

Stakeholder Written Comments

Highlighted Regional Issues

Policies & Implementation

Permitted Uses & Implementation

From: richard@brownscombe.net [mailto:richard@brownscombe.net]
Sent: Monday, November 23, 2015 1:04 PM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject: Coexistence with Nature in Urban Broward

Dear Broward County Planning Council,

Thank you so much for your hard work on BrowardNext.

In the context of climate change, build-out, and much more planned growth, it is extremely important to keep “green” in the vision. Transportation is THE biggest category of carbon-emitting energy use, so better public transportation has many benefits, including creating a more environmentally sustainable county and cities. Public transportation is in this vision; that’s good and important. Also the emphasis on increasing housing density is good and necessary. On the whole, this is the right vision.

However, “green” is only weakly expressed in this vision. Green means sustainable (not damaging the environment, water, air, and land) and it mean literally green native plants because all the local wildlife (200 native bee species, countless insects, butterflies, birds, turtles, frogs etc.) are directly dependent on native greenery for food, shelter, and reproduction. Green is also cooling, interesting, and pleasant for people.

Although 2/3 of Broward is in the Everglades Management areas (the swamp), only about 1/3 of all floral and faunal species live there. That is because it is almost entirely one type of natural environment (a wetlands community). About 2/3 of all plant and animal wildlife live in the remaining pockets of “built-out” Broward, the urban 1/3 (reference the Institute for Regional Conservation inventory studies, regionalconservation.org, and others). Therefore, 25% of local plant species (and all the wildlife that depends on them) are currently in peril of local extinction. The “pockets” of natural areas (many unprotected) include lots, lot edges and wedges, and back yards. **Again, about 2/3 of all of Broward’s extant plant and animal wildlife now live in these remaining green pockets of “built-out” (urban) Broward.**

Regarding: RENEWED INTERGOVERNMENTAL PARTNERSHIP VISION, page 2

• Permit municipalities to adopt “Transfer of Development Rights” programs that identify an overall plan or strategy that would further a public purpose, such as enabling the creation of significant public or private open space areas or corridors, protect environmentally sensitive lands, historic resources, or areas identified as subject to significant climate change impacts (such as “Priority Planning Areas”), and direct new development to more suitable areas such as designated “activity centers,” including downtowns, transit oriented corridors or hubs, and/or approved redevelopment areas.

Important to “protect environmentally sensitive lands”, of course. However, “open space areas and corridors” does not convey the critical need to allow extant species to survive in Broward. Rather we should say “open and green spaces and corridors” to remind ourselves that planned developed changes need to include our native plants to aid species survival and create natural

beauty where we live, walk, bike, drive, and breathe. Please add “green” to paint a better vision. It conveys sustainability, wildlife survival, and beauty.

Regarding: TARGETED DEVELOPMENT VISION, page 1

Broward County supports a development strategy which promotes the principles of “Smart Growth,” which seeks to maintain and create desirable communities and neighborhoods for Broward County residents, visitors and economic interests, including quality housing for all, integrated with excellent public facilities, recreational opportunities and open space areas, and which preserves and conserves natural resources.

Better: “**green space, and which preserves and restores natural resources**”. Extant wildlife cannot survive if undeveloped land edges and wedges and parks are all put to human use and recreation. It is not enough to conserve existing protected land. There is a tendency in land use planning of built-out areas to see land for human use instead a mixed-use vision of co-existing with nature. Restoration of natural land in our midst and native landscaping are essential for Broward’s wildlife survival. Local extinction is the alternative; our wildlife cannot survive on exotic species alone.

Regarding: STRATEGY IG-1 Potential Implementation Approach, page 1

Expand land use plan category permitted uses.

Example – allow limited community facility and utilities uses within lands designated “Parks and Recreation,” subject to conditions.

This looks exactly like putting all land, including “unused” space in parks, to human use instead of making some space for nature. “Limited” is far too permissive. Parks, of all places, need to be dedicated green space. Unused park land should be for natural restoration or native landscaping. Remember we have taken almost all of eastern Broward for human use. Dense housing makes sense, but taking park land for utilities does not. This is human selfishness. Green pockets are the only spaces left for Broward’s wildlife. Look at this County map of protected areas. It includes “parks” as protected when actually many parks are exclusively for human use (like ball diamonds) without even trees in the parking lots. Please save parks as green space. <http://coontie.fnpschapters.org/data/uploads/sitedesign/3-broward-aerial-protected-lands-w2.jpg> Remember 19 out of 22 Broward voters voted FOR Amendment 1 to protect the environment. The general public does not want to see the loss of green space. Instead, we want the restoration of green space.

Whatever you do to keep “green” in our plans is what the public wants as we all worry about what we have already done to damage the environment and cause local species extinction. Learning to think in terms of co-existing with nature in densely urban places is not just good for the environment, it creates a Broward that is far more interesting, beautiful, and relaxing for every person who lives here or visits.

Regards,

Richard

Richard Brownscombe
President, Broward Chapter
Florida Native Plant Society
1704 SW 10th St
Ft Lauderdale, FL 33312

954-661-6289

coontie.org

From: Frank Schnidman <schnidma@fau.edu>
Sent: Saturday, November 28, 2015 5:09:09 PM
To: Sniezek, Henry
Subject: TDRs, Redevelopment and the Broward Plan

Dear Henry;
A few thoughts.

Note that for TDR receiving areas to be most effective, they should be designated in advance of the decision to transfer rights from a sending area. Simply, you designate the receiving areas FIRST, and then you can determine how much you can designate as sending areas.

Note that for a TDR program to work, there has to be VERY limited ability to rezone to get higher density. If you can get a rezoning in a receiving area, why pay for rights?

Note that if there is going to be inter-municipal TDR transfer, an analysis MUST be made of the real property tax implications of restricting development in one community and increasing it in another.

Carefully consider if the approach you are taking abandons the poor. Blight—alleviating blight is not only about infrastructure, housing and jobs. Go back to municipal findings of necessity and what were the slum and blight conditions identified that justified the establishment of the CRA? Have they been addressed? Simply, do not focus on the people you hope will move into an area, but focus on the people who already live there!

Best regards,
Frank

From: Nolan, Marcie Oppenheimer [<mailto:MNolan@bplegal.com>]
Sent: Wednesday, December 02, 2015 4:02 PM
To: Sniezek, Henry <HSNIEZEK@broward.org>; Blake Boy, Barbara <BBLAKEBOY@broward.org>
Cc: Dennis Mele (dennis.mele@gmlaw.com) <dennis.mele@gmlaw.com>; Debbie.Orshefsky@hklaw.com; strevvarthen@wsh-law.com; Bill Laystrom Jr. (blaystrom@aol.com) <blaystrom@aol.com>; Scott Backman Esq. (sbackman@dmdblaw.com) <sbackman@dmdblaw.com>; hcalhoun@dmdblaw.com; RLochrie@lochrielaw.com; dhall@gunster.com; kmehaffey@wsh-law.com
Subject: Broward Next - comments of Intergovernmental

Henry and Barbara,

Thank you and all your staff for the time and energy working on Broward Next. A few of the land use attorneys working in Broward County were able to meet and outline some potential areas for changes to the Administrative Rules Document and land use plan process consistent with the stated vision of Broward Next. These comments are listed below.

Platting

Understanding that the Broward Country Charter requires all plats to be approved by the County Commission, the discussion focused on the existing exemption process and opportunities to expand the exemptions.

- Create a 10 acres threshold exemption so long as trafficways dedications have been met
- Allow for the use of a unity of title in cases for contiguous parcels for one development proposal to allow for the expansion on non-principal building definition.

Phase II request.

- Create an Administrative Waiver process to handle the following:
 1. Change to an existing restrictive note
Still require local government approval
 2. Renew Findings of Adequacy
Still require local government approval
- Streamline the process by amending the LDRs. For example, roads and easement can be dedicated by separate instrument closer to the time of development.
- Eliminate the need for plat notes since Broward County is a pay and go system. This may need to be tweaked if the parcel is not within a transit concurrency area.

Flex Rules - Section 2 of the Administrative Rules Document

1. Create one flex zone per municipality

- Allocation still subject to a finding that essential services are in place including hurricane evacuation.
- Maintain the yearly monitoring and updating of the tables
- Still require compatibility review, if triggered.
- Allocation reviewed by BCPC staff, if staff recommends denial, then to the BCPC.
*additional units can be increased through the creation of a county wide pool as referenced below.

2. Eliminate restrictions on use

- Allow local governments to provide their own policies and procedures for the use of flex and reserve.
- Eliminate the restrictions on use of flex/reserve such as no more than double the density
- Eliminate the density restriction of 50 du/acre. Leave that up to the local government.
- Revise the section on restrictions for residential uses in commercial allowing the local land use plan to govern.

Density/Intensity

Addressing Growth.

- Create a county wide pool of units tied to population growth over the next 5/10/15 years. Each five years the pool of units is increased proportional to estimated population growth. Cities can opt out of their share of the growth and other cities can request the units through some evaluation and approval process.
- Allocation still subject to finding that essential services are in place. Yearly monitoring and updating of the tables
- Eliminate all reference to maximum density in the County Plan. Allow this to be a local issue.
- Still tie increases in density on the barrier island to hurricane evacuation LOS.

Land Use Plan Amendments

- Eliminate requirement to have a hearing to advertise for an upcoming hearing
- Eliminate the need to have a second BCPC hearing on the LUPA unless there is a BCPC recommendation of denial. This will still adhere to the requirement that there be a 'minimum of two' public hearings.
- Allow for concurrent approval of recertification upon final approval.
- Allow for applicants to apply for both a local and county LUPA without the need for any additional information from the local government, with the burden clearly on the applicant if denied at either level.

Land Use Plan Categories

Combine the existing mixed use categories into one (or 2) with a nexus to transportation/multi-modal improvements

Create a land use category with a focus on higher density along transit corridors and transit supportive areas with no density cap. This could be an Urban-HR land use category and allowing for mixed uses as well. This may be part of or separate from the suggestion above.

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Transfer of Development Right (TDR) program

The group felt that there was no need to take a position on a countywide TDR program. There was no discussion on whether local governments could establish their own program.

I am also in receipt of the draft dated November 10, 2015 and will review our recommendations in light of the draft to see where there is overlap.

Again,

Thank you.

Marcie

Marcie Oppenheimer Nolan

Shareholder

1 East Broward Blvd., Suite 1800 | Fort Lauderdale, FL 33301

Tel: 954.985.4135 | Fax: 954.985.6814 | [E-Mail](#)

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From: Sesodia, Josie

Sent: Tuesday, November 24, 2015 4:25 PM

To: Sniezek, Henry <HSNIEZEK@broward.org>; Blake Boy, Barbara <BBLAKEBOY@broward.org>; Feliciano, Maribel <mfeliciano@broward.org>

Subject: BrowardNEXT Renewed Intergovernment Partnership Vision Comment JS

Some suggestions – please see attached.

Thanks

Jo

RENEWED INTERGOVERNMENTAL PARTNERSHIP VISION

In 1975, Broward County voters approved the Broward County Charter and established the Broward County Planning Council with the responsibility of preparing a County-wide land use plan under the jurisdiction of the Broward County Board of County Commissioners. The Charter requires that all municipal land use plans conform with the Broward County Land Use Plan. The first Broward County Land Use Plan was adopted in 1977, in close coordination with municipalities. The 1977 Plan, and 1989 update, promoted suburban development, with auto-oriented, separated use, low density and intensity land use patterns, spreading westward to the Everglades.

The Broward County Land Use Plan has been amended many times to adjust policy and the land use plan map. However, the foundation and mechanics of the Plan adopted in the 1970's and 1980's has remained. New challenges have already that cannot be adequately addressed by the existing Plan. One of those challenges involves intergovernmental coordination and cooperation.

To be effective, it is essential that the Broward County Land Use Plan be structured to maximize support and cooperation from Broward's municipalities and other stakeholders. As such, the 2016 Plan is intended to focus on County-wide and regional policy priorities, and to empower municipalities to efficiently and effectively address local planning issues.

STRATEGY IG-1: The Broward County Land Use Plan, including its review and approval process, will be streamlined to focus on regional planning issues.

The Broward County Land Use Plan (BCLUP) map identifies a designated land use for every parcel in Broward County. Each municipality is required by state law to adopt its own Future Land Use Map, consistent with the BCLUP. The 2016 BCLUP map consolidates land use classifications to better reflect its function as a county-wide or "regional" plan. The BCLUP will be promote (re)development in mixed use "activity centers" including downtowns, redevelopment areas, major transportation corridors and hubs. Municipal land use plans will be focus on local land use vision and form. This change will expedite development review and reduce duplicative regulations between the County and its municipalities.



Implementation Activities include:

- Reducing the number and types of BCLUP land use plan categories.
- Expanding permitted uses within specific land use plan categories.
- Simplifying the amendment process for Mixed Use districts.
- Streamlining the Broward County Planning Council certification/recertification process.
- Revising the Broward County Land Use Plan amendment requirements, including recommending that the Broward County Charter requirement for two Planning Council public hearings for a land use plan amendment be reduced to one.

STRATEGY IG-2: Enable municipalities to modify local land use plans to address municipal-level issues without the need for County approval.

Historically, the Broward County Land Use Plan permitted municipalities to rearrange land uses to address local land use planning issues without the need for County Commission approval through the “Flexibility Zone” and “Flexibility Rules” concept. Over time, the allocation of “flex” units has created inequity. The purpose and intent of “flex” was to permit efficient municipal level adjustment of land use plan to address municipal-level planning issues. This remains a valid goal for which updated tools are proposed.

Implementation Activities include:

- Eliminate “Flexibility Zones.”
- Reform and replace as appropriate the “Flexibility Rules” and requirements for BCLUP amendments to clearly delineate the thresholds between municipal-level planning issues and County-level planning issues.
- Permit municipalities to adopt “Transfer of Development Rights” programs to further a public purpose. For example to create significant open space, protect environmentally sensitive lands, conserve historic resources, reduce impacts in Priority Planning Areas, and direct new development to “activity centers,” downtowns, transit oriented corridors or hubs, and redevelopment areas.

STRATEGY IG- 3: Maintain and Enforce an Effective and Efficient Countywide Development and Environmental Review Program



Sesodia, Josie

I'm thinking where a TOC has X sq ft of commercial and Y sq ft of office and then wants to amend this increase one and decrease another, with no significant net impacts.



Sesodia, Josie

An replace with Municipal boundaries? Or does this mean eliminate Flex Units?

Broward County has a robust growth management system to support Countywide, as well as State-mandated, priorities to protect our fragile natural resources and provide for safe and adequate public services and facilities. The County's program has evolved to add new priorities. This has not always resulted in codes and programs that maximize effectiveness and efficiency. For example, the countywide plat review process has been used to accomplish many county and state growth management requirements. However, the collection of impact fees now occurs at the building permit stage, rather than during the platting process. Broward County is committed to regular thorough reviews and updates of its development and environmental review programs, including the County Land Use Plan platting requirements and County Land Development Code to improve efficiency

Implementation Activities include:

- Evaluate the County Land Use Plan platting requirements for opportunities to increase efficiency, while continuing to protect resources and provide adequate public services.
- Consult with the County Charter Review Commission to review and consider potential amendments to Section 8.11 B. regarding platting requirements.
- Review and revise the County Land Development Code to streamline procedures.

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan, and, as may be appropriate, the County's Land Development Code.



BrowardNEXT
Renewed Intergover

From: Chambers, Cynthia

Sent: Tuesday, November 24, 2015 10:05 AM

To: Sniezek, Henry <HSNIEZEK@broward.org>; Sesodia, Josie <JSESODIA@broward.org>

Subject: BrowardNext - Request for Comments and Input

Under the partnership vision, do you think, based on our conversation with GCW folks, that the Strategy IG-3 could be amended as follows:

STRATEGY IG- 3: Maintain and Enforce an Effective and Efficient Countywide Development and Environmental Review “and Enforcement Programs

From: Brian Bandell [mailto:bbandell@bizjournals.com]
Sent: Wednesday, December 16, 2015 8:28 AM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject: BrowardNEXT

Hi Ivan,

I see that there is an initiative to make changing to the county's land use plan called BrowardNEXT. Part of that is a vision for attainable housing.

Could this vision include promoting smaller housing units that are more affordable? It seems that some zoning codes make them difficult to develop now, either because there's a mandatory minimum size or they are treated the same in parking requirements and density bonuses as large units. Could the plan address this?

Thanks,

Brian Bandell

South Florida Business Journal
954-949-7515
Cell 954-663-6185

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From: Stephen Tawes [mailto:stawes@Lauderhill-fl.gov]
Sent: Wednesday, December 16, 2015 10:42 AM
To: Cabrera, Ivan <ICABRERA@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>;
Blake Boy, Barbara <BBLAKEBOY@broward.org>
Cc: Chuck Faranda <cfaranda@lauderhill-fl.gov>; Kennie Hobbs <khobbs@lauderhill-fl.gov>
Subject: BROWARDNEXT/ Broward County Land Use Plan

Please find attached the City of Lauderhill response for the 2016 Broward County Land Use Plan, *Highlighted Regional Issues and Strategies, Section 1*.

Thank you very much,
Steve



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<http://laudershill-fl.gov/about-laudershill/privacy-and-confidentiality-notice>

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FINANCE DEPARTMENT
Planning & Zoning Division

December 15, 2015

Henry Sniezek, Director
Broward County, Florida
Environmental Protection and Growth Management Department
Planning and Redevelopment Division
Room 329K
115 S. Andrews Avenue,
Fort Lauderdale, Florida 33301

RE: Broward County Land Use Plan/Review Comments

Dear Mr Sniezek,

The goal of **#BROWARDNEXT** is to review the **Broward County Land Use Plan** to ensure it is reflective of Broward County's current and anticipated conditions and priorities. The review seeks more efficient methods and effective policies to facilitate a countywide planning program consistent with the challenges and opportunities of our ever changing community. This goal includes maintaining a positive and balanced relationship among and between the municipalities and the County with important topics of community-wide significance such as:

1. transit and mobility,
2. affordable housing,
3. climate change mitigation and adaptation,
4. regional economic development,
5. environmental protection,
6. enhancement and protection of recreation and open space areas, and
7. disaster preparedness.

Section 1 of the updated Land Use Plan, "*Highlighted Regional Issues and Strategies*" includes the first four of the seven Subsections and the Lauderhill response for your information:

1. **Renewed Intergovernmental Partnership**

- a. **Strategy IG-1:** Streamline Broward Land Use Plan to focus on regional planning issues
Streamlining the approval and amendment process would be generally beneficial, again depends on specific proposals
- b. **Strategy IG-2:** Enable cities to modify land use plans without County approval
Would be positive to allow cities more flexibility in allocating development within their city without requiring County approval
- c. **Strategy IG-3:** Maintain effective Countywide development and environmental review program
Generic, no comment

2. **Attainable Housing**

- a. **Strategy AH-1;** Funding sources to develop/rehab attainable housing
Lauderhill currently provides a disproportionate share of attainable housing towards Broward County's requirements. A fee on non-residential development that would promote new attainable housing in other parts of the County or would pay to rehab existing attainable housing in Lauderhill could be beneficial.
- b. **Strategy AH-2;** Support non-traditional construction techniques to increase affordability
No comment other than any such techniques not be mandated on cities
- c. **Strategy AH-3:** Support density bonus in County Land Use Plan for smaller, attainable units
Lauderhill already has reserved sufficient density for planned developments along State Road 7 and does not anticipate significant new residential development elsewhere so not applicable. But it could be beneficial if it encourages other areas of the County to develop attainable housing to become more proportionate with what Lauderhill currently provides.
- d. **Strategy AH-4:** Cities adopt comprehensive strategy to provide attainable housing
Lauderhill does not anticipate seeking additional residential density from County but would question the value of requiring an attainable housing strategy document that must be approved by County Planning Council. It seems to be another layer of bureaucracy; the Planning Council could

currently consider attainability when considering land use amendments without requiring adoption of municipal plans

3. Targeted Redevelopment

- a. **Strategy TR-1:** Prioritize New and Redevelopment to Existing and Planned Downtowns and Major Transit Corridors and Transit Hubs

Lauderhill already has reserved sufficient density for planned developments along State Road 7 and does not anticipate significant new residential development elsewhere so not applicable.

- b. **STRATEGY TR-2:** Support Incentives to Remove Blight within Community Redevelopment Areas (CRA's) and Similar Areas

Existing CRA TIF's will be expiring starting in 2019. Lauderhill shall prioritize these areas for future funding identification.

- c. **STRATEGY TR-3:** Municipal Development and Adoption of Transfer of Development Rights Programs

Lauderhill encourages other areas of the County to develop TDR programs.

4. Multi-Modal Transportation

- a. **Strategy MM-1:** Make best use of transportation network while promoting Complete Streets

Seems rather generic, no comment

- b. **Strategy MM-2:** Recognize and Address Transportation and Housing Connection

City agrees with locating new development close to transportation corridors and promoting mixed-use development

- c. **Strategy MM-3:** Support Sustainable funding source for county transit needs

Depends on what the funding source is going to be ... there are already transportation impact fees which put the cost on new development that is generating the demand for additional transportation. If those fees are insufficient, it seems they should be increased before looking for a new source that would likely come from current residents to the benefit of developers

- d. **Strategy MM-4:** Implement Multi-Modal Level of Service standard for redevelopment proposals

Seems that Lauderhill's SR7 corridor would meet any standards County may devise but the proposal is rather generic, would depend on specifics of the Level of Service standard

Thank you very much,

A handwritten signature in blue ink, appearing to read 'S. Tawes', with a long horizontal flourish extending to the right.

Stephen Tawes, RLA, ASLA, CLARB
City Planner

Broward County Future Land Use Plan

“Color Outside the Lines”

Innovative Proposals for Future Land Use Categories

Proposed April 2015

By:

Ms AubreyAnne V. Burgess

Mr. Donald C. Burgess

April 29, 2015

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

RE: Broward Next
Innovative Proposals for Future Land Use Categories

Dear Ms Blake Boy:

Thank you for this opportunity to provide proposals for the new Broward County Future Land Use Plan. We apologize for the timing of this submittal and the brevity of the proposals as we were just recently made aware of this monumental effort, and were therefore unable to attend any of the scheduled meetings.

We are quite certain that these proposals have not been addressed at this time. But we further believe that these are issues that need to be addressed at some time in the near future if Broward County desires to continue to provide:

- adequate transportation corridors for residents and visitors
- suitable living quarters for low income residents and seniors in updated and storm-safe structures proximate to their present residences
- access to and uninterrupted provision of services for properties until such time that the services cannot be guaranteed by service providers due to the regular flooding of said properties due to sea level rise.
- innovative accommodation of present residents as well as those relocated from reclamation areas within an area of higher elevation proximate to major highway corridors.

The proposal areas are noted on the attached Land Use Plan map. Thank you for your consideration.

Ms AubreyAnne V. Burgess (aubrey.burgess@live.com)

Mr. Donald C. Burgess (donaldcburgess@gmail.com)

Enhanced Transportation Corridors

An Enhanced Transportation Corridor is an existing roadway with additional width along much of the right-of-way to provide for frontage roads and/or relocated drainage facilities, to accommodate a limited-access-roadway within the corridor to expedite vehicular movement while continuing to provide access to existing and/or proposed commercial and residential development. The roads provide (or can be improved to provide) access to major transportation corridors including Interstate 595, Florida Turnpike, Interstate 75 and Sawgrass Expressway.

The proposed Enhanced Transportation Corridors are:

- University Drive from Sunrise Boulevard to Sheridan Street
- Flamingo Road from Panther Parkway/NW 136 Avenue to Sheridan Street
- Sheridan Street from Interstate 75 to Florida Turnpike
- Southgate Boulevard from Sawgrass Expressway to Florida Turnpike

Reclamation Areas

The proposed Reclamation Areas are properties where Sea Level Rise is expected to cause increased flooding of streets and associated properties. And where continuous access and uninterrupted provision of services cannot be guaranteed by service providers due to the regular flooding. This is clearly a FUTURE land use concern but one for which criteria needs to be developed in the near future as to when services will be compromised.

The proposed Reclamation Areas:

- are generally between US 1 and A1A along the Intracoastal Waterway and along inland waterways that provide access for Sea Level Rise to impact interior waterfront development.

Relocation from Reclamation Area

The proposed Relocation Area consists an area of higher elevation proximate to major highway corridors and provides ocean access via the North New River Canal. It is proposed that the area be redeveloped at higher density which may include luxury condominiums, townhouses and apartments to accommodation of present residents as well as those relocated from reclamation areas.

The proposed Relocation Area is

- Broadview Park and associated communities generally located south of Peters Road/Davie Road; north of Interstate 595; east of Florida Turnpike; and west of US 441 / SR 7.

Medium (16) Residential with Accommodation

The Medium (16) Residential with Accommodation proposes the redevelopment of mobile home properties at proposed (16), or increased (25), density to provide for residential units to accommodate the majority of existing residents of the park in storm-safe structures. This would be similar to provision of “affordable housing units” with reduced prices for the existing residents.

The Medium (16) Residential with Accommodation properties

- consist of Mobile Home Parks generally located along the Interstate 595 / SR 84 corridor from NW/SW 136 Avenue to US 441 / SR 7.

Irregular (25) Residential with Accommodation

The proposed Irregular (25) Residential with Accommodation proposal is to allow for redevelopment of properties at increased density to provide for residential units to accommodate the majority of existing residents in updated storm-safe structures. Additional units constructed would be available for new residents. This would be similar to provision of “affordable housing units” with reduced prices for the existing residents.

Irregular (25) Residential with Accommodation areas

- consists primarily of early Phases of Sunrise Lakes 55+ residential communities.
- initially-developed properties were constructed at lower density. At this time many of the units are in a state of disrepair.



Broward County
Landuse Plan -Revie

From: Yacinthe, Natacha
Sent: Friday, December 18, 2015 11:36 AM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject: Port Everglades Comments and REMINDER!! BrowardNEXT - Request for Comments and Input

Good morning Ivan, please see attached the port's comments. Let me know if you have any questions or need additional information Thank you and Happy Holidays and safe and blessed 2016.

-Natacha

Natacha J. Yacinthe



Natacha J. Yacinthe, Ph.D., PPM, AICP
Seaport Principal Planner/Project Manager
Office of the Chief Executive/Port Director's Office
Broward County Port Everglades
1850 Eller Drive
Fort Lauderdale, Fl 33316
Direct Line: (954) 468-0213
Fax: (954) 523-8713
e-mail: nyacinthe@broward.org

“If a man does not know what port he is steering for, no wind is favorable to him.” --Seneca

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STRATEGY IG-1
Potential Implementation Approach

Enhance Focus on Regional Planning Issues

Potential Implementation Approach

- Reduce and streamline the number and types of BCLUP land use plan categories.
 - *Example* – collapse “Regional Activity Center,” “Local Activity Center,” “Transit Oriented Corridor,” and “Transit Oriented Development” categories into an “Activity Center” designation.
 - *Example* – collapse “Commercial,” “Industrial,” “Employment Center,” and “Office Park” designations into a “Commerce” designation.
 - Comments: Although revisions to the Land Use are proposed at this time, Port Everglades will like the opportunity to determine impact, if any, to exiting land use designation for the port as the current “Institutional” designation may be required per State Statute (FS Chapter 59-1157.)

- Expand land use plan category permitted uses.
 - *Example* – allow limited community facility and utilities uses within lands designated “Parks and Recreation,” subject to conditions.
 - *Example* - Expand non-residential categories to include residential components as a permitted use, subject to conditions such as proximity to transit station and inclusion of attainable housing.

- Streamline the Broward County Planning Council certification/recertification process. Consider revising process to be largely administrative, with monthly report to the Planning Council.

- Revise the Broward County Land Use Plan amendment requirements.
 - *Example* – recommend revisions to the Broward County Charter to require one Broward County Planning Council public hearing instead of two.
 - Waive fees for municipal initiated amendments such as mixed-use areas along transportation corridors.
 - Create thresholds and/or “call up” system (similar to existing “compatibility review” criteria) to determine projects that require a BCLUP amendment.
 - *Example* - a BCLUP amendment could be required for a project or combined project greater than xxx units, unless the proposal is within a designated “activity center.” For proposals within a designated “activity center,” the threshold could be yyy units every five (5) years.
 - *Example* - any municipal proposal of over xxx units that is otherwise not subject to the BCLUP amendment requirements must be reported to any municipality

within 1000 feet of the subject site. The adjacent municipality will have yy days from the receipt of notice to request that a BCLUP be processed. In such an instance, no fee shall be assessed for the BCLUP amendment.

- *Example* - Any proposal for a change from a “Conservation” category would require a BCLUP amendment.
- *Example* - Any proposal for a change from “Parks and Recreation” category would require a BCLUP amendment, to “Conservation” or unless xx acres or less of community facility or utility and meets parks requirements.
- *Example* - Proposals from “Transportation,” “Mining,” or “Electrical Generation Facilities” require BCLUP amendment.
- *Example* - Proposals to establish new “Activity Centers” require BCLUP amendment

STRATEGY IG-2
Potential Implementation Approach

Enable Municipalities to Address Local Issues

Potential Implementation Approach

- Eliminate “Flexibility Zones” to create municipality wide zones that identify receiving and non-receiving areas, as submitted by municipality.
- Reform and simplify “Flexibility Rules” and requirements for BCLUP amendments to clearly delineate the thresholds between municipal-level planning issues and County-level planning issues.
- Freeze municipal “flex units” and “reserve units” totals. If the current combined total of “flex” and “reserve” units equals less than 3% of the total number of units permitted by the municipal land use plan, a new “pool” of residential units shall be established as 3% of the total. Otherwise, the “pool” will equal the current combined total of “flex” and “reserve” units.
- *Example* - Allocation of “pool” residential units could be subject to the following:
 - Municipal demonstration that adequate public facilities and services will be available (transportation, water, sewer, parks, schools, etc.) Such demonstration shall be provided to the Planning Council for monitoring purposes.
 - Allocations will remain subject to the current “compatibility review” requirements of the BCLUP. In addition, allocations of between 150 and 200 units for a project or combined project shall also be subject to a County Commission compatibility review, except allocations over 200 units within a designated “activity center” shall be subject to such review.
 - Allocations are not permitted to lands designated “Conservation, Parks and Recreation,” “Commercial Recreation,” “Electrical Generation Facilities,” “Industrial,” “Mining,” and “Transportation.”
 - Allocations are not permitted to lands designated “Utilities” and “Community Facilities” unless the land is owned by the municipality.

STRATEGY IG-3
Potential Implementation Approach

Streamline Countywide Development Review Process

Potential Implementation Approach

- Consult with the County Charter Review Commission to review and consider potential amendments to Section 8.11 B. regarding platting requirements.
- Revise BCLUP platting requirements to expand number and type of exempted parcels, such as:
 - Increasing acreage exemption from 5 to 10 acres;
 - Reconsideration of original building square footage.
- Update Land Development Code to streamline/eliminate current procedures regarding platting and plat note amendments.

STRATEGY MM-2
Potential Implementation Approach

Transportation / Housing Connection

Potential Implementation Approach

- For proposed development within designated or proposed and eligible “activity centers” (including designated redevelopment areas), estimated impacts from residential units committed to be restricted to attainable housing for a minimum 10 years will be credited from the regional transportation analysis.

- Broward County will continue to waive transportation concurrency fees for residential units restricted to attainable housing.

STRATEGY MM-4
Potential Implementation Approach

Multi-Modal Level of Service Standard

Potential Implementation Approach

- Proposed development within designated or proposed and eligible “activity centers” (including designated redevelopment areas) may be analyzed utilizing an Institute of Transportation Engineers (ITE) “urban infill area – person trip methodology.”
- Within designated or proposed and eligible “activity centers” (including designated redevelopment areas), Broward County shall utilize levels of service standards for bicycle, transit, and pedestrian facilities and services. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may

be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development.

- Broward County will continue to provide a transportation concurrency fee credit for new development located in proximity (clarify what is considered proximity, an example, ½ mile, 1 mile etc.) to transit stops.

DRAFT – November 5, 2015

TARGETED REDEVELOPMENT VISION

Broward County's "developable" area, consisting of approximately 410 square (perhaps add its equivalency in acreage for reference purposes) miles of the eastern portion of the County, can be characterized as essentially built-out. This built-out character physically constrains the ability to accommodate an approximate 250,000 new residents expected by the year 2040, and also the desire to enhance the County's economic base. To accommodate new population and economic activity, Broward County endorses a strategic approach to direct growth to areas which maximize the efficient use of land and create places to shop, work and play. Broward County supports a development strategy which promotes the principles of "Smart Growth," which seeks to maintain and create desirable communities and neighborhoods for Broward County residents, visitors and economic interests, including quality housing for all, integrated with excellent public facilities, recreational opportunities and open space areas, and which preserves and conserves natural resources.

STRATEGY TR-1: Prioritize New and Redevelopment to Existing and Planned Downtowns and Major Transit Corridors and Transit Hubs

Broward County must efficiently accommodate population and economic growth, while also recognize and protect areas which currently display characteristics, such as rural and estate communities and established single-family neighborhoods, which may not be appropriate to support additional growth and development. Broward County supports new development and redevelopment activities within established and planned "activity centers," such as municipal downtowns, and

established and planned “transit oriented” corridors and hubs, as long as such areas have sufficient public facilities and services to serve the area, and a mixed-use character which supports a high quality live, work and play community for residents and businesses, including viable multi-modal transportation choices, a range of housing choices (including attainable housing), green spaces and recreational amenities, community gathering spots, and a variety of services and establishments to support life and business activities.

