



# Deepwater Port Component





# Post-Adoption Amendments

The BrowardNEXT2.0 Comprehensive Plan was adopted on March 28, 2019 (Ordinance No. 2019-11).

Post-adoption amendments are listed below:

- Ordinance No. 2021-30, Adopted June 15, 2021:
  - Updates Policies P1.1.3, P1.7.4, P1.7.7, P3.1.2, P3.3.1, P4.3.1, and P4.3.2
  - Updates Objective P1.3 and related Policy P1.3.1
  - Updates Objective P1.6 and related Policy 1.6.2
  
- Ordinance No. 2022-02, Adopted January 25, 2022:
  - Adds new OBJECTIVE CM 6 with POLICY CM 6.1-6.12, regarding the peril of flood requirements of Section 163.3178(2)(f), Florida Statutes.

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## Deepwater Port Component

Port Everglades is a major economic powerhouse for international trade, travel, and investment through their cargo, cruise, fuel, real estate, and other revenue-producing enterprises. With economic activity totaling more than \$2 billion dollars (2017), Port Everglades is a leading container port in Florida, one of the busiest cruise ports in the world, and most diverse seaport in the United States.

The Broward County Deepwater Port Component describes the vision of upholding and enhancing the Port's local, regional, and international influence as a leading cargo and cruise port through strengthening economic vitality, safety and security, environmental stewardship, and community engagement. The Component defines the Port's responsibilities of coordinating safe and sustainable development and economic expansion in cooperation with relevant stakeholders. In addition, it outlines the Port's commitment to the sustainability of surrounding ecosystems and to the involvement and advancement of neighboring communities. The Component also provides the framework of goals, objectives, and policies required to realize the County's vision for Port Everglades in accordance with the Comprehensive Plan as well as the [Port Everglades Master/Vision Plan](#).



Aerial view of Port Everglades North Port



Port Everglades gantry crane

## Policy History

- 1927 Florida Legislature established the Broward County Port Authority.
- 1994 Interlocal Agreement among the municipalities of Hollywood, Fort Lauderdale, and Dania Beach and Broward County dated May 6, 1994, defines the roles and responsibilities of the affected jurisdictions in the Port Jurisdictional Area (PJA).
- 1994 The Broward County Port Authority transitioned to the Port Everglades Department, administered by Broward County Board of County Commissioners.
- 2014 Most recent Board adoption of Port Everglades Master/Vision Plan and Deepwater Port Component.

## Focus Areas

- Economic Vitality
- Safety & Security
- Environmental Stewardship
- Community Engagement

## Legal Authority



[Section 163.3178\(2\)\(k\), Florida Statutes](#): *This component of the comprehensive plan addresses existing port facilities and any proposed expansions, and adequately addresses the applicable requirements of paragraphs [\(a\) – \(k\)](#) for areas within the port and proposed expansion areas.*

## Goals, Objectives & Policies

The Deepwater Port Component of the Comprehensive Plan aims to clearly define a core vision for the Port's coordination, operation, and development under different focus areas: economic vitality, safety and security, environmental stewardship, and community engagement. The component is not a substitution for the 20-year Master/Vision plan but, rather, shares the long-term objectives of the plan and sets the foundation by which this vision can be achieved.

### Economic Vitality

Port Everglades is a powerful economic generator for Broward County, generating over \$28 billion and supporting roughly 13,000 local residents directly and facilitating over 222,000 jobs Statewide in 2016. Economic vitality is, therefore, a fundamental focus area for the port. There are several policies and systems established to guide the efficient and successful operation of Port Everglades so that it can continue as a viable world-class port, meet the needs of its consumers, substantiate its diverse revenue sources, capitalize on funding opportunities, and continue to boost tourism, trade, private commerce, and the wider economy.

#### GOAL P1

Continue to develop, maintain, and improve the Port as a competitive and viable deepwater facility to serve local and regional shipping and cruise tourism needs. In so doing, it shall provide for the economic well-being and environmental sustainability of Broward County and the surrounding region through the planned use of the land in the Port Jurisdictional Area (PJA). Additionally, Port Everglades shall maintain financial capability, self-sufficiency, and fiscal responsibility while implementing its development programs.

#### OBJECTIVE P1.1 – Infrastructure Development

Port Everglades Department (PED) shall provide adequate maritime facilities, consistent with the need for trade, industry, and commerce, to ensure the availability of the land and infrastructure necessary to meet the projected requirements of the Port's core business sectors.

**POLICY P1.1.1** During the 5-year planning period, PED shall implement infrastructure improvements in Northport, Midport, and Southport, increasing berth capacity and efficiency, expanding cargo-handling and cruise terminal areas, acquiring additional cranes and other equipment, and pursuing further capital improvements, as necessary to serve forecasted demand.

**POLICY P1.1.2** PED shall provide adequate maintenance and upkeep of in-water and upland infrastructure to gain the best use from its facilities.

