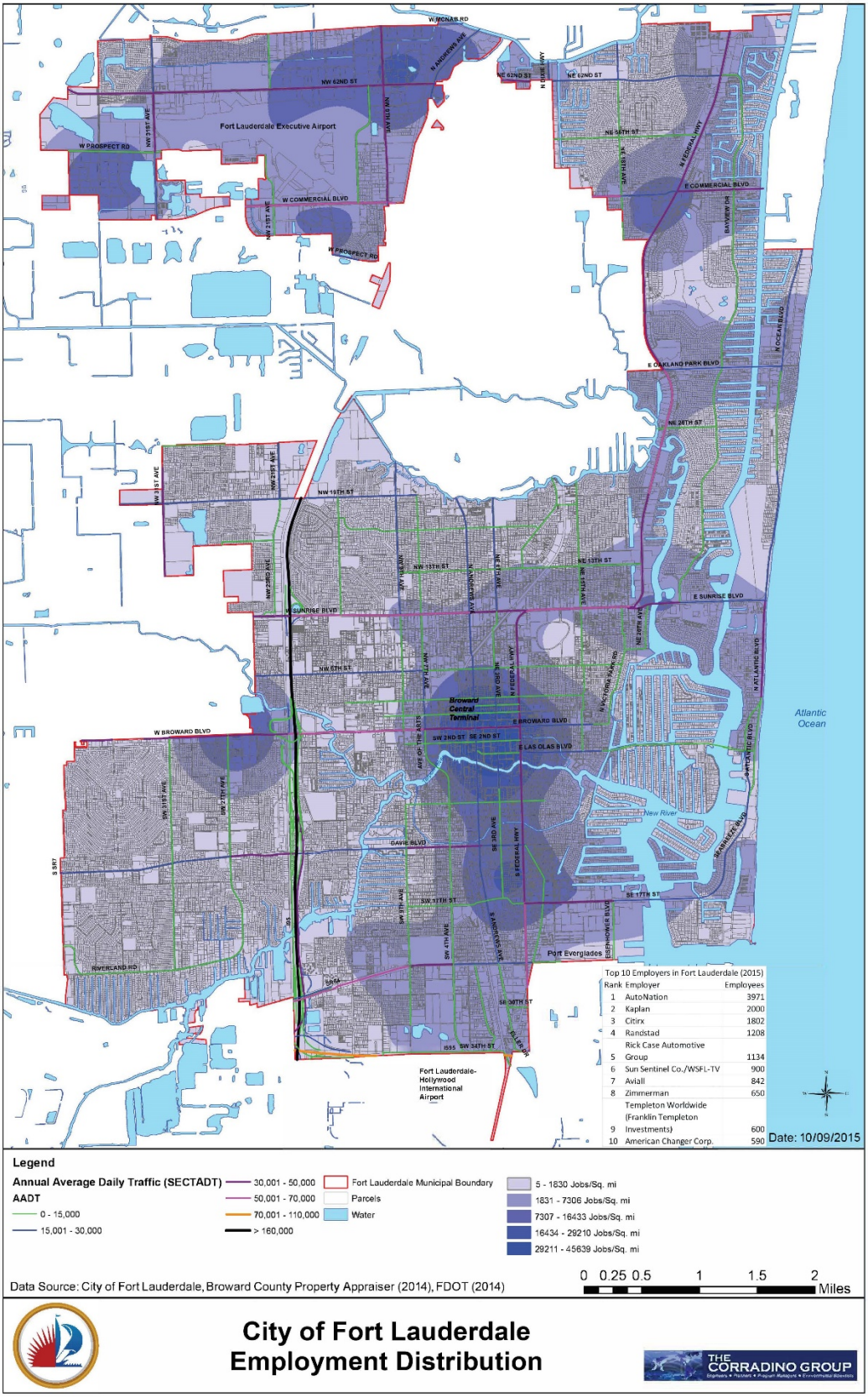
In supporting business development, the City's Economic and Community Investment Division a business profile of the City. This data includes office, retail, and residential market space, with regular updates to note the quarterly market absorption rates.

Another major component of encouraging innovative economic development is supporting the development of knowledge. The Broward County Public School District is the 6th largest public school system in the US. BCPS is Florida's first fully accredited school system. BCPS has 238 schools (including centers and technical colleges) and 103 charter schools, serving over 268,000 students and approximately 175,000 adult students from 208 countries - 76.5% of Broward County students graduated last year. With 43 institutions of higher learning within 30 miles, eleven of which offer MBA degrees, Fort Lauderdale offers an abundance of opportunity for higher

4 www.forbes.com/place/fl/fort-lauderdale
5 Copyright 2016, The Nielsen Company

education. While the comprehensive plan does not set educational policies, it does deal with the development of the physical facilities where education is provided. In general, the widest flexibility needs to be shown in the location and design of educational facilities so that they can be responsive to the constantly evolving needs of innovative education programs.

Figure A.1. Employment Distribution



B. Other Planning Efforts

The local economy, and expanded economic opportunities, are important components of the *Fast Forward Fort Lauderdale Our City Our Vision Plan*. The "WE ARE PROSPEROUS" Vision Direction calls for a "strong, diversified economic base coupled with excellent business and education centers". As noted, the Vision Plan is the result of significant feedback received throughout the visioning process: of the 1,562 ideas received, 93 addressed various aspects of the economy, including education, talent supply, innovation, tourism, and the airport.

The *Press Play Strategic Plan 2018* outlines a number of objectives and strategic initiatives specific to the economy. The Business Development Cylinder calls for "a thriving economy with a healthy range of industries, including marine, tourism, manufacturing, finance, healthcare, insurance, real estate, high technology, avionics/aerospace, and film and television production". Goal 6 under this Cylinder is "be a well-positioned City within the global economic and tourism markets of the South Florida region, leveraging our airports, port and rail connections"; Goal 7 is "be known for educational excellence". Objectives and strategic initiatives to achieve these goals include defining and targeting emerging industries, developing "Green Business" incentives, and coordinating with educational institutions to connect skills development with employment opportunities.

The April 2014 Vision Plan Progress Report, *Fast Forward Fort Lauderdale – Rewind: Year in Review*, indicates progress in the "We Are Prosperous" Vision Direction. Specifically, the City's unemployment rate decreased from 6.9% in 2012 to 5.6% in 2013. Further indicating progress, the *Press Play Strategic Plan Progress Report* reports that 428 new jobs were created in targeted industry sectors in 2014.

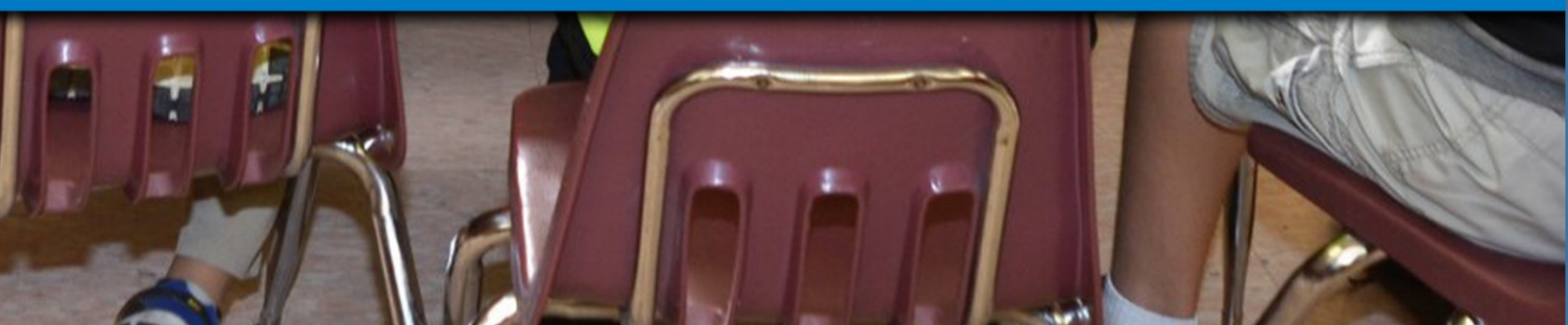
EDUCATION ELEMENT DATA INVENTORY AND ANALYSIS

Overview

The following Broward County Public School Facilities Element Support Document serves as the Data Inventory and Analysis for the Fort Lauderdale Education Element.

BROWARD COUNTY
FLORIDA

Public School Facilities Element Support Document



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Public School Facilities Element

INTRODUCTION

A. General

The Florida Legislature strengthened the ties between school planning and general land use and comprehensive planning with the adoption of Senate Bill 360 in 2005, but reversed course and repealed many provisions, including mandatory school concurrency in 2011 with the passage of the Community Planning Act (House Bill 7207). The Community Planning Act shifts much more regulatory discretion to local governments to plan their communities and reduces state oversight in comprehensive planning areas. Under new/revised provisions adopted with Florida Statutes (SF) Chapter 2011-139:

1. Requirement for a Public School Facilities Element is deleted.
2. State-mandated school concurrency is optional.
3. Data and analysis and mapping requirements relaxed.

Public School Facilities Element Requirements

FS Chapter 2011-139 provides that local governments have the option to repeal or continue implementing public school concurrency. Local governments who choose to continue implementing it, can do so under provisions set forth in s. 163.3177(1), 163.31777 and 163.3180(6)(a). Broward County will continue to implement the provisions according to state statute and the Interlocal Agreement for Public School Facilities Planning (ILA).

The Public School Facilities Element goals, objectives, and policies address the following areas:

1. Procedure of annual update process;
2. Procedure for school site selection;
3. Procedure for school permitting;
4. Provision of infrastructure necessary to support proposed schools;
5. Provision for collocation of other public facilities in proximity to public schools;
6. Provision for location of schools proximate to residential areas and to complement patterns of development;
7. Measures to ensure compatibility of school sites and surrounding land uses; and
8. Coordination with adjacent local governments and the school district on emergency preparedness issues.

The data and analysis portion of the Public School Facilities Element addresses:

1. How Level-of-Service (LOS) standards will be achieved and maintained;
2. The Interlocal Agreement (ILA) adopted pursuant to s. 163.31777 and the 5-year school District Educational Facilities Program (DEFP), including LOS maps, adopted pursuant to s. 1013-35, Florida Statutes;
3. The educational plant survey prepared pursuant to s. 1013.31 and an existing educational map or map series;
4. Projected future population and associated demographics, including development patterns year by year for the upcoming 5-year and long-term planning periods; and
5. Information on existing development and development anticipated for the next 5 years and the long-term planning period;
6. An analysis of problems and opportunities for existing schools and schools anticipated in the future;
7. An analysis of opportunities to collocate future schools with other public facilities such as parks, libraries, and community centers as per the ILA;
8. Inventory of public schools that serve as emergency shelters; and
9. Funding sources for capital improvements.

B. Service Area

The planning service area is countywide and includes both charter schools and public schools in all 31 municipalities and the BMSD. Serving students in 234 schools, centers and technical colleges, and 93 charter schools, Broward County has the sixth (6^{th}) largest school district in the nation and second (2^{nd}) largest in Florida. Broward County.

C. Planning Horizon

The planning horizons for the Public School Facilities Element are five years (2021-22) and ten years (2027), in compliance with FS Chapter 163.3177(5)(a).

DATA REQUIREMENTS

A. Collaborative Planning Process and Intergovernmental Coordination

Beginning in 2006, School Board staff began working collaboratively with the County and municipalities through the School Board's Staff Working Group and Oversight Committee to form consensus on the amendments to the Interlocal Agreement and the preparation of a model Public School Facilities Element. The committee continues to meet on a regular basis in order to implement state and Interlocal Agreement requirements to coordinate and collaborate on updates to the financially feasible District Educational Facilities Plan (DEFP), Concurrency Service Areas (CSAs) and amendments to the Comprehensive Plans of the County and non-exempt municipalities (those whose schools are operating at less than 100 percent of capacity and whose projected five-year student growth rate is under 10 percent) for the implementation of public school concurrency.

B. Concurrency Management System (CMS)

The concurrency management system for Broward County is an intergovernmental effort that is grounded in the provisions of the Broward County Charter, which provide for county-wide planning processes implemented through the County's Land Development Code. The public school facility Concurrency Management System operates according to the state mandated requirements (Section 163.31777 F.S. and 163.3180 F.S.) for the implementation of school concurrency and the adopted ILA. These require Broward County, the School Board and non-exempt municipalities to ensure that the adopted LOS Standard to be achieved and maintained for each school type and CSA.

Unlike existing concurrency services (roads, sanitary sewer, solid waste, drainage, potable water, recreation and mass transit) which are the responsibility of local governments, the School Board, by constitutional mandate, has the responsibility of providing educational facilities to meet the needs of current and future students as represented in the School Board's adopted Five Year DEFP. The local governments, therefore, do not have control of the funding sources or the allocation of funds for new or renovated schools which would add student capacity. Concurrency Management Systems are implemented by the local governments through their Land Development Regulations

The Broward County Land Development Code contains the County's Concurrency Management System. The Code requires plat approval of all parcels of land prior to receiving a Development Order. Plat approval applies to land within the municipal boundaries as well as

that in the unincorporated areas. Per Section 8.2 of the Interlocal Agreement the point of review for Public School Concurrency is plat or site plan (or functional equivalent).

When a development application is reviewed for school concurrency, it must be determined if the development is exempted or vested (as per Section 8.11 of the Interlocal Agreement) or has been issued a School Capacity Availability Determination Letter (SCAD) by the School Board indicating that adequate school capacity exists. If so, it can be accepted by the County for further processing.

If the development application is not exempted or vested, it is subject to school concurrency and the applicant must submit a Public School Impact Application (PSIA) to the applicable local government for review by the School Board according to the provisions and processes outlined in Section 8.13 of the Interlocal Agreement.

C. Level of Service Standard Methodology

The LOS standard is based upon the capacity of the school facility, which is the number of pupils to be served by the facility. The level of service is expressed as the percentage (ratio) of student enrollment to the student capacity of the school. The level of service is standard and is expressed in terms of Florida Inventory of School Houses (FISH) capacity. FISH capacity is determined by Florida Department of Education guidelines and represents a measure of the physical capacity of the facility itself. FISH capacity includes satisfactory student stations in classrooms. Based on the Third Amended and Restated Interlocal Agreement for Public School Facility Planning, which became effective in May 2018, the level of service standard was set for schools of the same type as follows:

1. School Type A is a bounded elementary, middle or high school that has the equivalent of at least 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type A shall be 100% gross capacity (including relocatables).

2. School Type B is a bounded elementary, middle or high school that has less than the equivalent of 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type B shall be 110% permanent FISH capacity.

The relationship of enrollment to capacity, for individual schools and for concurrency service areas, is derived directly from the five-year schedule of capital improvements that incorporates the Five-Year District Educational Facilities Work Program adopted annually by the School Board. The school capacity and level of service analysis is assigned in a capacity/enrollment and level of service table. This table provides a year-by-year projection of capacity, enrollment, levels of service (LOS) and available capacity, illustrating surpluses and deficiencies, based on the financially feasible capital program adopted by the school district.

Student enrollment is projected annually based on the specific function of the educational facility and the characteristics of the school attendance area, historical trends, and the current and projected pace of development.

Other factors such as students attending schools outside their assigned attendance areas due to reassignments, magnet programs, charter schools and other educational choices are factored into the methodology for enrollment projections and for allocating school capacity.

Student enrollment projections are geographically based using local development trend data and the District's historic student enrollment data. School-by-school enrollment projections by concurrency service areas are applied. General locations of future public schools to be constructed within the District over five years are applied to concurrency service areas relative to the location serving the anticipated capacity deficit. In addition, as stated in School Board Policy 5000, the School Board will maximize the use of existing space throughout the District, not to exceed capacity equal to or greater than 100% of gross FISH capacity, through boundary changes in order to meet school concurrency. As a temporary solution, the implementation of alternative enrollment options as identified by the Superintendent will be the sole discretion of the School Board to ease overcrowding until permanent capacity becomes available through the building of additional facilities on site, boundary change, or new schools.

School enrollments exceeding the adopted level of service capacity, achieve the level of service standard by the fifth year due to planned capital improvements not yet available until the final year or by utilizing options in School Board Policy 5000 to meet the level of service.

D. Problems and Opportunities for Existing and Future Schools

1. Land Availability

Some schools that experienced rapid growth have had to utilize areas of their sites to place classroom additions and relocatables. As a result, much of the available green space, playfields, playgrounds, and parking areas have been used to locate building programs. The demand for water retention areas and additional parking has also reduced the useable area for educational programs.

Strategies to design for and construct on smaller sites were incorporated in the Guidelines for Urban Conscripts, adopted by the School Board in February 2009 via Resolution #09-66. The resolution encourages designing a more compact building footprint, sharing parking and playfields, as well as exploring the use of parking garages versus surface parking.

2. Construction Costs and Revenue Sources

The primary source of revenue for the District's capital outlay is the tax on local property. Property tax revenues increased by 6.1% between 2017 and 2018.

On November 4, 2014, Broward County Voters approved an $800 million General Obligation Bond. The district has committed to investing the funding to enhance students' learning environments by focusing on improvements in Safety, Music and Art, Athletics, Renovation, and Technology (SMART Program). When the general obligation bond is combined with other capital outlay funds, the SMART Program is currently $1,009.6 Million.

To keep the School Board and the public fully informed of how the District is using sound policies and practices that meet the essential needs of students and that warrant public confidence in District operations, each year the District prepares and the School Board adopts a Five Year DEFP. The Adopted DEFP is incorporated in the District's adopted budget annually as required by Section 1013.35, Florida Statutes. The current Five Year DEFP was adopted on September 5, 2018 and will be updated again in September 2019. The Adopted DEFP includes the SMART program and lays out a $2.8 billion long-term financial plan.

The Adopted DEFP highlights SMART Program construction projects across the District. These projects are being implemented through contracts the District has entered

with outside firms to provide Owner's Representative and Cost/Program Controls management services. Using these firms, the District is enhancing efficiency by keeping current with the latest developments in construction management systems and practices. In addition, the firms have established a central coordinated repository of data by implementing, maintaining, and upgrading management information systems appropriated to facilitate the efficient and effective use of information throughout the District's capital projects.

3. Enrollment Projections

Enrollment is not uniform throughout the District as local communities go through their aging cycles at different rates. The District is still experiencing growth in certain areas of the county that has stressed the educational facility capacities in those areas. This imbalance created by regionalized growth, combined with a decline in enrollment in other areas, has left the District with a surplus in permanent capacity of 21,602 seats, and therefore, due to state plant survey restrictions, unable to add capacity in overcrowded schools. Planning based on sound enrollment projections has proven to be a crucial component especially in times of financial challenges.

Broward County Public School's (BCPS) primary projection tool is a geographically-based Cohort Survival model, which projects future students by grade. The Cohort Survival model is considered very reliable and is utilized by the Florida Department of Education in their student projections and the U.S. Census Bureau for their reports. The model uses an "aging" concept that moves a group, or cohort, of students into the future and increases or decreases their numbers according to past experience through history.

The Cohort Survival methodology relies on historical enrollment and birth data to capture the effects of in and out-migration, housing changes, and natural trends in population. In essence, the model derives a growth factor or ratio for student survival matriculation to the next grade based upon previous survival numbers to the same grade of students in each Traffic Analysis Zone (TAZ), the basic geographic area for the model. In most cases, TAZ areas represent neighborhoods. There are 953 TAZ areas in Broward County. TAZ areas are further divided into smaller geographic areas to account for schools that matriculate to more than one school at each grade level, (e.g. an elementary school that feeds into 2 different middle schools). The combination of elementary, middle and high school attendance zones and TAZ areas create a unique identifiable area called a Study Area IDentification or SAID. SAIDs capture the grade

cohorts more accurately by including feeder patterns. For example, if elementary school A matriculates to 2 different middle schools B and C and one high school D, there would be 2 different SAIDs for elementary school A—one SAID to represent matriculation from elementary A to middle school B to high school D and another SAID to represent matriculation from elementary A to middle school C to high school D.

Once the model has been run for the small geographic units or SAIDs, the projections are then summarized by TAZ. In some instances, individual TAZ areas are corrected to reflect changes in growth which are not picked up in the projection model's histories. A few examples where corrections are required include areas where:

1. new construction is anticipated to exceed the pace of historical construction for an area,
2. an area is reaching build-out and all new construction will cease or slow down,
3. an unprecedented slow-down in the economic market, or
4. a boundary change has artificially increased/decreased the area.

a. Birth Data

The historical number of births is a good indicator of future kindergarten class size. Birth data is acquired from the Florida Department of Health Vital Records by U. S. Census tract. Several steps are taken to interpolate future kindergarten enrollment based on births, as not all children born will enter kindergarten. To project kindergarten enrollment, births by census tract have to be estimated for a five year period i.e., births from 2011 will potentially enter kindergarten in 2016-17. Data is then increased or decreased based on past kindergarten populations by census tract. Once the number of births is adjusted, the percentage of students that are in each census tract is broken down to the SAID level. Since the census tract may intersect more than one SAID, a unique identifier is created between the census tracts and SAIDs. The percentage of actual attending kindergarten students for the past two years is calculated for each unique SAID/census tract. This percentage is used to extrapolate the number of kindergarten from the total number of kindergarten aged students within a given unique SAID/census tract. The SAIDs are then summarized to obtain the estimated number of kindergarten students by SAID for five years.

b. Residential Development Data

Each year Broward County municipal planning staff provides current and forecasted certificates of occupancy to assist county and BCPS demographic staff in estimating population changes. Residential growth is also shared and monitored through the Facility Planning and Real Estate Department. BCPS requests city and county planning staff to estimate future certificates of occupancy over the next five years.

c. Other Data

Other information is analyzed to determine if the Cohort Survival rates may need to be adjusted to align with a shorter or longer historical time horizon. These data may include:

1. Existing home sales (source: Florida Association of Realtors)
2. Population Projections (source: U.S. Census, Broward County, Bureau of Economic and Business Research, and Florida Department of Education).

d. Attrition Rate of Attending Students

BCPS includes four years of attending enrollment to calculate the rate of attrition or rate of students matriculating to the next level within their SAID by grade. Attending enrollment is the total number of students within the attendance zone that are attending their geographically assigned school. Determining the attrition rate by SAID, keeps the feeder patterns intact as the grades matriculate to each specific school. For example:

$$\frac{\text{(\# of 2007-2008 attending 2nd graders) by SAID}}{\text{(\# of 2006-2007 attending 1st graders) by SAID}} = \text{SAID 2nd grade attrition rate 2007-2008}$$

$$\frac{\text{(\# of 2008-2009 attending 2nd graders) by SAID}}{\text{(\# of 2007-2008 attending 1st graders) by SAID}} = \text{SAID 2nd grade attrition rate 2008-2009}$$

$$\frac{\text{(\# of 2009-2010 attending 2nd graders) by SAID}}{\text{(\# of 2008-2009 attending 1st graders) by SAID}} = \text{SAID 2nd grade attrition rate 2009-2010}$$

Once the attrition rate is calculated for each grade, grades one through twelve, over the past three years, it is then averaged and used as a factor to obtain next year's projections for that grade. For example:

$$\left(\begin{array}{c}\text{Average SAID 2nd grade}\\ \text{attrition rate from 2007-2010}\end{array}\right) \times \left(\begin{array}{c}\text{\#of 2009-10 attending}\\ \text{2nd graders by SAID}\end{array}\right) = \text{projected 2010-11 2nd graders by SAID}$$

To calculate subsequent years of projections by grade, the model uses the projected rate of attrition based on the projected enrollment of the previous year to calculate the next projection year. For example:

$$\left(\begin{array}{c}\text{Average SAID 2nd grade}\\ \text{projected attrition rate}\\ \text{from 2008-2011}\end{array}\right) \times \left(\begin{array}{c}\text{\# of projected 2010-11}\\ \text{attending 2nd graders}\\ \text{by SAID}\end{array}\right) = \text{projected 2011-12 2nd graders by SAID}$$

Projections by SAID for each grade are then reviewed school-by-school. Attrition rates can cause projections to be exceedingly high or low in which case they will have to be adjusted so as not to cause an exponential effect in outer projection years. The following are possible corrections to rates:

Out-of-Boundary Students (OOB): Out-of-boundary (OOB) students are students attending a school from outside their attendance area (i.e. approved reassignments).