Implementation Activities include:

- Broward County Land Use Plan amendments for appropriately located “activity center,” such as downtowns and transit corridors and hubs shall be given preference when considering new or redevelopment proposals.
- Within established and planned “activity centers,” Broward County shall utilize multi-modal levels of service standards, and take all committed and funded modes of transportation fully into account when considering development proposals.
- To facilitate the availability of attainable housing in proximity to public facilities, services, amenities, and economic opportunities, the County’s “Attainable Housing Density Bonus Program” shall be structured to target established and planned “activity centers,” such as downtowns and transit corridors and hubs.

STRATEGY TR-2: Support Incentives to Remove Blight within Community Redevelopment Areas (CRA’s) and Similar Areas

Currently, fourteen Broward County jurisdictions contain “Community Redevelopment Areas,” or CRA’s, which have been characterized by blighted conditions, such as the presence of substandard or inadequate structures, a shortage of attainable housing, inadequate infrastructure, and insufficient transportation services and infrastructure. Many CRA’s within Broward County receive “tax increment financing,” or “TIF’s” where any future increases in property

values are set aside to support economic development projects within the CRA. However, Broward County's existing CRA TIF's will be expiring starting in 2019, and at that time, the County will again receive funds previously sent to the CRA. However, the need for funding quality redevelopment throughout the County will remain.

Implementation Activities include:

- Broward County is committed to continuing and expanding its current "Broward Redevelopment Program" (BRP) program to offer resources to CRA's, or similar blighted areas, with a focus on high quality, viable, projects which will provide jobs, enhance support infrastructure to attract redevelopment and/or result in attainable housing stock.
- Priority for BRP program funding will be given to projects which demonstrate furtherance of one or more of the County's "Highlighted Regional Issues and Strategies," including targeted redevelopment, multi-modal transportation, attainable housing, climate resiliency, natural resource protection and enhancement, and disaster prevention.

STRATEGY TR-3: Municipal Development and Adoption of Transfer of Development Rights Programs

"Transfer of Development Rights" programs, or TDR, are utilized in many communities throughout the United States. Generally, TDR programs involve the removal of the right to develop unbuilt permitted uses from land in a defined "sending zone," and transfer such permitted development rights to land in a defined "receiving zone," which permits the use. TDR programs are often used to promote a public purpose, such as, but not limited to, preserving open space, farmland, or historic preservation, and also to direct development to achieve a public policy. Transfer of Development Rights programs, to be successful, requires a market condition that creates a demand for the rights to be sold. Such programs may require establishing a "TDR bank" to accommodate the demand. In this light, municipalities in Broward County may adopt Transfer of Development Rights programs.

Implementation Activities include:

- Municipal **TDR programs** must identify an overall plan or strategy that would further a public purpose, such as enabling the creation of significant public

Multi-modal
Transportation
Strategies and
Opportunities
are a priority to
move People,
Goods and
Services
throughout
Broward County

of the seaport.)

or private open space areas or corridors, protect environmentally sensitive lands, historic resources, or areas identified as appropriate for climate resiliency strategies (such as “Priority Planning Areas”), and direct development to more suitable areas such as established and planned “activity centers,” such as downtowns and transit corridors and hubs, and/or redevelopment areas. (If approved, during implementation phase please consider that the Broward County Port Everglades is located within 3 municipalities, need to ensure any propose TDRs consider the statutory requires

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan, and, as may be appropriate, the County’s Comprehensive Plan.

BROWARDNEXT

Moving People,
Goods and Services

MULTI-MODAL VISION

The predominant development pattern in Broward County has historically been a suburban model with a focus on auto-oriented, low-density, separated land use, and sprawling development. Today, however, Broward County's urbanized "developable" area, consisting of approximately 410 square miles (need to explain or add a sentence to what is meant by 410 sq miles) of the eastern portion of the County, can be characterized as essentially built-out. This built-out character physically and fiscally (here how does the built out

constraint fiscally?) constrains the ability to increase roadway capacity through the construction of additional travel lanes for automobiles. However, Broward County expects to add approximately 250,000 new residents by the year 2040 and strives to enhance its economic base. In this light, the County is committed to support a full range of multi-modal transportation options necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy.

STRATEGY Make the Best Use of the Transportation Network to Move People, Goods and Services safely and efficiently while Incorporating and Promoting Complete Streets Principles Where Appropriate

"Complete Streets" are roadways designed and constructed for all modes of transportation – automobiles, buses, bicycles, pedestrians, and freight vehicles, and for all users, regardless of age or ability. Complete Streets enhance the community's quality of life, results in positive health benefits, and have a positive impact on the economy. Broward County's corridor is largely defined and the opportunity to add new links and lanes for single-occupancy vehicles is limited. (perhaps change the word "opportunity". Seems like that is the intent) The County must utilize the existing and planned transportation network to move people, goods and services safely and efficiently, making use of all modes of transportation, including pedestrian, bicycle and transit.



, accommodate, and construct Complete Streets features



throughout the County, consistent with the County's jurisdictional responsibilities, and in a "context sensitive" fashion (e.g. consideration of the surrounding area, the primary existing and planned function of the roadway, including the prevalence of freight traffic, and safety).

Implementation Activities include:

- **Accommodating** Complete Streets features and technology into County-maintained roadways where practical and financially feasible, capitalize on intergovernmental coordination and technical assistance opportunities to identify and achieve efficient interconnected multi-modal networks throughout the County; and,
- **Supporting** municipal and state Complete Streets projects. (If supporting or accomodating how then will these activities be potential performance measured?)

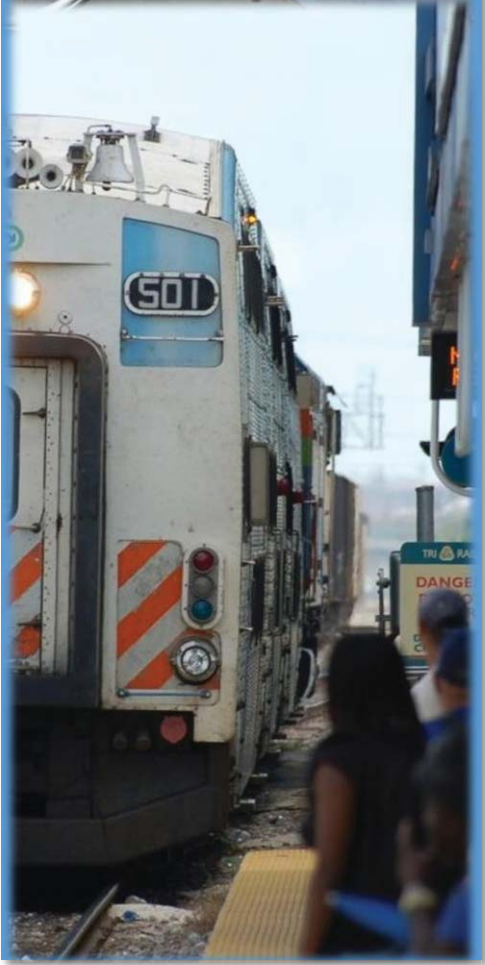
STRATEGY Recognize and Address the Transportation and Housing Connection

The two biggest household expenses are housing costs (i.e. mortgages or rents, insurance and property taxes) and transportation costs (i.e. car payments, fuel, insurance and maintenance costs). The nationally recognized "Housing and Transportation Affordability Index" (H + T Index) offers a benchmark that no more than forty-five percent (45%) of household costs should be consumed by housing and transportation. As of 2015, Broward County's housing and transportation cost index stood at sixty-five percent (65%), which makes Broward County one of the most expensive in the nation for combined housing and transportation costs. Broward County is committed to recognizing and addressing the transportation and housing connection in redevelopment proposals to help reduce these costs.

Broward County shall support strategically directing new growth and redevelopment to mixed use activity areas such as downtowns and along major corridors which offer multi-modal connections and cost effective infrastructure investments to accommodate full access to housing, jobs, local services.



Implementation Activities include:



- Promote and direct redevelopment and mixed use opportunities towards major transportation hubs and corridors;
Support residential attainable housing bonus densities towards major transportation corridors, stations, and redevelopment areas.

STRATEGY Promote and Support a Sustainable Funding Source for Countywide Transit Needs

The built-out character of the County's developable land constrains its ability to increase roadway capacity through the construction of additional travel lanes. To accommodate future growth and urban land use patterns, Broward County supports a sustainable funding source to improve access and mobility for its residents, businesses and visitors.

Broward County supports the identification and approval of a sustainable funding source to accommodate the operation and expansion of the County-wide transit system.

Implementation Activities include:

- Identification, support and approval of a sustainable transportation funding source;
- Identify and adopt minimum acceptable standards for the quality and quantity of transit service;
- Promote mixed use development along major transit corridors; and,
- The creation of additional capacity for other types of mobility by better utilization of existing rights-of-way, including transit, pedestrians and bicycles.

STRATEGY Identify and Implement a Multi-Modal Level of Service Standard for Redevelopment Proposals

The projected impact to the regional transportation network is one of the primary review and analysis tools in determining the effects of a proposed development. This review and analysis has traditionally been based on the estimated impacts on the transportation network resulting from automobiles. Broward County supports and is committed to an analysis that takes alternative modes of transportation and mobility options fully into account.

Broward County shall utilize a multi-modal capacity and impact measure to analyze and evaluate (re)development proposals, including those that require a Broward County Land Use Plan amendment.

Implementation Activities include:

- Utilize a level of service standard that fully recognizes existing and planned alternate modes of transportation within recognized mixed use activity centers such as downtowns and along major transportation corridors.

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan and the County's Transportation Element.



Strategy Outline



Strategy Outline



BrowardNEXT



BrowardNEXT Multi
Renewed IntergoverMulti Modal_Port coTargeted RedevelopModal Vision_Port's

From: Stone, Ralph

Sent: Tuesday, December 22, 2015 2:46 PM

To: Blake Boy, Barbara <BBLAKEBOY@broward.org>; 'Karen Friedman' <Karen.Friedman@copbfl.com>; Cabrera, Ivan <ICABRERA@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>

Cc: Robin Bird <Robin.Bird@copbfl.com>; Jennifer Gomez <Jennifer.Gomez@copbfl.com>

Subject: RE: BrowardNext - Request for Comments and Input

The approach is to use the funding to match the Housing Finance Authority bond allocation to leverage larger projects (50-100 units) rather small projects that would not generate an economy of scale for the bonds. Also, we all know that low income residents will live where affordable units are available while they work in many other cities. Finally, for these types of projects the private sector affordable builders will be responsible for securing a site and entitlements. I believe that committing to a project in each “third” of the county would service affordable residents that work in those cities.

From: Blake Boy, Barbara

Sent: Tuesday, December 22, 2015 1:46 PM

To: 'Karen Friedman' <Karen.Friedman@copbfl.com>; Cabrera, Ivan <ICABRERA@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>

Cc: Robin Bird <Robin.Bird@copbfl.com>; Jennifer Gomez <Jennifer.Gomez@copbfl.com>; Stone, Ralph <RSTONE@broward.org>

Subject: RE: BrowardNext - Request for Comments and Input

Hi Karen—

Please see responses below.

Strategy AH-3 / Density Bonus - The potential implementation states that density can be doubled. Does this mean that via a density bonus, properties could exceed 50 units per acre? (For instance, could a Residential High 46 units per acre be able to go to 92 units per acre?)

Potentially, yes.

And while it is clear, I just want to make sure that a Res High 46 would allow 92 “efficiencies” since they are a .5 density? Potentially, yes.

Strategy AH-1 / Non-Residential Linkage Fee – For the “three (3) geographic areas” is there any thoughts to ensuring all of the money is not spent in one area of one particular geographic area. Meaning if Parkland, Coral Springs, Margate, Coconut Creek and Pompano Beach are in one geographic region, would the funds be equally dispersed between all five cities? Or would it be possible that all of the money would be spent only in Margate? I’m going to defer to Henry and Ralph on this question (both out of the office).

BARBARA BLAKE BOY, EXECUTIVE DIRECTOR

BROWARD COUNTY PLANNING COUNCIL

115 South Andrews Avenue, Room 307 | Fort Lauderdale, FL 33301

954.357.6982 (direct)

www.broward.org/planningcouncil

www.browardnext.org



“You can never plan the future by the past.” – Edmund Burke

From: Karen Friedman [<mailto:Karen.Friedman@copbfl.com>]

Sent: Tuesday, December 22, 2015 12:48 PM

To: Cabrera, Ivan <ICABRERA@broward.org>; Blake Boy, Barbara <BBLAKEBOY@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>

Cc: Robin Bird <Robin.Bird@copbfl.com>; Jennifer Gomez <Jennifer.Gomez@copbfl.com>

Subject: RE: BrowardNext - Request for Comments and Input

Ivan –

Before I send in comments on behalf of Pompano Beach, I have a couple questions:

Strategy AH-3 / Density Bonus - The potential implementation states that density can be doubled. Does this mean that via a density bonus, properties could exceed 50 units per acre? (For instance, could a Residential High 46 units per acre be able to go to 92 units per acre?) And while it is clear, I just want to make sure that a Res High 46 would allow 92 “efficiencies” since they are a .5 density?

Strategy AH-1 / Non-Residential Linkage Fee – For the “three (3) geographic areas” is there any thoughts to ensuring all of the money is not spent in one area of one particular geographic area. Meaning if Parkland, Coral Springs, Margate, Coconut Creek and Pompano Beach are in one geographic region, would the funds be equally dispersed between all five cities? Or would it be possible that all of the money would be spent only in Margate?

Thank you for the information.



From: Jennifer Gomez
Sent: Friday, December 4, 2015 10:59 AM
To: Karen Friedman <Karen.Friedman@copbfl.com>
Subject: FW: BrowardNext - Request for Comments and Input

Karen –Please let me know if you have time to review everything. If you are swamped, I can ask Jean for her assistance.

From: Robin Bird
Sent: Thursday, December 03, 2015 7:16 PM
To: Jennifer Gomez
Cc: Karen Friedman; Paola West
Subject: FW: BrowardNext - Request for Comments and Input

We need to understand and grade this, provide input.



From: Forelle, Sara
Sent: Monday, December 28, 2015 12:05 PM
To: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Cabrera, Ivan <ICABRERA@broward.org>
Cc: Sniezek, Henry <HSNIEZEK@broward.org>; Feliciano, Maribel <mfeliciano@broward.org>
Subject: #BrowardNext--Request to Review Documents

Hi, Barbara,

Thank you for the opportunity to review the draft documents related to the Highlighted Regional Issues and Strategies section of a 2016 Broward County Land Use Plan. I hope that to further enhance the great work you are doing, you will consider the following comments.

I think that we should emphasize the need to create walkable communities with a sense of place. While increasing densities, connecting development to transit, and promoting complete streets are important, there is a gap that is not being covered in the current policies—the need to promote more placemaking. The reason why we are emphasizing higher densities and transit is to make transit use a viable mobility option. However, if once you reach your destination walking is not a pleasant experience, the so called “choice rider” will continue to choose to drive, whether in their own vehicle or via Uber or Lyft. Why do we think cities like Paris, New York, and Chicago are such great places? In part it is because they provide a great experience for just strolling around, even along streets with heavy traffic. What makes a difference? Elements that separate the pedestrian from fast moving traffic, including wider sidewalks, onstreet parking, and street trees. Other elements that contribute to sense of place include windows with awnings facing the sidewalk and frequent openings (doors and passthroughs), outdoor seating and restaurant tables, and plazas with fountains and sculptures. The architecture is interesting and all of these elements attract people, so you feel safe being there. Density, transit, and complete streets alone will not achieve that. Who wants to walk along Broward Boulevard?

Does this need to occur everywhere? No, just in the hubs and nodes that are high employment centers and/or high density residential clusters that also have local retail and services.

So how can this be incorporated into the LUP? Add to Redevelopment Strategy TR-1

STRATEGY TR-1: Prioritize New and Redevelopment to Existing and Planned Downtowns and Major Transit Corridors and Transit Hubs

Broward County must efficiently accommodate population and economic growth, while also recognize and protect areas which currently display characteristics, such as rural and estate communities and established single-family neighborhoods, which may not be appropriate to support additional growth and development. Broward County supports new development and redevelopment activities within established and planned “activity centers,” such as municipal downtowns, and established and planned “transit oriented” corridors and hubs, as long as such areas have sufficient public facilities and services to serve the area, and a mixed-use character which supports a high quality live, work and play community for residents and businesses, including viable multi-modal transportation choices, a range of housing choices (including attainable housing), green spaces and recreational amenities, community gathering spots, and a variety of services and establishments to support life and business activities. Broward County also encourages walkable communities through stimulating urban design that promotes civic engagement, healthy living, safety, and a variety of mobility options.

Implementation Activities include:

- Broward County Land Use Plan amendments for appropriately located “activity center,” such as downtowns and transit corridors and hubs shall be given preference when considering new or redevelopment proposals.
- Within established and planned “activity centers,” Broward County shall utilize multi-modal levels of service standards, and take all committed and funded modes of transportation fully into account when considering development proposals.

- To facilitate the availability of attainable housing in proximity to public facilities, services, amenities, and economic opportunities, the County’s “Attainable Housing Density Bonus Program” shall be structured to target established and planned “activity centers,” such as downtowns and transit corridors and hubs.
- To encourage the development of walkable communities, Broward County will also support Land Use Plan amendments that are consistent with adopted local activity center master plans or zoning overlays which include guidelines, policies and/or regulations that promote walkable environments through appropriate site and urban design, particularly when they are located in or near mixed use activity centers, transit hubs, and along transit corridors.

I would love to use the term “placemaking”, but it would be a difficult sell. However, if you are having a hard time with “walkable communities”, here are some definitions to help support the concept:

Walkscore.com at <https://www.walkscore.com/walkable-neighborhoods.shtml>

What makes a neighborhood walkable?

- **A center:** Walkable neighborhoods have a center, whether it's a main street or a public space.
- **People:** Enough people for businesses to flourish and for public transit to run frequently.
- **Mixed income, mixed use:** Affordable housing located near businesses.
- **Parks and public space:** Plenty of public places to gather and play.
- **Pedestrian design:** Buildings are close to the street, parking lots are relegated to the back.
- **Schools and workplaces:** Close enough that most residents can walk from their homes.
- **Complete streets:** Streets designed for bicyclists, pedestrians, and transit.

Dan Burden’s webpage at <http://walkable.org/>

What is Walkability and why is it so cool?

Walkability is the cornerstone and key to an urban area's efficient ground transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people. Construction of a walkable community provides the most affordable and equitable transportation system any community can plan, design, build and maintain. Walkable communities return urban environments to scale, pattern and mix for sustainability of resources (both natural and economic). They lead to more social interaction, physical fitness, diminished crime, and increased wellness, addressing many social and economic problems. Walkable communities are more liveable built environments and lead to whole, happy, healthy lives for the people who live in them. Walkable communities attract and keep jobs, young adults, families, children and grandchildren.

The webpage also recommends a book by Julie Campoli called Made for Walking: Density and Neighborhood Form. Here are excerpts from a review online (at <http://www.pps.org/blog/book-review-made-for-walking-density-and-neighborhood-form/>)

As for Placemaking, here are some resources as well:

From: http://www.pps.org/reference/what_is_placemaking/

WHEN YOU FOCUS ON PLACE, YOU DO EVERYTHING DIFFERENTLY

Unfortunately, the rigid planning processes of the 20th century have become so institutionalized that community stakeholders rarely have the chance to voice their own ideas and aspirations about the places they inhabit. Placemaking can break down these silos by showing planners, designers, and engineers the broad value of moving beyond the narrow focus of their own professions, disciplines, agendas. Experience has shown us that when developers and planners welcome this kind of grassroots involvement, they spare themselves a lot of headaches. Common problems like traffic-dominated streets, little-used parks, and isolated or underperforming development projects can be addressed – or altogether avoided – **by embracing a model of Placemaking that views a place in its entirety, rather than zeroing in on isolated components.**

Hope it helps and it's not too much information. Thanks, Sara



SARA L. FORELLE, AICP, **PRINCIPAL PLANNER**

Environmental Protection and Growth Management Department

PLANNING AND DEVELOPMENT MANAGEMENT DIVISION

115 S. Andrews Ave Rm. 329K | Fort Lauderdale, FL 33301

SForelle@Broward.Org | 954.357.6635

Broward.org/Planning | [#BrowardNEXT](https://twitter.com/BrowardNEXT) | [Twitter](#)

*In planning for the next 100 years,
what should Broward County focus on?*



From: Forelle, Sara

Sent: Monday, December 28, 2015 1:32 PM

To: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Cabrera, Ivan <ICABRERA@broward.org>

Cc: Sniezek, Henry <HSNIEZEK@broward.org>; Feliciano, Maribel <mfeliciano@broward.org>

Subject: RE: #BrowardNext--Request to Review Documents

You're welcome and thank you! Another thought. A little less worked out. I don't know if it's an issue here, yet, but in other metropolitan areas large homes in suburbs are being "abandoned". Others are being subdivided into "apartments" or rooms are being leased. While in most cases it creates a parking problem, from a different perspective it is another way of providing affordable housing options without destroying the character of neighborhoods. In some cases it allows for grown children to live with aging parents. The issue is allowing a second kitchen to be built so that the parents can retain some measure of independence. Has there been any discussion about how to allow or promote this while still protecting neighborhoods? Do we have a "mansion abandonment" issue in Broward? Just something to consider.



SARA L. FORELLE, AICP, **PRINCIPAL PLANNER**
Environmental Protection and Growth Management Department
PLANNING AND DEVELOPMENT MANAGEMENT DIVISION
115 S. Andrews Ave Rm. 329K | Fort Lauderdale, FL 33301
SForelle@Broward.Org | 954.357.6635

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*In planning for the next 100 years,
what should Broward County focus on?*



From: Ella Parker [mailto:EParker@fortlauderdale.gov]
Sent: Tuesday, December 29, 2015 4:43 PM
To: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Snizek, Henry <HSNIEZEK@broward.org>; Cabrera, Ivan <ICABRERA@broward.org>
Cc: Lee Feldman <LFeldman@fortlauderdale.gov>; Jenni Morejon <JMorejon@fortlauderdale.gov>; Diana Alarcon <DAIARCON@fortlauderdale.gov>; Debora Griner <DGriner@fortlauderdale.gov>; Lorraine Tappen <LTappen@fortlauderdale.gov>
Subject: RE: BrowardNext - Request for Comments and Input

Good Afternoon,

Please find attached staff comments as requested below and feel free to advise should you have any questions. Thank you for the opportunity to comment and make recommendations through the #BrowardNext process.

Kind regards and best wishes for the upcoming New Year!

Ella Parker, AICP | Urban Design & Planning Manager

City of Fort Lauderdale | Urban Design & Planning Division

700 NW 19th Avenue | Fort Lauderdale FL 33311

P: (954) 828-3729 E: eparker@fortlauderdale.gov



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DEPARTMENT OF SUSTAINABLE DEVELOPMENT

700 NW 19 AVENUE, FORT LAUDERDALE 33311

TELEPHONE (954) 828-6520

WWW.FORTLAUDERDALE.GOV

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To: Barbara Blake Boy, Executive Director, Broward County Planning Council
Henry Sniezek, Deputy Director, Broward County Environmental Protection
& Growth Management Department

Date: December 29, 2015

From: Ella Parker, Manager, Urban Design and Planning Division

RE: Request for Comments on #BrowardNext

Thank you for sharing the draft #BrowardNext Vision and Strategy Outline documents. The City appreciates the County and the Planning Councils' effort to bring the Broward County Land Use Plan up-to-date to reflect the diversity of the County's built environment, and we look forward to continuing to work together on addressing these planning efforts.

City of Fort Lauderdale staff has reviewed the draft documents emailed to the City on November 23, 2015 and would like to offer the following comments to date. Please note these are the initial professional recommendations by staff and will be part of more extensive formal policy discussions with elected officials.

Attainable Housing Vision

The Vision lacks specific focus on attainable housing for the workforce; those essential workers necessary for a community to thrive, feel safe, and service the community (i.e. police, firefighters, teachers, nurses, medical personnel, government employees). In addition, the City of Fort Lauderdale staff echoes the concerns shared by the City of Pompano Beach in reference to PCT16-1 regarding the linkage of affordable housing to low-wage service sector employers, and the need to include a methodology that would not cluster affordable housing in cities with the highest number of affordable housing units. City staff also recommends utilizing the Housing and Transportation (H+T[®]) Affordability index, providing a more comprehensive understanding of affordability by taking into account the cost of housing as well as the cost of transportation.

Strategy AH-1

The City staff has concerns regarding distribution of funds for attainable housing projects. The City staff recommends the following:

- Reimbursement to the City for attainable housing activities including construction and rehabilitation. This recommendation is based upon HUD's Affirmatively Further Fair Housing policies regarding the concentration of affordable/low income housing in certain areas of each municipality. Based upon the City's knowledge of the community, the City can best ensure affordable/low income housing is well distributed;
- If the County approves a nonresidential linkage fee, the funds or portion of the funds should be dedicated to workforce housing;

- The County should provide an analysis of the impact on non-residential development;
- The suggested fee is not based on a range for the specific nonresidential use, as each use generates employees at varied levels of income. Applying a flat, single fee does not align with potential needs;
- There is no provision for mixed use development where those units can be built into the project;
- Parking garages require building permits and should be not be excluded.

Page 2 of 5

Strategy AH-2

In regard to utilizing construction techniques that afford significant cost savings, clarification should be provided on the reference of modern manufactured/modular/prefabricated properties in consideration of cost savings and the non-residential linkage fee. Each municipality should determine the type of development and construction appropriate for the community.

Strategy AH-3

The City staff supports a density bonus program. Clarification is needed on the minimum number of units in order to qualify for a density bonus if limited to projects that are modern manufactured/modular/prefabricated properties. Specific strategies should be developed that provide options to essential workers such as first time home purchasing assistance, rental assistance, and housing-transportation connections. Additionally, rental and ownership attainable housing strategies should addressed separately in order to speak to the unique challenges presented under both options.

Strategy AH-4

The City staff concurs that municipalities should adopt comprehensive strategies to ensure sufficient supply of attainable housing. However, municipalities that are participating as US Housing and Urban Development (HUD) and State Housing Initiative Partnership (SHIP) entitlement jurisdictions should be waived from the requirement of additional attainable housing strategy preparation.

Renewed Intergovernmental Partnership Coordination

The City staff supports the intent of enabling municipalities to efficiently and effectively address local planning issues, while protecting County-wide and regional policy priorities where needed.

Strategy IG-1

The City staff supports the following strategies to streamline regional planning issues:

- Initiating a County Charter amendment to remove the requirement for two Planning Council public hearings for each land use plan amendment;
- Collapsing Regional Activity Center, Local Activity Center, Transit Oriented Corridor, and Transit Oriented Development into an Activity Center designation;
- Streamlining the Broward County Planning Council recertification process to an administrative process completed by Planning Council staff;
- Creating thresholds and call up system for projects that require a Broward County Land Use Plan Amendment.

The City staff recommends further clarification regarding the Strategy IG-1 Implementation Approach that would expand the permitted uses in lands designated "Park" to include limited community facilities and utilities uses. Further clarification is also needed regarding the recommendation to create thresholds or "call up" for a proposal for a change from "Parks and Recreation" category to "Conservation" unless parks requirement can be fulfilled by lands with community facilities or utilities.

Strategy IG-2

The City staff supports the following strategies regarding enabling municipalities to modify their land use plans to address municipal-level issues with the need for County approval:

- The City staff recommends allowing municipalities to determine how remaining flex units are distributed within their own municipality, considering local strategies for mixed-use development, planned infrastructure and transportation improvements, economic development focus areas, and climate adaptation areas;

Page 3 of 5

- Permit municipalities to adopt "Transfer of Development Right" programs without the need for County approval.

Multi-Modal Vision

The City staff supports and echoes the County's vision to support a full range of multi-modal transportation options necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy. The vision needs to clearly state that future planning includes a transition from vehicle-oriented development through a connected transit system that may also include commuter rail as further informed by municipal plans. Furthermore, City staff encourages more specific transportation strategies be developed for the Downtown Regional Activity Center, with a focus on applying an urban context to the supporting analysis, and mitigating traffic through a comprehensive, connected, multimodal transportation network.

STRATEGY: Make the Best Use of the Transportation Network to Move People, Goods and Services while Incorporating and Promoting Complete Streets Principles Where Appropriate

The City staff reiterates the following implementation strategy recommendations submitted to the County earlier in 2015:

- Support Complete Streets features in roadways identified by the MPO Complete Street map and plans adopted by municipalities such as the Fort Lauderdale Connecting the Blocks Plan;
- Support demonstration/pilot projects based on nationally accepted standards like the National Association of City Transportation Officials (NACTO) guidebooks;
- Integrate supporting municipal and state Complete Streets and context sensitive project guidelines and resolve conflicts in County, State, and local Complete Streets policies;
- Work with partners in local, County and state transportation departments to incorporate resilience into locating, designing and construction of all Complete Streets projects;
- Support converting dilapidated/unused infrastructure like bridges, roadways, rail to alternate transportation modes like bike trails;
- Develop pedestrian crossing infrastructure and operation with pedestrian-cycle timing, recommendation for major corridors (identified by crash and other related data) and in accordance with local master plans;
- Incorporate artistic features in infrastructure projects, i.e. artistic bicycle racks, storm water sculptures, bio-swales, colorful pavement for mode distinctions rather than typical roadway striping, etc.;
- Protect and enhance supportive infrastructure such as shade and street furniture to create comfortable, walkable communities;
- Prioritize modes in design of roadways according to context such as downtown streets and neighborhood streets.

STRATEGY: Recognize and Address the Transportation and Housing Connection to encourage mixed-use development

The City staff recommends amending the strategy to address the connection between transportation and land use. The City staff reiterates the following recommendations for incorporation into #BrowardNext implementation strategies:

- Support transit oriented developments around major transit nodes throughout the County and promote mixed-use development in the areas identified by MPO's mobility hub and municipal master plans;

Page 4 of 5

- Support land use regulations requiring bike facilities and supportive uses like showers and lockers for commercial developments;
- Promote and direct redevelopment and mixed use opportunities through incentives and direct such development towards major transportation hubs and corridors;
- Identify and incentivize various options for last mile of transit.

STRATEGY: Promote and Support a Sustainable Funding Source for Countywide Transit Needs

The City staff would like to offer the following recommendations:

- Consider equity in distribution of development fees in transportation projects;
- Fees collected for transit should be spent within a specified radius of the contributing project;
- The current Transit Concurrency System should be eliminated in exchange for a more sustainable and logical nexus-funding source;
- Develop a county-wide transportation plan looking at the future needs of the region;
- Include funding consideration for community bus services.

STRATEGY: Identify and Implement a Multi-Modal Level of Service Standard for Redevelopment Proposals

The City staff would like to offer the following recommendations:

- Apply multimodal level of service (LOS) standards Countywide, not just activity centers. Using uniform level of service standards on all transportation facilities will allow the County and municipalities to more comprehensively assess the impacts of development in activity centers and on neighboring areas;
- Work towards identifying measurable and attainable multimodal LOS thresholds that are context sensitive. Consider inclusion of national standards that would include local data more reflective of the different environments across the County;
- Clarify if methodologies will be developed through the County's Land Use and Transportation Elements;
- Develop a methodology to apply a multimodal level of service standard based on by context and complete street typology.

Targeted Redevelopment Vision

The City staff also endorses a development strategy, which promotes the principles of "Smart Growth," which seeks to maintain and create desirable communities and neighborhoods.

Strategy TR-1

Regarding prioritizing new and redevelopment to existing and planned downtowns and major transit corridors and transit hubs, City staff supports the following:

- Focusing on new development and redevelopment on existing and planned downtowns and major transit corridors and transit hubs.

Strategy TR-2

In reference to support of incentives to remove blight within Community Redevelopment Areas (CRAs) and similar areas, municipalities should continue to collect tax increment financing in order to eliminate blight and encourage redevelopment.

Page 5 of 5

Strategy TR-3

The City staff supports allowing municipal transfer of development rights (TDR) programs that

identify an overall plan or strategy. The City staff agrees that such programs should further a public purpose enabling the creation of open space areas, protect environmentally sensitive lands, historic resources, or areas identified as appropriate for climate resiliency strategies, and direct development to more suitable areas such as established and planned activity centers such as downtowns and transit corridors and hubs, and/or redevelopment areas.

Fort Lauderdale Evaluation and Appraisal Report

Please also note that the City is currently working to prepare an evaluation of the City's Comprehensive Plan. Through the Evaluation and Appraisal Report process, the City of Fort Lauderdale intends to ensure that the Comprehensive Plan reflects topics included in the City's Vision and Strategic Plans. The updated Comprehensive Plan will focus on key themes including important topics such as climate change and resilience, sustainability and energy conservation, multi-modal transportation and connectivity, mix of housing, urban design that furthers sense of place, and future land uses and density.