**POLICY P1.1.3** PED shall continue to promote the use of multi-purpose terminals for cruise and cargo activities to maximize their occupancy.

**POLICY P1.1.4** PED shall continue to develop the Port in a manner that achieves a pattern of land uses characterized by the concentration and interconnection of related compatible land uses.

**POLICY P1.1.5** PED shall pursue the development of intermodal facilities within the Port Jurisdictional Area (PJA), capitalizing on the completed intermodal container transfer facility (ICTF) to ensure the Port's continued ability to compete for global trade, and multimodal access facilities to enhance the Port's cruise passenger business.



The 42.5 acre ICTF (Policy P1.1.5) consists of approximately 21,000 feet of track. Prior to its development, containers had to be conveyed to and from the Port to off-port rail terminals located on Andrews Ave.

**POLICY P1.1.6** PED shall maintain its designation as a [Foreign-Trade Zone](#) and pursue expansion, as feasible.

**POLICY P1.1.7** As described in the 10-year and 20-year Vision Plans that are part of the complete 2018 Port Everglades Master/ Vision Plan, PED shall pursue additional capital improvements to provide the supporting infrastructure needed for future Port operations.

**POLICY P1.1.8** Broward County will expand the Greater Fort Lauderdale / Broward County Convention Center and plan for the development of a convention center hotel to meet demand for larger conferences and conventions.



## OBJECTIVE P1.2 – Cargo and Cruise Industry Expansion

PED shall maintain the diversity of its cargo and cruise base to sustain balanced volumes of its key business lines: containerized cargo, liquid bulk (petroleum products), dry bulk, and cruise.

**POLICY P1.2.1** PED shall continue to update and implement marketing plans that sustain or encourage the growth of existing waterborne commerce activities at the Port.

**POLICY P1.2.2** PED shall maintain the diversity of its operations by marketing the Port to shippers and carriers in the Port’s active cargo lanes and to cruise lines in the Port’s diverse market areas.

**POLICY P1.2.3** PED shall encourage private port-related businesses to construct and utilize appropriate facilities within the PJA.



Port Everglades is the third busiest cruise port in the world for multi-day total passengers, with 3.8 million total passengers in fiscal year 2016. With 9 cruise lines and 39 cruise ships operating from Port Everglades, the Port is home to two of the largest cruise ships in the world. The Port’s cruise terminals are located in Northport and Midport sections of the Port Jurisdictional Area.

## OBJECTIVE P1.3 – Land Use Compatibility and Development Regulation

PED shall maintain land use compatibility, consistent with the [2018 Port Everglades Master/Vision Plan Update](#) and with the goals, objectives, and policies in the Broward County Comprehensive Plan, while pursuing economic development opportunities customarily associated with ports and foreign trade zones.

**POLICY P1.3.1** PED shall ensure that land uses are consistent with future land use designations of the [Broward County Land Use Plan](#) (BCLUP) and the land use patterns in the [2018 Port Everglades Master/Vision Plan Update](#) and that they maximize the use of Port property.

## OBJECTIVE P1.4 – Deepwater Access

In coordination with the U.S. Army Corps of Engineers (USACE), which maintains project depths within the PJA and Port expansion areas, PED shall continue to pursue maintenance and other dredging activities to provide the channel, turning basin, and berth water depths needed to serve existing and future users. The harbor channel and turning basins connecting to the Atlantic shipping lane are the Port's waterway connectors on the state's [Strategic Intermodal System](#) (SIS).

**POLICY P1.4.1** PED shall undertake maintenance dredging within the berthing and turning basin areas when necessary to ensure safe navigational conditions for the ships calling at its facilities and shall develop and implement a dredging management program for the PJA, in coordination with other agencies. These include the USACE, the Florida Inland Navigation District, the Florida Department of Environmental Protection (FDEP), the Florida Seaport Environmental Management Committee of the Florida Ports Council (FPC), and the Environmental Protection and Growth Management Department (EPGMD). The Atlantic shipping lane adjacent to the Port is part of the Federal Marine Highway System, specifically the M-95 corridor.

**POLICY P1.4.2** As the local, nonfederal sponsor for the federal civil works channel deepening and widening project to be undertaken by the USACE, PED shall continue working with the USACE to implement the improvements required to serve the Port's anticipated market growth and fleet of larger ships forecast to call at the Port over the planning horizon.

## OBJECTIVE P1.5 – On-Port Road and Rail Network

PED shall continue to improve its internal road and rail network to serve expanded and relocated operations and facilitate on-Port circulation.

**POLICY P1.5.1** PED shall construct new roads and improve intersection capacity and circulation; install signs and other traffic control devices; and develop capacity queuing, parking, security processing, and approach areas for trucks, tractors, and trailers, as needed to support Port growth.