BCPS assumes that OOB students at each grade level at each school will be the same as the existing year and will have a survival rate of 100% as they matriculate through the grade levels. For example, Middle School A currently has the following OOB students: 35-6th grade, 38-7th grade, and 42-8th grade. For all projected years, Middle School A will have 35-6th grade, 38-7th grade, and 42-8th grade OOB students.

However, adjustments can be made to OOB students if enrollments naturally decline based on the calculated cohort survival rate yet economic or other conditions may suggest enrollment should increase or if schools are eligible to receive assignment transfers. Since assignment data is determined after the release of the projections and is subject to change, the OOB students typically remain constant in the model based on the current year's data.

The school-by-school Cohort Survival model projections, by grade, are compared and tested for reasonableness with other models such as the Florida Department of Education (FDOE) projections and the Broward County Planning

and Redevelopment Division school-aged population projections. Accordingly, adjustments may be made to the Cohort Survival model based on the following factors:

1. changes in the rate or type of new housing development within Broward county
2. changes in economic conditions (e.g. the creation of jobs usually means families are moving in whereas a recession usually means families are moving out)
3. immigration
4. natural phenomena (e.g. hurricanes)

There are also decisions made within BCPS, which may have a dramatic effect upon projections. These include:

1. future placement of English Language Learners (ELL) clusters
2. future placement of Exceptional Student Education (ESE) clusters
3. opening and closing of magnet programs (first year projections are difficult because of the lack of a "track record")
4. student choice reassignments
5. other approved reassignments
6. opening and closing of charter schools throughout the year

4. State Plant Survey

Florida Statue 1031.31 requires that every five years each county must submit a plant survey to aid in formulating plans for housing the educational program and student population as well as ancillary plants that provide services for the district. The Educational Plant Survey is a long-range facility planning tool that determines the future housing and facility needs of the district to provide an appropriate educational program and services for each student based on the district's mission statement and strategic plan. The survey is developed using Department of Education five-year projections. All projects in the Adopted District Educational Facilities Plan using state authorized funds must be in the district's state plant survey. Because of declining enrollment and increased space availability this requirement will eliminate building new capacity additions as a viable option to resolve level of service compliance. However, through the passage of the General Obligation Bond, which includes $800 million for capital

projects, the District will provide replacement permanent capacity to certain facilities that rely on aging relocatable classrooms to house their student population.

The updated five-year student enrollment projections provide a basis for determining capital needs. Table PSF-1 below, summarizes the actual enrollment, by level, for the 2018-19 and the projected enrollment for 2023-24 school years. The enrollment projections are compared to the benchmark day figures for the current (2018-19) school year. As indicated in the table, a decrease of 967 students occurred between 2017-18 and 2018-19.

Table PSF-1: Summary of Enrollment Projections

School Type	2017/18 Benchmark Day Enrollment	2018/19 Benchmark Day Enrollment	2018/19 Increase/(Decrease) Over 2017/18 Benchmark Day Enrollment	2023/24 Projected Benchmark Day Enrollment	2023/24 Increase/(Decrease) Over 2018/19 Benchmark Day Enrollment
Pre-Kindergarten	5,939	6,158	219	6,158	0
Elementary (K-5)	96,374	94,864	-1,510	95,487	623
Middle	48,335	48,804	469	48,821	17
High	70,686	70,358	-328	70,974	616
Centers	5,090	4,447	-643	4,447	0
Charters	45,093	45,919	826	47,521	1,602
Total	271,517	270,550	-967	273,409	2,859

Source: School Board of Broward County 2018

The District is projected to increase by 2,859 total pre-kindergarten through twelfth grade students, including those in centers and charter schools, by the 2023-24 school year. Enrollment in charter schools is 45,919 this year, with an undetermined number of additional charter schools anticipated in the next year. If the charter school trend continues, then these projected students will impact the capital needs of other public schools in the District. Recent trends in District and charter school enrollment, as well as current birth data indicate that elementary (pre-kindergarten through grade 5) enrollment in District-owned facilities will increase over the next five years by 623 students. Middle school enrollment in District-owned facilities is projected to show an increase of 17 students while high school enrollment will increase by 616 students. By the end of the five-year period, Broward County School District's projected enrollment will total 273,409 students.

5. Class Size Reduction

In November 2002, Florida's voters approved an amendment to the Florida Constitution that set limits on the number of students in core classes in the State's public schools. In 2003, the Florida Legislature enacted Chapter 2003-391, Laws of Florida, which implemented the amendment by requiring the number of students in each core classroom to be reduced by at least two students per year beginning in the 2003-04 school year, with full compliance measured at the classroom level by the 2010-11 school year. The class size maximums established in section 1003.03, Florida Statutes (F.S.), are described in Table PSF-2 below.

Table PSF-2: Class Size Maximums

Grade Group	Class Size Maximum
PK-3	18
4-8	22
9-12	25

a. Compliance

As of the 2010-11 school year, class size compliance is measured at classroom level, by room and period, for all core courses. Core-curricula courses that are included in the class size calculations are defined by the Florida Department of Education (FLDOE) by grade group per section 1003.01(14), F.S. The term is limited in meaning and used for the sole purpose of designating classes that are subject to the maximum class size requirements established in s. 1, Art. IX of the State Constitution. This term does not include virtual education or blended learning courses offered under ss. 1002.321(4)(e), 1002.33(7)(a)2.b., 1002.37, 1002.45, and 1003.499, F.S.

In 2010, Florida Legislature clarified that charter schools must comply with maximum class size requirements, except that the calculation for compliance pursuant to section 1003.03, F.S. shall be at the school level average by grade group, instead of at the classroom level. In 2013, Florida Legislature revised section 1002.31(9), F.S., requiring district-operated schools of choice to comply with section 1003.03, F.S., relating to maximum class size, with the calculation for compliance at the school level average by grade group, in the same manner as charter schools.

For the 2011-12 school year, when class size implementation began at the classroom level, Broward County Public Schools (BCPS) was meeting class size in 52.3% of the total core periods. The following year, in 2012-13, overall District class size compliance increased to 87.7% and continued to increase in 2013-14 to 89.3%. In 2014-15, all of the District's non-charter schools were able to meet 100% class size compliance requirements, at the classroom level for traditional schools and at the school level average by grade group for Schools of Choice. In 2017-18, for the fourth consecutive year, BCPS has continued to meet 100% class size compliance requirements at all of the District's non-charter schools. Final class size data for the 2018-19 school year will be released by the FLDOE at year's end.

b. Accountability

Accountability provisions included in the amendment and revised during the 2011 legislative session provide the following:

1. Compliance with the class size amendment is determined from student course records submitted to the Florida Department of Education (FLDOE) from the October student membership survey;
2. For each district out of compliance with class size requirements, the FLDOE will calculate a penalty reduction in the district's class size allocation;
3. Districts that have fully met class size requirements will receive a reallocation bonus of up to five percent of the base student allocation multiplied by the total district FTE students, not to exceed 25 percent of the reduced funds;
4. Each district that has not complied with class size requirements must submit a class size compliance plan, certified by the district school board, by February 1st that describes the specific actions the district will take to fully comply with class size requirements by October of the following school year; and
5. Section 1003.03(4)(c), F.S., authorizes the commissioner to recommend an alternate reduction amount if there is evidence that class size requirements were not met despite appropriate efforts to do so or because of an extreme emergency.

The 2011 legislature session also amended section 1003.03(2)(b), F.S., providing class size flexibility for students that enroll after the October student membership survey. If a district school board determines that it is impractical, educationally unsound or disruptive to student learning, students may be temporarily assigned to a class that exceeds the maximum. In kindergarten through grade 3, up to three students may be assigned to a teacher above the maximum. In grades 4 through 12, up to five students may be assigned to a teacher above the maximum. The district school board must develop a plan that provides that the school will be in full compliance by the next October student survey.

6. Options for Reducing Capacity

Broward County's School Board has considered options to optimize the usage of educational facilities within the District. Each year the District undergoes an extensive boundary process and considers the effectiveness of programs that are being utilized

as an alternative to adding capacity.

Boundary Process

Each year the District undergoes a boundary process that considers the demographic changes in student populations, available and future facility capacity, programming components, as well as the diversity at each school. As part of the annual boundary process the District relies on input from the communities and stakeholders. Through the boundary process, every effort is made to maintain equal educational opportunities.

Multi-track Scheduling

Broward County Schools has utilized multi-track schedules for an elementary school successfully. In that school, this multi-track schedule accommodated up to 120% of the school's FISH capacity in the 2005-06 school year. The community was content with the multi-track scheduling and has shown increases in student achievement, attendance and less discipline situations. The District can utilize this method in the future to increase the utilization of schools.

Grade Level Organization

Various grade level configurations are examined to reduce or add capacity. Presently we have two primary schools with grade levels of PreK-3, five PreK -8 school, and three 9-12 schools.

Block Scheduling

Broward County Schools have been in the forefront of implementing and evaluating block scheduling. Broward County Schools utilize block schedules at several schools.

High School Options

Dual enrollment gives high school juniors and seniors the opportunity to take college level courses and receive credits towards high school graduation. If a student qualifies for this it can free up capacity while benefiting student achievement. The early admissions and 18 credit diploma option allows for high school students to apply for early graduation, which will also relieve enrollment at our high schools.

Other Alternatives

Broward County Schools has also been using creative alternative methods to assist in distributing the student population by allowing parents and students the choice of school assignment. Some examples are:

1. Broward Virtual School: Broward Virtual School (BVS) offers full-time enrollment to students in grades K-12 through an online educational delivery system. Students in grades 6-12 may enroll part-time as well. BVS offers equitable access to high quality, individualized education, through the Internet and other distance learning technologies. The virtual environment provides flexibility of time and location, and promotes development of the skills, the attitudes, and the self-discipline necessary to achieve success in the 21st century. Broward Virtual School offers students the opportunity to earn a standard high school diploma entirely online.

2. Magnet Schools: The District offers magnet programs in several locations largely in schools where space is available. These programs offer a thematic educational program; which entices students/parents to choose a school and fill available seats. They have been a popular choice alternative option.

3. Charter Schools: Second only to Miami-Dade County, the District has led the state in the number of students attending charter schools. During the 1999-00 school year 3,873 students attended charter schools. Since that time charter school enrollment has increased an additional 42,046 students, enrolling a total of 45,919 students during the 2018-19 school year.

Table PSF-3: Charter Schools Serving Elementary, Middle and High School Students

Charters Serving Elementary School Students	Charters Serving Middle School Students	Charters Serving High School Students
Alpha International Academy	Avant Garde Academy	Academic Solutions Academy - A
Atlantic Montessori Charter School	Avant Garde K-8 Broward	Academic Solutions Academy High School
Atlantic Montessori Charter School West Campus	Ben Gamla Charter	Andrews High School
Avant Garde K-8 Broward	Ben Gamla Charter North Campus	Ascend Career Academy
Ben Gamla Charter	Ben Gamla Charter South Broward	Avant Garde Academy
Ben Gamla Charter North Campus	Bridge Prep Academy Broward County	Broward Math and Science Schools
Ben Gamla Charter South Broward	Broward Math and Science Schools	Championship Academy of Distinction at Davie High School
Bridge Prep Academy Broward County	Central Charter School	City of Pembroke Pines High
Bridge Prep Academy of Hollywood Hills	Championship Academy of Distinction at Davie	Coral Springs Charter School
Broward Math and Science Schools	Championship Academy of Distinction Middle School	Eagles' Nest Charter Academy
Central Charter School	Championship Academy of Distinction of West Broward	Franklin Academy - Pembroke Pines High School

Championship Academy of Distinction at Davie	City of Pembroke Pines High	International School of Broward
Championship Academy of Distinction at Hollywood	City of Pembroke Pines Middle	Somerset Academy Charter High School Miramar Campus
Championship Academy of Distinction of West Broward	City of Pembroke Pines Middle - West	Somerset Academy High
Charter School of Excellence	Coral Springs Charter School	Somerset Conservatory
Charter School of Excellence @ Davie	Eagles' Nest Charter Academy	Somerset Key High Charter School
City of Pembroke Pines Elementary	Eagles' Nest Middle	Somerset Preparatory Charter High at North Lauderdale
City of Pembroke Pines Elementary - East	Everest Charter School	SunEd High of North Broward
City of Pembroke Pines Elementary - West	Franklin Academy - Pembroke Pines High School	SunEd High School
Eagles' Nest Charter Academy	Franklin Academy - Sunrise	Sunrise High School
Everest Charter School	Franklin Academy Cooper City	The Ben Gamla Preparatory Charter High School
Excelsior Charter of Broward	Franklin Academy F	
Franklin Academy - Sunrise	Franklin Academy Pembroke Pines	
Franklin Academy Cooper City	Greentree Preparatory Charter School	
Franklin Academy F	Hollywood Academy of Arts & Science Middle	
Franklin Academy Pembroke Pines	Imagine Charter School at Broward	
Greentree Preparatory Charter School	Imagine Charter School at Weston	
Hollywood Academy of Arts & Science	Imagine Schools - Plantation Campus	
Imagine Charter School at Broward	International School of Broward	
Imagine Charter School at Weston	North Broward Academy of Excellence Middle	
Imagine Elementary School at North Lauderdale	Paragon Academy of Technology	
Imagine Schools - Plantation Campus	Renaissance Charter Middle School at Pines	
Innovation Charter School	Renaissance Charter School at Cooper City	
Kidz Choice Charter	Renaissance Charter School at Pines	
New Life Charter Academy	Renaissance Charter School at University	
North Broward Academy of Excellence Elementary	Renaissance Charter School of Coral Springs	
Panacea Prep Charter School	Renaissance Charter School of Plantation	

Renaissance Charter Middle School at Pines	RISE Academy School of Science and Technology	
Renaissance Charter School at Cooper City	Somerset Academy Key Middle School	
Renaissance Charter School at Pines	Somerset Academy Middle	
Renaissance Charter School at University	Somerset Academy Miramar Middle	
Renaissance Charter School of Coral Springs	Somerset Academy Riverside Middle Charter School	
Renaissance Charter School of Plantation	Somerset East Preparatory Academy	
RISE Academy School of Science and Technology	Somerset Pines Academy	
Somerset Academy Davie	Somerset Preparatory Academy Charter at North Lauderdale	
Somerset Academy Elementary	Somerset Preparatory Charter Middle	
Somerset Academy Elementary South Campus	Somerset Village Academy Middle	
Somerset Academy Miramar	The Ben Gamla Preparatory Charter High School	
Somerset Academy Pompano	West Broward Academy	
Somerset Academy Riverside Charter School		
Somerset East Preparatory Academy		
Somerset Miramar South		
Somerset Neighborhood		
Somerset Pines Academy		
Somerset Preparatory Academy Charter at North Lauderdale		
Somerset Village Academy		
South Broward Montessori Charter School		
Sunshine Elementary		
West Broward Academy		

Source: School Board of Broward County 2018

E. Analysis of Infrastructure Needs for Existing and Proposed School Facilities

Broward County currently has 322 public school facilities, including elementary, middle, high, charter and special schools. Infrastructure, including roads, drainage, sanitary sewer and potable water facilities, are available to support existing and proposed school facilities.

One area which needs attention however, is pedestrian infrastructure. The County has some areas where sidewalks and unobstructed access to schools can be improved. To address this, Broward County promotes safe routes to schools (SRTS) through the Broward County MPO 2035 Long Range Transportation Plan. A goal to "ensure and where possible enhance safety and security" in transportation projects near schools is intended to reduce hazards by providing infrastructure needed for school children within a 2-mile radius of schools. In furthering this goal, the 2035 Plan proposes sidewalk infrastructure improvements in areas which are deemed hazardous and/or enhance the safety and security of pedestrians. The School District has also applied for Safe Route to School (SRTS) Grants for sidewalk construction since 2006. The list of needed sidewalk improvements contains over 150 locations in Broward County and is updated annually.

In addition, the development review and site selection process of any proposed school must consider infrastructure needs. These procedures and processes are outlined in Sections V and VI of the Third Amended ILA. The School Board also requires that all major expansion, remodeling and/or replacements projects (exceeding $1,000,000) undergo a Master Planning process. This process involves public input and evaluates infrastructure issues such as site circulation, parking, retention areas and public utility locations.

DATA & ANALYSIS

A. Population and Housing Conditions

1. Population Growth in Broward County

Broward County has experienced significant population growth since 1970. As Table 3 below illustrates, in 1970 Broward County had a population of 620,100 and the 2010 Census population count was 1,748,066, a growth of 182%. Though the County is approaching "build-out", expectations are that growth will continue. The future pace of growth will be less than in past decades, both in terms of percentage and in absolute growth as Broward makes the transition from large tracts of "Greenfield" development to "redevelopment." However, with the addition of lands in the northwest "Wedge" near Parkland, over two thousand acres of agricultural lands were transferred into Broward County from Palm Beach County's boundary.

At the same time the population demographics will continue to change. A larger percentage of population growth will occur from international migration. Generally, migrants are younger and less likely to have a family. The "Median Age" and "% 65 or over" columns, from Table 3 below, are indicators of this change in the short term. Broward's median age increased as it became home to larger numbers of retirees during the 1970's and early 1980's. The population ages 65 or greater peaked in the early 1980's at 22%; but, an increase in international migration to Broward brought that percentage down to 14% in 2010, approaching its lowest level since 1960, before the influx of retirees. Looking to the future, demographic trends are expected to shift once more. This shift is most likely to result from the "baby boomer" generation achieving retirement age, accompanied by a trend towards smaller families. Broward County can expect an increase in the percentage population ages 65 and older, combined with a slow reduction in the percentage of population ages 18 or under. These trends are expected to continue into the long-term planning horizon by 2045, as shown in Table PSF-~~3~~4, below.

Table PSF-4: Population Broward County 1970-2045

Year	Total	Average Annual Change		Median Age	% 18 or Under	% 65 or over
		Percent	Population			
1970	620,100	8.6%	28,615	38.7	29%	18%
1980	1,018,257	6.4%	39,816	38.7	22%	22%
1990	1,255,531	2.3%	23,727	37.8	21%	21%
2000	1,623,018	2.9%	36,749	37.8	24%	16%
2010	1,748,066	0.8%	12,505	39.7	22%	14%
2015*	1,827,367	0.9%	15,860	–	21%**	15%
2016*	1,854,513	1.0%	17,741	–	21%**	15%
2020*	1,914,498	1.2%	21,553	–	21%**	17%
2025*	1,989,753	1.0%	19,543	–	21%**	20%
2030*	2,052,432	0.8%	15,752	–	21%**	22%
2035*	2,111,652	0.6%	13,015	–	20%**	23%
2040*	2,158,080	0.5%	11,121	–	20%**	24%
2045*	2,200,492	0.5%	10,590	–	20%**	24%

Sources for Table PSF4:

U.S. Census Bureau, Decennial Census for years 1970, 1980, 1990, 2000, 2010

University of Florida Bureau of Economic and Business Research, Detailed Population Projections by Age, Sex, Race, and Hispanic Origin, for Florida and Its Counties, 2020-2045, With Estimates for 2016 All Races

* Median Age data not available from BEBR.

** Calculation of % 18 or Under for 2015-2045 is for % 17 or Under

2. School Age Population

As with population growth in general, Broward's school age population has experienced considerable growth since 1970. Table PSF-45, below, illustrates how the influx of retirees through the early 1980's caused the Kindergarten through 12th Grade population to decrease by more than 5% of the total. The decline continued into 1990, but by 2000 the K-12 population's percentage of the total increased. Since 2000, the

school age population, in both K-12 and Higher Education, has slowly declined as a percentage of total population. This trend is expected to continue into the long-term planning horizon in 2045. During this time, the absolute numbers in school age population are expected to increase for both K-12 and Higher Education.

Table PSF-5: School Age Population Broward County 1970-2045

Year	School Age Population			Percent of Total Population		
	K-12	Higher Ed.	Total	K-12	Higher Ed.	Total
1970	133,064	118,673	251,737	22%	19%	41%
1980	164,431	250,044	414,475	16%	250%	41%
1990	177,638	317,283	494,921	14%	25%	39%
2000	279,888	348,245	628,133	17%	22%	39%
2010	288,093	371,647	659,740	17%	21%	38%
2015	284,090	401,087	685,177	16%	22%	38%
2016	286,454	405,946	692,400	15%	22%	37%
2020	294,344	423,059	717,403	15%	22%	37%
2025	305,980	436,134	742,114	15%	21%	36%
2030	315,355	431,019	746,374	15%	20%	35%
2035	322,598	431,309	753,907	15%	20%	35%
2040	328,250	441,211	769,461	15%	20%	34%
2045	331,076	453,278	784,354	15%	20%	34%

Source: U.S. Census Bureau, Decennial Census for years 1970, 1980, 1990, 2000, 2010
University of Florida Bureau of Economic and Business Research, Detailed Population Projections by Age, Sex, Race, and Hispanic Origin, for Florida and Its Counties, 2020-2045, With Estimates for 2016 All Races

3. Housing Characteristics

While Broward's housing inventory once was dominated by the single-family detached home, that is no longer the case. The housing industry responded to the influx of retirees during the 1970's and 1980's by building large numbers of multi-family condominiums and apartments. Between 1970 and 1990, single family homes grew by nearly 87,000. During that same time period, multi-family homes grew by 264,000 units (averaging 13,000 per year).