The City is updating the Comprehensive Plan in two phases. Phase I includes preparation of the Evaluation and Appraisal Report (EAR) of the City's current 2008 Comprehensive Plan and an update to Volume II of the Comprehensive Plan, which contains the data inventory and analysis. The draft EAR is currently scheduled on the City Commission agenda in January 2016. In Phase II, the City will update Volume I of Comprehensive Plan, which contains the goals, objectives and policies. The City's Comprehensive Plan update is slated to align with #BrowardNext timing, so we look forward to both plans being consistent.

The #BrowardNext effort, which includes a focus on transit, climate change, and economic development, coincides with the topics explored in the City's EAR. Please also note additional topics included in the draft EAR, which City staff would recommend acknowledgement of as part of the #BrowardNext effort. The draft EAR with the summary of major topics that are recommended for the City's Comprehensive Plan update can be found at the following link: <http://www.fortlauderdale.gov/departments/sustainable-development/urban-design-andplanning/comprehensive-plan/>

Again, thank you for the opportunity to comment and make recommendations through the #BrowardNext process.

If you have any questions, feel free to contact me at (954) 828-3729 or at:

eparker@fortlauderdale.gov.

Sincerely,

Ella Parker, AICP | Urban Design & Planning Manager

City of Fort Lauderdale | Urban Design & Planning Division

700 NW 19th Avenue | Fort Lauderdale FL 33311

P: (954) 828-3729 E: eparker@fortlauderdale.gov



FTL BrowardNext
Comments 12-29-15.

From: Karen Friedman [mailto:Karen.Friedman@copbfl.com]

Sent: Monday, January 04, 2016 8:49 AM

To: Cabrera, Ivan <ICABRERA@broward.org>

Cc: Paola West <Paola.West@copbfl.com>; Jennifer Gomez <Jennifer.Gomez@copbfl.com>; Robin Bird <Robin.Bird@copbfl.com>; Dennis Beach <Dennis.Beach@copbfl.com>; Miriam Carrillo <Miriam.Carrillo@copbfl.com>

Subject: RE: BrowardNext - Request for Comments and Input

Ivan –

Attached please find Pompano Beach's comments regarding Broward Next.





DEVELOPMENT SERVICES

Robin M. Bird, Development Services Director
E: robin.bird@copbfl.com | P: 954.786.4629 | F: 954.786.4044

December 30, 2015

Ivan Cabrera
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301
Via Email Only: icabrera@broward.org

Re: Broward Next Request for Comments
Highlighted Regional Issues and Strategies

Dear Mr. Cabrera:

This letter includes the City of Pompano Beach's comments concerning Broward Next: Highlighted Regional Issues and Strategies. As always, we appreciate the opportunity to provide input and look forward to continuing to work with Broward County and the Broward County Planning Council on these issues. Below is the City's comments regarding Strategies AH-1 and IG-1.

The City has no comment and does not oppose the remaining strategies.

STRATEGY AH-1

The City strongly opposes STRATEGY AH-1 due to the proposed "Use of Funds / Distribution" component. Below is an explanation of the City's opposition and recommendations:

- The City is opposed to a non-residential linkage fee which treats all non-residential uses as equal contributors to the lack of attainable housing. While the draft document states that the "Needs Assessment also found that the majority (54 percent) of Broward County's workers are employed in lower wage service sector occupations with hourly wages equivalent to 40 to 60 percent of the median household income" the proposed non-residential linkage fee treats developments which have a high ratio of low wage service sector occupations, such as shopping centers, on par with high-wage developments, such as large medical centers.
- The City is opposed to a strategy which fails to ensure that attainable housing will be rationally dispersed within the three geographic areas. For instance, this strategy would allow development of attainable housing in Pompano Beach for low wage sector jobs in Parkland and Coral Springs. This flawed policy would further cluster attainable housing in those cities that already provide affordable housing.
- The City is opposed to a strategy which does not address the need for attainable housing to be located in relative adjacency to employment. Providing attainable housing for low wage service workers in close proximity to their employment is imperative as these workers are more likely to rely on public transportations and/or not have private transportation. By not

requiring the attainable housing to be located in close proximity to employment, this strategy is inconsistent with "Recognize and address the Transportation and Housing Connection" included in the Multi-modal Vision.

- The City recommends a tiered linkage fee that reflects the proposed non-residential use categories and their relative impact on employee's ability to obtain attainable housing.
- The City recommends the fees collected be spent within a certain distance to the areas of "locations" where fees were generated.
- The City recommends the fees be spent within a certain distance to the areas of high concentration of low wage service sector jobs.

STRATEGY IG-1

- The City does not support the Potential Implementation Approach "Collapse of Commercial, Industrial, Employment Center, and Office Park designations into a Commerce designation." The impacts of industrial uses are typically more intense than commercial uses and land use should reflect that distinction.
- The City strongly supports the Potential Implementation Approach "Streamline the Broward County Planning Council certification/recertification process. Consider revising process to be largely administrative, with monthly report to the Planning Council."
- The City recommends a Potential Implementation Approach which would allow the 20% commercial use in Industrial areas to be allocated by the City's by right, and not to be subject to flexibility zones or Broward County Planning Council approval.

Thank you again for this opportunity to submit comments for the Broward Next initiative.

Sincerely,



Robin M. Bird
Development Services Director

cc: Dennis W. Beach, City Manager



From: Anne Castro [mailto:annecastro@msn.com]

Sent: Tuesday, January 05, 2016 1:04 PM

To: Cabrera, Ivan <ICABRERA@broward.org>; Blake Boy, Barbara <BBLAKEBOY@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>

Subject: RE: REMINDER!! BrowardNext - Request for Comments and Input

Few comments:

Strategy TR-2

1. It appears the County will sunset the CRA's TIF funding. I suggest a **modified** TIF specifically for affordable housing. In this way, the City and the County are contributing, not just banking on developers. In addition, these areas are already determined to be blighted, and frankly, no one will argue against rebuilding or building attainable/affordable housing in these areas. It also allows the local municipality to determine and frankly ATTAIN their goals. Modifications can include shorten duration, partial percentage of incremental increase, and even gear it towards repayment for a project?

2. The Broward Redevelopment Plan will not do much to help reach the goal of affordable housing at all! The County can continue to fund it, but they can not fund it to the levels of TIF, which is necessary!

What resources will the county commit to provide?

3. The linkage fee is good, but it won't be close to being enough, and as many members indicated, may actually reduce development.

4. Transfer of developer's rights. You have many that will apply for a project inside, then want to move it to a more desirable location, and there does not appear to be specific language to guard against that!

Overall, great document, **but I think we're only giving lip service to attainable/affordable housing at this point!** Further, it says the municipalities must have "attainable housing strategy that has been approved by the municipality and the Broward County Planning Council", see Strategy AH-4. If "attainable" means you have to be able to fund it, then small poor cities will never meet the standard. On the other hand, if they already replete with affordable housing, then they will never be able to improve the community!

Thanks, and great job by all!

Anne Castro
(954) 914-9496
annecastro@msn.com

http://www.linkedin.com/profile/view?id=12445684&trk=nav_responsive_tab_profile

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel."

-- **Maya Angelou**

"I swore never to be silent whenever and wherever human beings endure suffering and humiliation. We must always take sides. Neutrality helps the oppressor, never the victim. Silence encourages the tormentor, never the tormented." -- Elie Wiesel

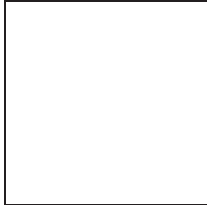
From: Clay Milan [mailto:CMilan@hollywoodfl.org]
Sent: Tuesday, January 05, 2016 2:40 PM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject: Comments on Issues & Strategies

Ivan,

Attached are comments from City of Hollywood Community Development on issues and strategies related to the Attainable Housing, Multi Modal and Targeted Redevelopment pieces.

Clay Milan

Special Projects Manager-Community Development
City of Hollywood
Community and Economic Development
2600 Hollywood Blvd Suite 203
P.O. Box 229045
Hollywood, FL 33022-9045
Office: 954-921-3271
E-mail: CMilan@hollywoodfl.org



Notice: Florida has a broad public records law. All correspondence sent to the City of Hollywood via e-mail may be subject to disclosure as a matter of public record.

BrowardNEXT – Regional Issues and Strategies

Hollywood Community Development

ATTAINABLE HOUSING VISION/STRATEGIES

STRATEGY AH-1: Support sustainable funding sources to develop and/or rehabilitate attainable housing. Potential implementation strategy is a county-wide attainable housing linkage fee.

Response – Hollywood Community Development supports identification of sustainable funding sources for development/rehabilitation of attainable housing. Staff is reviewing the County’s affordable housing linkage fee proposal. Additional information on potential fee levels, fee waivers, revenue distribution and use, and timing of assessments is needed prior to making a final determination on its potential impact. Staff supports full State-level funding to help address attainable housing needs.

STRATEGY AH-2: Support private, non-profit, and governmental sector development of housing which utilizes construction techniques affording significant costs savings, while meeting the Florida Building Codes, including resiliency to hurricane-level storms. Potential implementation strategies include 1) not enacting regulations or policies inhibiting the placement of housing that may afford significant cost savings in comparison to traditional techniques used in south Florida; 2) seeking opportunities to support or fund the development housing that may afford significant cost savings in comparison to traditional techniques.

Response – Hollywood Community Development has no objection to the potential strategies.

STRATEGY AH-3: The Broward County Land Use Plan shall include an Attainable Housing Density Bonus Program, including promoting a supply of smaller, traditionally attainable units, such as efficiency/studio occupancy units. Potential implementation strategies include 1) The attainable housing bonus for market rate units may be higher if the developer commits to including “very-low” or “low” income housing units, in comparison to constructing “moderate,” or “work-force” income units; 2) Bonuses may also be higher if the attainable units are located in areas preferred for (re)development near transit and rail stations, or are part of projects which will further additional land use plan priorities; 3) Bonus attainable housing units will be restricted to remain such for a defined period in exchange for the bonus market rate units; 4) Smaller “efficiency” or “studio” units, which have often served a demand for attainable units, will be addressed as part of a “bonus density” program.

Response – Hollywood Community Development has no objection to the concept of a density bonus approach to facilitate development of very-low, low, and moderate income housing. However, concentrating affordable units geographically is not recommended.

STRATEGY AH-4: Municipalities should adopt a comprehensive strategy to ensure a sufficient supply of attainable housing to help meet the needs of our population and economy. Potential implementation strategies include 1) Amendments to the Broward County Land Use Plan which propose new residential units should not be adopted unless the municipality has an attainable housing strategy that has been approved by the municipality and the Broward County Planning Council; 2) A municipal attainable housing strategy shall be based on existing housing supply, considering very-low, low, and moderate income households; 3) To receive Planning Council approval, a municipal attainable housing strategy must demonstrate that the municipality has enacted policies

and cost feasible programs which will reasonably address needed attainable housing supply in consideration of the municipality's population and future land uses; 4) Municipal strategies must use County-wide median household income as a maximum threshold to estimate projected attainable housing needs.

Response – In general, Hollywood Community Development favors strategies designed to ensure a sufficient supply of affordable housing – that's a crucial component of our mission. As an entitlement city, Hollywood has adopted policies aimed at sustaining or increasing the supply of affordable housing as a condition of receiving State/Federal funding. Any strategy implemented by the County should recognize the fact that entitlement cities have adopted a Local Housing Assistance Plan, a Five-Year Consolidated Plan and a One-Year Action Plan based on a needs assessment within their jurisdiction. Consideration should be given to the fact that existing plans may need to be amended to conform to any strategy implemented by the County. Community Development has no objection to using County-wide median household income as a maximum threshold to estimate projected attainable housing needs.

MULTI-MODAL VISION/STRATEGIES

STRATEGY MM-2: Recognize and Address the Transportation and Housing Connection. Potential implementation strategies include 1) for proposed development within designated or proposed and eligible "activity centers" (including designated redevelopment areas), estimated impacts from residential units committed to be restricted to attainable housing for a minimum 10 years will be credited from the regional transportation analysis; 2) Broward County will continue to waive transportation concurrency fees for residential units restricted to attainable housing.

Response – Hollywood Community Development has no objection to the proposed implementation strategies.

STRATEGY MM-3: Promote and Support a Sustainable Funding Source for Countywide Transit Needs. Suggested implementation strategies include 1) Identification, support and approval of a sustainable transportation funding source; 2) Identify and adopt minimum acceptable standards for the quality and quantity of transit service; 3) Promote mixed use development along major transit corridors; 4) The creation of additional capacity for other types of mobility by better utilization of existing rights-of-way, including transit, pedestrians and bicycles.

Response – Along with promoting mixed use development along major transit corridors, Hollywood Community Development suggests also promoting development of mixed-income affordable housing.

STRATEGY MM-4: Identify and Implement a Multi-Modal Level of Service Standard for Redevelopment Proposals. Potential implementation strategies include 1) Proposed

development within designated or proposed and eligible “activity centers” (including designated redevelopment areas) may be analyzed utilizing an Institute of Transportation Engineers (ITE) “urban infill area – person trip methodology”; 2) Within designated or proposed and eligible “activity centers” (including designated redevelopment areas), Broward County shall utilize levels of service standards for bicycle, transit, and pedestrian facilities and services. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development; 3) Broward County will continue to provide a transportation concurrency fee credit for new development located in proximity to transit stops.

Response – Hollywood Community Development favors providing a transportation concurrency fee credit for new development located in proximity to transit stops. However, care should be exercised to ensure that the strategy does not lead to geographically concentrating affordable units solely on the basis of access to transit stops.

TARGETED REDEVELOPMENT VISION/STRATEGIES

STRATEGY TR-1: Prioritize New and Redevelopment to Existing and Planned Downtowns and Major Transit Corridors and Transit Hubs. Potential implementation strategies include 1) Broward County Land Use Plan amendments for appropriately located “activity center,” such as downtowns and transit corridors and hubs shall be given preference when considering new or redevelopment proposals; 2) Within established and planned “activity centers,” Broward County shall utilize multi-modal levels of service standards, and take all committed and funded modes of transportation fully into account when considering development proposals; 3) To facilitate the availability of attainable housing in proximity to public facilities, services, amenities, and economic opportunities, the County’s “Attainable Housing Density Bonus Program” shall be structured to target established and planned “activity centers,” such as downtowns and transit corridors and hubs.

Response – Hollywood’s Community Development has no objection to the potential strategies. However, care should be exercised to ensure that the strategy does not lead to geographically concentrating affordable units.

STRATEGY TR-2: Support Incentives to Remove Blight within Community Redevelopment Areas (CRA’s) and Similar Areas. Potential implementation strategies include 1) Updating the Broward Redevelopment Program (BRP) program to allow funding for attainable housing projects; 2) Updating the BRP criteria to award extra points to projects which demonstrate furtherance of one or more of the County’s “Highlighted Regional Issues and Strategies,” including targeted redevelopment, multi-modal transportation, attainable housing, climate resiliency, natural resource protection and enhancement, and disaster prevention.

Response – Hollywood Community Development has no objection to the proposed strategies. However, care should be exercised to ensure that the strategy does not lead to geographically concentrating affordable units.



COH CD Response
_BrowardNext Issue:

From: Karen Friedman [mailto:Karen.Friedman@copbfl.com]

Sent: Tuesday, January 05, 2016 5:12 PM

To: Cabrera, Ivan <ICABRERA@broward.org>

Cc: Jennifer Gomez <Jennifer.Gomez@copbfl.com>; Robin Bird <Robin.Bird@copbfl.com>; Dennis Beach <Dennis.Beach@copbfl.com>; Miriam Carrillo <Miriam.Carrillo@copbfl.com>

Subject: RE: BrowardNext - Request for Comments and Input

Ivan –

Attached is an addendum to our comments. It includes additional comments and some requests for clarification.

Thank you,





DEVELOPMENT SERVICES

Robin M. Bird, Development Services Director
E: robin.bird@copbfl.com | P: 954.786.4629 | F: 954.786.4044

January 5, 2016

Ivan Cabrera
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301
Via Email Only: icabrera@broward.org

Re: Broward Next Request for Comments
Highlighted Regional Issues and Strategies
Additional Comments from City of Pompano Beach

Dear Mr. Cabrera:

In addition to the comments included in the letter dated December 30, 2015, this letter includes additional comments from the City of Pompano Beach's concerning Broward Next: Highlighted Regional Issues and Strategies. This letter also includes requests for clarification.

STRATEGY IG-2

The City opposes the following potential implementation as proposed:

If the current combined total of "flex" and "reserve" units equals less than 3% of the total number of units permitted by the municipal land use plan, a new "pool" of residential units shall be established as 3% of the total. Otherwise, the "pool" will equal the current combined total of "flex" and "reserve" units.

Rather Pompano Beach recommends that all cities, regardless of their remaining pool of units, receive the additional pool of 3% of the total number of units.

STRATEGY IG-1

The City strongly supports "Waive fees for municipal initiated amendments such as mixed-use areas along transportation corridors."

STRATEGY IG-2

The City requests clarification regarding "Freeze municipal "flex units" and "reserve units" totals." What does the County mean by "Freeze" the totals?

Under the proposed freeze, would the city continue to be able to add units to its flex pool (such as the recently approved recaptures from LUPAs from High to Irregular)?

STRATEGY AH-3

The City requests clarification about the potential strategy. Is the intent of the density bonus to allow for additional density outside of an Activity Center?

STRATEGY AH-3

The City requests clarification about the potential implementation regarding "Efficiencies/Studio units counted as 0.5 units for density purposes". First, it is unclear if the "studio" density would be permitted in addition to an attainable housing bonus and thereby resulting in a quadrupling of density. Specifically would this provision allow the following: a Property with 46 units per acre receives a 100% density bonus due to provision of attainable housing (96 units / acre) and then develops all units as studios (96 units per acre = 192 studios per acre)? Second, would the studios need to also be "affordable" to be eligible for the 0.5 units for density?

STRATEGY TR-3

The City requests clarification about the following:

TDR "receiving areas" must be areas suitable and preferred for growth and redevelopment within established and planned "activity centers," such as downtowns and transit corridors and hubs, and/or identified redevelopment areas.

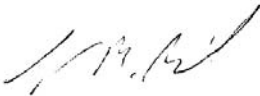
Does this proposal mean that the receiving areas must be land designated Activity Center? Or does the term "activity center" simply refer to areas that are centers of activity?

Additional Comment: Residential/Commercial Mixed-Use By Right

The City respectfully requests Broward NEXT consider additional by-right residential development for Commercial Land Use. The residential development could be limited by FAR or similar methods. The Commercial properties (or Commerce?) would be those fronting a major Trafficway. The residential development should be treated similar to by-right commercial development permitted on certain Residential Land Use categories (development not requiring flex). Ideally the City is hoping this by right provision would encourage low-rise live work units.

Thank you again for this opportunity to submit comments for the Broward Next initiative.

Sincerely,



Robin M. Bird
Development Services Director

cc: Dennis W. Beach, City Manager



Pompano
Addendum.pdf

From: onerosedaniels@aol.com [mailto:onerosedaniels@aol.com]
Sent: Wednesday, January 06, 2016 11:00 AM
To: Cabrera, Ivan <ICABRERA@broward.org>
Cc: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>;
rcordova@craengineering.com
Subject: Re: REMINDER!! BrowardNext - Request for Comments and Input

Hello Ivan -

Coming in under the wire with a few minor comments. I wanted to wait until the last minute in order to ensure that any comments from other Smart Growth Partnership members were included.

Comment One: Great Job! Not much is left to the imagination of deep thinkers like me.

Comment Two: Renewed Intergovernmental Partnership Vision section

- just another reminder to us all that we need to stay current with the activities of the Charter Review Commission with regard to the recommended changes to platting and local land use plan changes.
- Strategy IG-2 - third bullet - is it envisioned that the re-establishment of the residential pool be an ongoing process or a one time event? If it is to be ongoing, the second sentence should be changed to read, "--If-- When the current combined total . . ."

Comment Three: Targeted Redevelopment section

- I did not receive any material on the Implementation Strategy for TR-1
- In the discussion of Strategy TR-2 it states that the TIFs will be expiring in 2019 and that the County is committed to continuing and expanding its current BRP. Given the pressures that future commissions will face in establishing budget priorities for the new found TIF monies, is there any mechanism that can be put in place to ensure that all, or a significant portion of the new monies will be directed to the BRP?
- Strategy TR-3 - second bullet - clarify the phrase " - compatibility with adjacent existing and planned land uses" by adding " . . irrespective of municipal or county boundaries".

This is really good work. Thanks very much for keeping everyone in the loop.

Bd

From: Wolfe, Janeane [mailto:JWolfe@coconutcreek.net]
Sent: Wednesday, January 06, 2016 4:03 PM
To: Blake Boy, Barbara <BBLAKEBOY@broward.org>
Cc: Stoudenmire, Scott <SStoudenmire@coconutcreek.net>; Rose, Sheila <SRose@coconutcreek.net>
Subject: Broward Next Request

Good afternoon,

Attached is a letter regarding the Broward Next Request for Comments and Input. The original is being mailed out today.

If you have any question you can give us a call at the number below.

Thank you and Happy New Year.

Janeane Wolfe
Development Review Technician



4800 W. Copans Road
Coconut Creek, FL 33063
954-973-6756
954-956-1424 fax
www.coconutcreek.net



DEPARTMENT OF SUSTAINABLE DEVELOPMENT
PLANNING & ZONING DIVISION
4800 WEST COPANS ROAD
COCONUT CREEK, FLORIDA 33063



SHEILA N. ROSE
DEPARTMENT DIRECTOR

January 6, 2016

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

RE: BrowardNext Request for Comments and Input

Dear Mrs. Blake Boy:

As you know, Coconut Creek embraces many of the progressive themes that we expect the Broward County Planning Council to move forward with as part of the BrowardNext process. In fact, review of the four sections you are currently seeking comment and input on are, for the most part well prepared and will serve the County and its residents well. For instance, a strategy to maintain and expand the Broward Redevelopment program is welcomed and is much needed for those areas that do not have CRA's with tax increment financing.

However, we once again need to highlight a regional issue that we firmly believe that if left unaddressed, would undermine the entire planning process. That issue is Solid Waste Management. As evidenced by the years of dialogue between the Cities and the County, and because of the regional nature of this issue, we believe this issue should be one of the focus points addressed as part of **Renewed Intergovernmental Partnership**. The planning horizon dictates that a regional solution be part of the policy discussion.

We recognize that you have not begun the work on the second section of the plan, however when you do, please consider these more specific comments related to the Solid Waste Element:

As it relates to Solid Waste our concerns relate to the very foundation of the data and analysis used to develop the 2010 version of the Solid Waste Element (SWE). The most significant event that has occurred since the drafting of the element is the dissolution of the Resource Recovery Board (RRB). Much of the data assumed that the RRB would still be in place and the facilities and services managed by the RRB made up the Resource Recovery System (RRS), which is also relied upon in the data and analysis of the element. Equally significant is the fact that the City of Coconut Creek has negotiated an agreement with Waste Management that reduces the permitted volume of household waste that can be deposited into Monarch Hill Landfill (MHL/CDSL) and that the impacts of the closure of the North Waste to Energy Plant have not been analyzed.

Ms. Barbara Blake Boy
January 6, 2015

Page 2

Other significant data points that are no longer correct include:

- 1) The current data defines the Resource Recovery System Operations as a program which implements long-term waste disposal service agreements with full service contractors who designed, constructed, own, operate and maintain two 2,250 ton per day, 67 megawatt waste-to-energy facilities in northern and southern Broward County, in order to conserve landfill space by waste volume reduction and reduce the need for fossil fuels to generate electricity.
- 2) The data and analysis supporting the 2010 update to the Solid Waste Element (SWE) projects that resource recovery activity will extend the available capacity of the MHL.
- 3) The data and analysis supporting the 2010 update to the Solid Waste Element identifies the need for additional landfill capacity within the "long-range" planning period. This additional capacity is required despite the anticipated reduction of overall recyclable waste disposed of in waste management facilities, landfills and incinerators by 75%, as required in state statutes by 2020.

In addition to the flaws in the base data and analysis of the Solid Waste Element, many of the Goals, Objectives and Policies included in the 2010 version of the Solid Waste Element are irrelevant and unrealistic. The City of Coconut Creek has a valid agreement related to reduced volumes at MHL that need to be considered. In addition, this agreement superseded the previous agreement that was in part referenced in the Element. Various sections of the existing Goals, Objectives and Policies are highlighted below to illustrate this point.

Goal 6.0. Provide a cost-effective and equitable solid waste disposal system which emphasizes waste minimization and resource recovery and meets all federal, state, and local environmental quality standards.

Policy 6.1.2. Broward County, in cooperation with municipal partners, shall pursue programs to meet the State of Florida goal of recycling seventy-five percent of municipal solid waste (including net waste combusted) by 2030.

Policy 6.1.3 Broward County shall encourage resource recovery, by the following:

- (a) To the extent allowed by law, the Interlocal Agreement (ILA) for the Broward Solid Waste District shall require all District participants to direct all processable waste to a Waste-to-Energy Plant.
- (c) Broward County shall strongly encourage State and Federal legislators to recognize waste-to-energy as a key renewable energy source, and to include waste-to-energy within any established renewable energy portfolio standard.

Policy 6.2.11. Broward County, in cooperation with municipal partners, shall consider the potential impacts on the environment when considering long-haul transportation of waste as a management option.

Policy 6.3.3. Broward County, in cooperation with municipal partners, shall ensure that design and permitting of additional capacity for existing Waste-to-Energy facilities shall begin no later than five years prior to the time when capacity is projected to be reached.

- (b) By 2030, if the Waste-to-Energy share of municipal solid waste increases to 31%, in order to meeting State recycling goal of 75%.

Policy 6.3.4. Potential expansion of the Central Disposal Sanitary Landfill (CDSL) shall be governed by the following:

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Ms. Barbara Blake Boy
January 6, 2015

Page 3

- (a) Broward County shall not approve a solid waste license or a zoning application which would allow the CDSL to expand horizontally beyond the confines of the major roadways that currently constitute its boundaries: Wiles Road to the north; Sample Road to the south; Powerline Road to the east; Florida's Turnpike to the west. This section should be revisited because it assumes jurisdiction over areas that are not within the County's jurisdiction.
- (b) Prior to January 1, 2018, Broward County shall not accept a solid waste license or zoning application which would allow the CDSL to exceed a maximum vertical height of 225 feet NGVD with three to one slopes as those applicable slopes are defined in Chapter 62-701 of the Florida Administrative Code in effect on September 13, 2010, and within the confines of the following major roadways: Wiles Road to the north; Sample Road to the south; Powerline Road to the east; Florida's Turnpike to the west. This statement is completely inappropriate in that the zoning category which provides for landfills limits the height to 125 feet. The comprehensive plan should not open the door for an application to expand vertically beyond that which is provided for by the zoning category specially drafted for landfilling activities.

Policy 6.3.5. Broward County, in cooperation with municipal partners, shall review, not less frequently than every two years, solid waste demand and disposal facilities to identify future facility capacity surpluses and deficiencies, and shall disseminate the results of this review to all municipalities within Broward. *Note: this has not happened and BrowardNext is an opportunity to do so.*

We appreciate the opportunity to provide input and comment and look forward to working with you to craft regional solutions.

Sincerely,



SHEILA N. ROSE, AICP, Director
Dept. of Sustainable Development

SR:WSS:jw

\\pdc\data\Development Services\Common\Documents\PLANNING & ZONING\Project Coordinator\Letters\L-16001sr BrowardNext Barbara Boy.docx

PHONE (954) 973-6756

www.coconutcreek.net

FAX (954) 956-1424



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From: Amanda Martinez [mailto:amartinez@deerfield-beach.com]
Sent: Wednesday, January 06, 2016 11:43 AM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject: BrowardNext Comments

Hi Ivan,

I have attached a letter from the City of Deerfield regarding comments on the BrowardNext strategies. Thank you for the opportunity to submit these comments.

Sincerely,



Amanda Martinez
Director, Planning & Development Services
City of Deerfield Beach
150 NE 2nd Avenue
Deerfield Beach, FL 33441
P: 954.480.4208

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January 6, 2016

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Ave., Room 307
Ft. Lauderdale, FL 33301

RE: Comments Regarding BrowardNext

Dear Ms. Boy,

Included in this letter are comments from the City of Deerfield Beach regarding proposed strategies included in the BrowardNext project. The City wishes to express opposition to Strategies AH-1 and AH-4 regarding attainable housing and express support for Strategies IG-1, IG-2 and IG-3 regarding renewed intergovernmental partnership.

Attainable Housing Vision

The City has recently endeavored to create a Citywide Economic Development Strategy. The first phase in this process was to conduct an Economic and Competitive Advantage Analysis to determine what industries the City already has, where the opportunities are and an analysis of the City's demographics and housing stock.

While the City recognizes the need to provide housing opportunities for all income levels and the need on a County-wide level is for more housing stock for those in the lower wage service sector industries, the Economic and Competitive Advantage Analysis conducted by FIU "indicates that the City is a choice location for significant and diverse advanced manufacturing and service businesses, and their high-skilled employees. However, based on wage data, many higher paid professionals working in the City of Deerfield Beach choose to live outside the City." This puts the City at a major disadvantage when trying to attract new businesses to the City, as we do not have the housing stock their employees are looking for. Therefore, the City has a need to diversify its housing stock by providing housing options for those making moderate (120% of the AMI) income or higher.

Strategy AH-1: Support sustainable funding sources to develop and/or rehabilitate attainable housing

The City would like to express opposition to imposing an affordable housing linkage fee on new non-residential development. The City echoes the concerns of Pompano Beach and Fort Lauderdale on where the projects will be constructed with the fees collected and how the County will ensure that the policy will not cluster affordable housing in cities that already have a high stock of affordable housing.

The City raises the following concerns with this strategy:

- The State Legislature has taken a significant amount of money over the past several years out of the Trust Fund that was established for affordable housing. The money collected is from a documentary stamp tax paid on all real estate transactions. Those funds are then redistributed towards Cities for affordable housing. Due to the State Legislature, the

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Burgess Hanson



amount of money cities are receiving for affordable housing is declining each year. Imposing a local tax does not seem to be a wise policy; that would only seem to award and encourage the State to continue draining the fund. The County's efforts should be aimed at the State, not local cities. Imposing this fee or tax would only increase the cost of doing business in the County, as the Documentary Stamp Tax will still have to be paid.

- There doesn't appear to be a strong connection between how the fee (\$1 per square foot) is being charged and what the funding will be used for. Charging one rate for all non-residential users assumes that every business creates jobs with employees at the same wage level. Our analysis has found that the City has a gap in meeting the housing needs of income earners in the higher wage levels. For example Company A, which creates 15 higher wage jobs and 5 lower jobs should not be required to pay the same amount, if any, as Company B, which creates 15 lower wage jobs and 5 higher wage jobs. Company A is not generating lower wages jobs and therefore, how can an impact fee be charged when the company is not generating a need for more affordable housing?
- There should be option for developers to provide affordable units on site, creating a mixed use development.

Strategy AH-4: Municipalities should adopt a comprehensive strategy to ensure a sufficient supply of attainable housing to help meet the needs of our population and economy.

The City expresses concerns with the County requiring municipalities to adopt a comprehensive attainable housing strategy that uses the same methodology for all municipalities. Every city has a different inventory of housing stock and income levels and to assume there is a "one size fits all" methodology does not address the individual needs for each municipality. For example, Deerfield Beach is unique in its geographic location as it is located in the northeast corner of the County. When doing any kind of economic or housing analysis on a regional basis, our region should include Palm Beach County. Any analysis Broward County does ignores this fact. Removing the option for cities to create their own strategy and methodology, (that is accepted by the County) does not recognize the unique needs of each municipality.

The strategy proposes that a municipality would not be able to adopt a Land Use Plan Amendment that adds residential units until it has adopted an attainable housing strategy that is approved by the Planning Council. This requirement counteracts the City's efforts to provide housing options to meet the needs of the businesses we have locating in the City that create higher wage jobs. For example, the City is currently processing a LUPA to designate a Local Activity Center (LAC), which will create a vibrant, walkable, mixed use downtown. The housing in this LAC will help to fill the gap in the need for housing options for those in the higher wage earning category, and the young professional group, a demographic which the City is lacking in. A quick analysis of this area shows that over 90% of the existing housing within a ½ mile radius of the proposed LAC is affordable, with almost half (47%) being in the very low category. Requiring the City to adopt a policy to maintain and encourage more affordable housing before being able to create housing options in the higher income levels has a negative impact on the economic vitality and diversification of the City and doesn't allow the City to implement its Economic Development Strategy.



Renewed Intergovernmental Partnership Vision

The City supports the County's efforts to streamline the development review process for land use plan amendments and platting requirements and enabling municipalities to address local planning issues.

Strategy IG-1: The Broward County Land Use Plan, including its review and approval process, will be streamlined to enhance focus on regional planning issues.

The City supports the following implementation approaches to enhance focus on regional planning issues:

- Collapsing "Regional Activity Center," "Local Activity Center," "Transit Oriented Corridor," and "Transit Oriented Development" categories into an "Activity Center" designation.
- Expanding land use plan category permitted uses such as expanding non-residential categories to include residential components as a permitted use. However, we would request that it not be limited to attainable housing units.
- Streamlining the certification/recertification process to be largely administrative.
- Revisions to the County Charter to require one Broward County Planning Council public hearing instead of two and waiving fees for municipal initiate amendments for mixed use areas.
- Creating thresholds and/or call up system for Broward County Land Use Plan amendments.