**POLICY P1.5.2** PED shall promote the near-Port rail infrastructure, including the ICTF.

**POLICY P1.5.3** PED shall establish and maintain a traffic-count monitoring system that will identify areas of traffic congestion and promote pavement management within the PJA.

**POLICY P1.5.4** To maintain and expand the high-speed intermodal access and connections needed for the efficient movement of goods to and from its facilities, PED shall work with the FDOT, the MPO, and other regional entities to prioritize needed improvements to roads over which Port truck traffic must travel. Such roads include the Port's SIS connectors -- I-595 east into the Port's entrance (Eller Drive) and I-95 to SR 84 to Spangler Boulevard to the Port entrance.

**POLICY P1.5.5** PED shall work with the Florida East Coast Railway (FEC) to identify and pursue improvements to the off-Port rail infrastructure and operations, which could facilitate goods movement by maximizing rail service and interchanges for the Port and its related industries. The Port's SIS rail connector includes the FEC spurs from seaport property to the FEC lines.

**POLICY P1.5.6** The Port will continue to collaborate with transportation partner agencies to support transit investments that will conveniently and efficiently transport passengers between Fort Lauderdale-Hollywood International Airport (FLL) and Port Everglades in order to relieve traffic congestion and improve cruise passenger experience.

## OBJECTIVE P1.6 – Transportation Agency Coordination

PED shall coordinate future transportation system improvements within the PJA with the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), and other appropriate agencies to obtain the funding needed to implement Port-related transportation projects on and off the Port.

**POLICY P1.6.1** PED shall annually update the Port Everglades Projects Section of the MPO's Transportation Improvement Program (TIP), to be consistent with the Port's Five-Year Capital Improvement Program (CIP) and the Capital Improvements Element of this Comprehensive Plan.

**POLICY P1.6.2** PED shall annually update the Port-related projects listed within the FDOT District 4 Annual Work Program and shall identify intermodal projects for Strategic Intermodal System (SIS) funding.

**POLICY P1.6.3** PED shall annually update the unfunded Port Everglades transportation projects listed within the Broward County Capital Plan, in coordination with the Unfunded Priority List of the Broward County MPO's TIP.

**POLICY P1.6.4** PED shall actively participate in the Florida Seaport Transportation and Economic Development (FSTED) Council, as administered by the FPC, which reviews and approves funding applications for the Port's transportation projects under the FSTED Program, Chapter 311, Florida Statutes.

**POLICY P1.6.5** PED shall continue to give the provision and maintenance of water access to the Port's berths and facilities for Port-related and maritime uses the highest priority for future development and redevelopment within the PJA.

**POLICY P1.6.6** PED shall continue to give priority to the redevelopment of Port-owned structures and facilities that serve water-dependent uses, water-borne commerce, international trade, and cruise tourism within the PJA.



**POLICY P1.6.7** PED shall collaborate with other governmental agencies and private interests to protect and enhance vehicular access and the flow of commodities between the Port and regional transportation facilities. These entities include the Florida Department of Transportation (FDOT), the Broward Metropolitan Planning Organization (MPO), and the FEC.

## OBJECTIVE P1.7 – Budgetary Process

PED shall continue to follow a budgetary process for long-term planning that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

**POLICY P1.7.1** PED shall keep abreast of tariffs and fees charged by other competing seaports and shall maintain a competitive fee structure to achieve growth targets.

**POLICY P1.7.2** PED shall base business decisions on revenue trends, returns on investments, and cash flow trends.

**POLICY P1.7.3** PED shall consult with the County's financial officers to establish benchmarks for expense control.

**POLICY P1.7.4** Within the Coastal Storm Area, PED shall use public funds only to support water-dependent uses and associated ancillary and accessory facilities, consistent with the [2018 Port Everglades Master/Vision Plan Update](#) and with the goals, objectives, and policies of the Broward County Comprehensive Plan.

## OBJECTIVE P1.8 – Capital Improvement Plan

PED shall maintain a 5-Year CIP that identifies the infrastructure improvements necessary to meet the Port's projected needs in the 5-year period and shall look beyond into the 10-year and 20-year planning horizons.

**POLICY P1.8.1** - PED shall update its 5-Year CIP annually to reflect budgetary and market changes, prioritizing its project implementation to obtain the best return on facility investments, and shall comply with State mandates for the submission of annual CIP updates to Broward County for inclusion in the Capital Improvements Element of the Broward County Comprehensive Plan and the Broward County Capital Program, with unfunded projects to be incorporated into the Broward County Capital Plan.