Expansion in the southwest and northwest portions of Broward shifted new construction emphasis back to single-family homes. They increased by nearly as much during the decade of the 1990's as they did for the twenty years prior. Still, in 2016 there are 15% more multi-family units than single-family. Multi-family units represent 56% of all housing units in Broward. With the annexation of the "Wedge" into the northwest boundary of Broward County, a small increase in single-family units should be expected in the next few years, but these new units will likely be balanced out by multi-family infill and redevelopment in the eastern corridor closer to the beaches.

Reported vacancy rates are influenced primarily by the number of seasonally-occupied units and magnitude of current residential construction. The high vacancy rate in Broward County may be attributed to its role as a destination for many seasonal residents, and that these units have been counted as vacant regardless of the actual status. Both of these influences on vacancy rates are expected to decrease. The vacancy rate reached its lowest in 2000, during a time when the County was experiencing intensive construction for single family houses. At that time, the school age population also spiked, particularly in the K-12 age group. The relationship between vacancy rate and school age population is expected to loosen in the coming years as development patterns shift away from single family homes to other types of housing.

Table PSF-6: Housing Characteristics, Broward County 1970-2016

Year	Total Units	Single Family	% Single Family	Multi-Family	Other	Owner Occupied	Renter Occupied	% Vacant	% Owner Occupied
1970	253,325	149,447	59.0%	94,017	9,861	161,962	60,601	12.1%	72.8%
1980	477,468	202,898	42.5%	258,987	15,583	299,730	117,787	12.6%	71.8%
1990	628,660	236,321	37.6%	358,665	33,674	359,570	168,872	15.9%	68.0%
2000	741,043	303,357	40.9%	409,756	27,930	454,750	199,695	11.7%	69.5%
2010	806,858	330,550	41.0%	452,673	23,635	463,511	205,387	17.1%	69.3%
2015	814,454	336,671	41.3%	455,767	22,016	425,691	244,593	17.7%	63.5%
2016	816,886	337,760	41.3%	456,331	22,795	422,354	250,634	17.6%	62.8%

Source: U.S. Census Bureau, Decennial Census for years 1970, 1980, 1990, 2000, 2010; American Community Survey 5-Year Estimates for years 2015 and 2016.

4. Development Trends

Broward County has approached "build-out" status while still feeling the pressure of population growth. As shown on Table H-33 in the Housing Element Support Document, a total of 29,955 residential building permits were issued in Broward County in 2016. The majority (61%) were for multi-family construction permits, which have seen a steady increase since 2012. The demand for rental units includes new households and households switching from owning to renting. This growth in renter household growth reflects in part the sharp decline in the national homeownership rate after 2004. While many factors drove that decline, the massive wave of foreclosures after the housing crash was a key contributor.

B. Current Profile of Broward County Public Schools

1. Summary Profile of Public Schools in Broward County

The numbers of school buildings, student stations and classrooms are reflected in Table PSF-7. The majority of buildings and student stations are for elementary students, 55% and 44% respectively as compared to the total for the School District. High Schools have the highest level of relocatable stations (9,883) and Elementary has the highest level of relocatable classrooms (414). As noted in Table PSF-8, most of the school facility buildings were constructed in the last 20 years. Figure PSF-A in the Appendix depicts the locations of all Public Schools in Broward County.

Table PSF-7: Summary Profile of School Capacity

School Type	Permanent Buildings	Relocatable Buildings	Permanent Stations	Relocatable Stations	Permanent Classrooms	Relocatable Classrooms	Permanent Net Sq.Ft.	Relocatable Net Sq.Ft.
Elementary	1,322	414	116,004	7,696	6,551	414	15,444,070	358,760
Middle	389	323	57,954	5,938	2,714	323	7,145,931	267,421
High	486	418	74,821	9,883	3,389	418	9,624,340	343,099
Special	189	122	13,866	2,251	823	122	2,420,506	100,764
Charter	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	2,386	1,277	262,645	25,768	13,477	1,277	34,634,847	1,070,044

Source: School Board of Broward County, Florida Inventory of School Houses (FISH) data 2018.

Table PSF-8: Age of School Facility Buildings

School Type	% of sq.ft. 1-10 years	% of sq.ft. 11-20 years	% of sq.ft. 21-30 years	% of sq.ft. 31-40 years	% of sq.ft. 41-50 years	% of sq.ft. over 50 years
Elementary Schools	6%	31%	37%	7%	14%	6%
Middle Schools	2%	26%	33%	4%	24%	11%
High Schools	4%	32%	13%	7%	29%	15%
Special Schools	5%	22%	25%	17%	19%	12%
Charter Schools	N/A	N/A	N/A	N/A	N/A	N/A

Source: School Board of Broward County Florida Inventory of School Houses (FISH) data 2018

2. Elementary Schools

There are 140 public elementary schools in Broward County as of 2018-19 not including Broward Virtual Elementary. There are five K-8 Combination school. A profile of the existing elementary schools is depicted in Table PSF-9 below.

Table PSF-9: Current Profile – Broward County Elementary Schools 2018-19

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Atlantic West Elementary	8	1974-2004	6	13	712	1,009	70.6%
Banyan Elementary	10	1980-2009	4	5	612	831	73.6%
Bayview Elementary	2	1958-2000	4	0	578	629	91.9%
Bennett Elementary	8	1952-2007	10	0	366	596	61.4%
Bethune, Mary Elementary	18	1961-2008	12	0	436	1,217	35.8%
Boulevard Heights Elementary	10	1961-2008	15	0	669	893	74.9%
Broadview Elementary	10	1965-2006	5	8	806	1,130	71.3%
Broward Estates Elementary	10	1957-2007	18	0	388	765	50.7%
Castle Hill Elementary	9	1969-2007	8	17	621	817	76.0%
Central Park Elementary	13	1990-2004	10	10	865	1,123	77.0%
Challenger Elementary	8	2000-2004	3	0	1,033	1,100	93.9%
Chapel Trail Elementary	10	1994-2003	6	0	808	1,159	69.7%
Coconut Creek Elementary	10	1969-2002	5	3	629	811	77.6%
Coconut Palm Elementary	12	2000-2000	2	13	737	902	81.7%
Colbert Elementary	10	1952-2008	5	0	700	893	78.4%
Collins Elementary	10	1957-2005	11	0	369	408	90.4%
Cooper City Elementary	10	1970-2007	3	2	738	771	95.7%
Coral Cove Elementary	12	2004-2004	3	0	666	913	72.9%
Coral Park Elementary	11	1989-2007	12	6	607	776	78.2%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Coral Springs PreK-8	10	1974-2006	6	2	692	998	69.3%
Country Hills Elementary	15	1990-2006	10	0	845	934	90.5%
Country Isles Elementary	9	1987-2004	13	6	984	1,096	89.8%
Cresthaven Elementary	10	1992-2008	7	0	585	776	75.4%
Croissant Park Elementary	12	1992-2003	7	2	771	882	87.4%
Cypress Elementary	13	1969-2010	8	2	758	960	79.0%
Dania Elementary	7	1958-2007	11	3	461	626	73.6%
Davie Elementary	9	1977-2003	5	5	740	815	90.8%
Deerfield Beach Elementary	14	1927-2010	11	3	590	672	87.8%
Deerfield Park Elementary	11	1978-2005	10	0	628	829	75.8%
Dillard Elementary	10	1994-1994	7	2	854	835	102.3%
Discovery Elementary	15	2008-2009	3	0	972	1,036	93.8%
Dolphin Bay Elementary	12	2005-2005	3	0	697	913	76.3%
Drew Elementary	15	1990-1990	9	0	514	694	74.1%
Driftwood Elementary	8	1960-2003	13	12	640	758	84.4%
Eagle Point Elementary	12	1994-2009	8	4	1,420	1,351	105.1%
Eagle Ridge Elementary	12	1994-1994	6	0	862	959	89.9%
Embassy Creek Elementary	14	1991-2008	7	0	1,239	1,196	103.6%
Endeavour Primary Learning Center	12	2002-2002	2	2	391	515	75.9%
Everglades Elementary	10	1998-2005	4	8	1,031	1,220	84.5%
Fairway Elementary	11	1968-2005	10	0	707	1,067	66.3%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Flamingo Elementary	14	1975-2006	4	9	666	779	85.5%
Floranada Elementary	11	1999-1999	2	0	754	895	84.2%
Forest Hills Elementary	8	1975-2004	4	2	726	875	83.0%
Foster, Stephen Elementary	9	1961-2007	16	0	671	817	82.1%
Fox Trail Elementary	25	1997-2004	4	7	1,200	1,304	92.0%
Gator Run Elementary	12	1998-2004	3	16	1,313	1,452	90.4%
Griffin Elementary	10	1979-1991	4	4	623	687	90.7%
Gulfstream Academy of Hallandale Beach	27	2003-2003	22	15	1,598	1,976	80.9%
Harbordale Elementary	4	1959-2008	13	0	497	528	94.1%
Hawkes Bluff Elementary	12	1990-2006	10	10	867	1,044	83.0%
Heron Heights Elementary	12	2007-2008	3	0	1,142	1,096	104.2%
Hollywood Central Elementary	7	1992-1995	9	1	433	756	57.3%
Hollywood Hills Elementary	12	1959-2007	9	0	755	845	89.3%
Hollywood Park Elementary	12	1969-1991	4	0	502	652	77.0%
Horizon Elementary	8	1974-2001	6	2	587	729	80.5%
Hunt, James Elementary	13	1973-2004	6	0	625	925	67.6%
Indian Trace Elementary	12	1990-1990	9	10	712	843	84.5%
Lake Forest Elementary	11	1961-2006	11	9	727	928	78.3%
Lakeside Elementary	12	1997-2001	3	3	749	831	90.1%
Larkdale Elementary	10	1961-2008	16	4	417	685	60.9%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Lauderhill, Paul Turner Elementary	11	1995-1995	6	0	674	959	70.3%
Liberty Elementary	12	2001-2004	3	1	979	1,386	70.6%
Lloyd Estates Elementary	8	1968-2008	9	8	528	691	76.4%
Manatee Bay Elementary	7	2001-2004	3	10	1,210	1,320	91.7%
Maplewood Elementary	11	1980-2004	5	8	746	961	77.6%
Margate Elementary	11	1962-2007	19	0	1,024	1,436	71.3%
Markham, Robert C Elementary	9	1967-2004	10	4	596	709	84.1%
Marshall, Thurgood Elementary	8	1991-2002	6	1	423	859	49.2%
McNab Elementary	10	1993-2002	8	1	620	745	83.2%
Meadowbrook Elementary	15	1958-2009	12	6	709	809	87.6%
Miramar Elementary	10	1991-2004	7	1	608	1,022	59.5%
Mirror Lake Elementary	13	1969-2009	8	7	671	791	84.8%
Morrow Elementary	10	1976-2008	7	0	532	914	58.2%
Nob Hill Elementary	8	1975-2004	3	7	635	857	74.1%
Norcrest Elementary	10	1976-2008	11	0	778	1,013	76.8%
North Andrews Gardens Elementary	10	1996-2006	7	6	875	921	95.0%
North Fork Elementary	10	1965-2007	10	0	442	784	56.4%
North Lauderdale Pre K-8	13	1974-2006	8	0	762	1,043	73.1%
North Side Elementary	5	1927-2001	8	0	363	669	54.3%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Oakland Park Elementary	7	1927-2004	13	0	603	924	65.3%
Oakridge Elementary	8	1959-1993	13	6	526	721	73.0%
Orange Brook Elementary	9	2006-2006	3	0	697	913	76.3%
Oriole Elementary	9	1971-2005	6	2	657	794	82.7%
Palm Cove Elementary	12	1992-2008	10	9	596	1,049	56.8%
Palmview Elementary	10	1969-2009	6	3	609	732	83.2%
Panther Run Elementary	12	1997-1997	2	1	555	856	64.8%
Park Lakes Elementary	15	2000-2006	4	0	1,006	1,335	75.4%
Park Ridge Elementary	10	1972-2008	7	0	579	601	96.3%
Park Springs Elementary	12	1990-2004	10	0	1,011	1,308	77.3%
Park Trails Elementary	12	2000-2008	4	0	2,362	2,559	92.3%
Parkside Elementary	10	1999-2008	4	2	865	1,078	80.2%
Pasadena Lakes Elementary	10	1971-2008	8	7	539	781	69.0%
Pembroke Lakes Elementary	8	1976-2007	5	4	718	741	96.9%
Pembroke Pines Elementary	9	1965-2008	6	8	592	709	83.5%
Perry, Annabel C PreK-8	10	1969-2005	9	8	735	1,063	69.1%
Peters Elementary	11	1958-2008	17	12	716	845	84.7%
Pines Lakes Elementary	10	1979-2009	7	0	549	1,020	53.8%
Pinewood Elementary	10	1979-2001	5	11	584	1,038	56.3%
Plantation Elementary	12	1999-1999	2	0	647	895	72.3%
Plantation Park Elementary	10	1967-2002	4	0	543	637	85.2%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Pompano Beach Elementary	19	1992-1992	9	2	502	628	79.9%
Quiet Waters Elementary	23	1990-2008	12	17	1,203	1,600	75.2%
Ramblewood Elementary	10	1977-2004	4	1	880	1,084	81.2%
Riverglades Elementary	10	1991-2017	7	0	1,061	1,252	84.7%
Riverland Elementary	10	1991-2008	7	0	557	696	80.0%
Riverside Elementary	10	1987-2001	11	6	732	804	91.0%
Rock Island Elementary	14	2001-2008	4	0	585	638	91.7%
Royal Palm Elementary	12	1971-2004	9	8	825	1,012	81.5%
Sanders Park Elementary	12	1965-2004	8	5	510	755	67.5%
Sandpiper Elementary	14	1989-2006	12	0	619	1,000	61.9%
Sawgrass Elementary	12	1993-2007	8	0	1,027	1,302	78.9%
Sea Castle Elementary	12	1990-2004	11	1	841	1,111	75.7%
Sheridan Hills Elementary	7	1971-2001	6	0	517	668	77.4%
Sheridan Park Elementary	13	1966-2008	7	0	690	891	77.4%
Silver Lakes Elementary	12	1997-1997	2	1	414	856	48.4%
Silver Palms Elementary	14	1995-2001	3	0	635	898	70.7%
Silver Ridge Elementary	13	1989-2008	14	6	1,032	1,002	103.0%
Silver Shores Elementary	12	2002-2003	3	0	433	902	48.0%
Stirling Elementary	9	1991-2007	7	4	602	771	78.1%
Sunland Park Academy	4	1992-1994	3	1	434	528	82.2%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Sunset Lakes Elementary	12	2002-2008	4	0	897	1,430	62.7%
Sunshine Elementary	9	1964-2002	15	5	587	893	65.7%
Tamarac Elementary	8	1974-2004	7	0	740	1,419	52.1%
Tedder Elementary	12	1964-2004	14	0	583	1,364	42.7%
Tradewinds Elementary	12	1995-2008	4	9	1,242	1,380	90.0%
Tropical Elementary	10	1971-2008	6	0	1,011	1,025	98.6%
Village Elementary	12	1968-2009	13	0	711	957	74.3%
Walker Elementary	10	1959-2009	9	0	818	1,119	73.1%
Watkins Elementary	10	1995-1995	2	0	528	895	59.0%
Welleby Elementary	13	1991-2004	6	6	802	915	87.7%
West Hollywood Elementary	11	1991-1991	5	5	535	687	77.9%
Westchester Elementary	10	1976-2009	10	8	1,135	1,166	97.3%
Westwood Heights Elementary	9	1958-2008	12	3	723	861	84.0%
Wilton Manors Elementary	8	1995-1998	5	0	616	677	91.0%
Winston Park Elementary	12	1990-2004	12	0	1,206	1,310	92.1%
Total	1,480		1,026	441	99,382	127,506	77.9%

Source: School Board of Broward County, 2018

Elementary school locations and attendance zones/concurrency service areas (CSAs) are illustrated in Appendix Figure PSF-B. Elementary school enrollment, including prekindergarten, for 2018-19, not including Broward Virtual Elementary, centers, charters, or schools without attendance areas, is 99,382 students. There are 5 elementary schools with enrollment greater than their LOS capacity, which is the adopted LOS standard (i.e. the higher of: 100 % gross capacity or 110% permanent FISH capacity. For the 2018-19 school year, this translates into 4% of elementary schools in Broward County not meeting the LOS.

3. Middle Schools

There are 37 public middle schools in Broward County as of 2018-19 not including Broward Virtual Middle or schools without attendance boundaries. A profile of these schools is shown by Table PSF-10.

Table PSF-10: Current Profile – Broward County Middle Schools 2018-19

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Apollo Middle	15	1969-2007	8	16	1,400	1,558	89.9%
Attucks Middle	24	1960-1997	8	0	814	1,350	60.3%
Bair Middle	10	1975-1993	4	5	902	1,318	68.4%
Coral Springs Middle	19	1975-2005	4	0	1,147	2,089	54.9%
Crystal Lake Middle	14	1971-2002	3	16	1,407	1,583	88.9%
Dandy, William Middle	19	1991-1995	19	5	1,003	1,246	80.5%
Deerfield Beach Middle	32	1960-2003	10	4	1,175	1,543	76.2%
Driftwood Middle	22	1961-2005	13	4	1,388	1,837	75.6%
Falcon Cove Middle	21	1999-1999	2	48	2,284	2,239	102.0%
Forest Glen Middle	20	1990-2004	19	8	1,360	1,788	76.1%
Glades Middle	20	2006-2008	4	11	1,396	2,026	68.9%
Indian Ridge Middle	26	1995-2005	5	28	1,982	2,233	88.8%
Lauderdale Lakes Middle	14	1969-1976	4	17	868	1,243	69.8%
Lauderhill 6-12	22	1969-1995	7	9	862	1,054	81.8%
Lyons Creek Middle	22	1999-2006	3	3	1,945	2,091	93.0%
Margate Middle	23	1966-2001	9	1	1,211	1,439	84.2%
McNicol Middle	12	1997-1997	2	0	745	1,433	52.0%
Millennium 6-12 Collegiate Academy	11	2001-2006	4	8	1,648	1,780	92.6%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
New Renaissance Middle	20	2000-2000	4	0	1,193	1,702	70.1%
New River Middle	18	1995-1995	3	6	1,574	1,511	104.2%
Olsen Middle	20	1954-1991	28	0	655	1,238	52.9%
Parkway Middle	15	1958-2010	27	0	1,502	2,411	62.3%
Pines Middle	21	1993-2005	3	0	846	1,946	43.5%
Pioneer Middle	20	1975-1991	5	44	1,488	1,650	90.2%
Plantation Middle	22	1969-2004	5	0	717	1,480	48.4%
Pompano Beach Middle	12	1964-2008	10	9	1,106	1,227	90.1%
Ramblewood Middle	17	1976-2005	4	20	1,235	1,437	85.9%
Rickards, James Middle	13	1968-2004	5	0	882	1,132	77.9%
Sawgrass Springs Middle	20	1995-1998	8	3	1,204	1,293	93.1%
Seminole Middle	21	1958-2009	5	13	1,126	1,416	79.5%
Silver Lakes Middle	20	1983-2002	15	0	706	1,163	60.7%
Silver Trail Middle	22	1995-2009	3	22	1,470	1,785	82.4%
Sunrise Middle	18	1991-1999	15	8	1,358	1,403	96.8%
Tequesta Trace Middle	23	1990-2006	19	4	1,614	1,500	107.6%
Westglades Middle	24	2001-2001	4	16	1,792	1,825	98.2%
Westpine Middle	18	1990-2006	19	0	1,022	1,399	73.1%
Young, Walter C Middle	30	1987-2008	16	0	1,108	1,432	77.4%
Total	720		326	328	46,135	58,800	78.5%

Source: School Board of Broward County, 2018

Middle school locations and attendance zones/concurrency service areas (CSAs) are illustrated in Appendix Figure PSF-C. Middle school enrollment for 2018-19 is 46,135 students not including Broward Virtual Middle, centers or charters. There are 3 middle schools with enrollment greater than their LOS capacity, which is the adopted LOS standard (i.e. the higher of: 100 % gross capacity or 110% permanent FISH capacity. For the 2018-19 school year, this translates into 8% of middle schools in Broward County not meeting the LOS.

4. High Schools

There are 27 public high schools in Broward County as of 2018-19 not including Broward Virtual High or schools without attendance boundaries. A profile of these schools is shown by Table PSF-11.

Table PSF-11: Current Profile – Broward County High Schools 2018-19

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Anderson, Boyd High	32	1972-2010	14	1	1,808	3,112	58.10%
Coconut Creek High	40	1964-2000	15	34	1536	2884	0.532594
Cooper City High	30	1971-2009	31	2	2,368	2,494	94.95%
Coral Glades High	45	2003-2008	4	0	2485	2874	0.864649
Coral Springs High	37	1975-2005	9	13	2,816	3,244	86.81%
Cypress Bay High	45	2001-2004	8	64	4,807	4,761	100.97%
Deerfield Beach High	41	1969-2010	16	22	2,453	2,848	86.13%
Dillard High	51	1959-2001	16	0	2,267	2,980	76.07%
Ely, Blanche High	39	1952-2010	23	0	2,063	3,065	67.31%
Everglades High	45	2002-2010	5	22	2,352	2,980	78.93%
Flanagan, Charles W High	45	1995-1995	13	31	2,526	3,034	83.26%
Fort Lauderdale High	27	1958-2007	12	0	2,132	2,218	96.12%
Hallandale High	28	1976-1976	6	10	1,236	1,821	67.87%
Hollywood Hills High	30	1968-2006	7	19	1,916	2,667	71.84%
McArthur High	40	1958-2002	32	5	2,066	2,432	84.95%
Miramar High	38	1969-2005	13	8	2,432	2,827	86.03%
Monarch High	55	2002-2005	7	10	2,445	2,360	103.60%
Northeast High	52	1958-2010	27	3	1693	2536	0.667587
Piper High	30	1971-2007	18	39	2,439	3,479	70.11%
Plantation High	35	1963-2009	22	3	2,054	2,895	70.95%
South Broward High	25	1947-2008	28	0	2,309	2,518	91.70%
South Plantation High	32	1969-2006	15	7	2,290	2,561	89.42%
Stoneman Douglas High	45	1990-2008	14	5	3,319	3,873	85.70%

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (Benchmark Day)	LOS Capacity	% of Capacity
Stranahan High	38	1951-2004	27	2	1,411	2,613	54.00%
Taravella, J P High	31	1979-2006	10	18	3,150	3,761	83.75%
West Broward High	43	2007-2008	8	0	2713	3031	0.895084
Western High	40	1979-2009	19	23	3,383	3,754	90.12%
Total	1,039		419	341	64,469	79,622	80.97%

Source: School Board of Broward County, 2018

High school locations and attendance zones/concurrency service areas (CSAs) are illustrated in Figure PSF-D. High school enrollment for 2018-19 was 64,469 students not including Broward Virtual High, centers or charters, or schools without attendance boundaries. For the 2018-19 school year, there were 2 high schools with enrollment greater than their LOS capacity, which is the adopted LOS standard (i.e. the higher of: 100 % gross capacity or 110% permanent FISH capacity. This translates to 7% of high schools that do not meet the LOS. Note: Atlantic Technical, McFatter Technical, Sheridan Technical, Nova, College Academy at BC, and Pompano Beach Institute of International Studies are not traditional high schools with attendance boundaries/concurrency service areas, and therefore are not subject to LOS requirements.