Strategy IG-2: Enable municipalities to modify their land use plans to address municipal-level issues without the need for County approval.

The City supports the County's efforts to eliminate Flex Zones and reform the Flexibility Rules.

Strategy IG-3: Maintain and enforce an effective and efficient countywide development and environmental review program.

The City supports the County's efforts to streamline the countywide development review process and platting requirements. Currently, it takes between 12-18 months to process a plat in Broward County. This is a huge deterrent to businesses and developers considering a project in Broward County, particularly when compared to a competing region of Palm Beach County where the platting process does not take as long. This, coupled with the timeframe of 9-12 months to process a land use plan amendment can sway a businesses' or a developer's decision to move a project to Palm Beach County rather than Broward County simply because of the time and money required to process the applications.

The City appreciates the opportunity to provide comments on the proposed strategies and policies as part of the Broward Next project.

Sincerely,

Amanda Martinez

Amanda Martinez, Director
Planning & Development Services Department
City of Deerfield Beach

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Bill Ganz

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Deerfield Beach
BrowardNext Comm

From: Silva, Eric B. [mailto:esilva@miramarfl.gov]
Sent: Wednesday, January 06, 2016 7:36 PM
To: Cabrera, Ivan <ICABRERA@broward.org>
Cc: Goldstein, Matthue <mgoldstein@miramarfl.gov>; Hughes, Richard <rhughes@miramarfl.gov>
Subject: RE: REMINDER!! BrowardNext - Request for Comments and Input

Ivan,

Attached are the City's comments.

Let me know if you have any questions.

Eric



Eric Silva, AICP

Director | Community & Economic Development Department
City of Miramar | 2200 Civic Center Place

Hours: M – Th 7am – 6pm | F - Closed

O: 954.602.3274 | F: 954.602.3454 | esilva@miramarfl.gov

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BrowardNext – Comments and Questions

Attainable Housing

- Questions –
 - Who/what determines where new housing is built? (i.e. Do municipalities with a larger need for affordable housing get it first? Do municipalities that have a significantly higher rate of non-residential development get more units due to the fact that it may produce more funding?) (AH-1)
 - What are the guidelines which will determine if a municipality's "attainable housing strategy" is sufficient? What data sources will be acceptable for defining the County's median household income?(AH-4)

- Comments –
 - Municipal subsidies might have to increase in order to attract non-residential corporations/companies if an affordable housing fee is required. (Ex. The City of Miramar neighbors Miami-Dade County which does not require an affordable housing fee and therefore might lose possible tenants.)

Renewed Intergovernmental Partnership Vision

- Questions –
 - The term “permit” would not mandate municipalities to adopt “Transfer of Development Rights” programs at this, or any future time? (IG-2)
- Comments –
 - The City of Miramar supports the simplification of the amendment/recertification process and requests updating the Charter to reflect such.

Targeted Redevelopment Vision

- Questions –
 - What guidelines will the County use in dispersing funds previously sent to CRAs? What will municipalities be required to provide in order to try and receive some of those funds? (TR-2)
 - Can the County use those funds solely for attainable housing? (TR-2)

Non-Residential Linkage Fee

- Questions –
 - Define types of non-residential development will incur a linkage fee (i.e. new development, redevelopment, expansion, interior or exterior renovations which require permitting). (AH-1)
 - The State of Florida, Broward County and the City of Miramar provide economic incentives to companies that bring high paying jobs to the City. Companies that provide high paying jobs are part of the solution and should not be penalized. Can non-residential developments which will bring high paying jobs be released from the linkage fee, as per a waiver? (AH-1)
 - Where did the County come up with 3% recovery for administrative costs and eligible waivers? (AH-1)
 - Will be bonus density units count against the overall number of units for affordable housing purposes (i.e. Policy 1.07.07, if still around)? (AH-3)
- Comments –
 - The affordable housing consultant did not address accounting for vacant homes. Seasonal homes, while likely in Eastern Broward, are more likely to be merely vacant than seasonal in Western Broward.

Multi-Modal Level of Service Standard

- Questions –

- Will mitigation for roadways still be required for failure to meeting roadway level of service (LOS), if LOS for bicycle, transit, and pedestrian facilities and services are acceptable? (MM-4)
- Will a designated or proposed and eligible “activity center” be recommended for denial if LOS standards for bicycle, transit, and pedestrian facilities/services are not met? (MM-4)
- What are the LOS standards for bicycle, transit and pedestrian facility/services? (MM-4)

Enhance Focus on Regional Planning Issues

- Questions –
 - How will the numbers for density/intensity be determined as to whether or not an amendment is required? (IG-1)
 - Can the municipality recoup previously allocated flex/reserve units? If so, what happens to those units? (IG-2)
 - What will be an acceptable demonstration of adequate public facilities and services? At what point will the municipality have to demonstrate this information (i.e. prior to allocation, within a period of time after allocation, etc.)? (IG-2)
 - Will previous allocation of flex/reserve units run with the land or be withdrawn following new land ownership/use?



BrowardNext-QuestionsandComments.c

From: Robert Kellogg [mailto:rkellogg@townofhillsborobeach.com]
Sent: Tuesday, January 12, 2016 8:51 AM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject:

Ivan, here are some comments from the Hillsboro Beach Town Commission regarding the Broward Next Multi-Modal Transportation Vision.

1. The vision mentions being “context sensitive.” This definitely has to be stressed for the Town of Hillsboro Beach. We have a very unique situation with only one road available for ALL the needs of our residents. This includes accommodating:

- Every delivery truck for 3000 residents in season

- Every repair truck for 2250 domiciles
- Every car transporter loading or unloading for seasonal residents
- Every construction vehicle
- Every emergency response vehicle
- Every everything!

2. Your “context sensitive” caveat specifically mentions taking into consideration freight traffic as well as safety concerns. Safety is an issue every minute of every day on this road, especially for residents who choose to take a walk through Town or even just walk their dogs.

- Besides all the different kinds of vehicles just mentioned, bikers add to the congestion and create a different kind of safety threat.

- Last year, we even had an accident between one of our police cruisers and a bicyclist.

- Hidden driveways are another issue.

- Yet another difficulty is that A1A is often times the only available staging area for construction work, car transporters or other oversized vehicles. This means the road frequently has to be temporarily closed to traffic going one direction or the other. In some instances involving construction, this can apply all day every for an extended period.

3. The bottom line is that the safety, well-being, and daily needs of HILLSBORO BEACH RESIDENTS have to to be given priority in any planning for this 3.2-mile section of A1A. Bike paths may be a great idea in some parts of the County, but no other road has the kinds of

constraints that we do. The vast majority of cyclists are people passing through our Town for a leisure activity that creates more congestion for our residents and endangers our pedestrians.

From: Hymowitz, Larry [mailto:Larry.Hymowitz@dot.state.fl.us]

Sent: Thursday, February 04, 2016 2:35 PM

To: Cabrera, Ivan <ICABRERA@broward.org>; Fischer, Kevin <KFISCHER@broward.org>

Cc: Sniezek, Henry <HSNIEZEK@broward.org>; Blake Boy, Barbara

<BBLAKEBOY@broward.org>; Von Stetina, Deanne <DVONSTETINA@broward.org>;

Sesodia, Josie <JSESODIA@broward.org>; Braun, Steve <Steve.Braun@dot.state.fl.us>;

Dykstra, Lisa <Lisa.Dykstra@dot.state.fl.us>; Li, Shi-Chiang <Shi-Chiang.Li@dot.state.fl.us>;

Bush, Lois <Lois.Bush@dot.state.fl.us>; Pietrowski, Jayne <Jayne.Pietrowski@dot.state.fl.us>;

Jessica Dimmick (jdimmick@ciesthatwork.com) <jdimmick@ciesthatwork.com>

Subject: RE: BrowardNext - Request for Comments and Input (Highlighted Regional Issues and Strategies)

The Florida Department of Transportation (FDOT) has reviewed the BrowardNEXT “Highlighted Regional Issues and Strategies” documents that establish the County vision and potential implementation approaches. The November 2015 documents reviewed include:

1. Multi-Modal Vision
2. Renewed Intergovernmental Partnership
3. Targeted Redevelopment
4. Attainable Housing

The Department appreciates the opportunity to comment on the progress that Broward County is making with the BrowardNEXT initiative. Please feel free to contact me if I can be of assistance or if you have any questions regarding the attached comments.

Thank you.

Larry Hymowitz

Planning Specialist – Policy Planning & Growth Management

Planning & Environmental Management - FDOT District Four

3400 West Commercial Boulevard

Fort Lauderdale, Florida 33309-3421

Phone: (954) 777-4663; Fax: (954) 677-7892

larry.hymowitz@dot.state.fl.us

BrowardNEXT Document Review
Florida Department of Transportation
February 3, 2016

The Florida Department of Transportation (FDOT) has reviewed four draft BrowardNEXT documents that establish the County vision and potential implementation approaches. The November 2015 documents reviewed include:

1. Multi-Modal Vision
2. Renewed Intergovernmental Partnership
3. Targeted Redevelopment
4. Attainable Housing

General Acknowledgements

The Florida Department of Transportation (FDOT) appreciates the opportunity to comment on the progress that Broward County is making with the BrowardNEXT initiative. This planning effort is an important step in preparing for increases in population and anticipated shifts from the historic suburban development pattern to one that is increasingly urban. The following comments are intended to help reinforce the statewide and regional perspective as the County deliberates on potential visions, strategies, and implementation approaches.

Broward County's long term projected growth will place additional demand on transportation resources and facilities of state and regional importance, including the Strategic Intermodal System (SIS) and State Highway System (SHS). The manner in which Broward County accommodates new growth in transportation-supportive land use patterns will directly affect the performance of the SIS and SHS. Land use and other supportive policies that focus growth within high intensity mixed use "activity centers" will promote opportunities for expanding travel choice options by incorporating network connectivity and mode choice expectations. In this light, the Department offers the following comments and recommendations.

General Comments

- Is 2040 the long-range planning horizon for the updated County land use plan and comprehensive plan?
- When and how will the visions for multi-modal transportation and other areas be integrated and presented visually? How will progress being made in implementing the visions or integrated vision be tracked and reported?
- Suggest providing a glossary of terms used in the vision statements and potential implementation approach documents. Consider choosing either "activity centers" or "activity areas" and using the term consistently.
- Local governments are key partners in developing and implementing the long range transportation plan for all of Florida – the Florida Transportation Plan (FTP). Suggest considering that role as the County proceeds with the updates to its land use plan and comprehensive plan, including implementation activities. The FTP Vision Element (50 years) and the FTP Policy Element (25 years), adopted in December 2015, are posted on www.floridatransportationplan.com. An FTP Implementation Element (key actions over 5-25 years) is being developed in 2016.

- Consider formatting documents similarly by adding page numbers to all documents and by numbering each multimodal vision strategy.

Multi-Modal Vision

Multi-modal vision: Develop and incorporate an aspirational vision statement into the Multi-Modal Vision document. The vision statement could describe where the County intends to focus new growth and how the future land use and future transportation system are intended to function together in light of the essentially built-out conditions and future growth projections. Consider drafting a vision statement that is consistent with or that does not conflict with partner agencies vision statements. Additionally, consider developing the vision statement utilizing citizen input. If the county chooses to develop an aspirational vision statement, please consider reviewing the proposed strategies, implementation approaches and activities to ensure consistency with the updated vision.

The Broward MPO has developed an example of an aspirational vision statement:

The Broward MPO's vision is to transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life.

One possible aspirational vision for County consideration is:

A resilient and efficient system of mobility that optimizes transportation mode choice, expands health and recreation opportunities, improves access to opportunity for underserved communities and disadvantaged residents, integrates technological advances, promotes economic prosperity, and improves the overall quality of life.

In conjunction with the vision statement, the County could consider developing a strategy, activity or approach to develop a vision map that conveys the connection between the future multi-modal transportation system and areas targeted for receiving new growth. A vision map demonstrates how the envisioned land uses and activity areas align with and support future transportation investments, particularly in premium transit service. The vision map provides a simple image that all elected officials, agency staff, business interests, and members of the public can easily understand and rally behind.

A vision map could include:

- areas of focused development (i.e. activity centers)
- envisioned land uses and land use patterns
- existing and planned multimodal transportation routes
- critical environmental features
- other envisioned components

The Regional Transit Vision in the SEFTC Southeast Florida 2040 Regional Transportation Plan is an example of a visioning map that the County could build upon. Another example of a map illustrating general areas of targeted growth and a future multi-modal transportation system is the Aspirational Future Vision Map from the I-95 Corridor Mobility Planning Project.

A vision map could help integrate several of Broward County's proposed strategies, potential implementation approaches, and supporting concepts from multiple focus areas, including:

- Prioritize new and redevelopment to existing and planned downtowns and major transit corridor and transit hubs (Targeted Redevelopment Strategy #1)
- Identifying and achieving efficient interconnected multi-modal networks throughout the County (Multi-Modal Vision, Strategy #1, first bullet under Implementation Activities)
- Promoting mixed-use development along major transit corridors (Multi-Modal Vision, Strategy #3, third bullet under Implementation Activities)

Strategy, Make Best Use of Transportation Network: In the third sentence in the first paragraph, suggest this change: “Broward County’s ~~corridor~~ transportation network is largely defined....”

Suggest this addition to the second implementing activity: “Supporting municipal, metropolitan planning organization, and state Complete Streets Projects.”

Repeat suggestions to add content specific to the movement of goods and services (freight) in a complex urban/suburban environment and incorporating the theme of Transportation System Management and Operations (TSM&O) to maximize the efficiency of the existing transportation network. Also suggest identifying implementation activities to go with the added content.

Implementation activities, first bullet: Consider adding an implementation activity supporting a partnership with the MPO to designate a network of Complete Streets, which could be included as part of the vision map.

Implementation activities, second bullet: Strengthen the description of County support for municipal and state Complete Streets projects to clarify the type of support the County could provide. For example, the County could provide financial, political, technical, or other types of support to the state and local governments. The County could also consider indicating the level of support in each area where it anticipates providing support and whether support would be direct or indirect.

Strategy, Housing and Transportation Connection: The term “activity areas” is used in the first sentence in the second paragraph. Is “activity centers” meant instead?

Comment: Consider including an additional approach or action that encourages the increase of density for all housing types within multi-modal transportation areas, such as transportation hubs and corridors, and activity centers. Existing approaches focus on attainable housing.

Strategy, Promote and support a sustainable funding source for countywide transit needs: Consider developing an approach or action that clearly articulates how the convening of partners will be conducted to explore options and work together in pursuit of a funding source.

Strategy, Identify and implement a multi-modal level of service standard for redevelopment proposals: Consider examining the Carlsbad, CA example in greater detail as a potential model for implementing multi-modal LOS standards. The Carlsbad, CA General Plan offers an example of a local government implementing multi-modal LOS standards by travel mode based on street type. The County has outlined a potential implementation approach to utilize level of service (LOS) standards for bicycle, transit, and pedestrian facilities and services within activity centers to assess whether a development may be permitted.

Comment (Accessibility): Consider examining multi-modal accessibility measures to complement multi-modal level of service standards. The Department can provide resources to assist in this investigation. Multi-modal LOS methodologies are generally based on the provision of infrastructure facilities, such as sidewalk or bicycle lane width, outside travel lane width and buffer presence (on-street parking and/or street trees), and volume and speed of vehicular traffic. Multi-modal LOS is a good indicator of facilities, but it can be time consuming and data intensive to measure. New York City and Washington DC are example cities that have undertaken multi-modal LOS analysis, which requires precision at a fine scale and an extensive data collection process.

Multi-modal LOS does not incorporate whether destinations are within walking distance – the concept of accessibility. Accessibility-related performance measures can work in tandem with multi-modal LOS measures to form a more complete picture of destination accessibility and the relative comfort and connectedness to and from these destinations.

Comment (Performance-based planning): Consider working with the Department to examine possibilities for developing and implementing a performance-based planning approach for achieving longer term multi-modal transportation accessibility goals. Performance measures and standards can be used to work towards a longer term vision of transportation and land use. The key in implementing a performance-based planning approach is to use the same measures and standards for long term comprehensive planning and for development review processes. The Department would like to offer assistance in the examination of a potential performance-based approach for setting long term targets with compatible shorter term standards.

Comment (Mobility Fee): Consider investigating a mobility fee based transportation funding system and consider shifting from a concurrency based system to a mobility fee based system. The County currently uses a concurrency based system, in conjunction with vehicular LOS, to analyze the transportation impacts of a proposed development on the street network. In this system, the impacts of development are paid for and ideally mitigated concurrently with the development project. As the County begins to increase density and intensity in fewer areas to maximize alternative transportation investments, the conventional concurrency system may not be the best option for funding the variety of transportation projects that will be needed.

Several local governments throughout the state are using a mobility fee based transportation funding model. The City of Kissimmee is a good example of a local government with an innovative mobility fee. The City has established mobility districts, each with a list of projects that help advance mobility goals. The city has also established a mobility fee for new development based on the project costs in each district to fund the list of projects. Finally, the city uses a multi-modal LOS to measure progress towards meeting mobility goals.

Strategy MM-2, Transportation/Housing Connection

Second paragraph: Consider clarifying what types of transit expansion the County envisions with an activity or approach. Expansion of the transit system could include coverage expansion, additional hours of operation, additional buses, more frequent service, and adding different types of service to capture choice riders.

First bullet: It is unclear what is meant by “credited from the regional transportation analysis.” Such analysis should identify potential impacts to transportation facilities and services from all components of a proposed development. Finding means to address potential impacts attributable to the attainable housing component is another matter. A “minimum of 10 years” seems short.

Other Comments: Consider adding a bullet providing for monitoring and reporting on Broward County's housing and transportation cost index, using the baseline of 65% in 2015 noted in the Multi-Modal Vision.

Strategy MM-4, Multi-Modal Level of Service Standard

Second bullet: Seems this bullet should be supplemented to cover refinement or establishment of short- and long-range multimodal quality/level of service standards for the transit, pedestrian, and bicycle modes. Are the short-range maximum service volumes and long-range the level of service standards for roadways in the County's comprehensive plan going to be revisited?

Other Comments: Is the County considering additional standards/performance measures (with targets) for transportation such as performance measures focused on travel time reliability (e.g., for interstate highways) and accessibility (linking land use and transportation)? FDOT and the Broward MPO and other MPOs in Florida will be establishing targets for transportation system performance measures being established by U.S. DOT, with reporting on their progress in achieving them to follow.

Attainable Housing Vision

Opening paragraph: Suggest adding text that (1) highlights the importance of where housing is located and providing housing that meets evolving preferences and needs (including access to opportunity), and (2) links the attainable housing vision to other visions, including the one for multimodal transportation that addresses the transportation and housing connection. Could also recognize the importance of housing condition/quality.

Opening paragraph, second sentence: Suggest this change: "...the attainability of housing for large segments of our population ~~has become~~ remains ~~an increasing~~ challenge."

Strategy AH-1, first paragraph: The "traditional ability" of the private market to supply attainable housing is noted in the second sentence. The County could elaborate on how well the primary mechanism by which markets supply lower cost housing is working in the county/region.

First bullet in second paragraph: Would clarify how "new non-residential development" lines up with redevelopment projects.

Strategy AH-2: Do modern manufactured/modular/prefabricated construction techniques also come with energy efficiency benefits and maintenance costs as low or lower than traditional construction techniques?

Strategy AH-3, second bullet in second paragraph: Suggest this change since (passenger) rail stations are a type of transit station: "... (re)development near transit ~~and rail~~ stations...."

Other Comments: Is mixed income housing, including near transit or in transit oriented development (TOD), something the county wants to promote as a strategy? A couple of resources on the subject can be found at www.ctod.org/pdfs/tod201.pdf and www.mitod.org/home.php. A presentation on TOD and Equity from a recent Southeast Florida TOD Working Group meeting is available at the following link: <http://www.sfrpc.com/TOD/TOD2.htm> and clicking on “Powerpoint Presentation: Equitable TOD” under the August 7th meeting.

Strategy AH-1, Non-Residential Linkage Fee

Second bullet: What would happen if the percentage of linkage fees retained for administrative costs and to assist in covering the cost of eligible waivers is not sufficient to cover linkage fee waivers for “public projects/facilities,” including transportation resources and facilities owned and operated by Broward County or other public entities?

Strategy AH-3, Density Bonus

First bullet: Suggest adding an example for very-low income housing. Would identify the basis or source for the example numbers of market rate units per attainable housing unit (e.g., numbers used by local governments with established linkage programs).

Third bullet: It would be helpful to see a map of areas designated for 15 dwelling units per acre or less in relation to existing and planned transit corridors and hubs. Transit oriented development that includes attainable housing, may be considered within corridors and transportation hubs.

For guidance on siting and regulating TOD areas, including appropriate densities, please consider reviewing the document *A Framework for Transit Oriented Development in Florida*. This reference document identifies three scales of TOD (regional center, community center, and neighborhood center) and emphasizes the importance of planning for TOD at the station, corridor, and system levels.

Additionally, please consider reviewing the *Florida Transit Oriented Development Guidebook*, which includes model comprehensive plan goals, objectives, and policies and land development regulations. Both resources can be found at:

<http://planfortransit.com/resources-2/florida-transit-oriented-development/>

Fourth bullet: What is the basis for the 10-year and 20-year restrictions for retention of owner-occupied and renter-occupied attainable housing, respectively? These time periods seem short.

Seventh bullet: Consider adding a requirement that the municipality consult with entities that own and/or operate public facilities and services within or crossing the municipality as part of making a finding on adequate public facilities and services. How will cumulative impacts be addressed?

Eighth bullet: “Light rail” is typically considered to be one type of “premium transit.” The various transit modes and technologies considered when developing the 2040 Regional Transportation Plan (RTP) for Southeast Florida are highlighted on pages 80-81 of the 2040 RTP. The 2040 RTP can be found at http://seftc.org/system/uploads/documents/SEFL2040RTP_Final_Oct2015_small-2.pdf.

Renewed Intergovernmental Partnership Vision

Third paragraph: Suggest elaborating on the “other stakeholders,” including transportation agencies such as the Broward Metropolitan Planning Organization (MPO), the South Florida Transportation Authority, the South Florida Transportation Council (SEFTC), and FDOT.

Strategy IG-1: To recognize Broward County’s location in the middle of a major metropolitan area/ region, suggest this addition: “The Broward County Land Use Plan, including its review and approval process, will be streamlined to enhance focus on County-wide and regional planning issues.”

Suggest adding an implementation activity focused on showing, through map(s) or other visualizations, how the location/distribution of land uses is or will be integrated with transportation facilities and services. On the land use side, how will activity centers and other areas/corridors where (re)development will be promoted be identified? How will the county trafficways plan fit in?

Other Comments: Consider adding a strategy addressing County engagement with “other stakeholders,” including coordination of County plans and programs with the plans and programs of other stakeholders. Specific requirements, such as consultations with FDOT on proposed comprehensive plan amendments that will affect the Strategic Intermodal System, could fall under such a strategy.

Strategy IG-1, Enhance Focus on Regional Planning Issues

First sub-bullet in first bullet: What definition of “activity center” will be used, particularly for purposes of identifying any new activity centers? If these categories are collapsed, how will corridors be differentiated from nodes?

For additional guidance on siting and regulating TOD areas, including appropriate densities, please consider reviewing the document A Framework for Transit Oriented Development in Florida. This reference document emphasizes the importance of planning for TOD at the station, corridor, and system levels and identifies three scales of TOD – regional center, community center, and neighborhood center. Additionally, please consider reviewing the Florida Transit Oriented Development Guidebook, which includes model comprehensive plan goals, objectives, and policies and land development regulations. Both resources can be found at: <http://planfortransit.com/resources-2/florida-transit-oriented-development/>

First sub-bullet in fourth bullet: Under a scenario of one public hearing for BCLUP amendments, when would it occur (i.e., prior to the transmittal of proposed amendments or at the adoption stage)?

Second sub-bullet in fourth bullet: What definition of “transportation corridors” will be used? For a waiver, would such corridors be expected to be transit-oriented?

First sub-bullet under third sub-bullet in fourth bullet: Would projects or combined projects exempt from the BCLUP amendment process be subject to caps on development set in comprehensive plans for the designated activity centers involved? If not, how would added transportation impacts be identified and addressed, including cumulative ones? Would elaborate on how the example relates to amendments to municipal land use/comprehensive plans.

Strategy 1G-2, Enable Municipalities to Address Local Issues

First sub-bullet in fourth bullet: Suggest adding a requirement that the municipality consult with entities that own and/or operate public facilities and services within or crossing the municipality as part of making a finding on adequate public facilities and services. How will cumulative impacts be addressed?

Targeted Redevelopment Vision

Strategy TR-1: What definitions of “major transit corridors” and “transit hubs” will be used? How do the “transit hubs” relate to “mobility hubs” as addressed in the 2040 Long Range Transportation Plan for the Broward MPO and the Regional Destinations, including Mega Gateway, Gateway, Anchor, and Education regional destinations, associated with the Regional Transit Vision in Section 6 of the 2040 RTP for Southeast Florida?

Strategy TR-3, Transfer of Development Rights

Eighth bullet: Consider eliminating the ability to establish a cap on density transfers from “sending areas” to “receiving areas” in transit hubs and transit corridors. The County’s proposed TDR program aims to increase density around transit stops and transit corridors to support existing and planned transit investments. Capping the number of dwelling units that could be transferred to these areas reduces the likelihood of transit areas achieving the critical mass necessary to successfully support transit investments. Placing a cap on receiving areas could prevent willing senders from using the TDR program and could support development in areas where County goals support lower densities.

Second sub-bullet in eighth bullet: Suggest adding a requirement that the municipality consult with entities that own and/or operate public facilities and services within or crossing the municipality as part of making a finding on adequate public facilities and services. How will cumulative impacts be addressed?



BrowardNextRevisions Feb 2016.docx

Fort Lauderdale Amendments–

Date: 9:00 AM, July 22, 2016

Broward Next Amendments to the Broward County Land Use Plan

Objective: Discuss intent of key proposed amendments to the Broward County Land Use Plan related to #BrowardNext

RESIDENTIAL DENSITIES AND LAND USE

NEW POLICY 9 By 2020, Broward County and the Planning Council shall examine “Residential” densities and make a recommendation regarding the densities and ranges.

- What is intent?
- Who is the recommendation going to be made to?
- Which residential densities?

COMMERCE

POLICY 12 To allow both the public and private sectors to respond to changing conditions and permit the appropriate location of neighborhood commercial uses within or adjacent to established residential neighborhoods, the Broward County Land Use Plan shall permit up to 5% of the area designated residential within a local government to be used for neighborhood commercial as identified and in accordance with this Plan and the rules established within the "Administrative Rules Document: Broward County Land Use Plan." (Revised 2.04.04)

- How will nonresidential flex be addressed?

ACTIVITY CENTERS LAND USE

NEW POLICY 15 Permitted residential densities and hotel rooms within areas designated “Activity Center” on the Broward County Land Use Plan (except for any “Activity Center” located east of the Intracoastal Waterway) may be increased by 20% or 500 dwelling units and/or hotel rooms, whichever is less...and/or permitted non-residential intensities within areas designated “Activity Center” on the Broward County Land Use Plan may be increased by 20% or 200,000 square feet, whichever is less, every five (5) years via a local land use plan amendment and recertification by the Broward County Planning Council, subject to the following...

- Does the land use accommodate nodes, corridors, and those areas with no specific center?
- Remove the limit on number and only indicate a percentage; this approach would be more appropriate given the context of each activity center
- Possible for cities to create a new description for connecting activity centers; e.g. transit connectors, connector corridors?
- How does the amended land use plan encourage mixed use development?

TRANSFER OF DEVELOPMENT RIGHTS

- Broward County’s barrier island (i.e. land east of the Intracoastal Waterway) is not eligible to be a TDR “receiving area.”
- Need to define receiving and sending areas

DISASTER PLANNING AND POST-DISASTER REDEVELOPMENT

NEW POLICY 76 Broward County shall limit public funding within its “Coastal Storm Area,” unless infrastructure improvements are necessary to enhance hurricane evacuation clearance times or emergency shelter capacities, or to mitigate the effects of storm surge flooding or sea level rise.

- What is the intent of the policy?
- Does the policy reduce flexibility within Coastal Storm Areas?

ATTAINABLE HOUSING

POLICY 99 For amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, Broward County and affected municipalities shall coordinate and cooperate to implement the affected municipality’s chosen policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing. Broward County shall accept from the affected municipality those professionally accepted methodologies, policies, and best available data and analysis, which the municipality has used to define affordable housing needs and solutions within the municipality. In addressing amendments which proposed to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, the

municipality, without limitation, may include consideration and implementation of the following affordable housing strategies:..

- How does the policy reflect prior discussions regarding the Housing and Transportation (H+T) Affordability Index?
- Discuss application of bonus formulas in Policy 100

MULTIMODAL TRANSPORTATION

NEW POLICY 108 By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible “Activity Centers,” or municipal and county approved community redevelopment areas...

- What is the intent of the policy?



BrowardNext
Amendments Discus

From: Sue Gallagher [<mailto:sgallagher@cscbroward.org>]

Sent: Tuesday, December 15, 2015 10:27 AM

To: Sniezek, Henry <HSNIEZEK@broward.org>

Cc: Sandra Bernard-Bastien <sbernard@cscbroward.org>; Robert Holroyd <rholyd@cscbroward.org>

Subject: Race equity and land use planning

Great talking with you this morning, Henry! I really appreciate the time you took to help me understand the Land Use Planning process and your suggestions for moving the equity work forward. I have attached the below articles that may be helpful:

1. “Vulnerability and planning paper” is an article on integrating equity into plans for central city redevelopment.
2. “Social Equity policy” is an example from Michigan Planners
3. “Transportation equity” is an example of how equity can be woven into community plans – it has some good definitions as well.
4. “Environmental justice and planning” shows how equity can be woven into land use planning and zoning

5. "A Decade of Hope" is a research study on the effects of redeveloping public housing and the need account for the effects of displacement.

Below are some suggestions of how to include racial equity in a land use plan.

- 1) Include racial equity in the plan. (Transportation document has a good example – I can provide others)
- 2) Include a definition of racial equity in the Comprehensive Land Use Plan's glossary of terms.
- 3) Include a Racial Equity Impact Assessment in the evaluation measures for all of the Plan's strategic goals.

Please let me know if you have any questions. Thanks again & happy holidays!! sue

Sue Gallagher
Chief Innovation Officer

Children's Services Council of Broward County
6600 West Commercial Blvd
Lauderhill, Florida 33319
Tel:954-377-1671
Fax:954-377-1683
www.cscbroward.org
[Broward Training Collaborative Site](#)
[Online Learning Center](#)



SUNSHINE LAW AND PUBLIC RECORDS CAUTION: 1) The Florida Government in the Sunshine Law prohibits discussion outside a duly noticed meeting between any two or more Children's Services Council members regarding any matter that may come before the Board. This prohibition extends to discussions via e-mail. 2) Furthermore, most e-mail communications made or received by The Children's Services Council members or staff are considered public records that must be retained and, upon request, made available to the public and media.



social_equity_policy



Environmental



Transportation



vulnerability & _final_board_adopjustice and plannin equity and planning planning Paper.pdf

From: Horwitz, Jill
Sent: Thursday, July 28, 2016 12:20 PM
To: Cabrera, Ivan <ICABRERA@broward.org>

Cc: Blake Boy, Barbara <BBLAKEBOY@broward.org>
Subject: Aging in the Community

Hi Ivan,

Great meeting today! STAR (the national rating system on sustainability that the County uses) is in the process of adding a brand new section, on Aging in the Community. If you are considering adding a policy or section on this in the LUP, maybe the STAR criteria will help.

Here is a summary of the new measures being proposed, and a draft copy of the full technical guide in this section is attached. It might be a good resource for you all.

New Measure	EA6: Aging in the Community	Outcome	1	Successful Aging in Place: Demonstrate that the community places in the top 25 percentile of the Best Cities for Successful Aging
New Measure	EA6: Aging in the Community	Outcome	2	Senior Satisfaction Survey: Demonstrate that 70% or more of surveyed seniors view the community as meeting their needs
New Measure	EA6: Aging in the Community	Outcome	3	Overcoming Challenges to Aging in Place: Demonstrate the following challenges to seniors living independently are less than the national values for: <ul style="list-style-type: none"> • Responsibility for grandchildren • Disability • Unemployment • Food Stamp/SNAP benefits • 100% below the Poverty Level • Monthly owner housing costs 30 percent or more of household income • Gross rent as a percentage of household income 30 percent or more
New Measure	EA6: Aging in the Community	Action	1	Conduct a survey of aging community members to assess how well they feel that present and future needs are being met
New Measure	EA6: Aging in the Community	Action	2	Adopt an action-based plan to identify priority service needs and resources to address the current and future needs of the older residents
New Measure	EA6: Aging in the Community	Action	3	Adopt senior-friendly building codes that increase accessibility features of residential, commercial, and public buildings
New Measure	EA6: Aging in the Community	Action	4	Adopt zoning or transportation policy overlays that account for a senior's perspective

New Measure	EA6: Aging in the Community	Action	5	Establish an Aging in Place public/private task force to oversee community outreach and data collection efforts
New Measure	EA6: Aging in the Community	Action	6	Allocate staff time to focus on planning and programming for a maturing population
New Measure	EA6: Aging in the Community	Action	7	Provide mobility options that address the needs of seniors to visit the doctor, go shopping, and attend social gatherings
New Measure	EA6: Aging in the Community	Action	8	Create programs that provide discounts specifically for low-income seniors on utilities, transit, and other essential services
New Measure	EA6: Aging in the Community	Action	9	Provide direct funding and management of community and neighborhood venues that provide services and programs specifically designed for seniors and caretakers
New Measure	EA6: Aging in the Community	Action	10	Ensure that major arts and cultural facilities are accessible to people with disabilities

Good luck and congrats again!