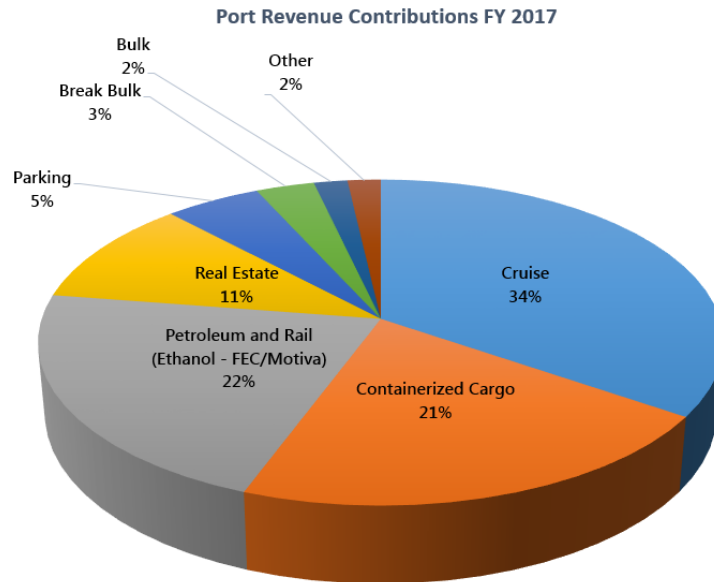
**POLICY P1.8.2** - PED shall prepare 10-Year and 20-Year Vision Plans as part of their biannual Plan updates to identify capital needs beyond the 5-year planning horizon.

## OBJECTIVE P1.9 – Funding Opportunities

PED shall pursue diverse funding opportunities to accelerate the rate at which it can implement its Capital Improvement Plan.

**POLICY P1.9.1** PED shall participate in ongoing efforts to maintain legislative and agency awareness of the Port’s economic impact on the region and the importance of its needs being addressed in the State’s budget process.

**POLICY P1.9.2** PED shall actively seek matching grant funds from State and federal sources.



Port Everglades revenue center contributions for fiscal year 2017  
*Source: Port Everglades Department, Revenue Report Dashboard*

**POLICY P1.9.3** PED shall explore opportunities for public/private partnerships, joint ventures, and lease purchases to expedite development of the maritime and other facilities needed for economic development and job creation.

**POLICY P1.9.4** PED shall utilize its borrowing power to fund Port growth and/or maintenance projects within the norms of sound financing criteria and protection of value for the County and bondholders.

## Safety & Security

Port Everglades has a long-standing history of providing safety and security even at the national level, having served as a military base for the U.S. Navy during World War II, and has been the “liberty” port of choice for the U.S. Navy for many years. Today, a major focus of the Port is to provide a safe and secure environment to its roughly 13,000 employees and the general public, including approximately 3.8 million cruise ship passengers annually. The Port has adopted several strategies to mitigate exposure to a diverse range of threats, some of which include: natural hazards, manmade disasters, hazardous materials, criminal activity, and terrorism.

## GOAL P2

Reduce exposure of human life and property to harm by natural hazards through use of hazard mitigation and hurricane evacuation measures. Protect Port employees, tenants, users, and the public as well as Port facilities from acts of terrorism or criminal activities through safety and security programs. Continue to uphold safety standards and measures established to protect employees from occupational hazards.

### OBJECTIVE P2.1 – Protection from Natural Hazards

~~PEĐ~~ The Port Everglades Department shall implement the measures required by Broward County and other agencies to protect human life and property from natural hazards, including airborne hazards, intensifying sea level rise, and potential flooding and will work with Broward County in implementing the Broward County Enhanced Local Mitigation Strategy (2017) and ensure new Port facilities and infrastructure, including roads, are hardened from disasters related to wind and flood.

**POLICY P2.1.1** ~~PEĐ~~ The Port Everglades Department shall ensure that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage. ~~All structures within the defined flood zones shall be constructed in accordance with the provisions specified in the Florida Building Code.~~

**POLICY P2.1.2** ~~PEĐ~~ The Port Everglades Department shall ensure that all buildings are designed and constructed in accordance with the Florida Building Code and as approved by Broward County and the appropriate municipality.

### OBJECTIVE P2.2 – Coastal ~~Storm~~ High Hazard Areas

~~PEĐ~~ The Port Everglades Department shall follow Broward County's requirements for Coastal ~~Storm High Hazard~~ Areas, ~~which shall be defined as the Category 1 and 2 Hurricane Evacuation Zones identified within~~ as shown on the Broward County Land Use Map (Series) entitled "Flood Plains, Flood-Prone Areas, and Coastal Storm Areas."

**POLICY P2.2.1** The Coastal Storm Area, as identified in this Comprehensive Plan, shall be designated the Coastal Storm Area within the Port.

**POLICY P2.2.2** ~~PEĐ~~ The Port Everglades Department shall ~~continue to disallow the allocation of not use public funds expenditures~~ for infrastructure improvements, ~~that do not consider the potential impacts of sea level rise and flooding and that would promote residential development or the concentration of permanent populations within the Coastal Storm High Hazard Area.~~ It shall also continue to and shall discourage any amendment to of the Broward County Land Use Plan's Port Everglades Transportation Area permitted uses section ~~of the BCLUP and any amendment~~ of the Port Everglades Development District to allow permanent residential uses within the ~~PJA~~ Port Jurisdictional Area.