5. Charter Schools

There are 88 charter schools operating in Broward County as of the 2018-19 school year. The profiles of these schools are shown in Table PSF-12.

Table PSF-12: Current Profile – Broward County Charter Schools 2018-19

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Academic Solutions Academy - A 2000 W Commercial Boulevard Fort Lauderdale, FL 33309	250	196	54	N/A
Academic Solutions Academy High School 2000 W Commercial Boulevard Fort Lauderdale, FL 33309	250	176	74	N/A
Alpha International Academy 121 S 24 Avenue Hollywood, FL 33020	384	105	279	N/A
Andrews High School 3500 N Andrews Avenue Pompano Beach, FL 33064	550	290	260	N/A
Ascend Career Academy 5251 Coconut Creek Parkway Margate, FL 33063	1,000	216	784	N/A
Atlantic Montessori Charter School 9893 Pines Boulevard Pembroke Pines, FL 33024	219	136	83	N/A
Atlantic Montessori Charter School West Campus 2550 S Flamingo Road Davie, FL 33325	150	150	0	N/A
Avant Garde Academy 2025 McKinley Street Hollywood, FL 33020	750	568	182	N/A
Avant Garde K-8 Broward 2025 McKinley Street Hollywood, FL 33020	1,374	1,195	179	N/A
Ben Gamla Charter 2620 Hollywood Boulevard Hollywood, FL 33020	625	526	99	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Ben Gamla Charter North Campus 2620 Hollywood Boulevard Hollywood, FL 33020	900	134	766	N/A
Ben Gamla Charter South Broward 6511 W Sunrise Boulevard Plantation, FL 33313	900	339	561	N/A
Bridge Prep Academy Broward County 7595 NW 61 Street Tamarac, FL 33321	1,000	319	681	N/A
Bridge Prep Academy of Hollywood Hills 1400 N 46 Avenue Hollywood, FL 33021	500	306	194	N/A
Broward Math and Science Schools 6101 NW 31 Street Margate, FL 33063	400	356	44	N/A
Central Charter School 4525 N State Road 7 Lauderdale Lakes, FL 33319	1,293	1,169	124	N/A
Championship Academy of Distinction at Davie 3367 N University Drive Davie, FL 33024	692	559	133	N/A
Championship Academy of Distinction at Davie High School 3020 NW 33 Avenue Lauderdale Lakes, FL 33311	875	78	797	N/A
Championship Academy of Distinction at Hollywood 1100 Hillcrest Drive Hollywood, FL 33021	600	430	170	N/A
Championship Academy of Distinction Middle School1100 Hillcrest DriveHollywood, FL 33021	374	237	137	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Championship Academy of Distinction of West Broward 7100 W Oakland Park Boulevard Sunrise, FL 33313	640	233	407	N/A
Charter School of Excellence 1217 SE 3 Avenue Fort Lauderdale, FL 33316	310	302	8	N/A
Charter School of Excellence at Davie 2801 N University Drive Pembroke Pines, FL 33024	350	324	26	N/A
City of Pembroke Pines Elementary 12350 Sheridan Street Pembroke Pines, FL 33026	2,470	1,915	555	N/A
City of Pembroke Pines High 17189 Sheridan Street Pembroke Pines, FL 33331	2,144	2,113	31	N/A
City of Pembroke Pines Middle 12350 Sheridan Street Pembroke Pines, FL 33026	1,398	1,332	66	N/A
Coral Springs Charter School 3205 N University Drive Coral Springs, FL 33065	1,600	1,667	-67	N/A
Eagles' Nest Charter Academy 3698 NW 15 Street Lauderhill, FL 33311	400	380	20	N/A
Eagles' Nest Middle 201 N University Drive Coral Springs, FL 33071	800	59	741	N/A
Everest Charter School 10038-10044 W McNab Road Tamarac, FL 33321	205	130	75	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Excelsior Charter of Broward 2099 W Prospect Road Tamarac, FL 33321	466	184	282	N/A
Franklin Academy - Pembroke Pines High School 5000 SW 207 Terrace Pembroke Pines, FL 33332	1,400	755	645	N/A
Franklin Academy - Sunrise 4500 NW 103 Avenue Sunrise, FL 33351	1,475	1,338	137	N/A
Franklin Academy Cooper City 6301 S Flamingo Road Cooper City, FL 33330	1,340	1,310	30	N/A
Franklin Academy F 5000 SW 207 Terrace Pembroke Pines, FL 33332	1,340	662	678	N/A
Franklin Academy Pembroke Pines 18800 Pines Boulevard Pembroke Pines, FL 33029	1,750	1,388	362	N/A
Greentree Preparatory Charter School 6301 SW 160 Avenue Southwest Ranches, FL 33331	213	158	55	N/A
Hollywood Academy of Arts & Science 1705 Van Buren Street Hollywood, FL 33020	1,100	1,095	5	N/A
Hollywood Academy of Arts & Science Middle 1705 Van Buren Street Hollywood, FL 33020	400	431	-31	N/A
Imagine Charter School at Broward 9001 Westview Drive Coral Springs, FL 33067	1,080	828	252	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Imagine Charter School at Weston 2500 Glades Circle Weston, FL 33327	1,075	930	145	N/A
Imagine Elementary School at North Lauderdale 1395 S State Road 7 North Lauderdale, FL 33068	745	598	147	N/A
Imagine Schools - Plantation Campus 8200 Peters Road Plantation, FL 33324	1,340	361	979	N/A
Innovation Charter School 600 SW 3rd Street Pompano Beach, FL 33060	580	474	106	N/A
International School of Broward 3100 N 75 Avenue Hollywood, FL 33024	675	85	590	N/A
Kidz Choice Charter 1800 N Douglas Road Pembroke Pines, FL 33024	750	182	568	N/A
New Life Charter Academy 3550 Davie Boulevard Fort Lauderdale, FL 33312	600	157	443	N/A
North Broward Academy of Excellence Elementary 8200 SW 17 Street North Lauderdale, FL 33068	763	677	86	N/A
North Broward Academy of Excellence Middle 8200 SW 17 Street North Lauderdale, FL 33068	762	349	413	N/A
Panacea Prep Charter School 201 N University Drive Coral Springs, FL 33071	188	135	53	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Paragon Academy of Technology 502 N 28 Avenue Hollywood, FL 33020	500	141	359	N/A
Renaissance Charter Middle School at Pines 10501 Pines Boulevard Pembroke Pines, FL 33026	1,145	435	710	N/A
Renaissance Charter School at Cooper City 2800 N Palm Avenue Cooper City, FL 33026	1,504	1,199	305	N/A
Renaissance Charter School at Pines 10501 Pines Boulevard Pembroke Pines, FL 33026	1,145	947	198	N/A
Renaissance Charter School at University 8399 N University Drive Tamarac, FL 33321	1,504	1,405	99	N/A
Renaissance Charter School of Coral Springs 6250 W Sample Road Coral Springs, FL 33067	1,504	1,520	-16	N/A
Renaissance Charter School of Plantation 6701 W Sunrise Boulevard Plantation, FL 33313	1,504	865	639	N/A
RISE Academy School of Science and Technology 6101 NW 31 Street Margate, FL 33063	300	318	-18	N/A
Somerset Academy Charter High School Miramar Campus 9300 Pembroke Road Miramar, FL 33025	1,000	286	714	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Somerset Academy Davie 3788 Davie Road Davie, FL 33314	800	149	651	N/A
Somerset Academy Elementary 20801 Johnson Street Pembroke Pines, FL 33029	1,001	646	355	N/A
Somerset Academy Elementary South Campus 19620 Pines Boulevard Pembroke Pines, FL 33024	600	267	333	N/A
Somerset Academy High 20805 Johnson Street Pembroke Pines, FL 33029	1,200	1,031	169	N/A
Somerset Academy Key Middle School 959 SE 6 Avenue Deerfield Beach, FL 33441	495	423	72	N/A
Somerset Academy Middle 20803 Johnson Street Pembroke Pines, FL 33029	600	886	-286	N/A
Somerset Academy Miramar 12601 Somerset Boulevard Miramar, FL 33027	675	515	160	N/A
Somerset Academy Miramar Middle 12601 Somerset Boulevard Miramar, FL 33027	480	416	64	N/A
Somerset Academy Pompano 1101 NW 33 Street Pompano Beach, FL 33064	750	138	612	N/A
Somerset Academy Riverside Charter School 2251 Riverside Drive Coral Springs, FL 33065	600	134	466	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Somerset Academy Riverside Middle Charter School 2251 Riverside Drive Coral Springs, FL 33065	400	45	355	N/A
Somerset Conservatory 20807 Johnson Street Pembroke Pines, FL 33029	200	164	36	N/A
Somerset East Preparatory Academy 2000 S State Road 7 Miramar, FL 33023	500	238	262	N/A
Somerset Key High Charter School 959 SE 6 Avenue Deerfield Beach, FL 33441	800	228	572	N/A
Somerset Miramar South 12425 SW 53 Street Miramar, FL 33027	750	212	538	N/A
Somerset Neighborhood 9300 Pembroke Road Miramar, FL 33025	500	525	-25	N/A
Somerset Pines Academy 901 NE 33 Street Pompano Beach, FL 33064	500	431	69	N/A
Somerset Preparatory Academy Charter at North Lauderdale 7101 Kimberly Boulevard North Lauderdale, FL 33068	900	758	142	N/A
Somerset Preparatory Charter High at North Lauderdale 7101 Kimberly Boulevard North Lauderdale, FL 33068	1,000	263	737	N/A
Somerset Preparatory Charter Middle 9300 Pembroke Road Miramar, FL 33025	600	354	246	N/A

Facility Name & Location	Contract Capacity	Current Enrollment 2018-19	Surplus or Deficit Capacity	Projected Enrollment 2023-24
Somerset Village Academy 225 NW 29 Street Wilton Manors, FL 33311	750	236	514	N/A
Somerset Village Academy Middle 225 NW 29 Street Wilton Manors, FL 33311	750	149	601	N/A
South Broward Montessori Charter School 520 NW 5 Street Hallandale Beach, FL 33009	348	150	198	N/A
SunEd High of North Broward 1117 Banks Road Margate, FL 33063	400	309	91	N/A
SunEd High School 2360 W Oakland Park Boulevard Oakland Park, FL 33311	550	336	214	N/A
Sunrise High School 424 W Sunrise Boulevard Fort Lauderdale, FL 33311	550	389	161	N/A
Sunshine Elementary 502 N 28 Avenue Hollywood, FL 33020	500	317	183	N/A
The Ben Gamla Preparatory Charter High School 2650 Van Buren Street Hollywood, FL 33020	600	501	99	N/A
West Broward Academy 5281 Coconut Creek Parkway Margate, FL 33063	910	556	354	N/A
Total	70,260	45,919	24,341	N/A

Source: Contract Capacity reported by Charter Schools Support, September 2018

Charter school locations are illustrated in Appendix Figure PSF-E. They have a District-wide attendance zone/concurrency service area, which means they are not subject to LOS requirements. Charter school enrollment for 2018-19 was 45,919 students.

C. Projected 5 Year School Enrollment, Capacity, LOS and Improvement Costs

The analysis of the current and five (5) year projected data of school facilities is compiled in the LOS Plan contained within the Adopted District Educational Facilities Plan. It represents information for the years 2018-19 through 2022-23. The LOS Plan is a matrix that contains the data to demonstrate each elementary, middle and high school's ability to meet the adopted LOS Standard during each DEFP period by calculating the projected enrollment divided by the LOS capacity of the facility. As previously stated on page 8 (Level of Service Standard Methodology), the LOS Standard is the maximum permissible school utilization rate relative to capacity. Based upon the newly adopted Third Amended and Restated ILA, LOS Capacity is implemented as the higher of: 100% gross capacity or 110% permanent FISH capacity. The LOS Plan therefore shows the projected enrollment for each of the five years covered by the DEFP divided by the LOS Capacity of each school. It should be noted that the LOS Plan contained in the 2018-19 to 2022-23 DEFP still reflects the previous LOS contained in the Second Amended ILA which was 100% gross capacity and commencing in the 2019/20 school year, converted to 110% permanent FISH capacity. This is because the DEFP was published prior to adoption of School Board Policy 1161 to enable implementation of the new LOS.

1. Concurrency Costs – Affected Parties

The costs associated with achieving and maintaining the LOS during the five (5) year period are paid for and shared by public and private funding sources. The Revenue and Appropriations Summary within the Adopted DEFP details the primary public and private entities which pay for the capacity improvements. Millage - funds collected through property taxes which are the primary revenue source. Impact/Mitigation Fees are another source collected from developers to address capacity improvement costs.

The cost associated with the capacity additions for those school facilities not currently meeting the LOS are depicted in the Adopted DEFP. The improvement costs are derived from the financially feasible DEFP. There may be additional costs to meet concurrency which are addressed through Proportionate Share Mitigation provisions. These provisions and requirements are outlined in the Second Amended Interlocal Agreement, specifically, Sections 8.14 and 8.15.

2. Land Area Requirements

There are currently no new schools planned which would require additional land to meet capacity improvements. As such, the Adopted DEFP does not contain information to indicate the number of acres needed per school type or a listing of planned school site acquisitions.

The School Board adopted new "urban school" standards intended to reduce the acreage amounts required to build schools given the diminishing availability of land in Broward County.

D. Projected 10 Year School Enrollment, Capacity, LOS and Improvement Costs

The long-term planning period for school facilities is ten years. Table PSF-13 below represents capacity needs information for the end of the ten-year period through 2028-29. The data compares the School District's LOS by grade level and Planning Area to the 2028-29 projected student enrollments and the available LOS capacity. The cumulative information presents a total LOS capacity of 269,257, versus a projected enrollment of 212,278 or an excess of 56,959 seats. The cumulative total solely based on permanent capacity is 235,340 with an excess of 23,062 seats.

Table PSF-13: Projected 10 Year School Facilities by Planning Area and District-Wide

Planning Area	School Type	LOS (110% Perm. Capacity)	Projected Enrollment 2027-28	Surplus or (Deficit) Capacity	Improvement Strategy	Projected Cost	Projected Added Capacity
Area A	Elementary School	20,752	15,059	5,693	None	N/A	N/A
	Middle School	8,432	6,786	1646.2	None	N/A	N/A
	High School	13,752	12,282	1470.5	None	N/A	N/A
Area B	Elementary School	21,367	16,108	5,259	None	N/A	N/A
	Middle School	9,046	7,383	1,663	None	N/A	N/A
	High School	11,157	8,780	2,377	None	N/A	N/A
Area C	Elementary School	17,499	13,705	3,794	None	N/A	N/A
	Middle School	9,172	7,258	1,914	None	N/A	N/a
	High School	9,127	5,965	3,162	None	N/A	N/A
Area D	Elementary School	19,795	17,646	2,149	None	N/A	N/A
	Middle School	8,868	7,385	1482.73	None	N/A	N/A
	High School	13,971	12,563	1408.4	None	N/A	N/A
Area E	Elementary School	13,339	10,145	3,194	None	N/A	N/A
	Middle School	5,325	4,260	1064.9	None	N/A	N/A
	High School	7,811	5,859	1,952	None	N/A	N/A
Area F	Elementary School	20,280	14,462	5,818	None	N/A	N/A

Planning Area	School Type	LOS (110% Perm. Capacity)	Projected Enrollment 2027-28	Surplus or (Deficit) Capacity	Improvement Strategy	Projected Cost	Projected Added Capacity
	Middle School	10,541	7,682	2,859	None	N/A	N/A
	High School	14,366	12,297	2,069	None	N/A	N/A
Area G	Elementary School	17,803	13,470	4,333	None	N/A	N/A
	Middle School	7,416	5,613	1,803	None	N/A	N/A
	High School	9,438	7,572	1,866	None	N/A	N/A
District-Wide	Elementary School	130,835	100,596	30,239	None	N/A	N/A
	Middle School	58,800	46,366	12,434	None	N/A	N/A
	High School	79,622	65,317	14,305	None	N/A	N/A
Total		269,257	212,278	56,979		$0	N/A

Source: School Board of Broward County, 2018.

Based on LOS capacity, there are no planning areas where there is projected to be a deficit of seats.

E. Collocation of School Facilities

The collocation of public school facilities with local government public/civic facilities, is used in the context of this analysis as public facilities collocated or located adjacent to each other, and used by both the School Board and local governments through the use of a Recreation Lease Agreement. Shared use facilities are facilities that are not located adjacent to each other, are owned by either the School Board or the local government, but shared by both parties through mutual agreement or understanding. Article IX of the Third Amended Interlocal Agreement for Public School Facility Planning includes a process to ensure that the opportunity for collocation is maximized to the greatest extent possible.

F. Emergency Shelters

New educational facilities located outside the Hurricane Evacuation Zones (Plan A or B) as shown on the Broward County Hurricane Evacuation Map (ND-1) are required to have core facility areas designed as Enhanced Hurricane Protection Areas unless the facility is exempted based on a recommendation by the local emergency management agency or the Department of Community Affairs. Certain factors are considered to qualify for the exemption, such as low evacuation demand, size, location, accessibility and storm surge. For example, if the County has adequate shelter capacity, a school may be exempt. Table PSF-~~13~~14 is an inventory of schools within Broward County that serve as general population emergency shelters. **Three of the general population shelters are also designated as pet friendly shelters.** Additionally, there are five (5) additional schools within Broward County designated as "Special Needs Shelters". Since these shelters are not publicly advertised by Broward County, they are not included on the inventory of schools shelter listing (Table PSF-1~~3~~4).

Table PSF-14: List of Emergency Shelters

SCHOOL NAME	ADDRESS
ATC - Arthur Ashe, Jr. Campus	1701 N.W. 23 Ave. , Fort Lauderdale , FL 33311
Beachside Montessori Village	2230 Lincoln Street, Hollywood, FL 33020
Challenger Elementary	5703 NW 94 Ave., Tamarac , FL 33321
Coconut Palm Elementary	13601 Monarch Lakes Blvd., Miramar , FL 33027
Coral Cove Elementary	5100 S.W. 148 Ave., Miramar, FL 33027
Coral Glades High	2700 Sportsplex Drive, Coral Springs, FL 33065
Dolphin Bay Elementary	16450 Miramar Parkway, Miramar, FL 33027
Everglades Elementary	2900 Bonaventure Boulevard, Weston , FL 33331
Everglades High (Pet Friendly)	17100 SW 48th Court, Miramar, FL 33027
Falcon Cove Middle (Pet Friendly)	4251 Bonaventure Blvd, Weston , FL 33332
Floranada Elementary	5251 NE 14 Way, Fort Lauderdale , FL 33334
Fox Trail Elementary	1250 Nob Hill Rd., Davie, FL 33324
Gator Run Elementary	1101 Glades Parkway, Weston , FL 33327
Gulfstream Academy of Hallandale Beach, South	900 8th Street, Hallandale Beach, FL 33009
Lakeside Elementary	900 NW 136 Ave., Pembroke Pines , FL 33028
Liberty Elementary	2450 Banks Rd., Margate, FL 33063
Lyons Creek Middle (Pet Friendly)	4333 Sol Press Blvd., Coconut Creek , FL 33073
Manatee Bay Elementary	19200 Manatee Isles Drive, Weston, FL 33332
Monarch High	5050 Wiles Rd., Coconut Creek , FL 33073

SCHOOL NAME	ADDRESS
New Renaissance Middle	10701 Miramar Boulevard, Miramar, FL 33027
Orange Brook Elementary	715 S. 46 Ave., Hollywood , FL 33021
Panther Run Elementary	801 NW 172 Ave., Pembroke Pines , FL 33029
Park Lakes Elementary	3925 N. State Rd. 7, Lauderdale Lakes, FL 33319
Park Trails Elementary	10700 Trails End, Parkland , FL 33076
Parkside Elementary	10257 NW 29 St., Coral Springs , FL 33065
Pines Middle	200 NW Douglas Rd., Pembroke Pines , FL 33024
Plantation Elementary	651 NW 42 Ave., Plantation , FL 33317
Pompano Beach High	600 NE 13 Avenue, Pompano Beach , FL 33060
Rock Island Elementary	2350 N.W. 19 St., Fort Lauderdale, FL 33311
Silver Lakes Elementary	2300 SW 173 Ave., Miramar , FL 33029
Silver Palms Elementary	1209 NW 155 Ave., Pembroke Pines , FL 33028
Silver Shores Elementary	1701 SW 160 Ave., Miramar, FL 33027
Silver Trail Middle (currently out of commission due to re-roofing)	18300 Sheridan St., Pembroke Pines , FL 33331
Sunset Lakes Elementary	18400 SW 25 St., Miramar, FL 33029
Tradewinds Elementary	5400 Johnson Rd., Coconut Creek , FL 33073
Watkins Elementary	3520 SW 52 Ave., Pembroke Park , FL 33023
West Broward High School	500 NW 209th Ave, Pembroke Pines, FL 33029

Source: Broward County Emergency Management Division, October 2018

G. Funding Sources for Capital Improvements

The School Board of Broward County has total projected revenue, and financing sources of $2.8 billion for public school capital improvements for the 5-year period ending 2022-23 as depicted in the Revenue and Appropriations Summary of the Adopted DEFP. The major sources of revenues are millage, which is collected from local property taxes, and a voter approved general obligation bond. They comprise 88% of total revenues. The primary appropriations are for construction programs, debt service, and renovation of district facilities, which comprise 85% of total appropriations.