JILL HORWITZ, NATURAL RESOURCE SPECIALIST, MURP, LEED Green Associate

Environmental Protection and Growth Management Department

ENVIRONMENTAL PLANNING AND COMMUNITY RESILIENCE DIVISION

115 S Andrews Ave, Room 329-H | Fort Lauderdale, Florida 33301

954.519.1287

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Broward County is a certified 4-STAR Community

Recognized for National Excellence in Sustainability



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CX

From: Deborah Tarrant [mailto:dtarrant@townofhillsborobeach.com]

Sent: Thursday, May 19, 2016 10:48 PM

To: Cabrera, Ivan <ICABRERA@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>; Blake Boy,

Barbara <BBLAKEBOY@broward.org>

Cc: Lamarca, Chip <CLAMARCA@broward.org>; Robert Kellogg <rkellogg@townofhillsborobeach.com>

Subject: Re: BrowardNext - Implementation Documents and Powerpoint

Thank you for all your hard work in developing these implementation documents and for sharing them with community leaders for additional review. And Barbara, thank you again for attending a Hillsboro Beach commission meeting several months ago. As we brought to your attention during your visit with us, the residents of Hillsboro Beach have pressing concerns regarding the indiscriminate implementation of multi-modal principles in areas such as Hillsboro Beach where there simply is not enough space to safely add bike lanes or sidewalks to our single roadway.

As your attached Powerpoint notes on slide 17, "incorporating and promoting Complete Street principles where appropriate" is a Strategy under MM-1. Similarly on slide 18, your first point notes commitment to "context sensitive implementation of Complete Streets." On behalf of the citizens of Hillsboro Beach, I urge you to follow these stated guidelines.

For the residents of Hillsboro Beach (approximately 3,500 in-Season, 51% over the age of 65), A1A is the only artery of transportation available for accomplishing life's daily tasks. As we shared at our meeting, vehicles of every type must use this single road for EVERYTHING relating to the Town of Hillsboro Beach. Many of these vehicles are oversized. They include construction trucks of all shapes and sizes, most of which are forced to park along the shoulder of the road when they are on-site. Also included are garbage trucks, mail vehicles, UPS and FEDEX delivery trucks, delivery vehicles from local retailers, car transporters (of which there are many), FPL and Comcast repair trucks, tree trimmers employed by FPL, and a variety of other trucks that must conduct their business stopping along the shoulder of the road. Then of course, there are also the 3,000 vehicles owned and operated by residents, coming and going day-in and day-out. (There are 50 single-family homes in Town and over 2200 condominiums.) It would be irresponsible of the County to make a bad situation worse by forcing a round peg into a square hole and indiscriminately reducing the size of the driving lanes in order to accommodate cyclists. Reducing the size of the driving lanes would give even less maneuverability to drivers as they work their way through an already congested roadway. (In the areas along Linton Blvd in Delray where the lanes have been reduced to 10', there has been significant negative feedback.) Encouraging cycling in any fashion along this stretch of road defies common sense. It is simply not safe.

Residents (who pay enormous taxes) MUST use A1A to take care of business, or go to the grocery store, the doctor, the post office, etc. They have no choice. They can't take a back/side street for egress, and they certainly can't get on a bike to take care of their needs. Cyclists use the town as a recreational pass-through. In addition, the town has no sidewalks, therefore A1A is the only place in the "neighborhood" to take a walk or exercise a pet. An increase in the number of bikes puts pedestrians (primarily residents) in more danger of being run over by cyclists. Pedestrians and cyclists simply don't mix well in shared spaces.

Imagine this scenario: a pedestrian with her dog is walking south (against traffic), two cyclists are traveling northbound side-by-side (with traffic); the cyclists approach the rear of a mail truck (or garbage truck or delivery truck or construction truck, etc.) that's stopped on the shoulder just as the pedestrian approaches the same truck from the front. The cyclists can't see the pedestrian and vice versa. By the time they all become aware of one another, it is too late to avoid an encounter. Now add to this scenario cars traveling both north and south and passing the point of contact at the same time as the cyclists and the pedestrian with her dog. Disaster. This is currently a typical situation.

The more cyclists are encouraged to use this section of road for recreational purposes, the more dangerous the situation becomes for everyone - drivers, pedestrians, AND cyclists. Regardless of who is in the right

between a cyclist and the driver of a car, the cyclist will always lose. But also important is that no driver wants to have to live with the fact that they killed a person or a beloved pet.

I invite you to come and spend a couple of hours riding shotgun with me in Hillsboro Beach. That's the best way to really comprehend the situation. Not every location is appropriate for a bike path. An arbitrary decision that A1A needs to be a designated bike route all the way from Point A to Point Z makes no sense under the circumstances in the Town of Hillsboro Beach. A much safer option would be to direct cyclists to a bike path on the other side of the Intracoastal for that 3.2 mile stretch. They can always then head east again using the newly improved bike areas on the Hillsboro Boulevard Bridge (under construction as we speak).

Hillsboro Beach is usually a fairly sleepy little town, but on this issue, the level of involvement of the residents is unprecedented. Given the constraints we have to deal with, the general consensus is that any "Complete Street improvements" to A1A in Hillsboro Beach should first and foremost be done to accommodate residents – who are pedestrians and drivers.

Please feel free to share these thoughts with anyone you deem to be appropriate.

Thank you for your consideration,

Deb

Deb Tarrant, Mayor
Town of Hillsboro Beach



From: Biblo, Adam A [mailto:Adam.Biblo@deo.myflorida.com]
Sent: Tuesday, February 09, 2016 4:09 PM
To: Feliciano, Maribel <mfeliciano@broward.org>
Cc: Cabrera, Ivan <ICABRERA@broward.org>; Stansbury, James <James.Stansbury@deo.myflorida.com>
Subject: Broward Draft - Regional Issue -Climate Resiliency CLIMATE CHANGE RESILIENCE VISION.docx

Maribel: I had a few minutes to look at the work being done through #BrowardNext and then all of a sudden got very busy, as usual, once again. So I have a few comments included in the attached document. The comments/suggestions are in small-sized blue font. Please feel free to follow-up if you or staff have any questions or would like additional resources related to something I wrote. I understand that the deadline for submitting comments is March 11, so it is possible that we could provide additional feedback, but I can't commit to that right now.

Adam Antony Biblo, AICP
Planning Analyst
Florida Department of Economic Opportunity
850-717-8503
Adam.Biblo@deo.myflorida.com

Planning for a Changing World

CLIMATE CHANGE RESILIENCE VISION

Southeast Florida is one of the most vulnerable regions in the United States to the impacts of climate change. Critical action to adapt to the consequences of climate change must occur at the local level through regionally coordinated planning and investments. Broward County has been active in prioritizing efforts to investigate vulnerabilities, improve climate preparedness and identify strategies to increase resilience. Working with the 4-County Southeast Florida Climate Change Compact, Broward County has contributed to the development of a Regional Climate Action Plan, a unified regional sea level rise projection, and vulnerability assessments focused on infrastructure, public health, and natural systems. Independently, the County has developed its own Climate Change Action Plan, and convenes both a countywide Climate Change Task Force and a Government Operations Work Group to assist in implementing priority actions necessary for climate change preparedness and emissions reductions needed to mitigate future warming and the potential for severe climate disruptions. As a community, we need to be aware of the local impacts of climate change, to understand the vulnerabilities of natural resources and infrastructure, and to work to develop and implement strategies to adapt and increase our resilience with the goal of reducing risk, avoiding economic losses, and improving community livability and the quality of our natural systems.

STRATEGY CCR-1: Mitigate the effects of climate change by reducing greenhouse gas emissions by 2% per year.

Reduction of heat-trapping greenhouse gas emissions which cause global temperature rise is necessary slow and limit the effects of climate change. The main source of greenhouse gas emissions is burning fossil fuels for electricity and transportation. In order to reduce emissions, energy sources must be diversified to include clean renewable energy for electricity and alternative fuels for transportation and the amount of energy consumed in buildings and for transportation must be reduced. The County must pursue regional strategies and participate in and support local efforts to increase energy efficiency and the use of renewables in order to reduce greenhouse gas emissions and mitigate the effects of climate change.

Broward County shall promote sustainable energy consumption through efficiency and conservation efforts, expand renewable and alternative energy accessibility, and create incentive programs to encourage the behavioral and operational transition to cleaner energy sources.

Implementation Strategies include:

- Implementing strategies from the Renewable Energy Action Plan, Community Energy Action Plan and the Climate Action Plan.
- Implementing the Electric Vehicle Infrastructure Strategy which includes pursuing municipal and public-private partnerships in order to develop an infrastructure network that provides public access to alternative fuels and EV charging.
- Reducing energy intensity of county buildings by at least 20% by 2025 through the Better Buildings Challenge and energy retrofits. *Establish a Broward Design Guidelines that includes emphasis on energy efficient architecture, site design, and appliances. Use implementation/ "compliance" with these guidelines as a prerequisite for obtaining density bonuses, e.g., obtaining flexibility units; reserve units. Establish incentives/ requirements for greater reuse/ recycling of building products (See State of California).*
- Increasing the abundance of renewable energy projects, investments, and infrastructure across the County consistent with the County's support for a 20% renewable energy portfolio by 2030 through public-private partnerships, encouraging financing options and County investment in solar projects. *Create a generic form solar energy easement. Use this easement to purchase rooftop space and other space for the location of solar panels (i.e., could be County-owned solar panels, or panels owned by not-for-profit 3rd party).*
- Decreasing fuel consumption by 10% by 2020 by improving and integrating multi-modal transportation and land uses that encourage a reduction in single occupancy vehicle trips and greenhouse gas emissions, and provide affordable housing proximate to urban work centers. *Too short of a time-frame to achieve results. Explicitly seek creation of transit-supportive development (TOD) development pattern. Make energy costs (heating, cooling, and journey to work) associated with housing purchase/ renting choices more transparent. Should consider retrofitting existing developments (incl. subdivisions) to facilitate better interconnectivity (see City of Charlotte); require it absolutely of new development. Besides low interconnectivity, the land use pattern is also a barrier to efficient transportation due to the prevalence of superblocks and dendritic street patterns – consider a responsive strategy. Consider de-emphasizing reliance on the traditional functional hierarchy classification scheme for roads and increasing emphasis on transect-appropriate complete streets and corridors. Consider a strategy of a network of parallel, closely-spaced 2-4 lane corridors with roundabouts at major intersections, replacing traffic signals, with more costly and result in less efficient vehicular movements.*

STRATEGY CCR-2: Increase the resilience of our community to the effects of climate change.

Climate change, including sea level rise and severe storms, has the potential to fundamentally impact Broward County's beaches, coastal and inland communities, water supplies, natural systems, critical infrastructure and its economic core. An increase of 3 to 5 inches of sea level rise is expected locally between 2015 and 2030 and up to 2 feet by 2060. As a community we need to plan and prepare for the impacts of sea level rise and other climate impacts and invest in resilient critical infrastructure, to sustain commerce, services, and natural resources vital to the health of our community and economy. Broward County shall consider and prepare for the following

impacts in the planning and design of projects and operations of community services: severe tropical storms, temperature extremes, severe wet and dry seasons, sea level rise along the coast leading to coastal and inland flooding and rising groundwater levels, increased coastal erosion and increased stress and pressure on natural systems.

Implementation Strategies include:

- Requiring all land use and planning decisions within the Priority Planning Areas to consider and effectively address future climate predications for a 50-year planning horizon, including 2 feet of sea level rise.
- Designating Adaptation Action Areas to identify areas vulnerable to coastal flooding, implement adaptation policies and enhance the funding of infrastructure adaptation projects.
- Applying the unified sea level rise projection for Southeast Florida when considering land use (including areas of potential population growth, natural system restoration, and infrastructure adaptation) and long-term functionality of appurtenant infrastructure, especially water management, drainage, water supply and water treatment systems, both coastal and inland.
- Delineating anticipated habitat transition zones from climate impacted areas and expand zones through land use changes to protect environmentally-sensitive greenways and reserves for migrating species.
- Furthering the integration of green infrastructure and natural systems into the urban environment to increase resilience to future climate change impacts.
- Preserving and protecting the County's natural shoreline with an emphasis on the expansion and preservation of sand dunes, protection of beaches from armoring and the encroachment of development, and conservation of our coral reefs.
- As permitted, adopting land use regulations to limit development and redevelopment in areas particularly vulnerable to flooding due to sea level rise, stormwater inundation, and other impacts of climate change. *Consider establishing a County-wide TDR with required participation of all municipal governments. Each municipal gov't could then establish sending zones as appropriate, based upon vulnerability assessments, where development rights are transferred from and (with the possible exception of coastal-bound communities) establish "receiving/target areas" for greater development intensity, where development rights are transferred to.*
- Using the green infrastructure map series to achieve community equity in the integrated use of green infrastructure as part of community resiliency strategies, including tree canopy coverage, presence of solar projects infrastructure, access to fresh food, etc.

STRATEGY CCR-3: Maintain adequate water supply through efficiency and conservation efforts and increase resilience of natural systems through water resource management.

Saltwater intrusion has contaminated the coastal edge of the Biscayne Aquifer that is the primary source of drinking water in Broward County. While a number of factors have contributed to the inland migration of the saltwater front, sea level rise has accelerated the rate of intrusion and is predicted to drive the front further inland in the coming decades. Saltwater intrusion is anticipated to reduce coastal wellfield capacity 40% by 2060. Broward County shall preserve, protect and enhance the sustainability of County water resources.

Implementation Strategies include:

- Ensuring existing water resources are protected and remain available through conservation and sustainable management, especially improved surface water storage, redistribution and aquifer recharge.

- Preserving capacity by diversifying source alternatives, with an emphasis on the expansion of reclaimed water projects, systems, and infrastructure
- Preserving green space and consideration of land use in areas of potential regionalization and relocation of wellfields.
- Balancing the water needs of public consumers and natural systems. Affording space for surface water storage to accommodate projected rainfall, tidal flooding and sea level and groundwater level rise.
- Supporting regional water supply and conservation projects such as the C-51 reservoir project and the expansion of a countywide water reuse network.

Consider requiring all public buildings/grounds to utilize greywater reuse systems for irrigation and creating incentives for private businesses and residences to use such systems for irrigation. One such incentive could be assignment of points to businesses that use greywater reuse systems for irrigation or that do not require irrigation when considering awarding bids & contractors to contractors hired by the County.



Broward Draft -
Regional Issue -Clim

From: Huneke, Michael
Sent: Wednesday, February 10, 2016 8:59 AM
To: Cabrera, Ivan <ICABRERA@broward.org>
Cc: Halsey, Jeff <JHALSEY@broward.org>
Subject: Broward Next Request for Comments and Input

Ivan, I emailed Deanne and Maribel our comments for the 4 Regional Issue Document last week. However, I was not sure whether I should also email them to you, so to be on the safe side, please see attached additions to Strategy EP-3 underlined and highlighted in yellow.

Thank you,



MICHAEL HUNEKE, SENIOR PLANNER
Environmental Protection and Growth Management Department
POLLUTION PREVENTION DIVISION
1 North University Drive, Suite 203 | Plantation, FL 33324-2038
954.357.4906

Broward.org/Regulation | [#BrowardNEXT](https://twitter.com/BrowardNEXT) | [Twitter](#)

In planning for the next 100 years, what should Broward County focus on?





DRAFT FOR DISCUSSION – January 2016

WORLD-CLASS NATURAL RESOURCE PROTECTION AND ENHANCEMENT VISION

Broward County recognizes its unique natural resources, including its exceptional water bodies, coastlines, open spaces, flora and fauna, and historical, archaeological and paleontological resources. In appreciation of these assets and recognition of their sensitivity, the County continues to be committed to the protection, enhancement and wise use of the environment. Broward County has long maintained its priority to preserve and conserve the environment, understanding it is essential for maintaining community sustainability, as well as being an important economic generator and enhancing the safety, enjoyment and education of residents and visitors alike. As Broward County anticipates approximately 250,000 new residents by the year 2040, it is vital for the County to continue to persevere in its commitment to protect and enhance its natural resources. In this light, Broward County strives, in partnership with its municipalities and other stakeholders, to be at the fore of natural resource protection and enhancement best practices, remaining dedicated to strengthening its policies and commitments in the region to protect and conserve natural resources, including the emerging importance of food systems planning.

STRATEGY EP-1: Protect and enhance the shoreline and natural waterways of Broward County.

Tourism is vital to Broward County's economy and Broward's beaches and waterway systems lure millions of visitors here year after year. Beaches also protect public and private property and provide marine habitats on and along the barrier island. However, these beautiful beaches can be compromised by tropical storms and hurricanes, as well as by tides, wave action and natural sand flow. Broward County must protect and maintain this critical environmental and economic resource through beach re-nourishment projects, the creation and enhancement of shoreline vegetation and dunes and sediment management plans.

Implementation strategies include:

- Protect and restore beaches through the use of dunes and vegetation, elevated walkways and conservation easements.
- Require public access to beaches and waterways.
- Designate “Adaptation Action Areas” to identify areas vulnerable to sea level rise, flooding and storm surge and create mitigation strategies to reduce these risks and increase community resiliency.
- Protect and enhance sea turtle nesting areas and require the installation of sea turtle-friendly lighting in such areas.

STRATEGY EP-2: Create a countywide water management/flood protection plan.

Broward County is in a unique location of the country, with the Atlantic Ocean along its entire eastern border and over 790 square miles of water conservation and recharge areas within its western limits. This unique location presents both problems and opportunities in regards to water supply and management. Broward County must protect, manage and enhance its water recharge areas, surface waters, groundwater and potable water wellfields and zones of influence, while also preparing for seasonal flooding and sea level rise. In this regard, wetlands can play a vital role in improving the County’s water quality and in providing natural areas for storing floodwaters and maintaining surface water flow. Wetlands function as natural sponges which trap and slowly release water. Wetlands also function as primary fish and wildlife habitats by providing food, water and shelter for a wide variety of plant and animal species.

Implementation strategies include:

- Implement a countywide water management plan which includes both groundwater and surface water.
- Preserve, enhance and create surface waters and minimize direct discharge into such bodies of water through innovative pre-treatment methods.
- Preserve the County’s groundwater quality through the provision of drainage and stormwater management systems, the minimization of soil erosion and the prevention of salt water intrusion.
- Require minimum floor elevations for structures and minimum crown elevation for roads based on projected conditions from sea level rise.

- Protect the functional value of wetlands, hydric soils and vegetative communities within Broward County.

STRATEGY EP-3: Preserve and protect Broward County’s natural environment through local environmental regulatory programs and well-planned patterns of growth and development.

At the foundation of a healthy environment is an ecosystem with uncontaminated soil and pure air. Because of the clear connection between a healthy environment and the preservation of public health, safety and general welfare, Broward County established regulatory programs to protect the purity of our natural resources and to protect humans, plants and wildlife. Human activities associated with the County’s tremendous growth carries the potential for the contamination of our natural environment, making the reasonable control and regulation of the activities that could threaten the quality and purity of these resources of paramount importance.

Implementation strategies include:

- Continue to utilize the County’s Environmental Assessment and Remediation Program to ensure that contaminated sites are properly remediated and maintained.
- Continue to implement County’s Hazardous Materials Licensing and Compliance Assistance Program to help prevent discharges of regulated hazardous materials into the County’s soil, groundwater and surface waters.
- Continue to fulfill the goals of the County’s Air Monitoring and Air Quality Program preventing and controlling emissions from commercial and industrial air pollution sources through regulation and compliance assistance.
- Promote the use of alternative modes of transportation and alternative fuels to reduce the negative impacts of exhaust fumes on air quality.
- Acquire, protect, preserve and enhance Local Areas of Particular Concern.
- Preserve and enhance Broward County’s tree canopy and encourage the use of native vegetation for all new development.
- Continue to eliminate invasive exotic vegetation.

STRATEGY EP-4: Provide recreation and open space areas which serve the diverse interests of both residents and visitors and that are compatible with the tropical and resort character of Broward County.

Recreation and open space areas are a critical part of the high quality of life Broward County wants to offer to its residents. These areas not only provide places for sports and activities, which help to promote healthy lifestyles for all age groups, but also provide places for people to relax and enjoy nature, which improves their mental health as well. Open space areas also promote a sustainable environment by providing natural habitats for various species of wildlife and vegetation. The County's recreation and open space system builds a sense of place, making our community a more attractive place to live and work, thereby increasing the County's economic health. Broward County should protect and enhance its remaining recreation, open space and conservation areas to promote healthy residents, a robust economy and a sustainable environment.

Implementation strategies include:

- Continue to require a minimum of three (3) acres of local parks and three (3) acres of regional parks for every 1,000 existing and projected permanent residents.
- Encourage the preservation of existing public and private open space areas, including golf courses.
- Provide for an interconnected, countywide system of greenways, blueways and equestrian and nature trails.
- Identify, conserve and protect all water conservation and natural reservation areas within Broward County.

STRATEGY EP-5: Protect Broward County's historical, archaeological and paleontological resources.

It is vitally important to realize that the protection, enhancement, and perpetuation of historic, archaeological, and paleontological resources represent distinctive elements of Broward County's unique history. Broward County promotes and supports historic preservation through the enforcement of its historic preservation ordinance, which mandates that the County seek Certified Local Government (CLG) status, including: establishing a historic preservation board; maintaining and updating the historic site surveys; enforcing the state and local preservation laws; and providing opportunities for public participation in historic preservation activities. The County will also pursue actions to educate and advocate for the preservation of the County's cultural resources.

Implementation Strategies Include:

- Enhance the County’s programs to designate and protect historic, archaeological and paleontological resources.
- Promote intergovernmental coordination and cooperation between the County, its municipalities, other CLGs and state and federal agencies.
- Promote adaptive reuse and conservation of historic, archaeological, and paleontological resources as a means for economic revitalization, redevelopment, and sustainable growth.

STRATEGY EP-6: Prioritize and support the food system planning efforts of Broward County and its municipalities.

Food system planning is the collaborative planning process of developing and implementing local and regional land use, economic development, public health and environmental goals, programs and policies to promote: sustainable agriculture and food production practices, community food security, physical and economic access to healthy food and reduction of food-related waste. It is considered an important part of sustainable and resilient development by communities around the world, and Broward County seeks to advocate food system planning throughout the region. Understanding that our population will continue to grow, it is important for Broward County and its local governments to advocate food system planning for the overall health and well-being of our communities.

Implementation strategies include:

- Support and encourage municipalities to provide farm-to-table opportunities throughout Broward County.
- Permit urban agriculture activities in all land use categories of the BCLUP, while also ensuring that protection and promotion of rural agriculture activities remain a priority.
- Update the Best Practices for Food System Planning at least bi-annually to ensure the information is reflective of current practices and technology.

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan, and, as may be appropriate, the County’s Comprehensive Plan.



4 Regional Issue -
world class natural r

From: Zeltman [mailto:zeltman@bellsouth.net]
Sent: Wednesday, March 02, 2016 2:07 PM
To: Cabrera, Ivan <ICABRERA@broward.org>
Cc: Lamarca, Chip <CLAMARCA@broward.org>; Betty Shelley <bjshelley5@gmail.com>
Subject: Broward County Disaster Planning and Post-isaster Redevelopment Vision

The following comments/concerns are suggested regarding the subject proposed draft for the DISASTER PLANNING AND POST-DISASTER REDEVELOPMENT VISION:

The Broward County Plan should include a pre-disaster plan coordinated and integrated with the State of Florida to prepare and provide emergency evacuation traffic routes before a disaster event occurs in the targeted area to allow a safe and uncongested evacuation not only in Broward County, but throughout the entire length of Florida. This pre-disaster plan should assure the designated evacuation routes (i.e.: I-95, Florida's Turnpike. etc.) are capable of handling the large expected volumes of vehicular evacuees from the targeted area. Evacuation plans, including sequenced times for the populous to systematically evacuate without panic and traffic congestion, should be in place prior to the public in order to effectively regulate the populous away from the area anticipated to experience said disaster.

From: Welch, Sandra [mailto:SWelch@coconutcreek.net]
Sent: Wednesday, March 02, 2016 3:00 PM
To: Cabrera, Ivan <ICABRERA@broward.org>
Subject: Re: REMINDER!! BrowardNext - Request for Comments and Input

The draft which you provided is extremely comprehensive, and directs all of us in the Broward County area to move towards resolution of these very important areas of concern.

Sent from my iPad

Thank you,

Sandra Welch

From: Yacinthe, Natacha

Sent: Wednesday, March 02, 2016 3:02 PM

To: Cabrera, Ivan <ICABRERA@broward.org>

Subject: RE: REMINDER!! BrowardNext - Request for Comments and Input PORT EVERGLADES

Good afternoon Ivan, how are you? Hope you are well. Attached are comments and suggestions. Thank you

Natacha J. Yacinthe



Natacha J. Yacinthe, Ph.D., PPM, AICP
Office of the Chief Executive/Port Director's Office
Broward County Port Everglades
1850 Eller Drive
Fort Lauderdale, Fl 33316
Direct Line: (954) 468-0213
Fax: (954) 523-8713
e-mail: nyacinthe@broward.org

"To reach a port we must sail, sometimes with the wind, and sometimes against it. But we must not drift or lie at anchor." **Oliver Wendell Holmes, Sr.**

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DRAFT FOR DISCUSSION – January 2016

CLIMATE CHANGE RESILIENCE VISION

Southeast Florida is one of the most vulnerable regions in the United States to the impacts of climate change. Critical action to adapt to the consequences of climate change must occur at the local level through regionally coordinated planning and investments. Broward County has been active in prioritizing efforts to investigate vulnerabilities, improve climate preparedness and identify strategies to increase resilience. Working with the 4-County Southeast Florida Climate Change Compact, Broward County has contributed to the development of a Regional Climate Action Plan, a unified regional sea level rise projection, and vulnerability assessments focused on infrastructure, public health, and natural systems. Independently, the County has developed its own Climate Change Action Plan, and convenes both a countywide Climate Change Task Force and a Government Operations Work Group to assist in implementing priority actions necessary for climate change preparedness and emissions reductions needed to mitigate future warming and the potential for severe climate disruptions. As a community, we need to be aware of the local impacts of climate change, to understand the vulnerabilities of natural resources and infrastructure, and to work to develop and implement strategies to adapt and increase our resilience with the goal of reducing risk, avoiding economic losses, and improving community livability and the quality of our natural systems.

STRATEGY CCR-1: Mitigate the effects of climate change by reducing greenhouse gas emissions by 2% per year.

Reduction of heat-trapping greenhouse gas emissions which cause global temperature rise is necessary slow and limit the effects of climate change. The main source of greenhouse gas emissions is burning fossil fuels for electricity and transportation. In order to reduce emissions, energy sources must be diversified to include clean renewable energy for electricity and alternative fuels for transportation and the amount of energy consumed in buildings and for transportation must be reduced. The County must pursue regional strategies and participate in and support local efforts to increase energy efficiency and the use of renewables in order to reduce greenhouse gas emissions and mitigate the effects of climate change.

Source?
Year?

Add 1, or
2 examples
for the
my person
to better
understand

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Broward County shall promote sustainable energy consumption through efficiency and conservation efforts, expand renewable and alternative energy accessibility, and create incentive programs to encourage the behavioral and operational transition to cleaner energy sources.

Implementation Strategies include:

- Implementing strategies from the Renewable Energy Action Plan, Community Energy Action Plan and the Climate Action Plan.
- Implementing the Electric Vehicle Infrastructure Strategy which includes pursuing municipal and public-private partnerships in order to develop an infrastructure network that provides public access to alternative fuels and EV charging.
- Reducing energy intensity of county buildings by at least 20% by 2025 through the Better Buildings Challenge and energy retrofits.
- Increasing the abundance of renewable energy projects, investments, and infrastructure across the County consistent with the County's support for a 20% renewable energy portfolio by 2030 through public-private partnerships, encouraging financing options and County investment in solar projects.
- Decreasing fuel consumption by 10% by 2020 by improving and integrating multi-modal transportation and land uses that encourage a reduction in single occupancy vehicle trips and greenhouse gas emissions, and provide affordable housing proximate to urban work centers.

May be a challenge for the Port due to anticipated # of passengers and statutory requirements for port safety & security

STRATEGY CCR-2: Increase the resilience of our community to the effects of climate change.

Climate change, including sea level rise and severe storms, has the potential to fundamentally impact Broward County's beaches, coastal and inland communities, water supplies, natural systems, critical infrastructure and its economic core. An increase of 3 to 5 inches of sea level rise is expected locally between 2015 and 2030 and up to 2 feet by 2060. As a community we need to plan and prepare for the impacts of sea level rise and other climate impacts and invest in resilient critical infrastructure, to sustain commerce, services, and natural resources vital to the health of our community and economy. Broward County shall consider and prepare for the following impacts in the planning and design of projects and operations of community services: severe tropical storms, temperature extremes, severe wet

This assumes it cannot be prevented. Is that correct?

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and dry seasons, sea level rise along the coast leading to coastal and inland flooding and rising groundwater levels, increased coastal erosion and increased stress and pressure on natural systems.

perhaps clarify, How are natural systems stressed?

Implementation Strategies include:

- Requiring all land use and planning decisions within the Priority Planning Areas to consider and effectively address future climate predications for a 50-year planning horizon, including 2 feet of sea level rise.
- Designating Adaptation Action Areas to identify areas vulnerable to coastal flooding, implement adaptation policies and enhance the funding of infrastructure adaptation projects.
- Applying the unified sea level rise projection for Southeast Florida when considering land use (including areas of potential population growth, natural system restoration, and infrastructure adaptation) and long-term functionality of appurtenant infrastructure, especially water management, drainage, water supply and water treatment systems, both coastal and inland.
- Delineating anticipated habitat transition zones from climate impacted areas and expand zones through land use changes to protect environmentally-sensitive greenways and reserves for migrating species.
- Furthering the integration of green infrastructure and natural systems into the urban environment to increase resilience to future climate change impacts.
- Preserving and protecting the County's natural shoreline with an emphasis on the expansion and preservation of sand dunes, protection of beaches from armoring and the encroachment of development, and conservation of our coral reefs.
- As permitted, adopting land use regulations to limit development and redevelopment in areas particularly vulnerable to flooding due to sea level rise, stormwater inundation, and other impacts of climate change.
- Using the green infrastructure map series to achieve community equity in the integrated use of green infrastructure as part of community resiliency strategies, including tree canopy coverage, presence of solar projects infrastructure, access to fresh food, etc.

fall order but ok

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STRATEGY CCR-3: Maintain adequate water supply through efficiency and conservation efforts and increase resilience of natural systems through water resource management.

Saltwater intrusion has contaminated the coastal edge of the Biscayne Aquifer that is the primary source of drinking water in Broward County. While a number of factors have contributed to the inland migration of the saltwater front, sea level rise has accelerated the rate of intrusion and is predicted to drive the front further inland in the coming decades. Saltwater intrusion is anticipated to reduce coastal wellfield capacity 40% by 2060. Broward County shall preserve, protect and enhance the sustainability of County water resources.

Implementation Strategies include:

- Ensuring existing water resources are protected and remain available through conservation and sustainable management, especially improved surface water storage, redistribution and aquifer recharge.
- Preserving capacity by diversifying source alternatives, with an emphasis on the expansion of reclaimed water projects, systems, and infrastructure
- Preserving green space and consideration of land use in areas of potential regionalization and relocation of wellfields.
- Balancing the water needs of public consumers and natural systems. Affording space for surface water storage to accommodate projected rainfall, tidal flooding and sea level and groundwater level rise.
- Supporting regional water supply and conservation projects such as the C-51 reservoir project and the expansion of a countywide water reuse network.

May want to mention the requirements that discharge to the ocean should be eliminated by 2025. More municipalities are extending their injection wells as a result.

• Focus more on water conservation vs. water utilization

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DRAFT FOR DISCUSSION – January 2016

DISASTER PLANNING AND POST-DISASTER REDEVELOPMENT VISION

Hurricanes, tornadoes, extreme heat, floods, fires, storm surge and other natural or man-made disasters may threaten the safety of Broward County's residents, visitors and property. South Florida is most vulnerable to the threat of hurricanes and storm surge. Hurricane season begins on June 1 and ends on November 30, but planning and preparation are year-round activities. Broward County must work to protect over 1.7 million permanent residents, 14.3 million annual visitors, billions of dollars in tangible properties, 23 miles of beaches, as well as over 150,000 coastal residents and mobile home occupants living in mandatory evacuation zones. Broward County's goal is to reduce or eliminate the long-term risk to life and property from hazardous events. Broward County and its municipalities should put in place a post-disaster recovery and redevelopment strategy to ease the rebuilding process after a disaster. Further, the county should evaluate properties that have a history of repetitive loss for possible purchase and conversion to open space. In addition, a dune and shoreline vegetation management plan should be investigated to help break the destructive waves and storm surge that accompany a hurricane.