## OBJECTIVE P2.3 – HURRICANE PREPAREDNESS

PED shall maintain an up-to-date Hurricane Evacuation Contingency Plan, ensuring that it is consistent with County and other governmental emergency plans and procedures and shall encourage all persons within the Port area to be familiar with Port evacuation to ensure safe evacuation before a hurricane strikes. Relevant plans and procedures include the Broward County Emergency Management Plan and the US Coast Guard Marine Evacuation Procedures for Deepwater Ports.

**POLICY P2.3.1** PED shall continue over the planning horizon to maintain or reduce documented hurricane evacuation times for Port personnel and marine vessels in accordance with Broward County Emergency Management Division (EMD) and U.S. Coast Guard standards.

**POLICY P2.3.2** PED shall continue to designate Eller Drive as the primary evacuation route within the PJA, with Spangler Boulevard serving as a secondary evacuation route.

**POLICY P2.3.3** PED shall continue to coordinate its plans with the hurricane evacuation plans of the EMD and the U. S. Coast Guard.

**POLICY P2.3.4** PED's essential personnel, who may include the Port Director and senior staff, or their designees, should participate in Broward County's annual hurricane simulation exercise.

## OBJECTIVE P2.4 – Hazardous Materials

PED, working with appropriate public safety, governmental, and private agencies, shall maintain procedures to respond to and mitigate hazardous material spills within the PJA.

**POLICY P2.4.1** PED shall comply with appropriate federal, State, regional, and local regulations and procedures for the safe and expedient cleanup of hazardous spills and shall continue to implement the hazardous material-handling and cleanup provisions of the effective Port Tariff.

**POLICY P2.4.2** PED shall continue to comply with applicable federal, State, and local oil spill contingency planning requirements within the PJA and the protocol for reporting, cleaning, and disposal of toxic spill or emission incidents, which may include oil spills, gas leaks, and leaks of unknown substances.

**POLICY P2.4.3** PED shall cooperate with governmental agencies to provide complete and timely information to the public in the event of a hazardous material spill.



One of the Port's main businesses is liquid bulk storage, comprising diverse petroleum products such as gasoline, diesel, jet, and other fuel. The Port is the primary storage and distribution seaport for refined petroleum product in South Florida. It provides jet fuel to the area's three international airports and smaller regional airports, distributes gas to facilities in a 12-county area, and handles other diverse fuels. Though located within the Port Jurisdictional Area, the land where the petroleum is stored is privately owned.

## OBJECTIVE P2.5 – Safe Operating Environment

PED shall reduce the potential of harm from manmade disasters by implementing safety and security programs for Port employees, tenants, users, and visitors.

**POLICY P2.5.1** PED shall implement required safety and health measures and ensure that operations are conducted to the maximum extent possible in accordance with those measures.

**POLICY P2.5.2** PED shall ensure its operations comply with applicable health and safety standards.

## OBJECTIVE P2.6 – Port Security

PED shall strive to protect Port employees, tenants, users, and the public as well as the facilities at the Port from acts of terrorism or criminal activities.

**POLICY P2.6.1** PED shall maintain and implement the security plan mandated and approved under State and federal guidelines, consistent with funding availability.

**POLICY P2.6.2** PED shall coordinate with the appropriate agencies, including the Federal Bureau of Investigation, the U.S. Coast Guard, the Florida Department of Law Enforcement, and the Broward County Sheriff's Office, in implementing the Port's security plan and making any changes required by new development.

**POLICY P2.6.3** PED shall continue over the 5 and 10-year planning horizons to maintain adequate public access to the PJA, consistent with federal, State, and local security mandates, and shall continue to maintain public ingress and egress through security checkpoints at Eller Drive and I-595, Spangler Boulevard/ SR 84 and US 1, and Eisenhower Boulevard and SE 17th Street. The latter security point was recently relocated to reduce traffic congestion and to allow visitors seamless access the Greater Fort Lauderdale/Broward County Convention Center.

**POLICY P2.6.4** PED shall continue to control public access to dockside operational areas by requiring the issuance of a permit to access the designated “secure area.”



To remove the Convention Center from the Port’s security perimeter, in December 2015, the security gate on Eisenhower Boulevard was moved further south. The new gate also functions as public art utilizing glass tiles, terracotta, vinyl, and stainless steel. This project won the 2016 City of Fort Lauderdale Community Appearance Award – Special Projects Category.

**POLICY P2.6.5** PED shall participate in local, State, and federal efforts to implement new anti-threat technologies that will facilitate cargo and passenger movements and help protect the Port and its users

## OBJECTIVE P2.7 – Emergency Management

PED shall endeavor to protect Port employees, tenants, users, and the public, as well as the facilities at the Port and the surrounding areas in various emergencies.