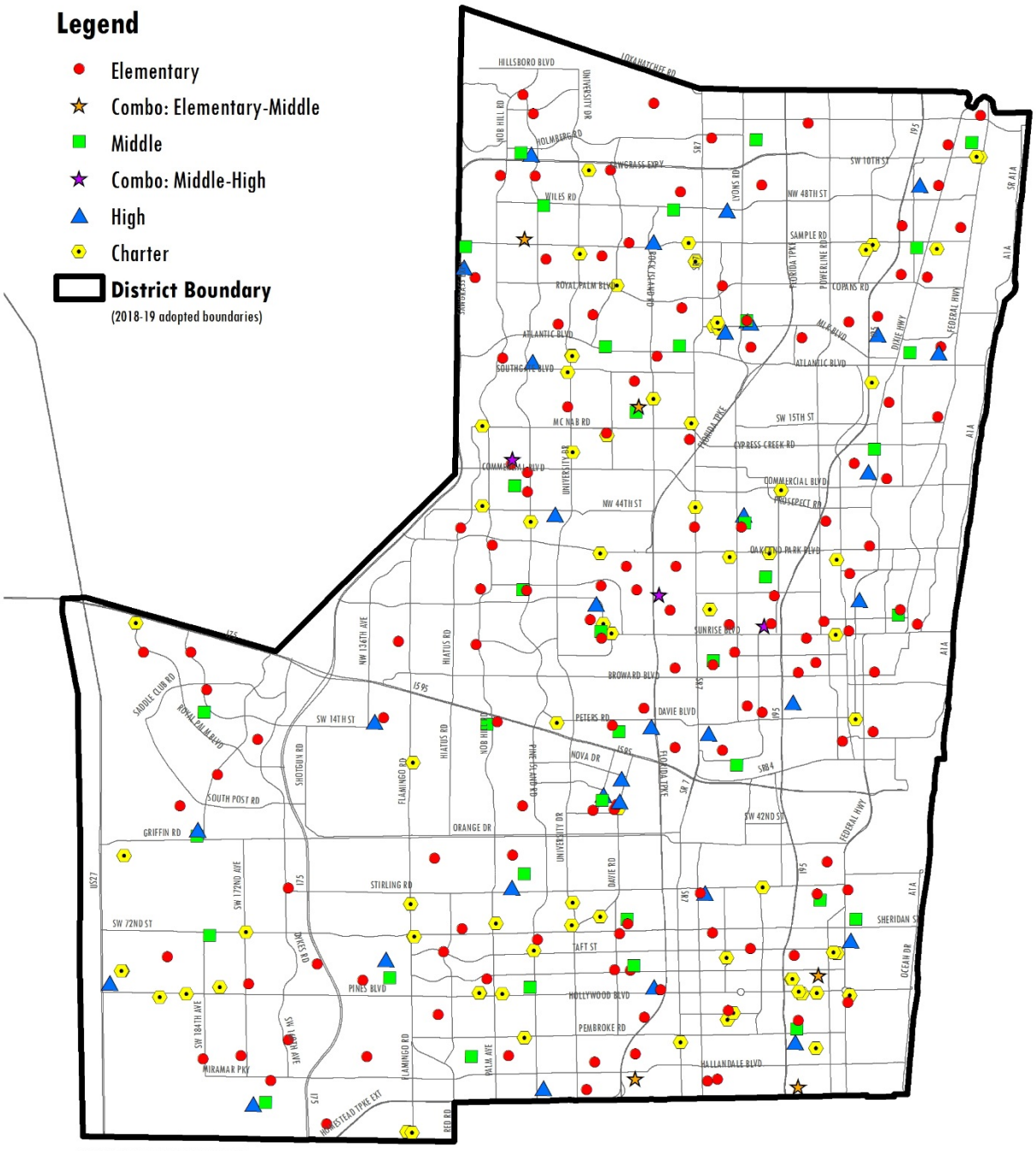
The projected capital outlays, by school facility for the 5-year period are depicted in the 5-Year Adopted DEFP.

H. Operating Cost Considerations

There are just under 1,000 school buses used by Broward District Schools on daily routes. transporting more than 73,000 students to and from school, and driving more than 16 million miles to 234 locations.

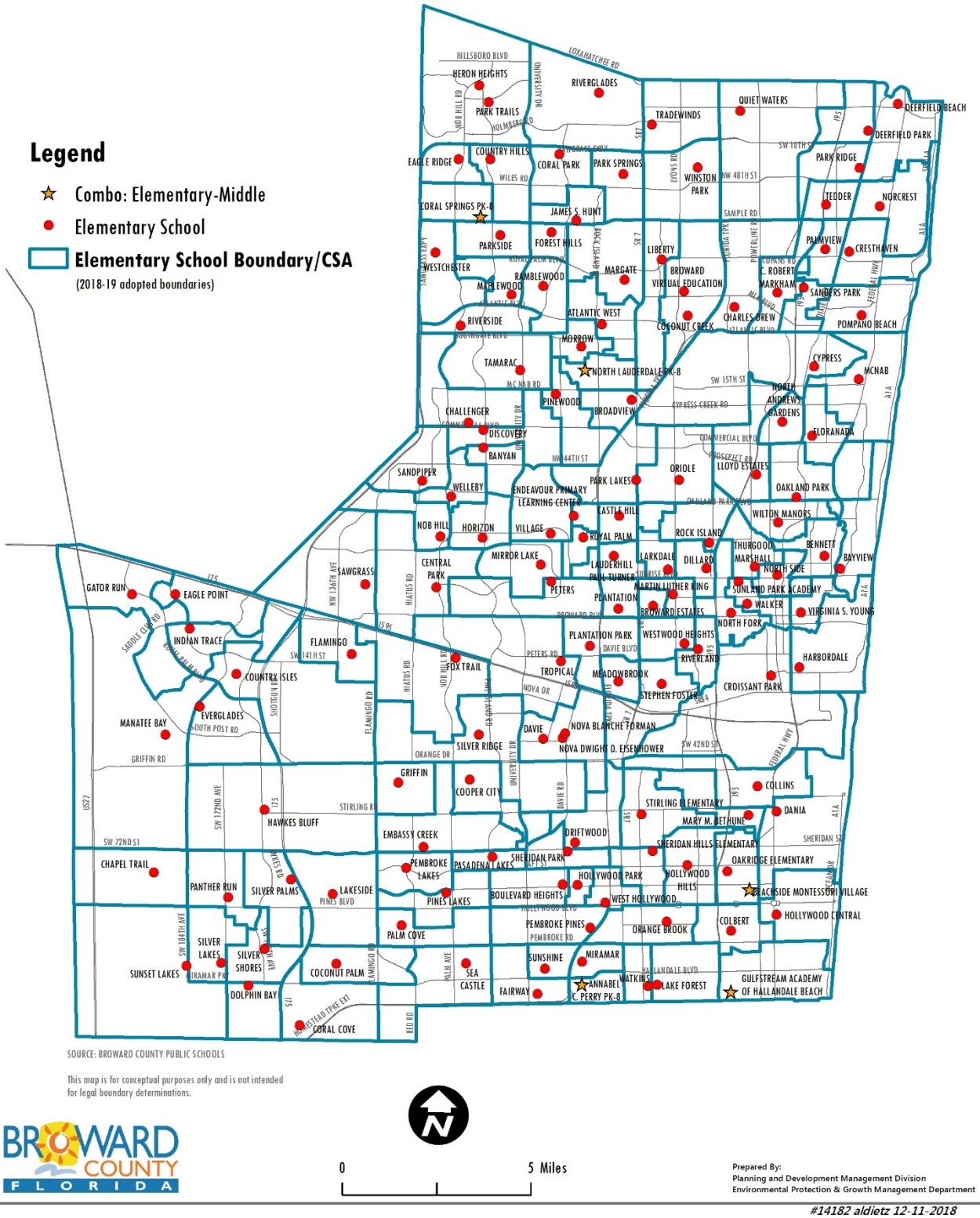
EXISTING PUBLIC SCHOOL FACILITIES - 2017

FIG. PSF-A



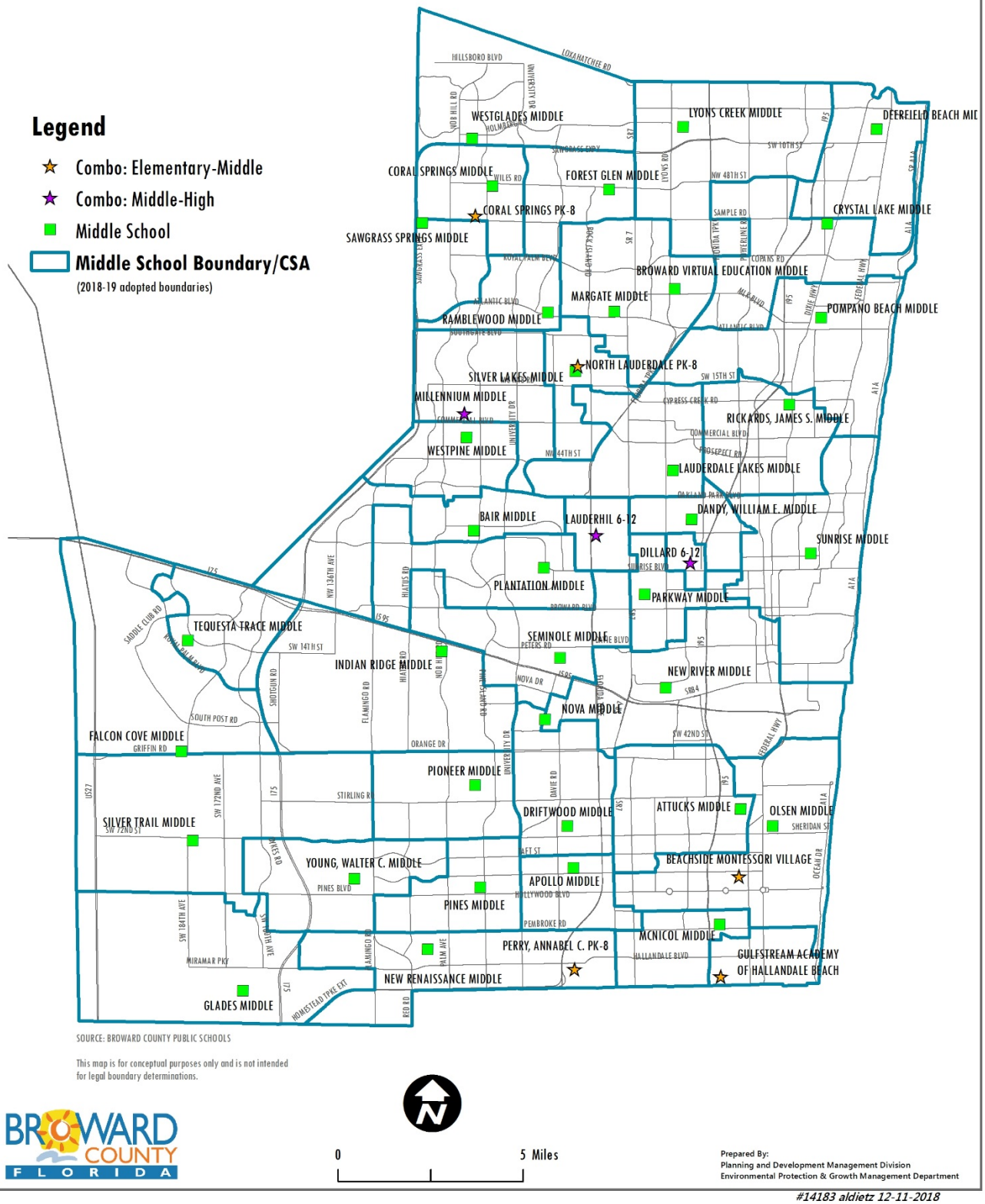
FUTURE CONDITIONS - ELEMENTARY SCHOOLS FIVE YEAR PLAN (2017-2022)

FIG. PSF-B



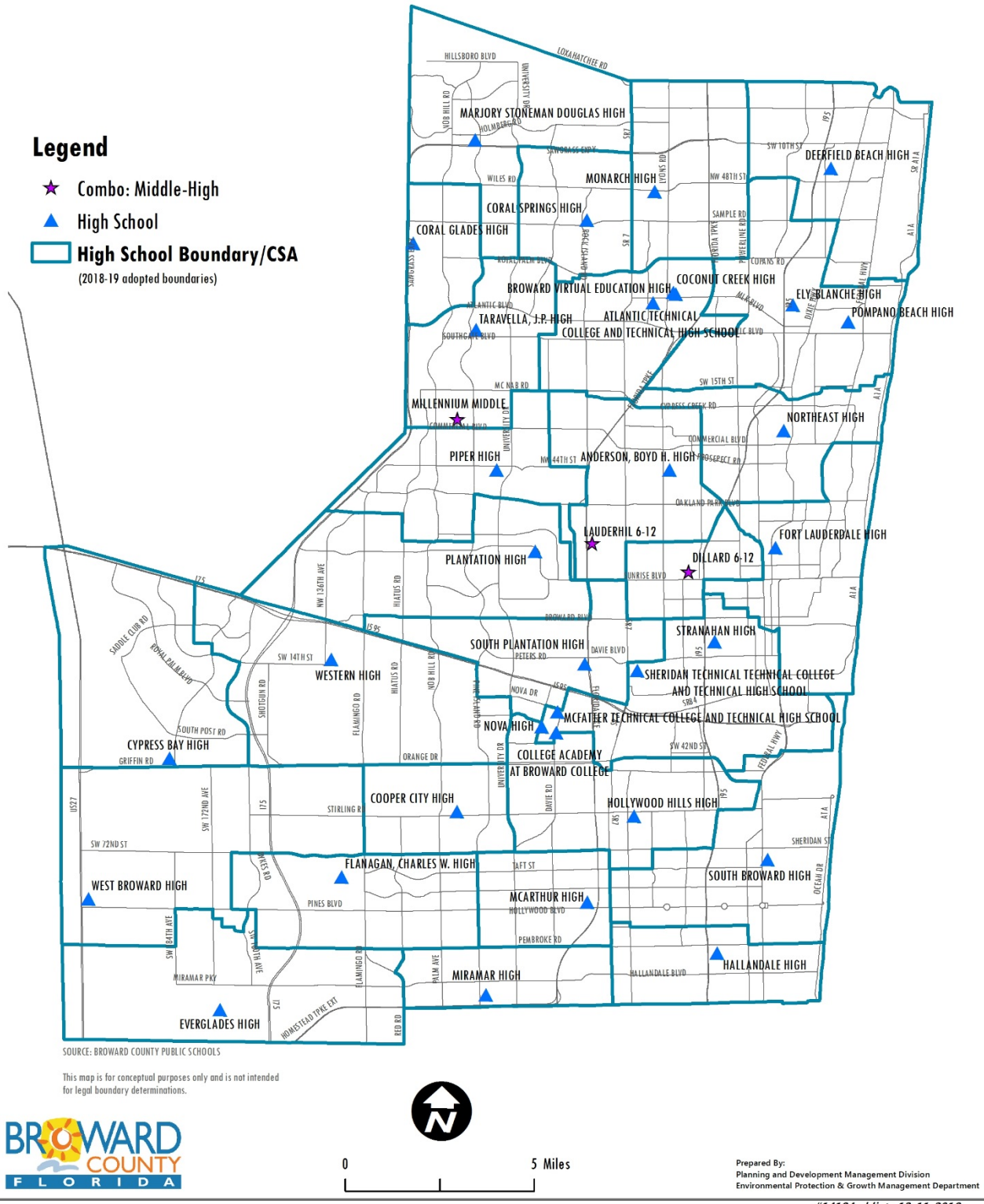
FUTURE CONDITIONS - MIDDLE SCHOOLS FIVE YEAR PLAN (2017-2022)

FIG. PSF-C



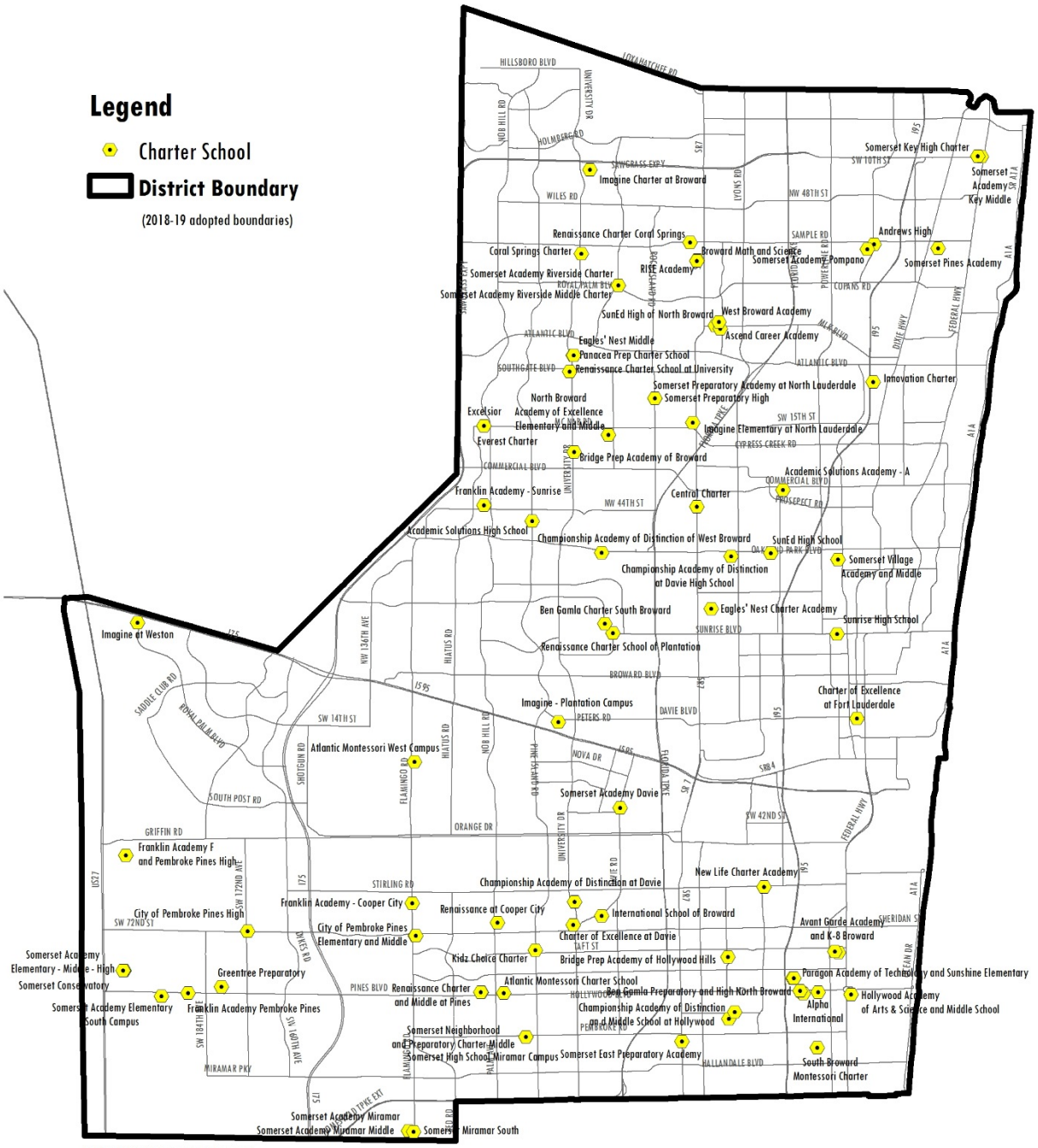
FUTURE CONDITIONS - HIGH SCHOOLS
FIVE YEAR PLAN (2017-2022)

FIG. PSF-D



FUTURE CONDITIONS - CHARTER SCHOOLS FIVE YEAR PLAN (2017-2022)