STRATEGY DP-1: Develop and implement a Countywide Long-Term Recovery and Redevelopment Strategy

Broward County must establish an orderly and efficient process for reviewing private and public redevelopment proposals to restore the economic and social viability of the community after a natural or man-made disaster. Broward County currently implements its Enhance Local Mitigation Strategy (ELMS), which is a framework for integrating the County's hazard mitigation efforts into the core civic business processes by forming partnerships with agencies in emergency and risk management, insurance, government, climate change and the business community before, during and after a disaster. The County's Long-Term Recovery and Redevelopment Strategy will focus on re-building after a disaster in a manner that will strengthen properties and infrastructure to withstand any future storm occurrences.

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Implementation strategies include:

- Develop a Long-Term Recovery and Redevelopment Strategy.
- Continue to update the County's Enhanced Local Mitigation Strategy (ELMS).
- Replace the Coastal High-Hazard Area with a "Coastal Storm Area" on Broward County's Floodplains, Flood Prone Areas and Coastal High-Hazard Area Map of the Natural Resource Map Series.
- Protect the County's shoreline through enhanced shoreline vegetation and beach re-nourishment projects in partnership with adjoining municipalities.

STRATEGY DP-2: Support incentives to purchase and/or redevelop Repetitive Loss Properties to reduce future property damages and losses

A "repetitive loss property" is an insurable property where the National Flood Insurance Program has paid at least two (2) claims of more than \$1,000 within 10 years. There are over 700 such properties in Broward County, in every municipality except Sea Ranch Lakes. Broward County and its municipalities should strive to reduce the number of repetitive loss properties.

Implementation strategies include:

- Limit public funds for infrastructure expansion or improvements within the Coastal High-Hazard Area unless they are necessary to enhance hurricane evacuation clearance times.
- Utilize public funds to purchase repetitive loss properties.
- Elevate and/or strengthen critical facilities, such as hospitals, police and fire stations and schools, which are located in at-risk areas.

STRATEGY DP-3: Maintain and update the County's Disaster Housing Strategy

The disaster housing strategy will help retain Broward County's population and offer hope to survivors when their homes and communities have been destroyed. The strategy details a framework for providing safe, sanitary, functional and accessible temporary housing options for displaced residents in order to expedite long-term recovery after a disaster. Within the broader recovery framework, this strategy primarily addresses the interim housing solutions for residents.

Implementation strategies include:

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- Utilize county and municipal recreation and open space areas to locate temporary housing options for residents whose homes are destroyed due to a hazardous event.

STRATEGY DP-4: Manufactured and modular housing that meets the requirements of the Florida Building Code should be permitted within Broward County

There are 19,450 mobile homes in Broward County. Most mobile homes currently located in Broward County are unsafe for occupancy during a storm or fire. Mobile homes require mandatory evacuation for any level of hurricane. However, manufactured or modular housing, which are pre-fabricated and assembled in a factory and then transported to a development site, can be built to Florida Building Code standards. These types of homes are less expensive and faster to build and can be a safe place to stay during a hurricane event.

Implementation strategies include:

- Reduce the number of mobile homes within Broward County that do not meet current building code standards.
- Encourage the construction of manufactured and modular housing which does meet current building code standards, including wind load.

STRATEGY DP-5: Residential densities within the mandatory hurricane evacuation zones shall not negatively impact the hurricane evacuation clearance standards

A key to keeping residents and visitors safe during a natural disaster is to evacuate people most at-risk and locate them to a safer place to “ride out the storm” such as a relative or friends house or a designated hurricane shelter. Mandatory evacuation zones for Category 1 and 2 hurricanes are all areas located east of the Intracoastal Waterway. All areas east of Federal Highway/U.S. 1 must be evacuated for a Category 3 storm or higher. In addition, all mobile homes, regardless of their location, must be evacuated. Broward County maintains hurricane evacuation clearance times and shelter capacities, which should not be reduced due to additional residential development within the mandatory evacuation areas.

Implementation strategies include:

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- Consider the impacts of land use plan amendments which propose residential or hotel uses within hurricane evacuation zones on hurricane evacuation clearance times and emergency shelter capacities.
- Establish a methodology to estimate the short- and long-range planning horizon impacts of proposed residential uses within hurricane evacuation zones on hurricane evacuation clearance times and emergency shelter capacities.
- Update Broward County's Coastal Hurricane Evacuation Plan (CHEP) to reflect new techniques or programs which have improved evacuation times.
- Update the South Florida Regional Council's Regional Hurricane Evacuation Model Traffic Study.

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan, and, as may be appropriate, the County's Comprehensive Plan.

DRAFT FOR DISCUSSION – January 2016

WORLD-CLASS NATURAL RESOURCE PROTECTION AND ENHANCEMENT VISION

Broward County recognizes its unique natural resources, including its exceptional water bodies, coastlines, open spaces, flora and fauna, and historical, archaeological and paleontological resources. In appreciation of these assets and recognition of their sensitivity, the County continues to be committed to the protection, enhancement and wise use of the environment. Broward County has long maintained its priority to preserve and conserve the environment, understanding it is essential for maintaining community sustainability, as well as being an important economic generator and enhancing the safety, enjoyment and education of residents and visitors alike. As Broward County anticipates approximately 250,000 new residents by the year 2040, it is vital for the County to continue to persevere in its commitment to protect and enhance its natural resources. In this light, Broward County strives, in partnership with its municipalities and other stakeholders, to be at the fore of natural resource protection and enhancement best practices, remaining dedicated to strengthening its policies and commitments in the region to protect and conserve natural resources, including the emerging importance of food systems planning.

STRATEGY EP-1: Protect and enhance the shoreline and natural waterways of Broward County.

Tourism is vital to Broward County's economy and Broward's beaches and waterway systems lure millions of visitors here year after year. Beaches also protect public and private property and provide marine habitats on and along the barrier island. However, these beautiful beaches can be compromised by tropical storms and hurricanes, as well as by tides, wave action and natural sand flow. Broward County must protect and maintain this critical environmental and economic resource through beach re-nourishment projects, the creation and enhancement of shoreline vegetation and dunes and sediment management plans.

did we want to mention the Port here?

Implementation strategies include:

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- Protect and restore beaches through the use of dunes and vegetation, elevated walkways and conservation easements.
- Require public access to beaches and waterways.
- Designate “Adaptation Action Areas” to identify areas vulnerable to sea level rise, flooding and storm surge and create mitigation strategies to reduce these risks and increase community resiliency.
- Protect and enhance sea turtle nesting areas and require the installation of sea turtle-friendly lighting in such areas.

STRATEGY EP-2: Create a countywide water management/flood protection plan.

Broward County is in a unique location of the country, with the Atlantic Ocean along its entire eastern border and over 790 square miles of water conservation and recharge areas within its western limits. This unique location presents both problems and opportunities in regards to water supply and management. Broward County must protect, manage and enhance its water recharge areas, surface waters, groundwater and potable water wellfields and zones of influence, while also preparing for seasonal flooding and sea level rise. In this regard, wetlands can play a vital role in improving the County’s water quality and in providing natural areas for storing floodwaters and maintaining surface water flow. Wetlands function as natural sponges which trap and slowly release water. Wetlands also function as primary fish and wildlife habitats by providing food, water and shelter for a wide variety of plant and animal species.

Implementation strategies include:

- Implement a countywide water management plan which includes both groundwater and surface water.
- Preserve, enhance and create surface waters and minimize direct discharge into such bodies of water through innovative pre-treatment methods.
- Preserve the County’s groundwater quality through the provision of drainage and stormwater management systems, the minimization of soil erosion and the prevention of salt water intrusion.
- Require minimum floor elevations for structures and minimum crown elevation for roads based on projected conditions from sea level rise.
- Protect the functional value of wetlands, hydric soils and vegetative communities within Broward County.

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STRATEGY EP-3: Preserve and protect Broward County's natural environment through well-planned patterns of growth and development.

At the foundation of a healthy environment is an ecosystem with uncontaminated soil and pure air. Because of the clear connection between a healthy environment and the preservation of public health, safety and general welfare, Broward County established regulatory programs to protect the purity of our natural resources and to protect humans, plants and wildlife. Human activities associated with the County's tremendous growth carries the potential for the contamination of our natural environment, making the reasonable control and regulation of the activities that could threaten the quality and purity of these resources of paramount importance.

Implementation strategies include:

- Continue to utilize the County's Environmental Assessment and Remediation Program to ensure that contaminated sites are properly remediated and maintained.
- Promote the use of alternative modes of transportation and alternative fuels to reduce the negative impacts of exhaust fumes on air quality.
- Acquire, protect, preserve and enhance Local Areas of Particular Concern.
- Preserve and enhance Broward County's tree canopy and encourage the use of native vegetation for all new development.
- Continue to eliminate invasive exotic vegetation.

STRATEGY EP-4: Provide recreation and open space areas which serve the diverse interests of both residents and visitors and that are compatible with the tropical and resort character of Broward County.

Recreation and open space areas are a critical part of the high quality of life Broward County wants to offer to its residents. These areas not only provide places for sports and activities, which help to promote healthy lifestyles for all age groups, but also provide places for people to relax and enjoy nature, which improves their mental health as well. Open space areas also promote a sustainable environment by providing natural habitats for various species of wildlife and vegetation. The County's recreation and open space system builds a sense of place, making our community a more attractive place to live and work, thereby increasing the

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County's economic health. Broward County should protect and enhance its remaining recreation, open space and conservation areas to promote healthy residents, a robust economy and a sustainable environment.

I would change acres to miles instead 4000 existing projected residents e.g. 1-park for every 1-2 miles or so

Implementation strategies include:

- Continue to require a minimum of three (3) acres of local parks and three (3) acres of regional parks for every 1,000 existing and projected permanent residents.
- Encourage the preservation of existing public and private open space areas, including golf courses.
- Provide for an interconnected, countywide system of greenways, blueways and equestrian and nature trails.
- Identify, conserve and protect all water conservation and natural reservation areas within Broward County.

STRATEGY EP-5: Protect Broward County's historical, archaeological and paleontological resources.

It is vitally important to realize that the protection, enhancement, and perpetuation of historic, archaeological, and paleontological resources represent distinctive elements of Broward County's unique history. Broward County promotes and supports historic preservation through the enforcement of its historic preservation ordinance, which mandates that the County seek Certified Local Government (CLG) status, including: establishing a historic preservation board; maintaining and updating the historic site surveys; enforcing the state and local preservation laws; and providing opportunities for public participation in historic preservation activities. The County will also pursue actions to educate and advocate for the preservation of the County's cultural resources.

Implementation Strategies Include:

- Enhance the County's programs to designate and protect historic, archaeological and paleontological resources.
- Promote intergovernmental coordination and cooperation between the County, its municipalities, other CLGs and state and federal agencies.

#BROWARDNEXT

- Promote adaptive reuse and conservation of historic, archaeological, and paleontological resources as a means for economic revitalization, redevelopment, and sustainable growth.

STRATEGY EP-6: Prioritize and support the food system planning efforts of Broward County and its municipalities.

Food system planning is the collaborative planning process of developing and implementing local and regional land use, economic development, public health and environmental goals, programs and policies to promote: sustainable agriculture and food production practices, community food security, physical and economic access to healthy food and reduction of food-related waste. It is considered an important part of sustainable and resilient development by communities around the world, and Broward County seeks to advocate food system planning throughout the region. Understanding that our population will continue to grow, it is important for Broward County and its local governments to advocate food system planning for the overall health and well-being of our communities.

Implementation strategies include:

- Support and encourage municipalities to provide farm-to-table opportunities throughout Broward County.
- Permit urban agriculture activities in all land use categories of the BCLUP, while also ensuring that protection and promotion of rural agriculture activities remain a priority.
- Update the Best Practices for Food System Planning at least bi-annually to ensure the information is reflective of current practices and technology.

Supporting policy and implementation guidelines for the outlined strategies are included in Section 2 of the Broward County Land Use Plan, and, as may be appropriate, the County's Comprehensive Plan.



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From: Grethen, Clint
Sent: Friday, February 26, 2016 11:08 AM
To: Von Stetina, Deanne <DVONSTETINA@broward.org>
Subject: A Case for Green Easements

Hi Deanne,

Here's some information on Green Easements that I was talking about.

I did the best to write up some type of policy or verbiage that would get us where we need to be or at least begin a discussion, but have no idea if it works in Planning Policy lingo.

Please advise.

Thanks,

Clint



J. Clint Grethen, Reg. Landscape Architect, **Natural Resource Specialist**

Environmental Protection and Growth Management Department

ENVIRONMENTAL PLANNING AND COMMUNITY RESILIENCE DIVISION

115 S Andrews Ave, Room 329-H | Fort Lauderdale, Florida 33301

Phone: 954.519.1238

Email: CGrethen@broward.org

Broward.org/NaturalResources | [Facebook](#) | [Twitter](#) | [NatureScape](#) | [4-STAR](#)



Broward County is a certified 4- STAR Community

Recognized for National Excellence in Sustainability



MPO Compete Streets & Green Easements / Dedication

Reasons for Permanent Green Easements in Complete Streets

- Allow trees to reach a mature size by protecting them in perpetuity.
- Aids stormwater runoff collection and aquifer recharge.
- Gives a region a sense of place and increases desirability and value.

Types of Green Easements / Dedications / Greenways

(All Green Easements as defined here occur along street corridors.)

In general:

- **Urban Green Easement / Dedications**
- **Suburban Green Easement / Dedications / Greenways**
- **Rural Greenways / Dedications / Greenways**

Wider is better:

- Very wide Green Easement strips allow for optimal tree growth
- Green Easement strips forty feet across and will support trees for decades
- Very wide Green Easement soil strips in parking lots provide the best trees
- Green Easements support sustainable urban design



Urban Green Easements along a Street

Easement - a right to cross or otherwise use someone else's land for a specified purpose.

Green Easement policy verbiage:

- **Green Easements** (an allocation of property to be dedicated for the specific purpose of Trees) within all street corridor right-of-ways (ROW) are recommended to be dedicated for tree canopy and understory in perpetuity. These easements may necessitate an increase of ROW width which would take effect only when redevelopment occurs. Or, the developer would be required to allocate the front portion . A Green Easement would entail the following attributes:
 - Green Easement would have no utilities within it running parallel its length, and minimal utilities crossing it perpendicularly where necessary. Where utilities cross the green easement their locations must be permanently marked, or under crosswalks through the easement, or other.
 - Green Easement would be one of the following recommended widths:
 - 8' would be the minimum, urban streets where an easement would be a challenge, small to medium trees would be used for these situations,
 - 10' should be the norm, and would allow for medium to larger trees that would survive.
 - 12-15' on larger boulevards where feasible, where very large trees could be planted.
 - Green Easement would allow the soil within it to be non-load bearing so that it can be friable with sufficient organic matter that would be conducive for tree root growth. (Creating sufficient soil volume and good soil environment for root growth is tantamount for the success of healthy, long-lived trees.)
 - Green Easements could also be expressed as Square Foot percentage requirement of pervious root zone area free of utilities and stabilized soils.

* Green Easements (or a similar incorporation of **Green Infrastructure benefits into Complete Street designs**) would be a good strategy to implement in pursuit of attainment of County tree canopy goal.

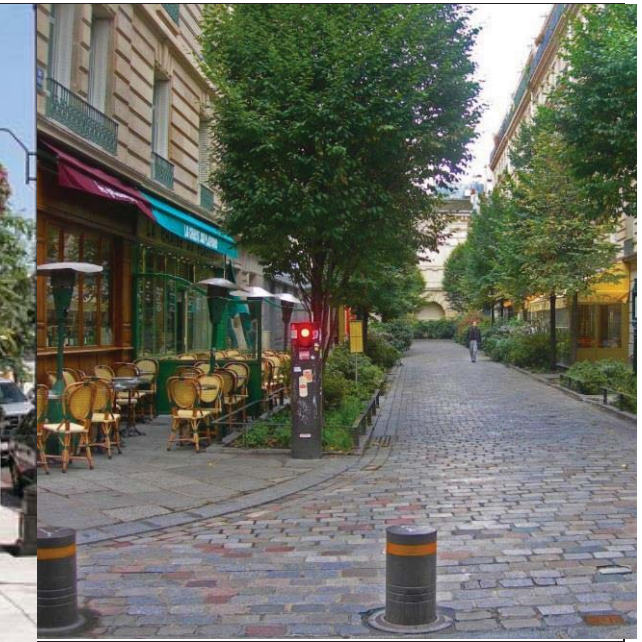


Suburban Green Easement

Sustainable Urban Forest Management Planning Using Criteria & Indicators

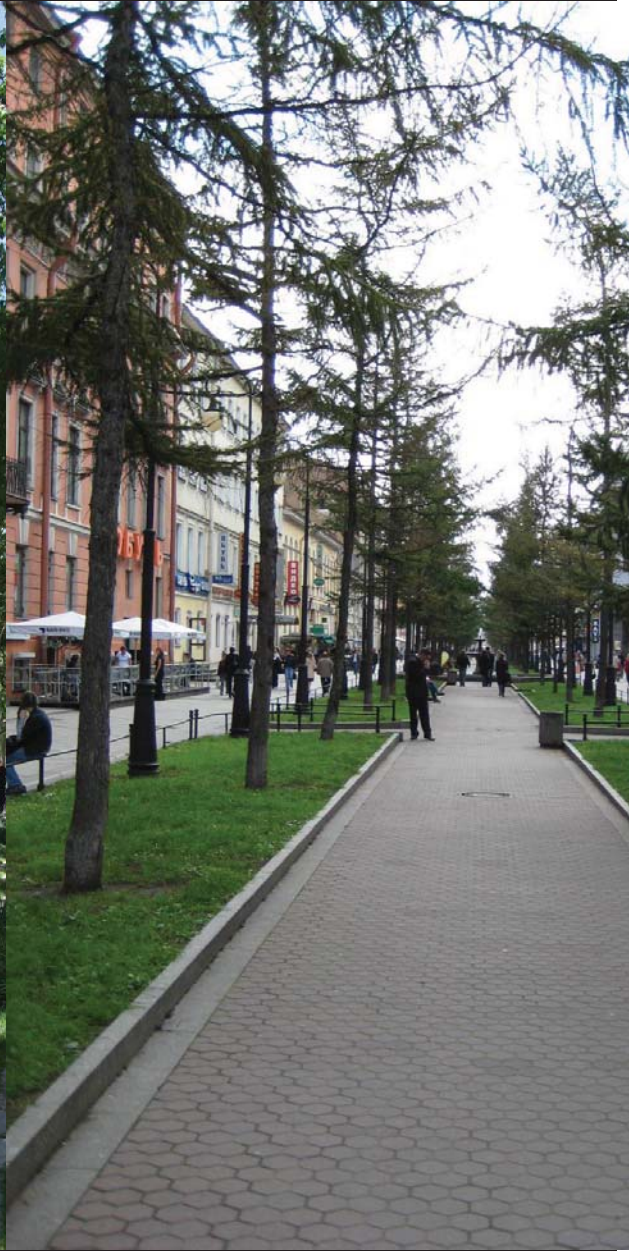


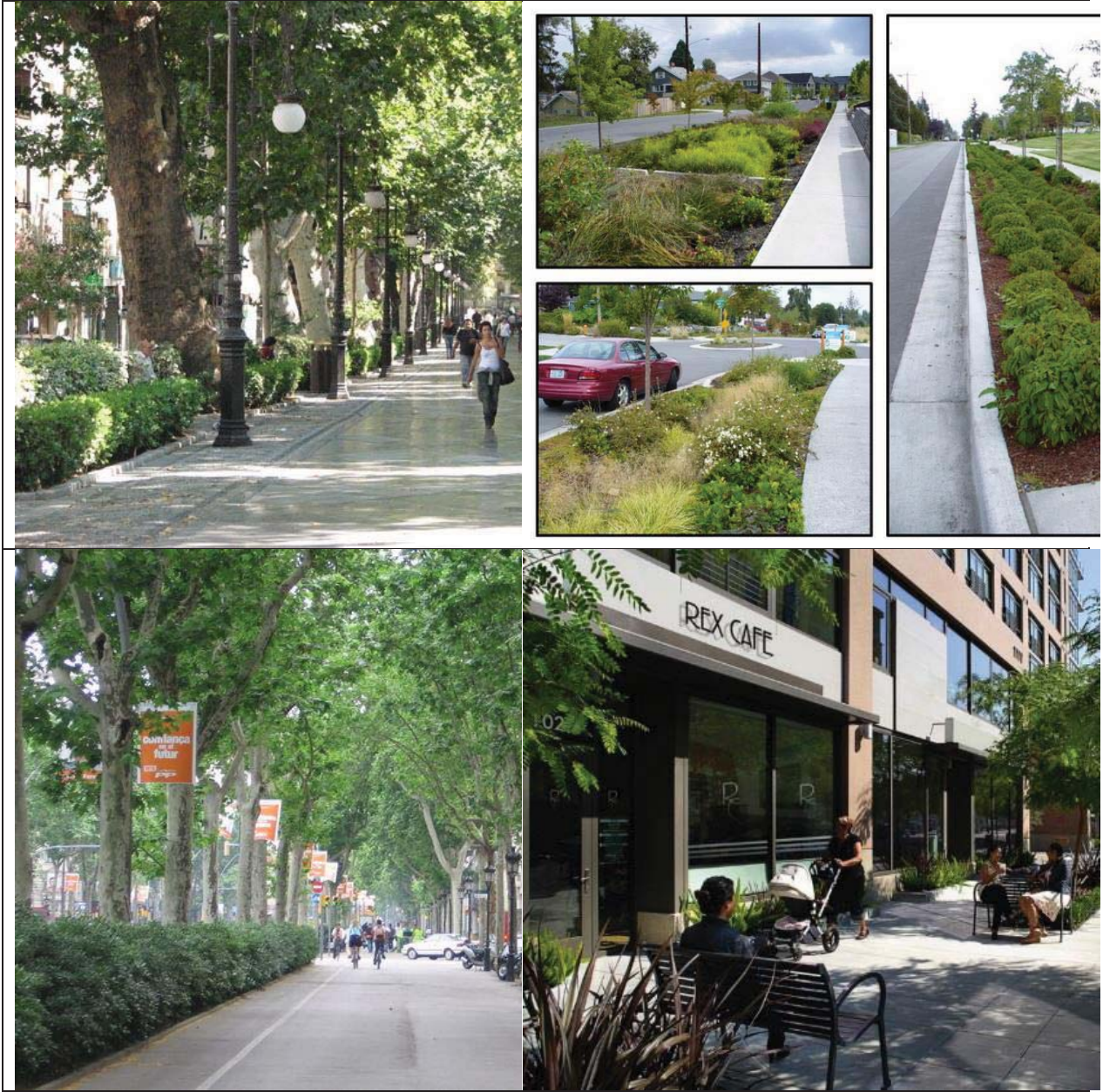












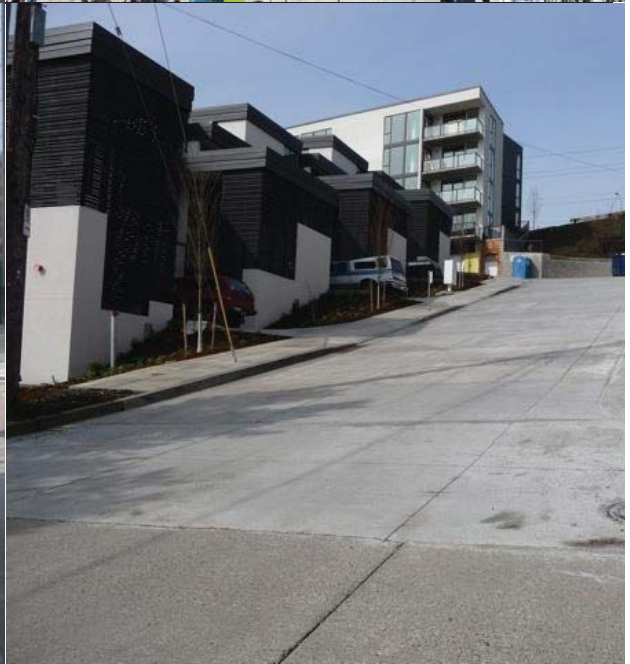
Urban Environments with Problem Trees and do not have the proper amount of soil space







Urban Environments with Little or No Trees







§§§



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D_BN_ShortEssentiaD_MPO_CompeteStr

From: MaryBensonDaniel@aol.com [mailto:MaryBensonDaniel@aol.com]

Sent: Friday, March 11, 2016 2:12 PM

To: Cabrera, Ivan <ICABRERA@broward.org>

Cc: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>;

kgr5130@bellsouth.net; gloriakatz@att.net

Subject: BrowardNext Comments

Hello Ivan -

Apologies for the last minute response, but I wanted to have a chance to speak to Ken Reinhardt, SGP board member about aging issues prior to commenting. I have copied him and Gloria Katz on this message with a request that you include them on your mailing notice list if you don't have them already.

As usual you guys have done a stellar job. One comment relating to Disaster Planning and Post Disaster Redevelopment Vision:

- **Strengthen existing language to ensure that hazard mitigation protections and accommodations take into account the increase in the number of older adults and physically challenged persons that is expected in the future.**

Although the comments below don't relate to the three current issues, my meeting with Ken (who is a volunteer with AARP) produced a number of comments on the issue of aging language in the plan. I would appreciate it if you could take them into consideration and build them into the update as appropriate.

- **Support increased flexibility in lending criteria in order to encourage mixed use development in appropriate areas.** This comment would probably best apply to the Targeted Redevelopment or Housing regional topics.
- **Encourage changes in sign regulations that take into consideration age challenges, especially as it relates to size and location of signs and their texts.** Probably most appropriate for Targeted Redevelopment or Multi-Modal Transportation.
- **Promote wellness opportunities in recreation and open space facilities (e.g., through the use of specialized exercise equipment, etc.).** Probably most appropriate for Targeted Redevelopment.
- **Encourage the use of "Universal Design Concepts", which are directed at prolonging the ability to age in place and ensure that these concepts are included in mixed use and neo-traditional development.** Probably most appropriate for Targeted Redevelopment and Housing.
- **Review language in comprehensive plan and land use plan to ensure that the issues of aging, physical challenges and wellness are adequately addressed.** Relevant throughout the plan.
- **Encourage municipalities to join with the county in seeking the "Age Friendly Community" designation.** Probably most appropriate for Renewed Intergovernmental Partnership, Targeted Redevelopment, Housing and Multi-Modal Transportation.

- **Consider providing density bonuses or other enticements for age-friendly development.** Probably most appropriate for Renewed Intergovernmental Partnership, Targeted Redevelopment, Housing and Multi-Modal Transportation.
- **Consider acknowledging the public purpose in age-friendly development and establishing a way to provide Transfer of Development Rights receiver credits for that type of development.** Probably most appropriate for Renewed Intergovernmental Partnership and Targeted Redevelopment.

As always, thanks for the opportunity to comment. I won't see you on Saturday, but plan to be at the 3/28 Ad Hoc Committee meeting.

Bd

From: Ken and Gloria Reinhardt [mailto:kgr5130@bellsouth.net]

Sent: Friday, March 11, 2016 9:05 PM

To: MaryBensonDaniel@aol.com; Cabrera, Ivan <ICABRERA@broward.org>

Cc: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>; gloriafkatz@att.net

Subject: Re: BrowardNext Comments

Bob,

Thanks for the opportunity to weigh in on the impact of the various land use issues on an aging population (and vice versa!). To summarize just why it's a big deal:

- The >65 population in Broward will grow from 290,809 in 2015 to 511,620 in 2040, a 76% increase.
- This translates to the >65 age group being 24% of the total population - 1 out of 4 - in 2040 (currently 15.3%).
- Current life expectancy = 78+ years; in 2040 it will be 85 years.
- We're not only living longer, but healthier; we'll be more actively engaged in our community as we age.
- Broward attracted 15 million tourists and \$14.3 billion in tourism revenues last year. These tourists will continue to reflect the aging demographics.
- "Slowing down" is inevitable and needs to be considered. For example, we will outlive our ability to drive by 8 years (implications for transit, continuing trend toward mixed use development).
- The 50+ population controls over 80% of all personal net worth.
- Social Security benefits to Floridians was \$59 billion last year (most of which is spent locally); In comparison, Florida tourism yielded \$57 billion.
- This isn't just about the Boomers. As Boomers reach their mid-80s, the Millennials, an even larger age cohort, start turning 65. A large aging population will be a long-term fact of life and warrants appropriate consideration.

I hope you don't consider this to be a rant, but the point is that there will be a lot of older adults around for a long time. They are an asset to the community and should be included in our plans and actions.

Thanks again for reaching out.

Ken

From: Julie Krolak [mailto:CDJWK@coralsprings.org]

Sent: Monday, March 14, 2016 4:59 PM

To: Cabrera, Ivan <ICABRERA@broward.org>

Subject: Comments

Hi Ivan,

Barely made it, but I was determined to get this to you before the end of the day today!

Please let me know if you have any questions.



JULIE KROLAK

Chief Planner • Development Services Department

jkrolak@coralsprings.org • Phone 954-344-1028 • Fax 954-344-1181

Find us in **THE WALK** • South of the Fountain • Second Floor • Enter behind BurgerFi

City of Coral Springs, Florida • 2730 N. University Drive • Coral Springs, Florida 33065





March 11, 2016

Ivan Cabrera
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301
VIA EMAIL: icabrera@broward.org

**RE: BrowardNEXT Request for Comments – Climate Change Resilience Vision,
World Class Natural Resource Protection and Enhancement Vision & Disaster
Planning and Post-Disaster Redevelopment Vision**

IVAN
Mr. Cabrera:

The City provides the following questions/comments relating to the above-mentioned BrowardNEXT Visions.

Climate Change Resilience Vision

Strategy CCRE-3: Maintain adequate water supply through efficiency and conservation efforts and increase resilience of natural systems through water resource management.

- *Preserving capacity by diversifying source alternatives, with an emphasis on the expansion of reclaimed water projects, systems, and infrastructure.*

The closest reclaimed water facility to Coral Springs in the North Regional Wastewater Treatment Plant in Pompano Beach. While the City supports the use of reclaimed water, providing the necessary infrastructure in order for Coral Springs to utilize that facility would be cost prohibitive at this time. As such, staff supports the encouraged use of reclaimed water projects; however these projects should not be required.

- *Supporting regional water supply and conservation projects such as the C-51 reservoir project and the expansion of a countywide water reuse network.*

Although important on a regional level, the C-51 reservoir project is a Palm Beach County project. Staff supports the regional water supply and conservation projects such as the C-51; however, municipal funding should not be required for projects such as these.

World Class Natural Resource Protection and Enhancement Vision

Strategy EP-6: Prioritize and support the food system planning efforts of Broward County and its municipalities.

- *Permit urban agricultural activities in all land use categories of the BCLUP, while also ensuring that protection and promotion of rural agriculture activities remain a priority.*



The City of Coral Springs supports food system planning, and has had a successful community garden for the last several years. Staff has concerns, however, with permitting agricultural activities in all land use categories, including commercial and industrial districts. Furthermore, if these activities will be permitted in all categories, perhaps a maximum percentage of land area should be incorporated for non-residential land uses to ensure rural activities are incorporated appropriately.

Coral Springs staff appreciates the opportunity to comment on the proposed strategies and looks forward to continuing to work with you on this throughout the BrowardNEXT process. If you have any questions, please feel free to contact Julie Krolak, Chief Planner, at 954-344-1028.

Sincerely,

James P. Hickey, AICP
Assistant Director of Development Services

cc: Erdal Dönmez, City Manager
Jennifer Bramley, Deputy City Manager
Susan Hess Krisman, Director of Development Services



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From: Ella Parker [mailto:EParker@fortlauderdale.gov]
Sent: Tuesday, March 15, 2016 11:58 AM
To: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Sniezek, Henry <HSNIEZEK@broward.org>; Cabrera, Ivan <ICABRERA@broward.org>
Cc: Lee Feldman <LFeldman@fortlauderdale.gov>; Christopher Lagerbloom <CLagerbloom@fortlauderdale.gov>; Jenni Morejon <JMorejon@fortlauderdale.gov>; Phil Thornburg <PThornburg@fortlauderdale.gov>; Nancy Gassman <NGassman@fortlauderdale.gov>; Lorraine Tappen <LTappen@fortlauderdale.gov>
Subject: BrowardNext - Request for Comments and Input - March 2016

Good Afternoon,

Please find attached staff comments as requested below, and feel free to advise should you have any questions. Thank you for the opportunity to comment and make recommendations through the #BrowardNext process.