**POLICY P2.7.1** PED shall maintain an Emergency Management Plan to respond to emergencies at the Port and shall ensure that Port staff and tenants are familiar with its provisions.



**POLICY P2.7.2** PED shall coordinate with State, regional, and local emergency management agencies to maintain and update emergency management procedures.

**POLICY P2.7.3** PED shall provide safe and efficient vehicular movement, off-street parking, and adequate access for service and emergency vehicles within the PJA through the implementation of adopted land development codes in accordance with the Interlocal Agreement.

## OBJECTIVE P2.8 – Post-Disaster Redevelopment

~~PED~~ The Port Everglades Department shall work with the EMD in the ongoing initiative to develop a Broward County Recovery Framework, a long-term strategic framework for post-disaster redevelopment in compliance with State guidelines.

**POLICY P2.8.1** - PED shall identify appropriate post-disaster redevelopment procedures to reduce or eliminate exposure of human life and property to hazardous conditions, restore Port services, and reconstruct Port facilities in the aftermath of a disaster.

**POLICY P2.8.2** - Following a disaster, the Port Director or his designee shall give first priority to removal of hazardous conditions necessary to protect the public health and safety, second priority to restoring essential Port services, and third priority to long-term repair and redevelopment activities.

## Environmental Stewardship

Port Everglades encompasses a total of 2,190 acres, of which 1,742 acres are upland and 448 acres are submerged land, and included several diverse ecosystems. These ecosystems support several imperiled species such as the West Indian Manatee, American crocodile, least tern, and smalltooth sawfish. The Port Everglades Discharge Canal is the second largest manatee aggregation in Broward County, accommodating as many as 455 manatees in 2010; and in 2015, the rooftop of Terminal 26 supported the largest nesting colony of least terns in Southeast Florida. Environmental stewardship is a key component of the mission statement, and Port Everglades is committed to optimizing habitat value in its green spaces. In 2017, Port Everglades was recognized by the National Wildlife Federation as a Certified Wildlife Habitat, and by the EPGMD as a Broward County NatureScape. Port Everglades is a certified member of the Green Marine Program, is collaborating with Florida Atlantic University and University of Illinois Critical Infrastructure Resilience Institute on resiliency studies, and has voluntarily partnered with the US Environmental Protection Agency (EPA) on a pilot study of air emissions at ports. This section identifies and defines the Port's responsibility for coordinating environmentally sustainable practices, operation, maintenance, and development.

## GOAL P3

Develop and operate facilities in a manner that avoids and minimizes adverse impacts on the natural environment and mitigate unavoidable impacts of such Port development and operation on the functions of the natural ecosystem, including wetlands, water quality, wildlife habitat, living marine resources, and beach and dune systems. The Port is committed to preserving and protecting the quality of the environmental resources within its purview and shall conserve and protect those resources, consistent with continued Port maintenance and expansion requirements.

### OBJECTIVE P3.1 – Natural Resource Preservation and Protection

PED shall conserve, protect, and, where possible, enhance environmental resources consistent with the Port Everglades Development District, the Broward County Land Development Code, and the Broward County Natural Resource Protection Code. In so doing, the Port shall work with federal, State, regional, and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations.

**POLICY P3.1.1** PED shall evaluate specific and cumulative impacts on coastal resources before undertaking maintenance and expansion activities and shall take measures to minimize or avoid negative impacts and to mitigate for damage that cannot be avoided.

**POLICY P3.1.2** PED shall maintain a current inventory and map of unique and productive terrestrial and aquatic habitats that exist in the Port's vicinity that could be adversely affected by Port activities and shall implement the environmental policies and statements in the [2018 Port Everglades Master/Vision Plan Update](#) to manage Port facilities in a manner that will protect natural habitat.

**POLICY P3.1.3** PED shall continue to assist the FDEP, the Florida Fish and Wildlife Conservation Commission, and the EPGMD in maintaining and enhancing manatee habitat within the FPL Discharge Canal on the Port.

**POLICY P3.1.4** PED shall implement approved mitigation plans addressing measures to be taken should Port facilities adversely affect productive terrestrial and aquatic habitat existing in the Port's vicinity.

**POLICY P3.1.5** PED shall identify and provide best management practice environmental guidelines for staff and tenants to observe in conducting their operations.



To mitigate development of the Southport (Policy P3.1.2), 16.5 acres of mangrove wetlands were created within uplands adjacent to the Southport in 2016.

**POLICY P3.1.6** PED shall continue to encourage and coordinate with the EPA and USACE with respect to the use of previously agreed-upon ocean dredged material disposal sites and management goals: marine environmental protection, beneficial use of dredged material whenever possible, and documentation of disposal activity at the site.