FIG. PSF-E



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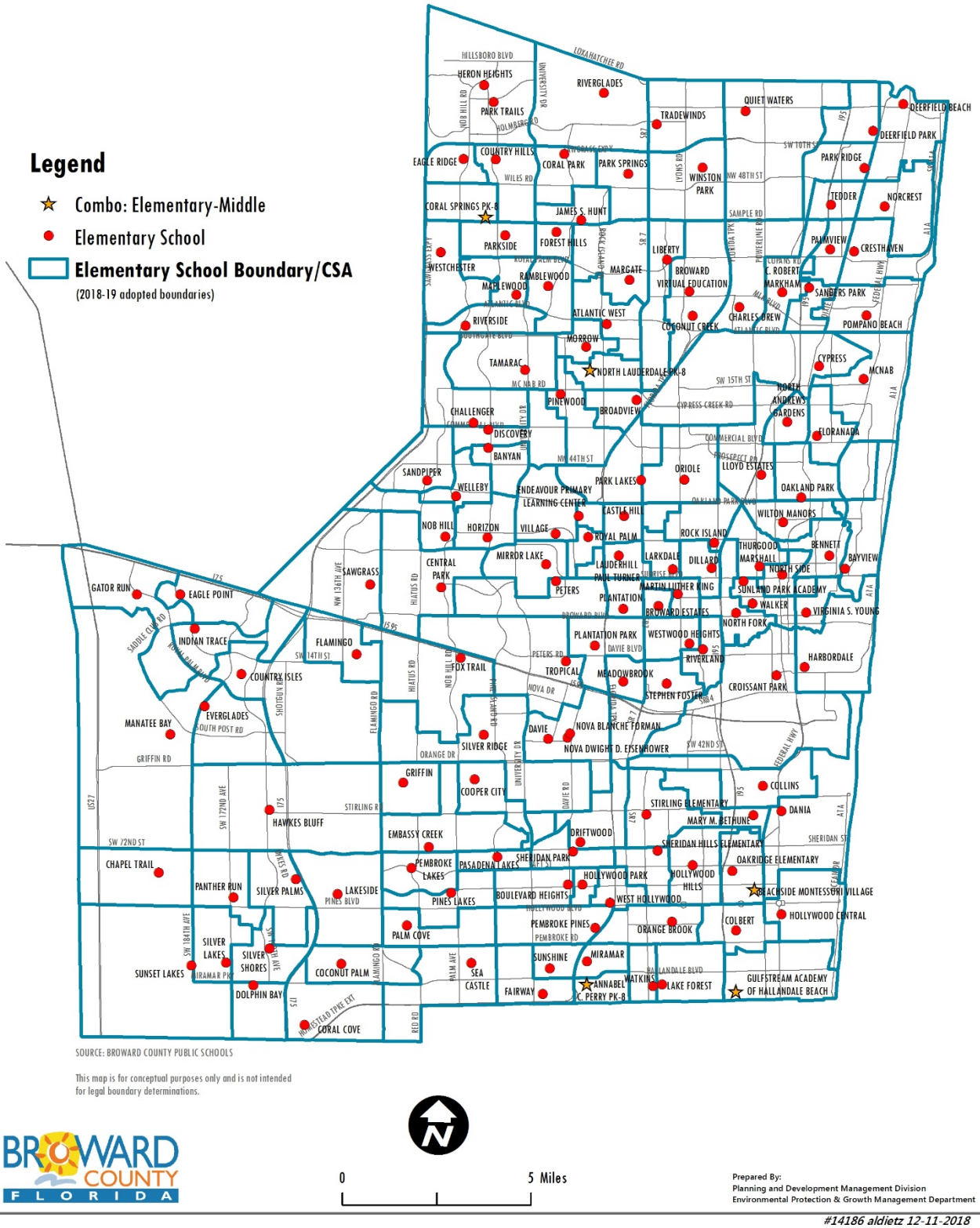
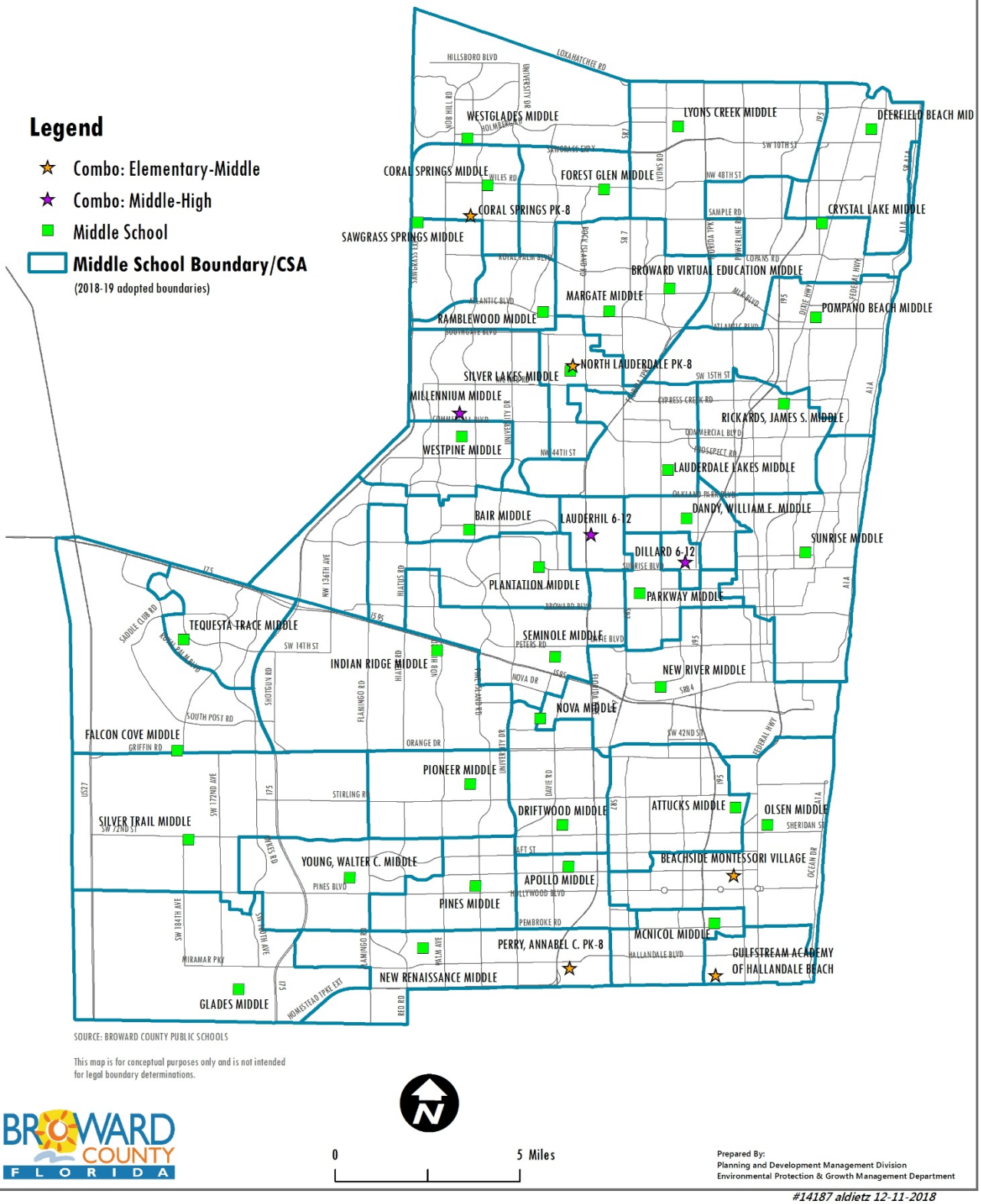
FUTURE CONDITIONS - ELEMENTARY SCHOOLS TEN YEAR PLAN (2017-2027)

FIG. PSF-F



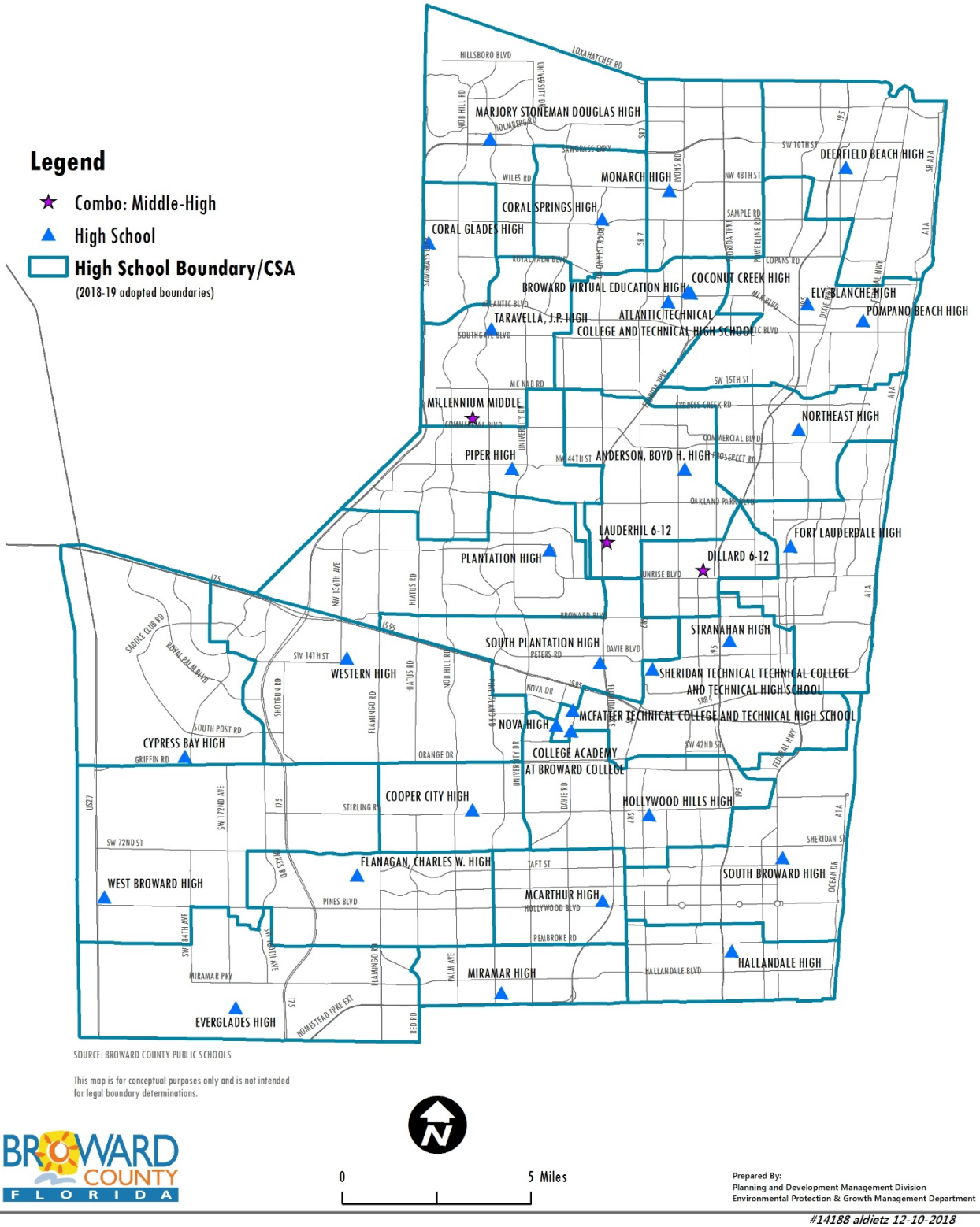
FUTURE CONDITIONS - MIDDLE SCHOOLS TEN YEAR PLAN (2017-2027)

FIG. PSF-G



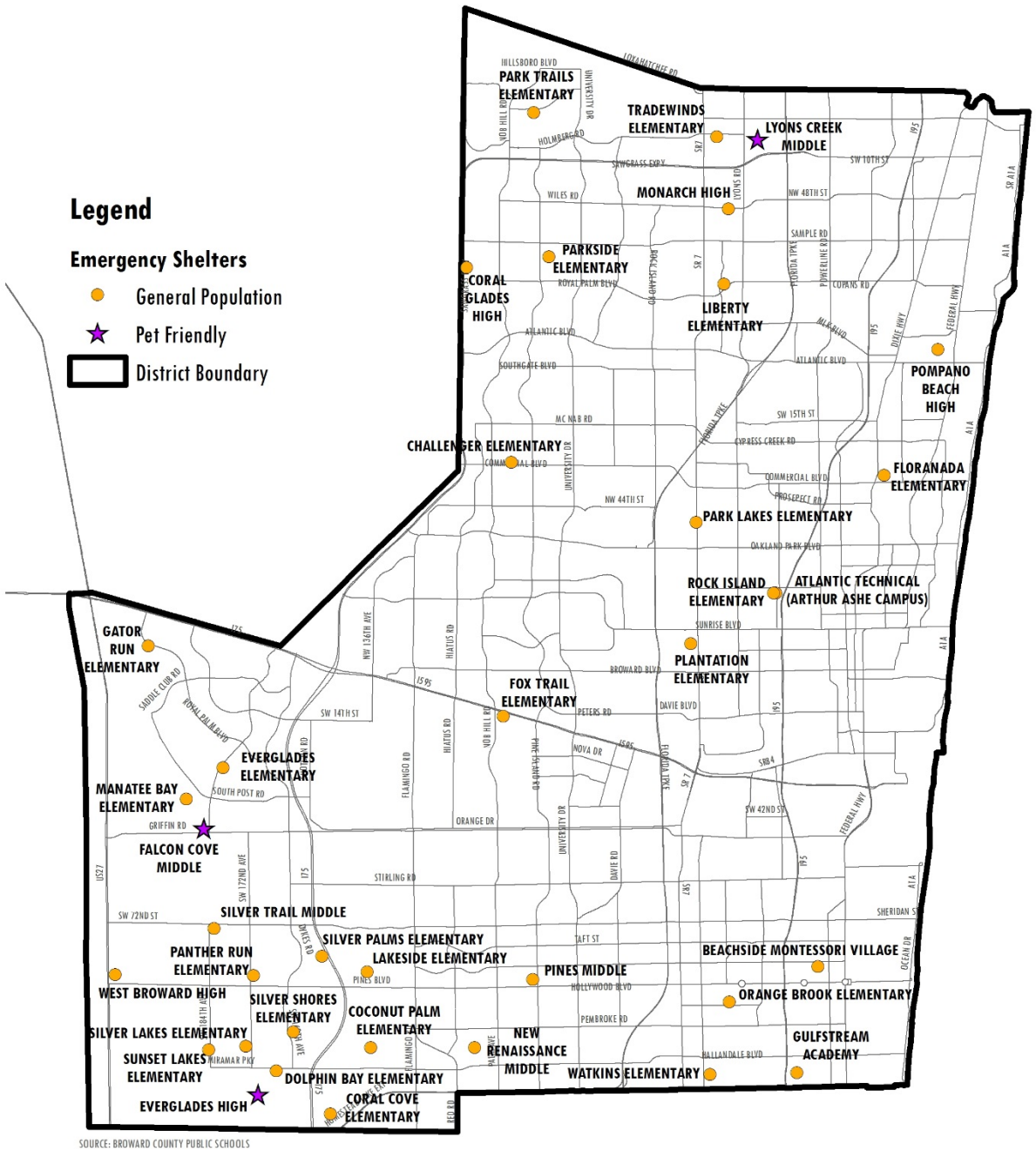
FUTURE CONDITIONS - HIGH SCHOOLS TEN YEAR PLAN (2017-2027)

FIG. PSF-H



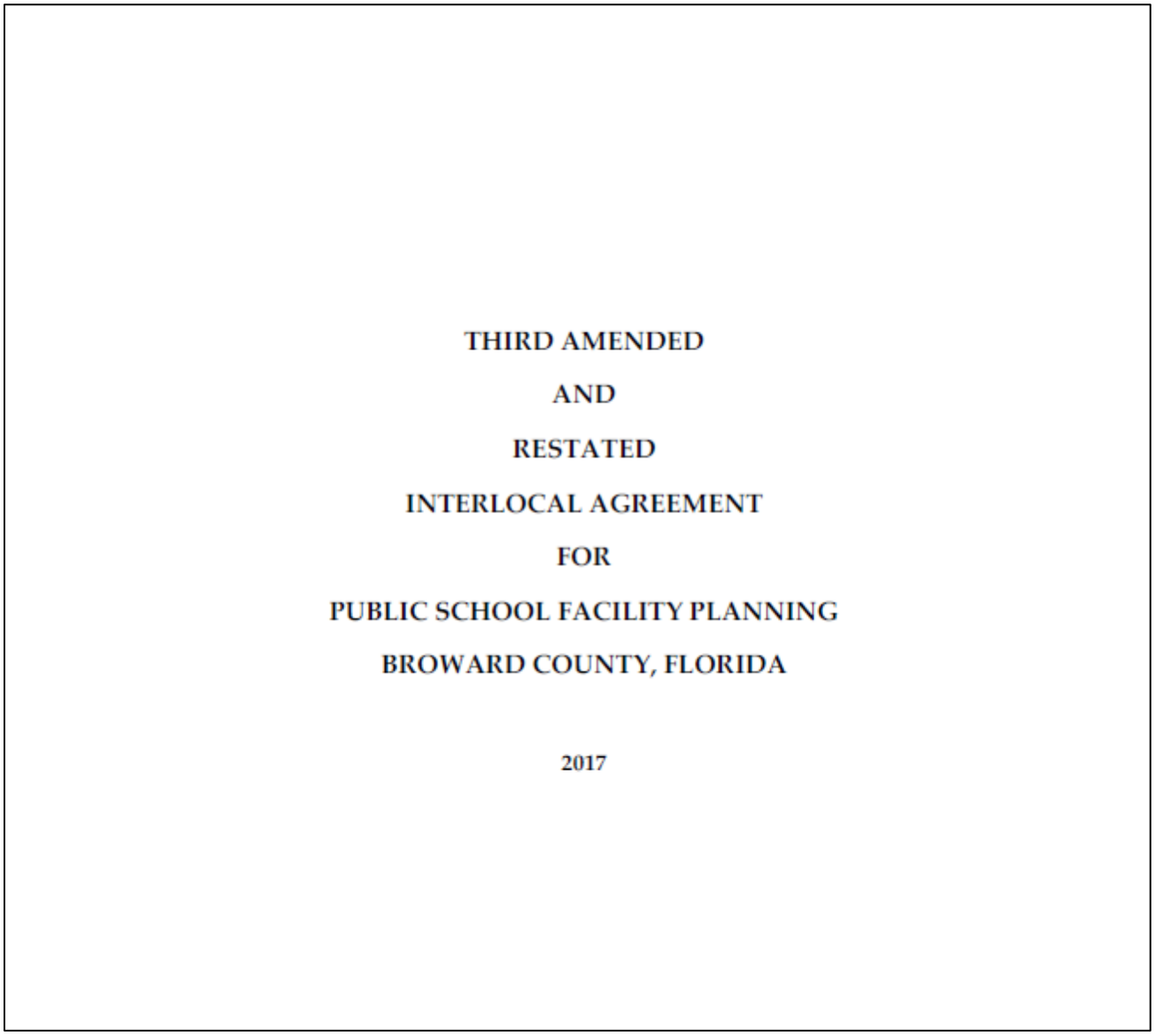
EMERGENCY SHELTERS

FIG. PSF-I



Appendix PSF-J

Third Amended and Restated Interlocal Agreement for Public School Facility Planning, Broward County, Florida, 2017



THIRD AMENDED

AND

RESTATED

INTERLOCAL AGREEMENT

FOR

PUBLIC SCHOOL FACILITY PLANNING

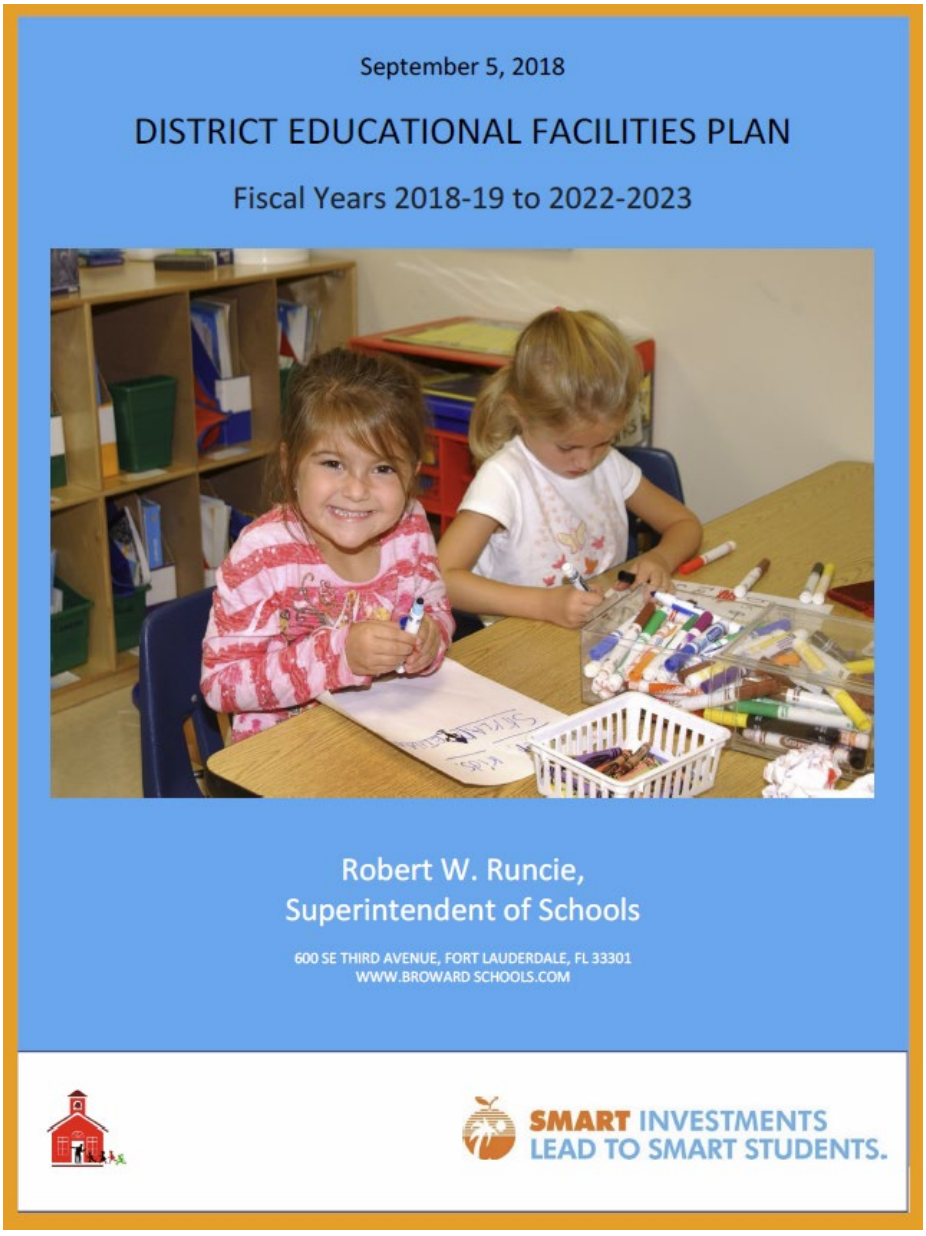
BROWARD COUNTY, FLORIDA

2017

Appendix J can be found on the Broward County Public Schools web page by clicking the image above or clicking the hyperlink below at:

http://bcpsagenda.browardschools.com/agenda/01303/Item%20L-17%20(36645)/SUPP_DOCS/Exhibits/Doc4.pdf

Adopted 5 Year Broward County Public Schools District Educational Facilities Plan (DEFP) Fiscal Years 2018-19 to 2022-2023



Appendix K can be found on the Broward County Public Schools web page by clicking the image above or clicking the hyperlink below at:

http://bit.ly/BCPS_ADEFP-FY19

Appendix PSF-L

Educational Plant Five Year (2015-2020) Survey Report: Broward County School District, Number 4 – Version 1

Appendix L can be found on the Broward County Public Schools, Facility Planning and Real Estate Department web page by clicking the hyperlink below at:

http://www.broward.k12.fl.us/propertymgmt/new/facilityplanning/docs.html

PARKS, RECREATION, AND OPEN SPACE DATA INVENTORY AND ANALYSIS

Overview

An inventory of city parks and open spaces can be found on pages 68-69 in the Parks Master Plan which can be found at the below link:

https://www.fortlauderdale.gov/home/showdocument?id=19637

Level of Service (LOS)

Table 1. Park Level of Service Analysis

Year	2015	2020	2025	2030	2035	2040	2045
Population	175,228	179,991	208,747	222,915	232,419	240,134	247,613
Acres/1,000 people	6.61	6.43	5.55	5.19	4.98	4.82	4.68
Additional Park Acreage Needed to Maintain Level of Service Standard 5.0 Acres per 1,000 Residents	None	None	None	None	4.48	43.05	80.45

Source: Population from Broward County, 2017.