Ella Parker, AICP | Urban Design & Planning Manager

City of Fort Lauderdale | Urban Design & Planning Division

700 NW 19th Avenue | Fort Lauderdale FL 33311

P: (954) 828-3729 E: eparker@fortlauderdale.gov



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DEPARTMENT OF SUSTAINABLE DEVELOPMENT

700 NW 19 AVENUE, FORT LAUDERDALE 33311

TELEPHONE (954) 828-6520

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To: Barbara Blake Boy, Executive Director, Broward County Planning Council
Henry Sniezek, Deputy Director, Broward County Environmental Protection
& Growth Management Department

Date: March 15, 2015

From: Ella Parker, Manager, Urban Design and Planning Division

RE: Request for Comments on #BrowardNext

Thank you for sharing the draft #BrowardNext Vision and Strategy Outline documents. The City appreciates the County and the Planning Councils' effort to bring the Broward County Land Use Plan up-to-date to reflect the diversity of the County's built environment, and we look forward to continuing to work together on addressing these planning efforts.

City of Fort Lauderdale staff has reviewed the draft documents emailed to the City on February 29, 2016 and would like to offer the following comments to date. Please note these are professional recommendations by staff and will be part of more extensive formal policy

discussions with elected officials.

Disaster Planning and Post-Disaster Redevelopment

City staff supports the County's efforts to reduce or eliminate the long-term risk to life and property from hazardous events. City staff echoes the need for planning and redevelopment strategies that address potential obstacles that would support a sustainable community after a major disaster.

STRATEGY DP-1: Develop and implement a Countywide Long-Term Recovery and Redevelopment Strategy

City staff supports protecting the County's including the City of Fort Lauderdale's shoreline, through enhanced shoreline vegetation and beach re-nourishment projects. City staff recommends continuing to include Coastal High Hazard Areas in addition to identifying the Coastal Storm Area in the County Floodplains, Flood Prone Areas, and Coastal High Hazard Area Map of Natural Resources.

STRATEGY DP-2: Support incentives to purchase and/or redevelop Repetitive Loss Properties to reduce future property claims and losses.

City staff supports the County's strategy to support incentives to purchase or redevelop repetitive loss properties. City staff recommends a broader policy on expenditure of funds in the Coastal High Hazard Area. Appropriate expenditures on infrastructure in Coastal High Hazard Areas may include those that mitigate the effects of sea level rise, support recreational activities, or support maritime transportation such as the water taxi or water trolley.

Page 2 of 4

STRATEGY DP-3: Maintain and update the County's Disaster Housing Strategy

Implementation strategies suggest using municipal recreation and open spaces for temporary housing. This conflicts with current emergency plans which state that municipal parks will be used as sites for emergency food distribution. In addition, there is no infrastructure in municipal parks for housing such as water and sewer systems.

City staff recommends the following:

- Review the need for emergency food distribution and appropriate infrastructure in policies regarding placement of temporary housing in municipal park and open space areas;
- Consider potential partnerships with hoteliers and other related agencies to support temporary housing options.

STRATEGY DP-4: Manufactured and modular housing that meets the requirements of the Florida Building Code should be permitted within Broward County.

City staff recommends reviewing how the use of manufactured and modular housing would compare to site built housing in areas with existing mobile homes. As example, how would the County and municipalities regulate zoning requirements i.e. setbacks, permeable areas, etc. with the placement for manufactured and modular housing on former mobile home sites?

STRATEGY DP-5: Residential densities within mandatory hurricane evacuation zones shall not negatively impact the hurricane evacuation clearance standards.

City staff continues to acknowledge that consideration of the impacts of land use plan amendments should be scrutinized as to how any newly proposed residential or hotel uses within hurricane evacuation zones will impact hurricane evacuation clearance times and emergency shelter capacities.

Climate Change Resilience

City staff appreciates the County's emphasis on climate change resilience and recommends including increased incidence of tidal flooding. The City adopted a Sustainable Action Plan and is an action member of the Southeast Florida Regional Climate Compact. City staff echoes to the need to adapt and increase our resilience with the goal of reducing risk, avoiding economic losses, and improving community livability and the quality of our natural systems.

STRATEGY CCR-1: Mitigate the effects of climate change by reducing greenhouse gas emissions

by 2% per year.

City staff supports mitigating effects of climate change by reducing greenhouse emissions. The City applauds efforts to implement an electric vehicle infrastructure strategy, increasing renewable energy projects, and decreasing fuel consumption over all through review of the relationship of land uses to multimodal transportation.

Page 3 of 4

STRATEGY CCR-2: Increase the resilience of our community to the effects of climate change.

City staff supports the County's implementation strategies for increasing resilience. The City has included adopted language for Adaptation Action Areas into the Fort Lauderdale Comprehensive Plan and as a follow up, the City has designated eight areas of the City as Adaptation Action Areas in the Community Investment Plan.

City staff recommends the following regarding the implementation strategies:

- Future projections of sea level rise may change; therefore, policy language should be flexible for changes in projections;
- Funding for adaptation projects should be enhanced and prioritized;
- Clarify "anticipated habitat transition zones" and expansion of those zones through land use changes;
- Language regarding land use regulations limiting development in areas vulnerable to sea level rise should allow flexibility for innovative strategies in areas such as amphibious housing.

STRATEGY CCR-3: Maintain adequate water supply through efficiency and conservation efforts and increase resilience of natural systems through water resource management.

City staff supports the need to preserve, protect, and enhance the sustainability of County water resources.

World-Class Natural Resource Protection and Enhancement

City staff recognizes that natural resources are a great attraction for future development, redevelopment and protection of these natural resources support sustainability and quality of life for existing and future residents.

STRATEGY EP-1: Protect and enhance the shoreline and natural waterways of Broward County.

City staff supports Strategy EP-1.

STRATEGY EP-2: Create a countywide water management/flood protection plan.

City staff recommends the following:

- Clarify how a countywide water management/flood protection plan will interact with municipal storm water master plans and flood protection plans;
- Clarify the implementation strategy that would require minimum crown elevations for roads based upon projected sea level rise. Does this mean elevating the crown of roadways above ground floor of existing buildings?

STRATEGY EP-3: Preserve and protect Broward County's natural environment through wellplanned patterns of growth and development.

City staff supports Strategy EP-2.

Page 4 of 4

STRATEGY EP-4: Provide recreation and open space areas which serve the diverse interests of both residents and visitors and that are compatible with the tropical and resort character of Broward County.

City staff supports maintaining minimum level of service standards for parks. In addition, City staff recommends the following:

- New regional parks should be considered in Regional Activity Centers. In particular, consideration should be given to development of new regional parks located near Downtown population centers, where a greater need exists based on density.

STRATEGY EP-5: Protect Broward County's historical, archaeological and paleontological resources.

City staff supports continued coordination between the County and Fort Lauderdale's Certified Local Government (CLG) program in that the County continues to perform archaeological reviews and comments on archeological sites identified by the County within the City of Fort Lauderdale.

STRATEGY EP-6: Prioritize and support the food system planning efforts of Broward County and its municipalities.

City staff supports food systems planning and ensuring equitable access to healthy foods, especially in under-served communities.

City staff recommends the following:

- Clarify how municipalities would implement food-to-table strategies, and if County partnerships or programs would be available to help initiate place-based tools for creating local connections and positive change in under-served communities.

Thank you for the opportunity to comment and make recommendations through the #BrowardNext process.

If you have any questions, feel free to contact me at (954) 828-3729 or at eparker@fortlauderdale.gov.

Sincerely,

Ella Parker, AICP | Urban Design & Planning Manager

City of Fort Lauderdale | Urban Design & Planning Division

700 NW 19th Avenue | Fort Lauderdale FL 33311

P: (954) 828-3729 E: eparker@fortlauderdale.gov



FTL BrowardNext
Comments 03-15-16.

From: Hymowitz, Larry [mailto:Larry.Hymowitz@dot.state.fl.us]

Sent: Tuesday, March 15, 2016 2:14 PM

To: Cabrera, Ivan <ICABRERA@broward.org>; Fischer, Kevin <KFISCHER@broward.org>

Cc: Blake Boy, Barbara <BBLAKEBOY@broward.org>; Snizek, Henry

<HSNIEZEK@broward.org>; Sesodia, Josie <JSESODIA@broward.org>; Braun, Steve <Steve.Braun@dot.state.fl.us>; Dykstra, Lisa <Lisa.Dykstra@dot.state.fl.us>; Bush, Lois <Lois.Bush@dot.state.fl.us>; Senger, Gregor <Gregor.Senger@dot.state.fl.us>

Subject: REMINDER!! BrowardNext - Request for Comments and Input: Climate Change Resilience, Natural Resource Protection and Enhancement, and Disaster Planning and Post-Disaster Redevelopment

The Florida Department of Transportation (FDOT) has reviewed the BrowardNEXT “Highlighted Regional Issues and Strategies” documents that establish the County’s visions and potential implementation approaches.

This documents reviewed include:

- [Climate Change Resilience Vision](#)
- [World Class Natural Resource Protection and Enhancement Vision](#)
- [Disaster Planning and Post-Disaster Redevelopment Vision](#)

The Department provides the following comments for the County's consideration.

Climate Change Resilience Vision

1. In the last sentence of the vision statement, suggest this addition: "As a community, we need to be aware of the local impacts of climate change, to understand the vulnerabilities of social systems, natural resources and infrastructure, and to work to develop and implement strategies to adapt and increase our resilience with the goal of reducing risk, avoiding economic losses, and improving community livability and the quality of our natural systems."
2. Increasing resilience to extreme weather is not specifically mentioned in the vision statement. Is there a reason?
3. Building on the content in the vision statement on the Southeast Florida Regional Climate Change Compact, consider adding a strategy focused on ensuring effective coordination between or among local governments, partner agencies, and others regarding:
 - designating and implementing adaptation action areas
 - acquiring and sharing data and tools relating to climate/extreme weather resiliency
 - planning for transportation services and facilities in relation to land use to increase transportation choices
 - reducing single occupancy vehicle travel
 - etc.
4. May want to also recognize the role played by local and regional greenhouse gas emission inventories in the vision statement, including as a means of tracking and reporting progress in meeting emission reduction goals or targets.

Strategy CCR-1

5. Suggest expanding the paragraph describing the strategy to include content on improving the integration of transportation and land use, with an emphasis on multi-modal transportation.
6. Suggest the following changes to the final bullet under Implementing Strategies: "Decreasing fuel consumption ~~by~~ 10% by 2020 by improving and integrating multi-modal transportation and land uses. This will that encourage a reduction in single occupancy vehicles trips and greenhouse gas emissions, encourage an increase in walking, bicycling and transit trips, and provide affordable [attainable?] housing proximate to urban work center and transit."

Strategy CCR-2

7. First bullet under Implementation Strategies: Does use of "Priority Planning Areas" rather than "Priority Planning Areas for Sea Level Rise" wording mean such areas may have a broader basis and application over time as more is learned about vulnerabilities and risk, including inland?

8. Consider the use of flex fuels and new pollution control technologies to improve fuel efficiency and emission reductions for the cruise ship and airline industries.
9. Consider recommendations to retrofit seaports and airports with solar and energy efficient technologies, including EV chargers and flex fuel busses.
10. Implement flexible work schedules and telecommuting policies to mitigate the impacts of greenhouse gasses resulting from congestion.
11. Consider forming a task for to develop land use, engineering, and funding strategies for addressing adaptation to sea level rise.
12. Consider a strategy to assess the adequacy of existing engineering design standards and planning documents to lessen the impacts of sea level rise. Design standards should be conservative to limit the potential for adverse impacts.
13. Consider a strategy to encourage more use of permeable material to replace traditional asphalt and concrete surfaces.
14. Consider a strategy to encourage light color pavement treatment for effective solar radiation reflection in order lower heat island effects.

Strategy CCR -3

15. Expand the use of drought tolerant landscape.

WORLD-CLASS NATURAL RESOURCE PROTECTION AND ENHANCEMENT

Strategy EP-2

16. Consider strategies to restore and create reefs to 1920 levels. Healthy reefs have multiple environmental benefits.
17. Consider strategies to stop waste water ocean outfall and minimize surface run off into water bodies.

Strategy EP-3

18. Suggest this change in the second bullet: "Promote the use of ~~alternative~~ non-auto modes of transportation...."

Strategy EP-4

19. Additional strategies to consider including:
 - Encourage roof top gardens and green spaces
 - Convert public golf course into public parks
 - Install landscape to provide shade for sidewalks and transit stations

- Install 7 mile colored bike lanes with 36 inch buffers (See FHWA minimum standards and newly installed green bike lanes on the Rickenbacker Causeway) to encourage bicycle use.

Disaster Planning and Post-Disaster Redevelopment Vision

20. Suggest this addition in sixth sentence in vision statement: "Broward County and its municipalities, coordinating with partner agencies, should put in place a post-disaster recovery and redevelopment strategy to ease the rebuilding process after a disaster."

Strategy DP-2

21. First bullet under Implementation Strategies: Suggest rewording this implementation strategy to recognize that transportation improvements focused on supporting multi-modal transportation are planned within the Coastal High Hazard Area. See, for example, such improvements in the 2040 Long Range Transportation Plan for the Broward Metropolitan Planning Organization.

For any questions regarding comments in orange text, please contact Gregor Senger at 954-777-4141. Other questions should be directed to Lois Bush at 954-777-4654.

Thank you for the opportunity to review.

Larry Hymowitz
Planning Specialist – Policy Planning & Growth Management
Planning & Environmental Management - FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4663; Fax: (954) 677-7892
larry.hymowitz@dot.state.fl.us

DETAILED DISCUSSION ITEMS – June 20, 2016 Workshop

QUESTIONS SUBMITTED IN ADVANCE OF WORKSHOP – June 20, 2016

QUESTION: There are no references to the proposed changes regarding affordable housing study. Is this study (and related text amendments) being processed separately from Broward Next?

RESPONSE: Yes, the proposed text amendment to revise the minimum requirements requiring use of a standard methodology for Broward County Land Use Plan amendments proposing 100 or more new residential units is being processed separately, but is also included in the proposed BrowardNEXT revisions.

“Flexibility” Provisions – Neighborhood Commercial in Residential Areas

(Revised Policy 2.04.04) To allow both the public and private sectors to respond to changing conditions and permit the appropriate location of neighborhood commercial uses within or adjacent to established residential neighborhoods, the Broward County Land Use Plan shall permit up to 5% of the area designated residential within a flexibility zone local government to be used for neighborhood commercial as identified and in accordance with this Plan and the rules established within the "Administrative Rules Document: Broward County Land Use Plan." uses subject to Policy 13.01.10 and the restrictions identified within the Residential Permitted Uses subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.

QUESTION: Does this policy mean that Commercial Flex in Residential Land Use will continue?

RESPONSE: Yes.

“Flexibility” Provisions – Residential in Commerce Areas

(Revised Policy 2.04.05) Local certified land use plans may decrease by 20 percent the lands designated “Commerce” on the Broward County Land Use Plan Map for residential use in accordance with this Plan and the rules established within the "Administrative Rules Document: Broward County Land Use Plan" and the Chapter 163, Florida Statutes plan adoption and amendment process.

QUESTION: Can you explain what this means? Is this in addition to Flex Units?

RESPONSE: This provision is a carry-over from the current land use plan and does require the use of Flex Units.

“Flexibility” Provisions – Compatibility Reviews

DEFINITIONS

(NEW) “Flexibility Units” shall equal the difference between the number of dwelling units permitted within a flexibility zone by the Future Broward County Land Use Plan Map (Series) and the number of dwelling units permitted within the local government’s certified future land use plan map, plus additional remaining permitted dwelling units, fixed at the adoption date of the 2016 Broward County Land Use Plan and formerly defined as “Reserve Units” which were equal to two percent (2%) of the total number of dwelling units permitted by the local government’s certified future land use plan map.

QUESTION: When you say “and” do you mean “plus”? Also will the administrative rules for Reserve Units be deleted?)

RESPONSE: Yes, and yes.

(NEW) “Redevelopment Units” means additional permitted dwelling units equal to three percent (3%) of the total number of dwelling units as established by the adoption of the 2016 BrowardNext Broward County Land Use Plan.

QUESTION: Are redevelopment units only allocated in Activity Centers?

RESPONSE: No, Redevelopment Units are not restricted for use only in Activity Centers.

QUESTION: Do we need a separate map showing where redevelopment units can be allocated?

RESPONSE: Yes

QUESTION: What is the reason for having a flex unit pool vs a redevelopment unit pool?

RESPONSE: The flex unit pool is fixed and is a carry-over from current flex and reserve unit totals. Redevelopment units are new units that municipalities may access.

QUESTION: Can a property receive both a flex unit allocation and a redevelopment unit allocation?

RESPONSE: Yes, a property can receive both.

REDEVELOPMENT UNITS

Municipalities that have fewer than 250 combined “flexibility units” or “redevelopment units” may apply to the Broward County Planning Council for the allocation of “redevelopment units” in lots of 500 dwelling units, or 10% of the number of dwelling units permitted by the certified municipal land use plan, whichever number is less, subject to the following:

QUESTION: When you say “lots of” do you parcels with 500 units? Or do you groups of 500 dwelling units? And how do the 500 units relate to the 3% in the Flex Unit definition?

RESPONSE: “Lots” do not mean parcels in this case. Maybe a better term is “allotments.” Redevelopment Units are created as a pool representing 3% of the units allowed countywide and are not flex units.

The number of units per application may be increased to 750, or 15% of the number of dwelling units permitted by the certified municipal land use plan, whichever number is less, if the municipality demonstrates a commitment for at least 10% very-low or low affordable housing, with a legally enforceable mechanism for a minimum period of 15 years.

QUESTION: Can a city use the collection of in-lieu-of fees as a method of achieving this requirement?

RESPONSE: No, we do not support such a recommendation.

For subsequent municipal requests for “redevelopment units” after the first allotment, the Planning Council may consider the number of additional dwelling units at one public hearing with “due public notice” at such time that 5% or fewer “redevelopment units” remain, subject to a review and report regarding the status of the previously allocated units as prepared and submitted by the Broward County Planning Council.

QUESTION: How often can a city submit a subsequent request for redevelopment units?

RESPONSE: There is no time requirement. However, to request additional redevelopment units, 5% or fewer of the municipal redevelopment units must remain.

Criteria:

The maximum number of combined “flexibility units” and “redevelopment units” within a municipality shall not exceed 5,000. At such time a municipality assigns 5,000 dwelling units from the municipal pool, the municipality may request the Planning Council approve an additional allocation of up to 5,000 dwelling units per allocation, if the municipality can demonstrate that such dwelling units would be available via the Broward County Land Use Plan’s definitions regarding the calculation for such units and the certified municipal table.

QUESTION: When can we request 500 redevelopment units vs. when we should request 750 units vs the request for 5,000 units.

RESPONSE: Thank you, we will review this language.

QUESTION: Can you provide some examples and/or explain when a city would ask for the various amounts? It appears that when we are less than 250 units we can request 500 units. And then when we are down to 0 we can ask for 5,000 units. Should cities just wait to get to 0 in order to get the 5,000?

RESPONSE: The reference to a maximum of 5000 units are for a few municipalities who have more than 5000 available units, and the current rules for how they are allocated would carry over. There are 3 or fewer municipalities that this rule is applicable.

PERMITTED USES IN FUTURE LAND USE CATEGORIES – *EXCERPT*

ACTIVITY CENTER USE

For an area to qualify as an Activity Center, the following criteria must be met:

Substantial housing opportunities must be a component of any Activity Center (AC).

QUESTION: What is meant by “Substantial housing”? is that a specific percentage?)

RESPONSE: This is a requirement intended to allow municipalities flexibility in regards to a response. We can consider a specific percentage or number if desired.

Minimum and maximum FAR (Floor Area Ratio) for non-residential uses must be specified by the local government in the local land use plan.

QUESTION: What if the city does not regulate FAR?

RESPONSE: This reflects a state requirement. If the state no longer requires FAR’s in the municipal plan, a municipality would not be subject to this provision.

COMMERCE USE

The areas designated for commerce use on the Future Broward County Land Use Plan Map (Series), provide land area for commercial, employment center, industrial and office park enterprises which support the resident and tourist populations of Broward County. Accordingly, municipal land use designations that are under the umbrella of commerce include Commercial, Employment Center, Industrial and Office Park.

QUESTION: Can a local land use plan still show Commercial Land Use, Industrial Land Use, etc...?

RESPONSE: Yes.

QUESTION: If a property owner wants to change Land Use from Commercial to Industrial, would that require only a Local LUPA? Or if a City still shows Commercial and Industrial Land Uses, would a flex allocation be necessary to allow for

RESPONSE: Yes and depends on the city’s permitted uses – it would no longer be a requirement of the County Land Use Plan.

RECREATION AND OPEN SPACE USE

Community facilities and utility uses, up to five (5) acres, provided that the...

QUESTION: Can you explain the need for this change?)

RESPONSE: There have been several instances where municipalities were required to amend the Broward County Land Use Plan to accommodate the location of small community facility or utilities uses, such as fire stations, within the boundaries of large parks. This proposal would allow municipalities to address similar future situations without the need to amend the County Land Use Plan.

MAJOR NEW/UPDATED/RETAINED POLICY & IMPLEMENTATION TARGETED REDEVELOPMENT VISION POLICIES

Transfer of Development Rights

QUESTION: For the TDR, will the BCPC be approving the local governments TDR Map? Will BCPC approve each TDR application? Or is this like Flex and the city gets to make the transfer decision? If the BCPC does approve the transfer decisions, what impact analysis will be required?)

RESPONSE: No, the proposal would not require BCPC approval of a TDR map or TDR allocations. However, any municipal TDR program will be required to meet the minimum standards for such as per the BCLUP, including municipal review and analysis concerning impacts to public services and facilities.

MAJOR NEW/UPDATED/RETAINED POLICY & IMPLEMENTATION ATTAINABLE HOUSING VISION POLICIES

Density for Efficiency/Studio Units

(NEW) A studio housing unit, efficiency housing unit, or similar housing unit, may be counted by the local government as 0.5 dwelling units for residential density calculations. (AH-3)

QUESTION: Will large, luxury lofts meet the definition of similar housing unit? Does the studio have to be affordable in order to be able to be counted as .5 dwelling unit?)

RESPONSE: The inclusion or exclusion of small housing units would be up to the discretion of the municipality. The proposed BCLUP provision does not require such units to be restricted to affordable housing. County staff will reconsider the inclusion of the phrase “or similar housing unit.”

The total number of bonus affordable and bonus market rate units may not exceed 50% of the maximum number of dwelling units indicated for the parcel by the local land use plan map.

QUESTION: Is this policy tied to flex allocation on Residential Land Use? Is this bonus by right? Or by flex allocation? Also can a developer build 8 bonus market rate studio units for every one low-income apartment?

RESPONSE: The proposed affordable housing density bonus program is not tied to the allocation of “flex.” Any bonus would be subject to approval by the municipality. Regarding the example, such a development could potentially occur if consistent with the bonus formulas and approved by the municipality.

ENCOURAGING AFFORDABLE HOUSING DEVELOPMENT

QUESTION: Is there a way to strengthen requirements, requiring cities and developers to participate (rather than voluntary programs)?

- For example, the document states that in 100+ units, the municipality *may include consideration*. Instead, the policy could state that the municipality *shall implement* the following affordable housing strategies.
- Also, mandatory inclusionary zoning policies have been proven to produce more units than voluntary density programs.

RESPONSE: The “may include consideration” reflects a “menu of options” for municipalities subject to the Policy. The municipality must still demonstrate consistency with the Policy, but has the discretion on which programs the city wishes to utilize.

QUESTION: Is there a way to encourage cities to support the density bonus provisions and other affordable housing initiatives?

RESPONSE: It is felt that the density bonus is a tool that cities may find appealing as it is a “carrot” rather than a “stick” in the toolbox. The bonus would permit additional market rate units in exchange for attainable units.

STATEMENT: As stated, the density is approved by the County, but the developer would still need the support of the municipality to take advantage.

RESPONSE: Noted

QUESTION: Are there opportunities to encourage/require city or county-owned property be utilized for affordable housing, especially in transit corridors or near employment centers?

RESPONSE: The density bonus is structured to permit a higher bonus if the housing is within a ¼ mile of a rail or premium transit stop.

Ensuring program compliance and long term affordability

QUESTION: What are the monitoring procedures for ensuring compliance with affordability restrictions and who is responsible?

RESPONSE: Compliance would be ensured by the municipality via a legally enforceable restrictive covenant.

QUESTION: Can the affordability period for affordable units developed through the Density Bonus Provision (and other future programs) be longer (minimum of 30 years or preferably permanent affordability)?

RESPONSE: The recommendation is meant to reflect current County programs, which generally have a 15 year requirement.

QUESTION: What other strategies for preserving affordable/attainable housing units over the long-term are being considered? Has a Community Land Trust strategy been considered?

RESPONSE: Staff will draft a Policy to support Community Land Trusts and similar programs.

Developing a comprehensive housing policy for the County

QUESTION: How do these policies related to other existing housing policies and programs at Broward County? How can we ensure that there is a comprehensive vision?

RESPONSE: The BrowardNEXT housing policies have been coordinated through the County's Housing Finance and Community Redevelopment Division and the Planning and Development Management Division to help ensure consistency with the County's overall policies and programs. In addition, the BrowardNEXT housing proposals are being coordinated with the Broward Housing Council.

QUESTION: What other housing related plans have been coordinated in conjunction with the BrowardNext plan? (Broward County Comprehensive Plan)

RESPONSE: See RESPONSE above, and it is noted that the County's Housing Element is due to be updated in 2017. The BrowardNEXT experience will help inform the update of the County's Housing Element.

QUESTION: Are there any opportunities within the BrowardNext plan to develop sustainable, local affordable housing funding sources? (ex. Linkage Fee, Inclusionary Zoning payment in lieu, General Revenue allocations, % of surplus budgets, sale of city/county owned land)

RESPONSE: The proposed updated Broward County Land Use Plan supports sustainable funding sources, but to allow flexibility, does not require a specific funding mechanism. Please note, FYI, a Countywide non-residential "linkage fee" is currently in process and pending for County Commission consideration.

Stakeholder Comments Received Subsequent to August 16, 2016

Modys, Robert

From: Leann J Barber <leannbarber@gmail.com>
Sent: Saturday, August 20, 2016 1:33 AM
To: Modys, Robert
Subject: Re: BrowardNext - Planning Council Public Hearing - August 25, 2016 at 9:00 a.m.

Hi Robert,

thank you for including me on this distribution list. I have a couple of comments.

1) I've been doing some research into the urban agriculture usage in the City of Fort Lauderdale. While it is "permitted" it looks like a property owner would have to go to a lot of expense to have the county or city determine the land can be set aside for agriculture use. This creates an unwieldy system and makes it very difficult to actually buy property for this use, because so much work has to be done upfront. I, for example, want to buy some property for agricultural use, but I don't want to buy the property only to find out that it can't be used for that purpose.

2) We need to have the ability for people to buy a lot, use it for urban agriculture, but also live on it. Presently that doesn't seem to be allowed in Fort Lauderdale, I don't know about other cities in the county. To open up property ownership to more residents, we need to make it easier for people to buy in stages, perhaps having a temporary structure to start. Is this allowed? It doesn't seem to be.

3) We need to have agricultural set asides that can be used for agricultural production permanently and for generations to come. We need to plan for local agriculture production and resist the temptation to continue to pave every square inch of the county.

4) There is a lot of discussion about affordable housing in your plan, but it isn't clear whether that is rental property or owner-occupied property. My guess is that it is mostly rental. Much of the slum and blight in Broward County is due, in my opinion, to slum landlords that are sitting on property, not maintaining it properly, and waiting for a redevelopment payoff. A large percentage of our residents are completely shut out of the property market, which is the greatest vehicle for asset protection and growth.

5) Your planning document makes mention of the importance of the aging population and how we need to accommodate their needs. Equally if not more importantly are the 400,000 children born and raised in Broward County, many of whom are living in extremely overcrowded conditions because retirees have gobbled up more than their fair share of housing. Twenty thousand youth are leaving school every year, starting families and trying to find a decent place to live that is within commuting distance of a job that will play the bills. For a large percentage of our youth, this is an extremely difficult proposition, as is having any prospect of buying property, building equity, and creating wealth to leave to the next generation. This issue of land use is trapping many of our residents in poverty and needs to be addressed if we have any interest in social justice and wealth inequality.

6) We should be planning for a larger, more robust local economy that can include people from all education levels and backgrounds, not just developing a plan to accommodate the affluent professional class and forcing those that can't achieve that position to live in a slum. I didn't see anywhere in the plan specifics about substandard housing, over crowding etc, and how it will be addressed in the coming years. It is an urgent problem that should be addressed. We have a lot of vacant land that could be put to productive use immediately

by available labor within our community if the policies and practices existed to allow these individuals to own this land over time. (Think the old homestead act but on an urban scale).

I realize that I'm putting my opinions out there and I don't know if you or anyone else in the planning department shares my views. If you do, what is the best way to communicate this message to the powers that be?

kind regards,

Leann Barber
leannbarber@gmail.com
954-303-6750

Made in Broward
© The Cottage in Flagler Village
500 NE 1st Avenue
Fort Lauderdale FL 33301



When we trade within our community, we support self-determination, encourage initiative, and contribute to a prosperous and inclusive Broward.

We promote and sponsor the adoption of 4-H as a way of life because 4-H has a 100 year track record of assisting children on their own path to self-determination and self-reliance and their growth into solid, contributing citizens of our great nation.

Through the Flagler Village 4-H Club, we currently support projects in the topic areas of GARDENING, SEWING and ART. New members (5-18) and volunteer adult project advisors are welcome to join our club or start a new one with our support.

<https://www.facebook.com/MadeinBroward>

<https://www.facebook.com/flaglervillage4hclub>



Transportation Department

TRANSIT DIVISION-Service and Capital Planning

1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8482

August 22, 2016

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

RE: Proposed Text Amendment to Broward County Land Use Plan PCT 16-6

Dear Ms. Blake Boy:

Broward County Transit (BCT) has reviewed your correspondence dated August 8, 2016 regarding the proposed Land Use Plan Text Amendment (LUPA) for "Section 2: Polices" as a part of the Broward Next initiative. BCT applauds the effort of the Broward County Planning Council in advancing policies that promote complete streets and incentivize development along current and future transit corridors. BCT submits the following comments for consideration:

- **Policy 2.4.10 concerning Activity Centers:** "To reduce reliance on automobile travel local governments shall ensure convenient access to *high use* mass transit stops or multi-modal facilities within a proposed Activity Center."
 - BCT recommends removing the term "high use."
 - The term "high use" was recently added to this section but is not defined. Removing "high use" would be consistent with Policy 2.4.2 which requires that "all land uses in an Activity Center shall be directly accessed via pedestrian ways and accessible to existing or future alternative public transportation modes..."
- **Policy 2.16.3 concerning Attainable Housing Bonus Density: #2 Bonus Formulas,** "... or projects location within $\frac{1}{4}$ miles of a rail or *limited* transit stop..."
 - BCT recommends the policy is revised to provide for a $\frac{1}{2}$ mile distance from a rail station.
 - The transit industry standard for the service area around a rail station is larger than a bus stop. This recommendation is consistent

Broward County Board of County Commissioners

Mark D. Bogen • Beam Furr • Dale V.C. Holness • Marty Kiar • Chip LaMarca • Tim Ryan • Barbara Sharief • Lois Wexler
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with the *Transit Capacity and Quality of Service Manual, 3rd Edition* which specifies that the service coverage area of a local bus stop is defined as the air distance of $\frac{1}{4}$ mile and the service coverage area of a rapid transit (rail or fixed guideway BRT) station is defined as the air distance of $\frac{1}{2}$ mile.

- BCT recommends that this policy is revised as followed: $\frac{1}{4}$ mile from a bus stop served by six (6) or more buses per hour during weekday peak travel.
 - The term "limited transit stop" replaced "premium transit stop" but is undefined. "Limited transit stop" could refer to limited stop "Breeze" transit service, operated by BCT, but this is not clear.
 - BCT's Transit Development Plan identifies future corridors for limited stop "Breeze," rapid/enhanced bus routes as well as significant headway improvements for local bus routes.
 - The recommendation, based on the number of buses that serve a stop during peak travel, will meet the intent of the policy to identify areas of exceptional transit availability and access.
 - The areas that qualify under this policy would be subject to change with service levels. BCT would have to provide updated data and maps to the Broward County Planning Council each major service change.
 - Based on existing levels of service, 4.6% of the 4,465 bus stops located within Broward County would qualify under the recommended policy.
 - Based on the existing levels of bus and rail (commuter) service, the total land area in qualified transit areas would be approximately 22.6 square miles.
 - If the sales surtax for transportation is approved by the electorate in November 2016, the area that qualifies under this policy would significantly expand as enhanced transit services are implemented.
 - Although BCT recommends six (6) buses per hour in the weekday peak hour of travel for this policy, BCT is open to reviewing alternative thresholds that meet the goals of Broward Next.
 - The attached map, Exhibit A, is a draft that identifies the locations that would potentially qualify under the recommended policy.