**POLICY P3.1.7** PED shall pursue water-depth maintenance, new deepening activities, and the management of dredge material in a manner consistent with the State Comprehensive Plan and the other elements of this Comprehensive Plan.

**POLICY P3.1.8** PED, in coordination with the USACE and the FDEP, shall continue planning for its long-term dredge disposal needs.

## OBJECTIVE P3.2 – Estuarine Quality

PED shall maintain and, where appropriate, improve the quality of the estuarine environment within its purview by continuing to control the introduction of pollution into the Port estuarine system.

**POLICY P3.2.1** PED shall see that development within the PJA is consistent with the rules and regulations of the EPGMD and the [Broward County Land Development Code](#) to ensure the protection of estuarine systems and prevent estuarine pollution within the PJA.

**POLICY P3.2.2** PED shall maintain a standard of avoidance and minimization of water-quality degradation for discharges to surrounding water bodies by improving the quality of stormwater run-off.

**POLICY P3.2.3** PED shall continually monitor water quality to ensure its standard of avoidance and minimization of water-quality degradation for adjacent water bodies is not violated. This standard shall be in accordance with an approved water-quality monitoring plan that includes existing data and standards as well as additional monitoring necessary to establish conditions trends.

**POLICY P3.2.4** PED shall continue to provide and maintain man-made drainage facilities that are monitored for water quality in accordance with its National Pollution Discharge Elimination System (NPDES) permit.

**POLICY P3.2.5** PED shall continue to conduct an annual hydrographic survey of in-water facilities which will aid in the monitoring of sediment deposition within the Port.

**POLICY P3.2.6** PED shall ensure that tidal circulation and flushing are maintained as the Port development program is implemented.

**POLICY P3.2.7** New and existing development within the PJA shall comply with the South Florida Water Management District (SFWMD) and the EPGMD requirements for drainage and stormwater management, consistent with SFWMD's published Best Management Practices.



Over 70,000 mangroves and wetlands plants were planted in 2016 as part of the Wetland Enhancement Project



## OBJECTIVE P3.3 – Water-Dependent Uses

PED shall continue over the 5-, 10-, and 20-year planning horizons to prioritize shoreline land uses for water-dependent activities.

**POLICY P3.3.1** PED shall maintain shoreline land uses within the PJA in accordance with the recommendations of the [2018 Port Everglades Master/Vision Plan Update](#), which gives priority to water-dependent uses.

## OBJECTIVE P3.4 – Beach and Dunes

PED shall continue over the 5-, 10-, and 20-year planning horizons to support beach and dune protection programs, consistent with FDEP policies and procedures.

**POLICY P3.4.1** PED shall continue to see that all oceanfront development and redevelopment conforms to FDEP’s effective Coastal Construction Control Line regulations.

**POLICY P3.4.2** PED shall continue to encourage and coordinate with the EPGMD with respect to constructing a sand bypass system to transport sand from the north side of the Port’s Entrance Channel north jetty to the south side of the south jetty.

**POLICY P3.4.3** PED shall encourage implementation of contracts and memoranda of understanding between the Port and the appropriate State agencies, with the intent of preventing estuarine pollution, controlling surface water runoff, protecting marine resources, and reducing exposure to natural hazards.

**POLICY P3.4.4** PED shall see that beach quality sand resulting from maintenance dredging activities is made available for beach renourishment purposes prior to deposition into a designated on-shore or off-shore dredge disposal site.

## OBJECTIVE P3.5 – Sustainability

PED shall be proactive in implementing energy conservation and other measures that promote sustainability.

**POLICY P3.5.1** PED shall initiate efforts to reduce greenhouse gas emissions. These efforts may include over time converting Port and tenant equipment to alternative fuels, transitioning the Port’s fleet of service vehicles to fuel-efficient models, and promoting the use of energy-efficient designs in new buildings at the Port, as feasible.

**POLICY P3.5.2** PED shall initiate efforts to implement energy-saving measures in its operations. These efforts may include transitioning rail-mounted gantry cranes to shore power, promoting the use of rail rather than truck to move commodities on and off the Port, and identifying opportunities to reduce idling time for trucks moving through the Port’s facilities, as feasible.

**POLICY P3.5.3** PED shall support the initiatives of the [Broward County Climate Change Action Plan](#) with respect to greenhouse gas emissions, climate change mitigation and adaptation efforts, and infrastructure planning.

**POLICY P3.5.4** PED shall continue to protect and preserve any historical and archeological resources that may be identified within the PJA, in coordination with the Broward County Historical Commission, Fort Lauderdale Historical Society, EPGMD, and the Florida Department of State.

## Community Engagement

A major element of Port Everglades' success is its ability to cooperate and coordinate with stakeholders, including other Broward County departments, the State and federal government, and local institutions. Port Everglades prioritizes its impact on the community and engages in cooperative programs to enhance the local community through outreach, environmental awareness initiatives, and employment opportunities.