Table 2. Park and open Space Inventory

Parks Master Plan Total Park Acreage		956.5
Riverland Park		3.0
Birch State Park		180.0
Water/waterways	(10% of water/waterways per proposed definition)	17.6
Greenways		0.52
	Total Park and Open Space Acreage	**1157.6**

The city intends to add park space through purchases made with the Parks Bond funding approved by voters in 2018.

COASTAL MANAGEMENT ELEMENT DATA INVENTORY AND ANALYSIS

A. Coastal Area Land Use and Working Waterfronts

Figure A.1. shows the location of beaches and shores in the City of Fort Lauderdale. Land use at the shoreline proper is recreational (public beach). The City boasts approximately seven miles of beachfront representing twenty-six percent of the total county length. Much of the City is located within two miles of the Atlantic Ocean.

Figure A.2. shows land uses in the coastal area of the City. As can be seen, the area contains mostly residential areas with commercial activity on major streets such as US 1, A1A, S.E. 17th Street, Sunrise, Oakland Park, Commercial and Las Olas Boulevards. Single family detached housing occupies 329 acres. Multi-family residential development occupies 292 acres. There are approximately 62 acres of commercial and office uses. Hotels comprise 128 acres of the barrier island. There are also significant government facilities including 20 acres of community facilities, 245 acres of park space and 30 acres of other government facilities. The land inventory in the coastal area has experienced only minimal changes in recent years.

A working waterfront is defined as a parcel or parcels that provide access for water dependent commercial activities, and/or that provide public access to navigable waters (i.e. marinas). Recreational and commercial uses are adjacent to the shoreline along the Central Beach Regional Activity Center (Central Beach RAC) from Sunrise Boulevard to near Harbor Drive; commercial and residential uses are adjacent to the shoreline north and south of the Central Beach RAC. The economic base of the coastal area is comprised mainly of commercial/tourist activities and residential uses, including seasonal. The coastal area provides numerous job opportunities and generates revenues both directly and indirectly for the City. Figure A.3. identifies the location of water dependent commercial and industrial parcels (working waterfronts) in the City.

Elevation is the key factor in identifying areas most at risk for sea level rise and/or increased storm frequency impacts. Figures A.4. shows flood zones in the City. As can be seen, a significant percentage of the City, including most of the coastal area, is vulnerable to flooding. Figure A.5. shows the location of the Coastal High Hazard Area, defined as the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. As per this definition, few developed areas within the City are located in the Coastal High Hazard Area; most of the area consist of waterways or water bodies, with the exception of some portions of Hugh Taylor Birch State Park on the barrier island.

In 2014 the City adopted Adaptation Action Area policies into the Comprehensive Plan in order to address the locations most vulnerable to sea level rise (Figure A.6.). The policies were recognized by the State in early 2015. The Adaptation Action Areas are focused on reducing risks to residents, public infrastructure and services, private property, and the environment from the threat of rising sea levels.

Figure A.1. Beaches and Shores in Fort Lauderdale

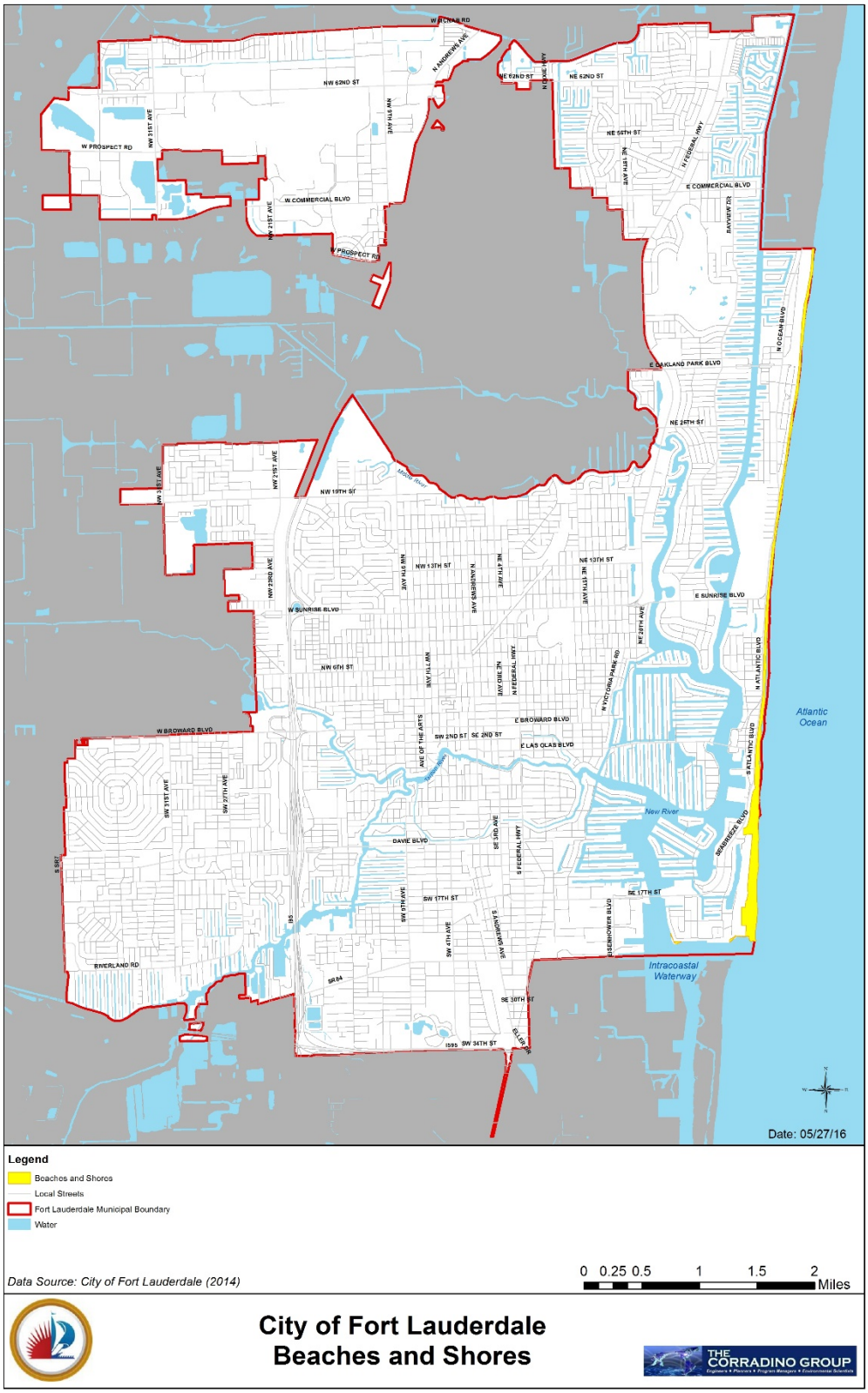


Figure A.2. Coastal Area Land Uses in Fort Lauderdale

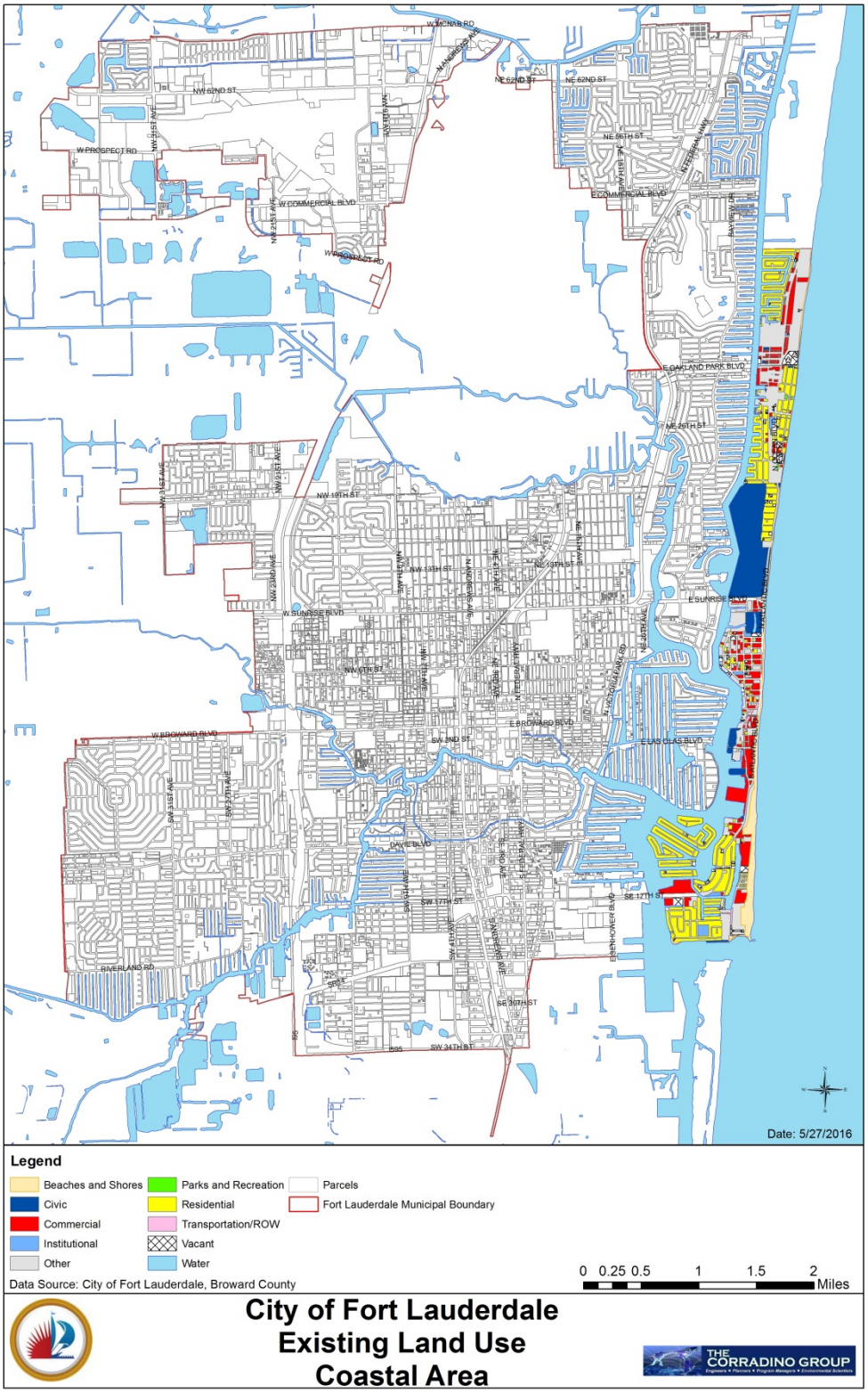


Figure A.3. City of Fort Lauderdale Waterfront Commercial and Industrial Uses

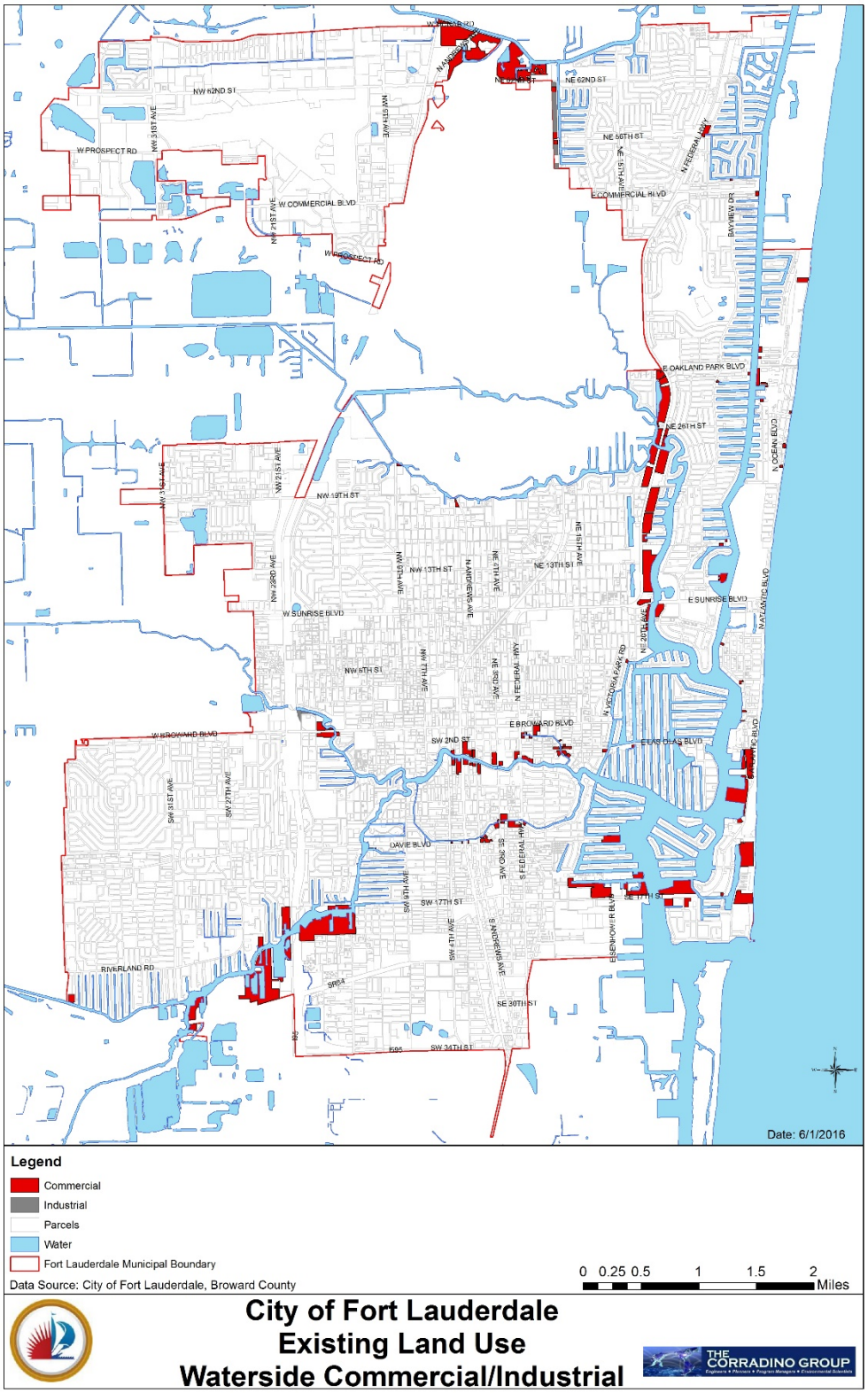


Figure A.4. Flood Zones

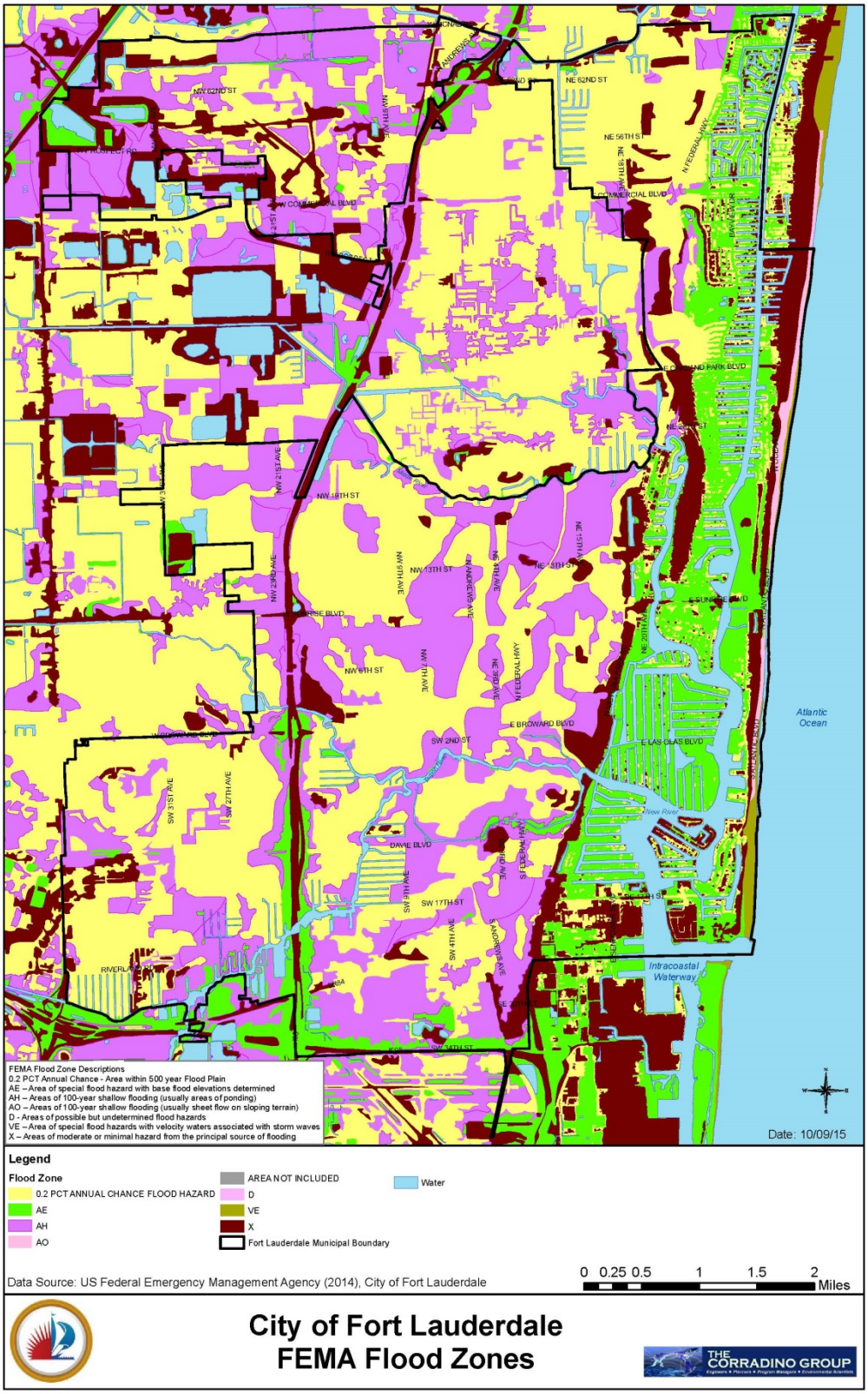


Figure A.5. Coastal High Hazard Area

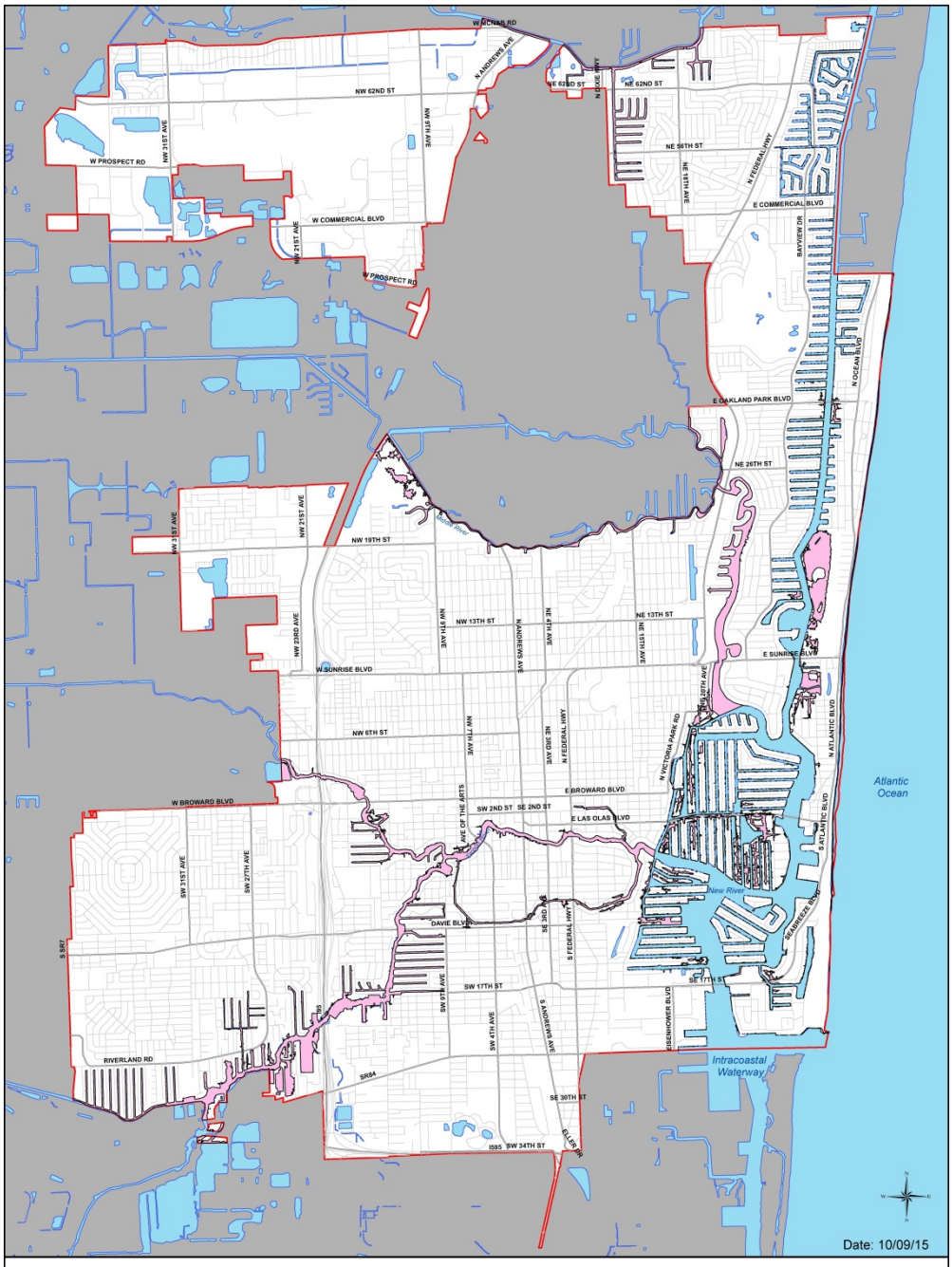
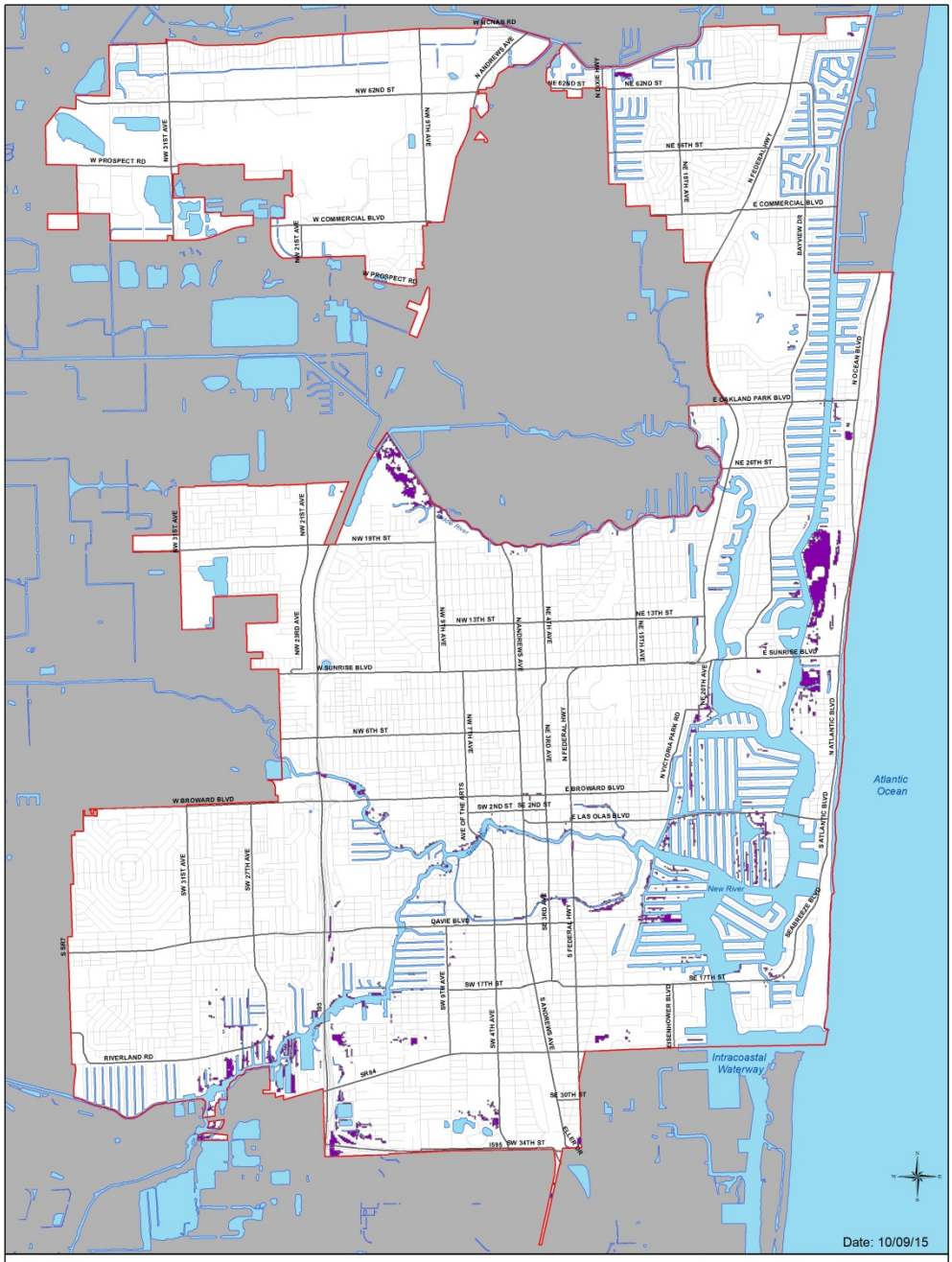