### GOAL P4

Coordinate development, operational, and expansion efforts with other Broward County departments, appropriate municipalities, and other governmental entities, and facilitate initiatives to promote economic development opportunities in Broward County and the South Florida region. Additionally, Broward County, through the PED, shall cooperate with local, regional, State, and federal agencies and with private entities responsible for transportation infrastructure (water, road, rail) connectivity to ensure that the intermodal transportation is in place.

### OBJECTIVE P4.1 – Plan Implementation

PED shall be proactive in coordinating its development efforts with local, State, and federal permitting agencies and with private stakeholders to ensure development and operations are carried out in accordance with the public interest and regulatory requirements and promote environmental sustainability.

**POLICY P4.1.1** – PED shall continue to cooperate with local, regional, and other governmental agencies and stakeholders, including environmental interests, to ensure that environmental planning and management activities are coordinated. Among the requisite agencies and stakeholders are the FDEP, the SFWMD, and the EPGMD.

**POLICY P4.1.2** - PED shall see that development orders within the PJA -- including zoning, platting, site plans, building permits, and developments of regional impact -- are consistent with the Port Everglades Transportation Area designation of the BCLUP and are reviewed for compatibility with residential uses located near or adjacent to the PJA.

## OBJECTIVE P4.2 – Coordination with Other Broward County Departments

PED shall support the plans and programs of Broward County, including economic development initiatives that expand opportunities in trade, industry, and commerce, and shall coordinate its planning and development initiatives with the appropriate County departments.

**POLICY P4.2.1** Compatibility with Broward County's Comprehensive Plan. PED shall coordinate its planning and development efforts with the EPGMD to ensure that planned projects and land uses at the Port are compatible with and support the programs and policies contained in the Broward County Comprehensive Plan. The Port shall also evaluate proposed amendments to the Broward County Comprehensive Plan, particularly the Coastal Management Element, as to potential impacts on Port activities.

**POLICY P4.2.2** PED shall continue to coordinate its development plans for Southport and Midport with the Broward County Aviation Department (BCAD) to address Port expansion impacts on FLL's approach and departure surfaces.

**POLICY P4.2.3** PED shall:

1. Coordinate with Broward County departments and with other service providers, including the City of Fort Lauderdale, which provides potable water and sanitary sewer services within the PJA;
2. Ensure adequate infrastructure and utilities for Port operations;
3. Meet adopted level-of-service standards for potable water, wastewater, drainage, solid waste, and traffic circulation within the PJA;
4. Ensure that standards are consistent with the goals, objectives, and policies of the Broward County Comprehensive Plan and the Broward County Land Development Code; and
5. Meet the level-of-service requirements enforced by the affected municipal jurisdictions in accordance with the Interlocal Agreement among Broward County and the Cities of Fort Lauderdale, Hollywood, and Dania Beach.

**POLICY P4.2.4** PED shall see that future development within the PJA is consistent with the adopted local comprehensive plans and land development codes within Broward County and the Cities of Fort Lauderdale, Hollywood, and Dania Beach, in accordance with the Interlocal Agreement dated May 6, 1994, among the respective municipalities and Broward County.

**POLICY P4.2.5** PED shall continue to review land use amendments within the PJA for consistency with the [2018 Port Everglades Master/Vision Plan Update](#), compatibility with adjacent land uses, compatibility with existing and planned transportation facilities within Broward County, and the availability of adequate facilities and services concurrent with the impact of development.



Rays of Light sculpture (above), installed at Cruise Terminal 2; Forces of Nature (below), installed in Cruise Terminal 18 are examples of how Port Everglades collaborates with Broward County’s Cultural Division to improve aesthetics in cruise terminals and public areas, promote local artists, and create the ultimate cruise guest experience (Objective 4.2).

### OBJECTIVE P4.3 – Community, Agency, And Stakeholder Coordination

PED shall coordinate its development and expansion program with applicable community entities, agencies, and stakeholders to promote sound planning and economic growth.

**POLICY P4.3.1** In implementing the goals, objectives, and policies of the [2018 Port Everglades Master/Vision Plan Update](#), PED shall coordinate with the municipalities within the PJA, the Cities of Fort Lauderdale, Hollywood, and Dania Beach.

**POLICY P4.3.2** In addition to Broward County agencies, PED shall cooperate with the South Florida Regional Planning Council, the Broward County MPO, SFWMD, FDOT, Florida Department of Environmental Protection (FDEP), and the State Division of Community Development; the USACE and the U.S. Coast Guard, and other applicable agencies in implementing the goals, objectives, and policies of the [2018 Port Everglades Master/Vision Plan Update](#).

**POLICY P4.3.3** To help achieve its primary goal of economic development, PED shall cooperate with South Florida interests and stakeholders, including the other South Florida seaports, as they seek to expand the region's commercial and industrial base.