Figure A.6. Adaptation Action Areas



B. Natural Disaster Planning Efforts

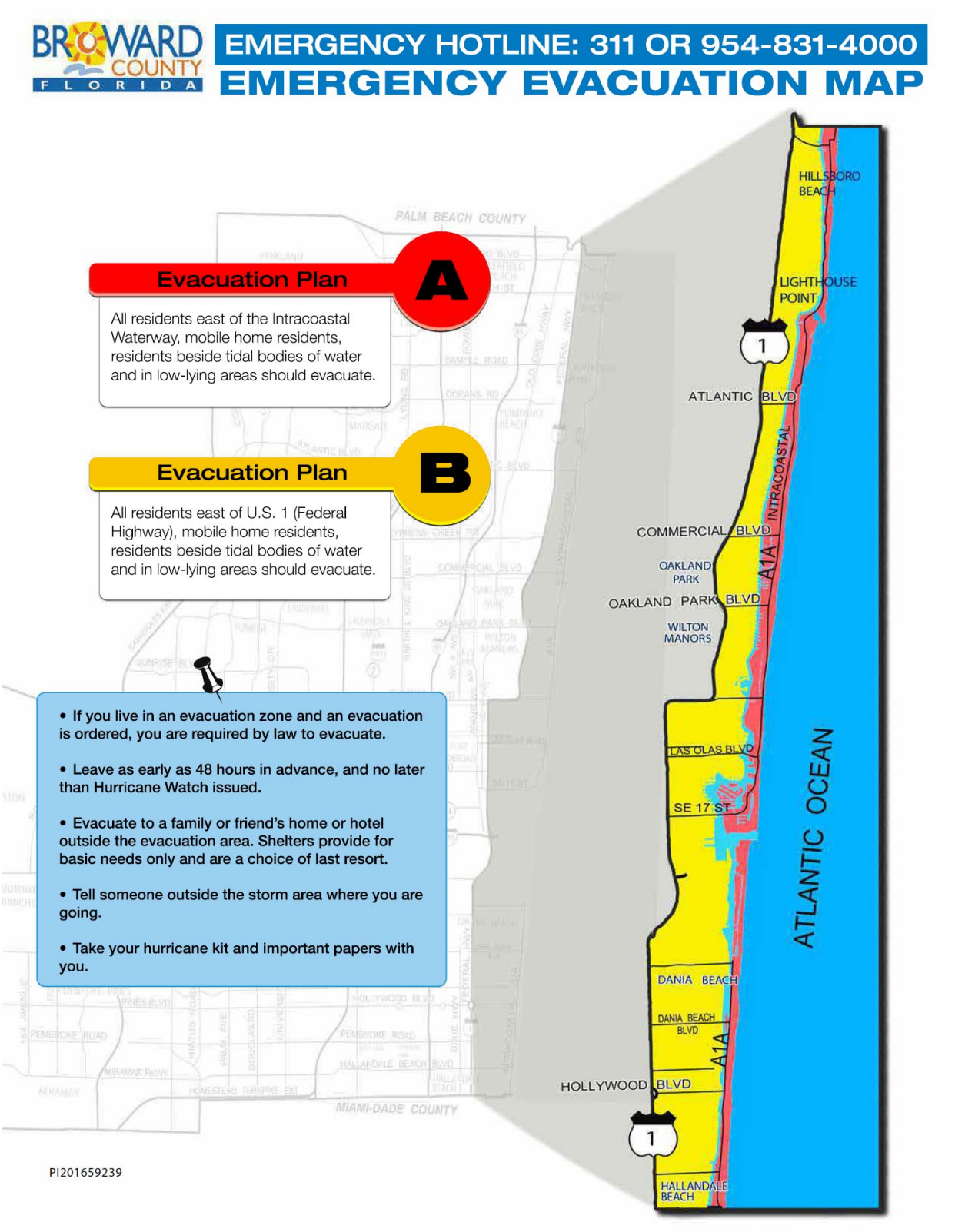
The City is under the authority of the Broward County Emergency Management Agency for Hurricane evacuation and procedures. Figure B.1. shows the Agency's designated evacuation ones and routes. Residents of Evacuation Zone A are required to evacuate during any Category 1 to 5 storm event. Residents of Evacuation Zone B are required to evacuate during any Category 3 to 5 storm event. In addition, mobile home residents are required to evacuate during any Category 1 to 5 storm event, regardless of location in the County.[1]

The Fort Lauderdale Comprehensive Emergency Management Plan (Fort Lauderdale CEMP) guides the City's emergency response to disasters and catastrophic events. The Fort Lauderdale CEMP identifies the basic emergency preparedness, response, and recovery mechanisms necessary for all City departments and other supporting organizations to receive notification of emergency events, mobilize needed resources, evaluate emergency situations and make policy decisions to implement and conduct emergency response and disaster recovery actions, and to de-mobilize resources and personnel as needed.[2]

General recovery functions begin immediately following a disaster. Preliminary Damage and Impact assessments, restoration of essential services, Individual and Public Assistance, long term recovery, the National Flood Insurance program and hazard mitigation are conducted at the various stages of emergency management. Representatives from the County, municipal, and public sector agencies form damage assessment teams based on areas of expertise. If the response to an emergency is beyond the capabilities of local resources, the Broward County Administrator will sign a "declaration of a local state emergency" and direct the County Division of Emergency Management to implement the County's Comprehensive Emergency Operations Plan to ensure proper coordination of overall emergency response activities.

[1] Broward County Emergency Management Map
[2] Fort Lauderdale Comprehensive Emergency Management Plan

Figure B.1. Broward County Emergency Management Agency Evacuation Routes and Zones



CAPITAL IMPROVEMENT ELEMENT DATA INVENTORY AND ANALYSIS

A. Level of Service Deficiencies

The City is currently meetings its Level of Service standards for sanitary sewer, potable water, solid waste, drainage, and parks, and anticipates that it will continue to meet these standards through 2030[1]. The City's FY 2016 – 2020 Community Investment Plan contains a five-year Capital Improvements Schedule that is adopted into the Comprehensive Plan's Capital Improvements Element. The Community Investment Plan includes over $13 million in park improvements, over $169 million in water and sewer system improvements, almost $165 million in stormwater drainage improvements, and $231,569 in sanitation (solid waste) projects between 2016 and 2020.[2]

As indicated in the Transportation Element Data and Analysis, however, a number of roadway segments in the City are not meeting the adopted Level of Service standard for roadways. The City's current adopted Level of Service Standard is E for Interstate 95, and D for other Strategic Intermodal System roadways and local roads. Twelve roadway segments in the City were not meeting the standard in 2013; by 2035 it is projected that the number of segments not meeting the standard will more than double.[3] Despite the above, there is a need to consider levels of service for all modes of transportation. Vehicle congestion can benefit the function of pedestrians and bicycles by slowing vehicles and encouraging the use of transportation modes other than the personal vehicle. A roadway Level of Service F might be acceptable in areas with a rich multimodal environment such as Downtown and the Beach.

The City's Community Investment Schedule includes over $29 million in City-funded multimodal transportation and roadways improvements between 2016 and 2020. In addition, the Broward Metropolitan Planning Organization's Long Range Transportation Plan identifies over $96 million in funded and $560 million in unfunded multimodal transportation and roadway improvements in the City between 2016 and 2035.

B. Revenue Sources

Below is a summary of summarizes funds allocated by source to pay for the capital improvement projects. A short description of these funds is as follows[4]:

- Community Development Block Grant (CDBG) Fund – Funds received from the U.S. Department of Housing & Urban Development based n entitlement status to meet community development and housing needs;
- Grants Fund – Funds received from a variety of grants to be utilized in accordance with individual program guidelines;
- General Capital Projects Fund – A transfer from the General Fund to implement the highest priority projects;
- Gas Tax Fund – Revenue generated through a Broward County tax on the sale of fuel and distributed to cities to implement transportation projects;

[1] Data and Analysis, Infrastructure and Parks and Recreation Elements
[2] City of Fort Lauderdale FY 2016 – 2020 Community Investment Plan
[3] Data and Analysis, Transportation Element
[4] City of Fort Lauderdale FY 2016 – 2020 Community Investment Plan

- Community Redevelopment Agency (CRA) funds – Funds generated through tax increments in designated Community Redevelopment Areas, and earmarked for improvement projects in those areas;
- Park Impact Fee Funds – Funds generated through an impact fee on developers and earmarked to expand park capacity to serve new development;
- Sanitation Fund – Funds generated through residential waste management fees to provide for a full range of modern solid waste services, including household garbage, recycling, yard waste, and bulk trash collection;
- Central Region Wastewater Fund – A fund established to provide wastewater treatment services and improvements in the City and to Oakland Park, Wilton Manors, Port Everglades, and parts of Tamarac and Davie;
- Water and Sewer Master Plan Fund – Funds transferred from the Water and Sewer operating fund for improvements to the City's water and sewer system;
- Parking Services Fund & Parking Revenue Bonds funds – Funds derived from parking fees and fines, and used to maintain and improve the City parking system;
- Airport Fund – Funds paid by individuals and businesses that use the Fort Lauderdale Executive Airport, and used for airport improvements;
- Stormwater & Stormwater Revenue Bond funds – Funds derived from the stormwater fee placed on water and sewer bills, and used to fund stormwater drainage improvement projects;
- Central Services Operations Fund – Charges derived from charges to client departments for maintenance and improvement of the City's technology system;
- Vehicle Rental Operations Fund – Internal charges to City departments to maintain and operate the vehicle fleet, and;
- FAA and FDOT Grant Funds – Federal Aviation Authority (FAA) and Florida Department of Transportation (FDOT) funds allocated for airport and roadway improvements.

INTERGOVERNMENTAL COORDINATION ELEMENT DATA INVENTORY AND ANALYSIS

The City of Fort Lauderdale is a charter municipality located in Broward County, Florida that encompasses approximately 36.29 square miles bounded by: the Atlantic Ocean to the east; Hollywood, Dania Beach, and Davie, and the Ft. Lauderdale-Hollywood International Airport to the south; Plantation, Lauderhill, Lauderdale Lakes, and North Lauderdale, and unincorporated sections on Broward County to the west; Pompano Beach to the north; and Lauderdale-by-the-Sea and Sea Ranch Lakes to the northeast. The City's boundaries almost completely surround the municipalities of Wilton Manors and Oakland Park, which are located between the Middle River area to the south and the Cypress Creek area to the north.

A. Interlocal Agreements and Mechanisms

The City of Fort Lauderdale interacts with numerous governmental entities to deliver municipal services and manage development. Table VII.A.1 presents these entities with a description of the existing coordination mechanism, the subject and nature of the relationship, and the City of Fort Lauderdale office charged with coordination.

Table A.1. Intergovernmental Coordination Mechanisms[1]

Government Entity/Agency	Coordination Mechanism	Subject	City Office with Primary Responsibility	Nature of Relationship
Adjacent Local Governments	Large User Agreements (Interlocal Agreements)	Potable Water and Sanitary Sewer	Public Works	Contractual
City of Oakland Park	City of Oakland Park Administrative Services	Radio System	Finance	Communicate as Needed
City of Lauderhill	City of Lauderhill Forfeiture Services	Professional Services	City Attorney	Communicate as Needed
City of Wilton Manors	City of Wilton Manors Police Dispatch Center	Police Dispatch	Police	Communicate as Needed
City of Wilton Manors	City of Wilton Manors Fire Rescue	Fire Communications	Fire Rescue	Communicate as Needed
City of Pompano Beach	City of Pompano Beach	Radio System	Finance	Communicate as Needed
Broward County	Broward County Planning Council	Comprehensive Plan, County Land Use Plan, Trafficways Plan	Urban Design & Planning	Communicate as Needed
Broward County	Broward County DRC	Land Use Platting	Urban Design & Planning	Communicate as Needed
Broward County	Broward County MPO Technical	Transportation	Transportation and Mobility	Appointed Members

[1] City of Fort Lauderdale Intergovernmental Coordination Element Support Document, references and names updated 2016

	Coordinating Committee			
Broward County	Citizen Involvement Roundtable	Transportation	n/a	Appointed Members (public)
Broward County	Large User Agreements (Interlocal Agreements)	Potable Water and Sanitary Sewer	Public Works	Contractual
Broward County	Emergency Coordinating Committee	Emergency Management	Police	Formal Management
Broward County	Ad Hoc Affordable Housing Task Force	Affordable Housing	Urban Design & Planning	Communicate as Needed
Broward County	Mass Transit/Use of Van	Transportation	Economic Development	Communicate as Needed
Broward County	Riverwalk Area 5	Maintenance	Public Works	Communicate as Needed
Broward County	MSBU (EMS)	Emergency Management Services	Fire Rescue	Communicate as Needed
Broward County	Local Option Gas Tax	Revenue	Finance	Communicate as Needed
Broward County	Galt Ocean Mile Library Reading Center	Library Services	City Manager	Communicate as Needed
Broward County	Port Everglades Transition/City of Hollywood/City of Dania	Other	City Manager	Communicate as Needed
Broward County	Solid Waste Disposal	Solid Waste	Public Works	Communicate as Needed
Broward County	Household Hazardous Waste	Hazardous Waste	Public Works	Communicate as Needed
Broward County	Material Recovery Facility	Waste	Public Works	Communicate as Needed
Broward County	Recycling/Tipping Fee Surcharge	Recycling	Public Works	Communicate as Needed
Broward County	911/Cooperative Dispatch Center	Emergency Management Services	Fire Rescue	Communicate as Needed
Broward County	Broward County Cities/Sheriff's Department	Intergovernmental Services	Police	Communicate as Needed
Broward County	Broward County Aviation Department	Land Use in Vicinity of Airport	Urban Planning & Design	Communicate as Needed
Broward County	Broward League	Identify and	City Commission	Board

	of Cities	Resolve Issues Affecting Municipal Governments		Representative
Broward County Schools	School Board Cooperative Use Agreements (Interlocal Agreement)	Park Land and Facilities	Parks and Recreation	Contractual
Broward County Schools	Interlocal Agreement for Public School Facility Planning	Coordination of density increases and schools	Urban Design & Planning	Contractual
Broward County MPO	Broward County MPO	Transportation	City Commission	Appointed Members
Broward County MPO	Broward County MPO Technical Coordinating Committee	Transportation	Transportation and Mobility	Appointed Members
Broward County Beach Management Program	Direct Contact with Staff	Sea Turtle Conservation	Parks & Recreation	Communicate as Needed
Broward County Soil & Water Conservation District	Direct Contact with Staff	Beach Revegetation	Public Works and Parks and Recreation	Communicate as Needed
Downtown Development Authority	Direct Contact with Staff	Downtown Development and Redevelopment	Urban Design & Planning, City Commission	Communicate as Needed
Downtown Development Authority	Direct Contact with Staff	Downtown Transit System/Trolley	Urban Planning & Design, City Manager	
Fort Lauderdale Housing Authority	Direct Contact with Staff	Housing	Housing & Community Development	Communicate as Needed
Port Everglades Authority	Fort Lauderdale DRC	Land Use	Urban Design & Planning	Communicate as Needed
Performing Arts Center Authority	Direct Contact with Staff	Performing Arts Center	City Manager	Communicate as Needed
South Florida Regional Council	Development of Regional Impact (DRI) Process	DRI	Urban Design & Planning	Procedural
South Florida Regional Council	Planning Council Board	Regional Planning	City Commission	Formal Appointed Member
South Florida Regional Council	Conflict Mediation Process	Interlocal Conflict Mediation	City Attorney	Formal, Required
South Florida Regional	Workgroups, Task Forces, Joint	Various Issues on a Regional Basis	Various	Informal

Council	Meetings			
South Florida Regional Council	Broward County Planners Technical Committee	Planning	Urban Design & Planning	Formal Appointed Member
South Florida Water Management District	Direct contact with staff	Permitting	Urban Design & Planning, Building Services	Procedural
South Florida Regional Transportation Authority	Direct Contact with Staff	Mass Transit	Urban Design & Planning, Transportation & Mobility	Communicate as Needed
Florida Department of Economic Opportunity	Staff Contact/Review Processes established in Florida Statutes	Comprehensive Plan, Grants	Urban Design & Planning	Procedural
Florida Department of Environmental Protection	Direct Contact with Staff	Permitting	Urban Design & Planning, Building Services	Procedural
Florida Department of Children and Families	Direct Contact with Staff	Permitting	Urban Design & Planning, Building Services	Procedural
Florida Department of State, Division of Historic Resources	Direct Contact with Staff	Historic Preservation	Urban Design & Planning	Procedural
Florida Department of Transportation	Direct Contact with Staff	Transportation	Public Works	Procedural
U.S. Department of Housing and Urban Development	Grant Administration, Direct Contact with Staff	Block Grants for Housing and Community Development	Housing & Community Development	Procedural

B. Intergovernmental Coordination Needs During the Planning Period and by Element

The City's 2016 Evaluation and Appraisal Report (EAR) identified seven major topics to address in the EAR-based update to the Comprehensive Plan: Climate Change, Sustainability, Infrastructure, Housing, Transportation, Sense of Place and Economic Development. Based on these topics, it is anticipated that climate change with be a major focus of intergovernmental coordination between 2016 and 2030, particularly as the City develops its climate change element. Other areas of anticipated coordination would be continued coordination with other agencies and local governments in addressing regional transportation, infrastructure and housing needs, economic development, and education. Table B.1. below summarizes intergovernmental coordination needs by Element.

Element	Coordination Needs	Agency
Future Land Use Element	Review of Comprehensive Plan and land use amendments.	Adjacent local governments, Broward County (Regulatory Approval), State Department of Economic Opportunity, designated review agencies
Transportation Element	Improving regional and local mobility, coordinated planning with agencies having jurisdiction over transportation facilities	Florida Department of Transportation, Broward County MPO, South Florida Regional Transportation Authority, Broward County Seaport Authority, Broward County Aviation Dept., other local governments
Housing Element	Housing needs in the City and regionally	U.S. Department of Housing & Urban Development, State of Florida, Fort Lauderdale Housing Authority, Broward County, South Florida Regional Planning Council
Infrastructure Element	Infrastructure needs in the City and regionally	South Florida Water Management District, Broward County, service providers, adjacent local governments
Coastal Management Community Health and Safety Element	Management of coastal resources with jurisdictional agencies Improve community health and safety, emergency response	U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, State of Florida, South Florida Water Management District, Broward County, Department of Homeland Security, Florida Law Enforcement Accreditation, National Fire Protection Association, Federal Emergency Management Agency, Centers for Disease Control and Prevention, Florida Department of Health, Broward County Health Department, Local Governments
Conservation Element	Resource management and protection	U.S. Environmental Protection Agency, State of Florida, Broward County, other local governments
Recreation and Open Space Element	Regional and local recreation needs	State of Florida, Broward County
Historic Preservation Element	Protection of historic resources	National Register, State of Florida, Broward County
Capital Improvements Element	Levels of Service	Florida Department of Transportation, Broward County, Service Providers
Public Schools Element	Public Education	State of Florida, Broward County Public Schools
Proposed Climate Change Element	Regional strategies to address climate change	U.S. Environmental Protection Agency, Broward County, South Florida Regional Climate Compact, Local Governments
Proposed Economic Development Element	Economic Development	State of Florida, Broward County, Private Sector, Educational Institutions