Broward County Board of County Commissioners

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- **Policy 2.35.1 concerning Redevelopment Units:** In Criteria, "... or within $\frac{1}{4}$ miles of a rail or *limited* transit stop, shall not be subject to review..."
 - BCT recommends the policy is revised to provide for a $\frac{1}{2}$ mile distance from a rail station.
 - The transit industry standard for the service area around a rail station is larger than a bus stop. This recommendation is consistent with the *Transit Capacity and Quality of Service Manual, 3rd Edition* which specifies that the service coverage area of a local bus stop is defined as the air distance of $\frac{1}{4}$ mile and the service coverage area of a rapid transit (rail or fixed guideway BRT) station is defined as the air distance of $\frac{1}{2}$ mile.
 - BCT recommends that this policy is revised as followed: $\frac{1}{4}$ mile from a bus stop served by six (6) or more buses per hour during weekday peak travel.
 - The term "limited transit stop" replaced "premium transit stop" but is undefined. "Limited transit stop" could refer to limited stop "Breeze" transit service, operated by BCT, but this is not clear.
 - BCT's Transit Development Plan identifies future corridors for limited stop "Breeze," rapid/enhanced bus routes as well as significant headway improvements for local bus routes.
 - The recommendation, based on the number of buses that serve a stop during peak travel, will meet the intent of the policy to identify areas of exceptional transit availability and access.
 - The areas that qualify under this policy would be subject to change with service levels. BCT would have to provide updated data and maps to the Broward County Planning Council each major service change.
 - Based on existing levels of service, 4.6% of the 4,465 bus stops located within Broward County would qualify under the recommended policy.
 - Based on the existing levels of bus and rail (commuter) service, the total land area in qualified transit areas would be approximately 22.6 square miles.
 - If the sales surtax for transportation is approved by the electorate in November 2016, the area that qualifies under this policy would significantly expand as enhanced transit services are implemented.



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- Although BCT recommends six (6) buses per hour in the weekday peak hour of travel for this policy, BCT is open reviewing to alternative thresholds that meet the goals of Broward Next.
- It is possible to identify a different, possibly higher, minimum threshold for Redevelopment Units policy that would result in fewer locations in the qualified transit area.
- The attached map, Exhibit A, is a draft that identifies the locations that would potentially qualify under the recommended policy.

Transit Division is dedicated to its partnership with the Broward County Planning Council in achieving the goals and initiatives of Broward Next. Please feel free to call (954) 357-8381 or email me nsofoul@broward.org if you require any additional information or clarification on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "N. Sofoul", written over a light blue circular stamp.

Nicholas A. Sofoul, AICP
Senior Planner
Service and Capital Planning

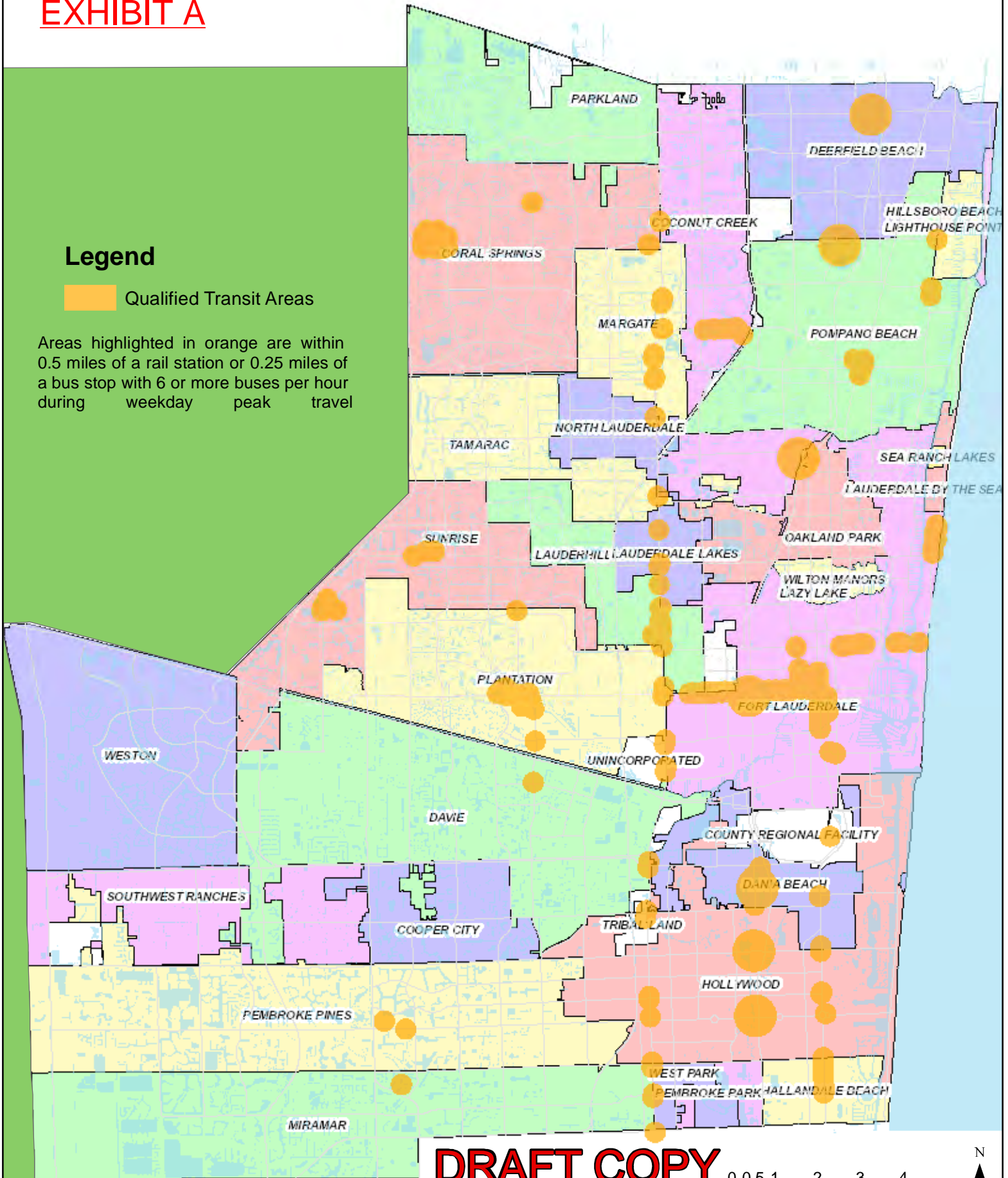
BCT Broward Next Policy Concept

EXHIBIT A

Legend

 Qualified Transit Areas

Areas highlighted in orange are within 0.5 miles of a rail station or 0.25 miles of a bus stop with 6 or more buses per hour during weekday peak travel



DRAFT COPY



From: [Sara Barnes](#)
To: [BrowardNext](#)
Subject: Broward Environment Resources(thank you!)
Date: Wednesday, September 07, 2016 10:36:19 AM

Hi there,

I just want to reach out and thank you for your page <http://www.broward.org/BrowardNext/Resources/Pages/Links.aspx> . My family and I have been trying to be more green lately, mostly due to my youngest daughter Jordan's girl scout troops' go green initiative last spring. She's extremely persistent for an 8 year old but we are all better for it! We started a compost pile in June and haven't looked back.

I found your page a couple of months ago when I was researching more ways to go green at home. I've used so many of your resources I felt like I should reach out and say thank you. It really has been so helpful to us in trying to live a greener lifestyle, and I truly appreciate it!

A couple of weeks ago I started the hunt for a new car, and I figured I should check out some hybrids and electric cars to be more eco-friendly(and not get reprimanded by my 8 year old:)) Problem was I didn't know very much about them, or even where to start. I did some research and found a really good article about electric cars at <https://www.yourmechanic.com/article/electric-cars-and-how-they-work-by-maddy-martin> . I wanted to pass it your way because I thought it could make for a good addition to your resources - it's been really helpful to me in my search(I'm actually supposed to check out a few tomorrow) so hopefully you find some use for it too.

Thank you again and enjoy the rest of your week!

Sara Barnes



August 22, 2016

Honorable Mayor Marty Kiar
Broward County Commission
115 S Andrews Avenue
Room 421
Fort Lauderdale, FL 33301

Subject: BrowardNext

Dear Mayor Kiar:

On August 22, 2016 the Board of Directors of the Smart Growth Partnership of South Florida voted to submit this letter to you expressing the Board's support for the BrowardNext initiative. The County's voluntary effort to upgrade its planning to address changing conditions is indicative of a proactive desire and determination to keep Broward County sustainable irrespective of the hard work that is sure to be involved.

The changes that are proposed to the *Broward County Land Use Plan and Broward County Comprehensive Plan* are strongly supportive of Smart Growth principles and would assist in the realization of the Smart Growth Partnership's vision of South Florida communities living those principles.

On behalf of the board I want to thank you and your excellent staff for allowing us to be a part of the BrowardNext process. The board urges you to adopt the BrowardNext initiative and the proposed changes to the *Broward County Land Use Plan and Broward County Comprehensive Plan* as submitted.

If you have any questions or comments or would like to learn more about the Smart Growth Partnership of South Florida you may contact me at 954-655-4573, or via email at RCordova@CRAengineering.com.

Regards,

A handwritten signature in blue ink that reads "Rosana D. Cordova".

Rosana D. Cordova, P.E., AICP, LEED AP
President

cc: Ms. Anne Castro, Chair, Broward County Planning Council
Barbara B. Boy, Executive Director, Broward County Planning Council
Henry Sniezek, Director, Environmental Planning and Growth Management
Department

**Stakeholder Comments Received
Subsequent to September 27, 2016
Transmittal to the State of Florida
Review Agencies**

From: Lorraine Tappen
To: [Blake Boy, Barbara](#); [Sniezek, Henry](#)
Cc: [Ella Parker](#); [Jim Hetzel](#); [Linda Franco](#)
Subject: Comments on #BrowardNext Proposed Amendments
Date: Friday, January 06, 2017 6:01:20 PM
Attachments: [image001.png](#)

Dear Barbara and Henry,

Ella Parker, the City of Fort Lauderdale Urban Design & Planning Manager, is on vacation and this email is being sent on her behalf.

City staff appreciates the opportunity to provide comments and commends Planning Council and Broward County staff for achieving such a significant effort. Our comments on the proposed amendments restate areas of concern regarding the amendments as outlined in previous communication and have been grouped according to the Highlighted Regional Issues as follows:

Climate Change Resilience

City staff echoes to the need to adapt and increase our resilience with the goal of reducing risk, avoiding economic losses, and improving community livability and the quality of our natural systems, but recommends including language regarding the increased incidence of tidal flooding.

STRATEGY CCR-1: Mitigate the effects of climate change by reducing greenhouse gas emissions by 2% per year.

City staff supports mitigating effects of climate change by reducing greenhouse emissions. The City applauds efforts to implement an electric vehicle infrastructure strategy, increasing renewable energy projects, and decreasing fuel consumption over all through review of the relationship of land uses to multimodal transportation.

STRATEGY CCR-2: Increase the resilience of our community to the effects of climate change.

City staff supports the County's implementation strategies for increasing resilience. The City has included adopted language for Adaptation Action Areas into the Fort Lauderdale Comprehensive Plan and as a follow up, the City has designated eight areas of the City as Adaptation Action Areas in the Community Investment Plan.

City staff recommends the following regarding the implementation strategies:

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- Clarify "anticipated habitat transition zones" and expansion of those zones through land use changes; and
- Language regarding land use regulations limiting development in areas vulnerable to sea level rise should allow flexibility for innovative strategies such as amphibious housing.

STRATEGY CCR-3: Maintain adequate water supply through efficiency and conservation efforts and increase resilience of natural systems through water resource management.

City staff supports the need to preserve, protect, and enhance the sustainability of County water resources.

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City staff also endorses a development strategy, which promotes the principles of "Smart Growth," which seeks to maintain and create desirable communities and neighborhoods.

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City staff supports Strategy TR-1.

STRATEGY TR-2: Support incentives to remove blight within Community Redevelopment Areas (CRA's) and similar areas.

In reference to support of incentives to remove blight within Community Redevelopment Areas (CRAs) and similar areas, municipalities should continue to collect tax increment financing in order to eliminate blight and encourage redevelopment.

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The City staff supports allowing municipal transfer of development rights (TDR) programs that identify an overall plan or strategy. In regard to Policy 2.31.1, City staff applauds the revision that would allow transfer of development rights within the barrier island if the program meets criteria enabling the creation of significant public or private open space areas or corridors, and/or protects environmentally sensitive lands, historic/archaeological resources, or areas identified as appropriate for climate resiliency strategies (e.g. "repetitive loss" properties, "Priority Planning Areas," or "Adaptation Action Areas").

Multi-Modal Vision

The City staff supports and echoes the County's vision to support a full range of multi-modal transportation options necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy. The vision needs to clearly state that future planning includes a transition from vehicle-oriented development through a connected transit system that may also include commuter rail as further informed by municipal plans. Furthermore, City staff encourages more specific transportation strategies be developed for Activity Centers, with a focus on applying an urban context to the supporting analysis, and mitigating traffic through a comprehensive, connected, multimodal transportation network.

STRATEGY MM-1: Make the Best Use of the Transportation Network to Move People, Goods and Services while Incorporating and Promoting Complete Streets Principles Where Appropriate

The City staff reiterates the following implementation strategy recommendations:

- Support Complete Streets features in roadways identified by the MPO Complete Street map and plans adopted by municipalities such as the Fort Lauderdale Connecting the Blocks Plan;
- Support demonstration/pilot projects based on nationally accepted standards like the National Association of City Transportation Officials (NACTO) guidebooks;
- Integrate supporting municipal and state Complete Streets and context sensitive project guidelines and resolve conflicts in County, State, and local Complete Streets policies;
- Work with partners in local, County and state transportation departments to incorporate resilience into locating, designing and construction of all Complete Streets projects;
- Support converting dilapidated/unused infrastructure like bridges, roadways, rail to alternate transportation modes like bike trails;
- Develop pedestrian crossing infrastructure and operation with pedestrian-cycle timing, recommendation for major corridors (identified by crash and other related data) and in accordance with local master plans;
- Incorporate artistic features in infrastructure projects, i.e. artistic bicycle racks, storm water sculptures, bio-

swales, colorful pavement for mode distinctions rather than typical roadway striping, etc.;

- Protect and enhance supportive infrastructure such as shade and street furniture to create comfortable, walkable communities; and
- Prioritize modes in design of roadways according to context such as downtown streets and neighborhood streets.

STRATEGY MM-2: Recognize and Address the Transportation and Housing Connection to encourage mixed-use development

The City staff appreciates the revisions to add language to promote and support redevelopment and mixed use opportunities within and along major transportation hubs and corridors. City staff continues to recommend consideration of the following:

- Support land use regulations requiring bike facilities and supportive uses like showers and lockers for commercial developments; and
- Identify and incentivize various options for last mile of transit.

STRATEGYMM-3: Promote and Support a Sustainable Funding Source for Countywide Transit Needs

The City staff would like to offer the following recommendations:

- Consider equity in distribution of development fees in transportation projects;
- Fees collected for transit should be spent within a specified radius of the contributing project;
- The current Transit Concurrency System should be eliminated in exchange for a more sustainable and logical nexus-funding source;
- Develop a county-wide transportation plan looking at the future needs of the region; and
- Include funding consideration for community bus services.

STRATEGY MM-4: Identify and Implement a Multi-Modal Level of Service Standard for Redevelopment Proposals

The City staff would like to offer the following recommendations:

- Apply multimodal level of service (LOS) standards Countywide, not just activity centers. Using uniform level of service standards on all transportation facilities will allow the County and municipalities to more comprehensively assess the impacts of development in activity centers and on neighboring areas;
- Work towards identifying measurable and attainable multimodal LOS thresholds that are context sensitive. Consider inclusion of national standards that would include local data more reflective of the different environments across the County;
- Clarify if methodologies will be developed through the County's Land Use and Transportation Elements; and
- Develop a methodology to apply a multimodal level of service standard based on by context and complete street typology.

World-Class Natural Resource Protection and Enhancement

City staff recognizes that natural resources are a great attraction for future development, redevelopment and protection of these natural resources support sustainability and quality of life for existing and future residents.

STRATEGY EP-1: Protect and enhance the shoreline and natural waterways of Broward County.

City staff supports Strategy EP-1.

STRATEGY EP-2: Create a countywide water management/flood protection plan.

City staff recommends the following:

- Clarify the implementation strategy that would require minimum crown elevations for roads based upon projected sea level rise. Does this mean elevating the crown of roadways above ground floor of existing buildings?

STRATEGY EP-3: Preserve and protect Broward County's natural environment through well-planned patterns of growth and development.

City staff supports Strategy EP-2.

STRATEGY EP-4: Provide recreation and open space areas which serve the diverse interests of both residents and visitors and that are compatible with the tropical and resort character of Broward County.

City staff supports maintaining minimum level of service standards for parks. In addition, City staff recommends the following:

- New regional parks should be considered in Regional Activity Centers. In particular, consideration should be given to development of new regional parks located near Downtown population centers, where a greater need exists based on density.

STRATEGY EP-5: Protect Broward County's historical, archaeological and paleontological resources.

City staff supports continued coordination between the County and Fort Lauderdale's Certified Local Government (CLG) program in that the County continues to perform archaeological reviews and comments on archeological sites identified by the County within the City of Fort Lauderdale.

STRATEGY EP-6: Prioritize and support the food system planning efforts of Broward County and its municipalities.

City staff supports food systems planning and ensuring equitable access to healthy foods, especially in under-served communities.

City staff recommends the following:

- Clarify how municipalities would implement food-to-table strategies, and if County partnerships or programs would be available to help initiate place-based tools for creating local connections and positive change in under-served communities.

Attainable Housing Vision

The Vision lacks specific focus on attainable housing for the workforce; those essential workers necessary for a community to thrive, feel safe, and service the community (i.e. police, firefighters, teachers, nurses, medical personnel, government employees). In addition, the City of Fort Lauderdale staff echoes the concerns regarding the linkage of affordable housing to low-wage service sector employers, and the need to include a methodology that would not cluster affordable housing in cities with the highest number of affordable housing units. City staff also recommends utilizing the Housing and Transportation (H+T[®]) Affordability index, providing a more

comprehensive understanding of affordability by taking into account the cost of housing as well as the cost of transportation.

STRATEGY AH-1: Support sustainable funding sources to develop and/or rehabilitate attainable housing.

The City staff has concerns regarding distribution of funds for attainable housing projects. The City staff recommends the following:

- Reimbursement to the City for attainable housing activities including construction and rehabilitation. This recommendation is based upon HUD's Affirmatively Further Fair Housing policies regarding the concentration of affordable/low income housing in certain areas of each municipality. Based upon the City's knowledge of the community, the City can best ensure affordable/low income housing is well distributed.

STRATEGY AH-2: Support private, non-profit, and governmental sector development of housing which utilizes construction techniques affording significant costs savings, while meeting the Florida Building Codes, including resiliency to hurricane-level storms.

In regard to utilizing construction techniques that afford significant cost savings, each municipality should determine the type of development and construction appropriate for the community.

STRATEGY AH-3: The Broward County Land Use Plan shall include an Attainable Housing Density Bonus Program, including promoting a supply of smaller, traditionally attainable units, such as efficiency/studio occupancy units.

The City staff supports a density bonus program. Specific strategies should be developed that provide options to essential workers such as first time home purchasing assistance, rental assistance, and housing-transportation connections. Additionally, rental and ownership attainable housing strategies should be addressed separately in order to speak to the unique challenges presented under both options.

Strategy AH-4: Municipalities should adopt a comprehensive strategy to ensure a sufficient supply of attainable housing to help meet the needs of our population and economy.

The City staff concurs that municipalities should adopt comprehensive strategies to ensure sufficient supply of attainable housing. However, municipalities that are participating as US Housing and Urban Development (HUD) and State Housing Initiative Partnership (SHIP) entitlement jurisdictions should be waived from the requirement of additional attainable housing strategy preparation.

Disaster Planning and Post-Disaster Redevelopment

City staff supports the County's efforts to reduce or eliminate the long-term risk to life and property from hazardous events. City staff echoes the need for planning and redevelopment strategies that address potential obstacles that would support a sustainable community after a major disaster.

STRATEGY DP-1: Develop and implement a Countywide Long-Term Recovery and Redevelopment Strategy

City staff supports Strategy DP-1.

STRATEGY DP-2: Support incentives to purchase and/or redevelop Repetitive Loss Properties to reduce future property claims and losses.

City staff applauds the revision to include use of public funds for infrastructure expansion or improvements within the Coastal High-Hazard Area when they are necessary to enhance hurricane evacuation clearance times or to mitigate the effects of sea level rise. However, [Policy 2.12.5](#) and DP-2 Implementation strategies should be revised to ensure funding could be provided in Coastal High-Hazard Areas and Coastal Storm Areas for recreational and

maritime activities such as the water trolley and water taxi.

STRATEGY DP-3: Maintain and update the County’s Disaster Housing Strategy

City staff has continuing concerns about implementation strategy language that suggests using municipal recreation and open spaces for temporary housing. This conflicts with current emergency plans which state that municipal parks will be used as sites for emergency food distribution. In addition, there is no infrastructure in municipal parks for housing such as water and sewer systems.

City staff recommends the following:

- Review the need for emergency food distribution and appropriate infrastructure in policies regarding placement of temporary housing in municipal park and open space areas; and
- Consider potential partnerships with hoteliers and other related agencies to support temporary housing options.

STRATEGY DP-4: Manufactured and modular housing that meets the requirements of the Florida Building Code should be permitted within Broward County.

City staff continues to recommend reviewing how the use of manufactured and modular housing would compare to site built housing in areas with existing mobile homes. As example, how would the County and municipalities regulate zoning requirements i.e. setbacks, permeable areas, etc. with the placement for manufactured and modular housing on former mobile home sites?

STRATEGY DP-5: Residential densities within mandatory hurricane evacuation zones shall not negatively impact the hurricane evacuation clearance standards.

City staff continues to acknowledge that consideration of the impacts of land use plan amendments should be scrutinized as to how any newly proposed residential or hotel uses within hurricane evacuation zones will impact hurricane evacuation clearance times and emergency shelter capacities.

Renewed Intergovernmental Partnership Coordination

The City staff supports the intent of enabling municipalities to efficiently and effectively address local planning issues, while protecting County-wide and regional policy priorities where needed.

STRATEGY IG-1: The Broward County Land Use Plan, including its review and approval process, will be streamlined to enhance focus on regional planning issues.

The City staff supports implementation strategies to streamline regional planning issues and recommends creating thresholds and a call up system for projects that require a Broward County Land Use Plan Amendment.

STRATEGY IG-2: Enable municipalities to modify their land use plans to address municipal-level issues without the need for County approval.

The City staff recommends allowing municipalities to determine how remaining flex units are distributed within their own municipality, considering local strategies for mixed-use development, planned infrastructure and transportation improvements, economic development focus areas, and climate adaptation areas. In addition, municipalities should be permitted to adopt “Transfer of Development Right” programs without the need for County approval.

STRATEGY IG-3: Maintain and enforce an effective and efficient countywide development and environmental review and enforcement programs.

City staff supports the implementation strategies to streamline County platting procedures.

Again, thank you for the opportunity to comment and make recommendations through the #BrowardNext process.

Lorraine Tappen, AICP, LEED Green Associate | Planner III

City of Fort Lauderdale | Urban Design & Planning

700 NW 19th Avenue | Fort Lauderdale FL 33311

P: (954) 828-5018 E: ltappen@fortlauderdale.gov



From: [Blake Boy, Barbara](#)
To: [Blake Boy, Barbara](#)
Subject: FW: Question(s)
Date: Thursday, February 09, 2017 12:53:53 PM
Attachments: [BrowardNextPolicyConceptA1.pdf](#)
[BrowardNextPolicyConceptA2.pdf](#)
[BrowardNextPolicyConceptB1.pdf](#)
[BrowardNextPolicyConceptB2.pdf](#)

PETER M. SCHWARZ, **PLANNING MANAGER**
BROWARD COUNTY PLANNING COUNCIL
115 South Andrews Avenue, Room 307 | Fort Lauderdale, FL 33301
954.357.6688 (direct)

From: Sofoul, Nicholas
Sent: Friday, February 03, 2017 6:36 PM
To: Schwarz, Pete <PSCHWARZ@broward.org>
Subject: RE: Question(s)

Hi Pete,

As requested, see attached for 4 maps. All of the them assume a ¼ mile buffer around existing bus stops with **5 or more buses during weekday peak hour**. Concept A assumes a ½ mile buffer around rail stations. Per our memo dated August 22, 2016, our policy recommendation is to provide for larger (1/2 mile) buffers around all rail stations. Concept B assumes ¼ mile buffer around bus and rail stations. See below for a summary of each map:

Concept A1: ½ Mile Rail Station Buffer, ¼ Mile Bus Stop Buffer
Concept A2: ½ Mile Rail Station Buffer INCLUDING Wave Streetcar, ¼ Mile Bus Stop Buffer
Concept B1: ¼ Mile Rail Station Buffer, ¼ Mile Bus Stop Buffer
Concept B2: ¼ Mile Rail Station Buffer INCLUDING Wave Streetcar, ¼ Mile Bus Stop Buffer

Let me know if you have any questions. Have a great weekend.

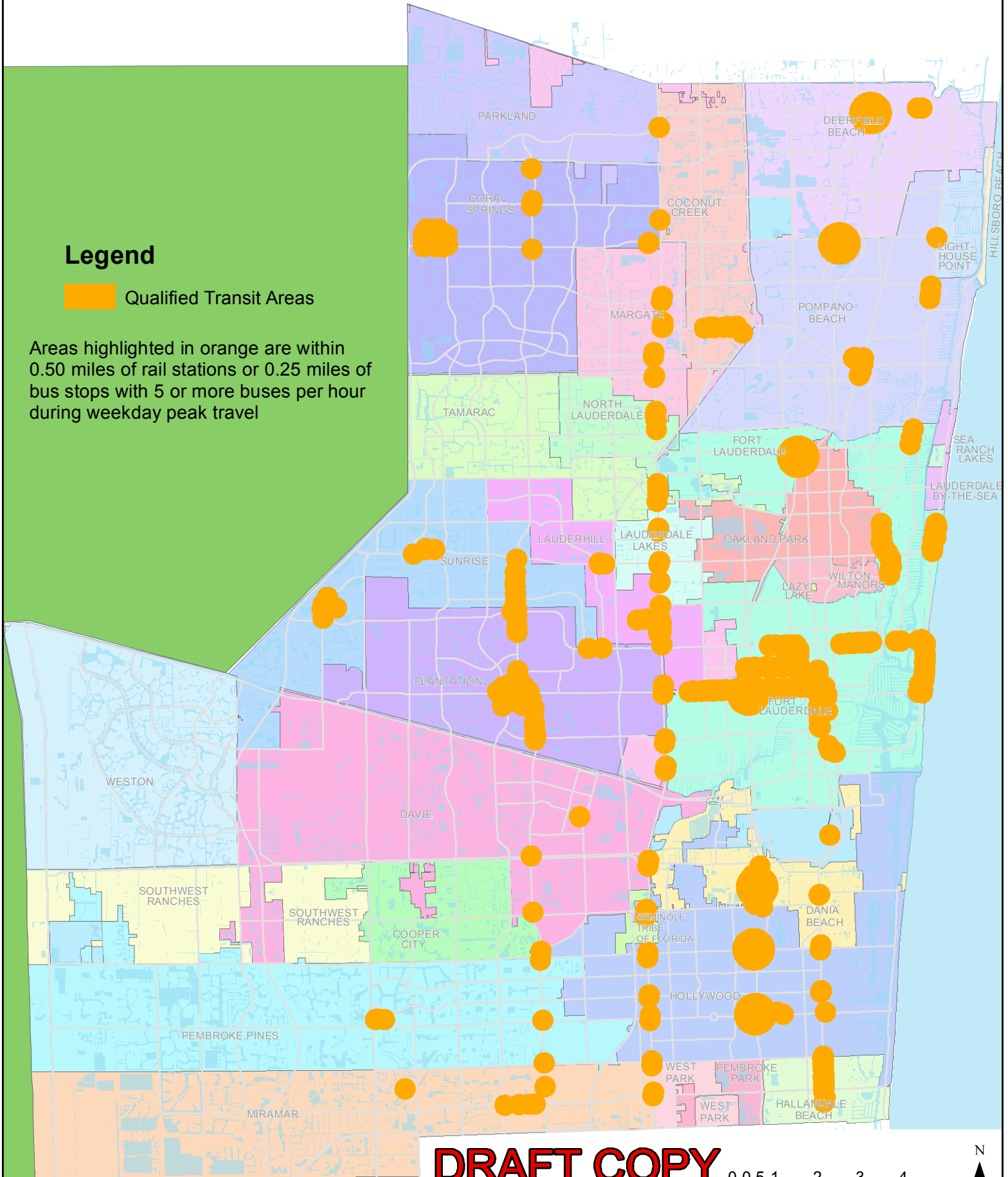
Nicholas Sofoul, AICP
Senior Planner
Broward County Transit
Office (954) 357-8381
nsofoul@broward.org

BCT Broward Next Policy Concept A

Legend

 Qualified Transit Areas

Areas highlighted in orange are within 0.50 miles of rail stations or 0.25 miles of bus stops with 5 or more buses per hour during weekday peak travel



DRAFT COPY

0 0.5 1 2 3 4 Miles

N

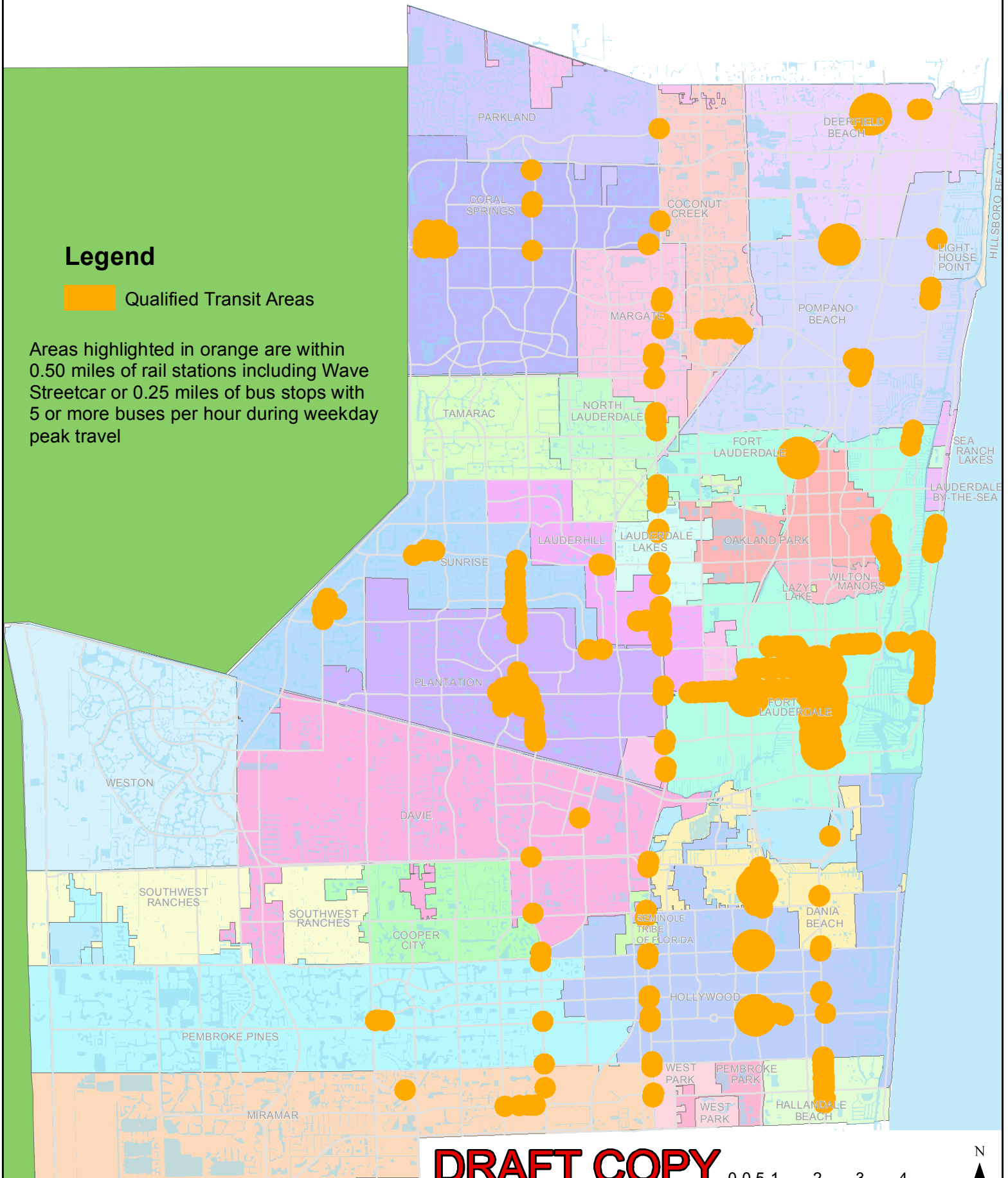


BCT Broward Next Policy Concept A with Wave Streetcar

Legend

 Qualified Transit Areas

Areas highlighted in orange are within 0.50 miles of rail stations including Wave Streetcar or 0.25 miles of bus stops with 5 or more buses per hour during weekday peak travel



DRAFT COPY

0 0.5 1 2 3 4 Miles

N

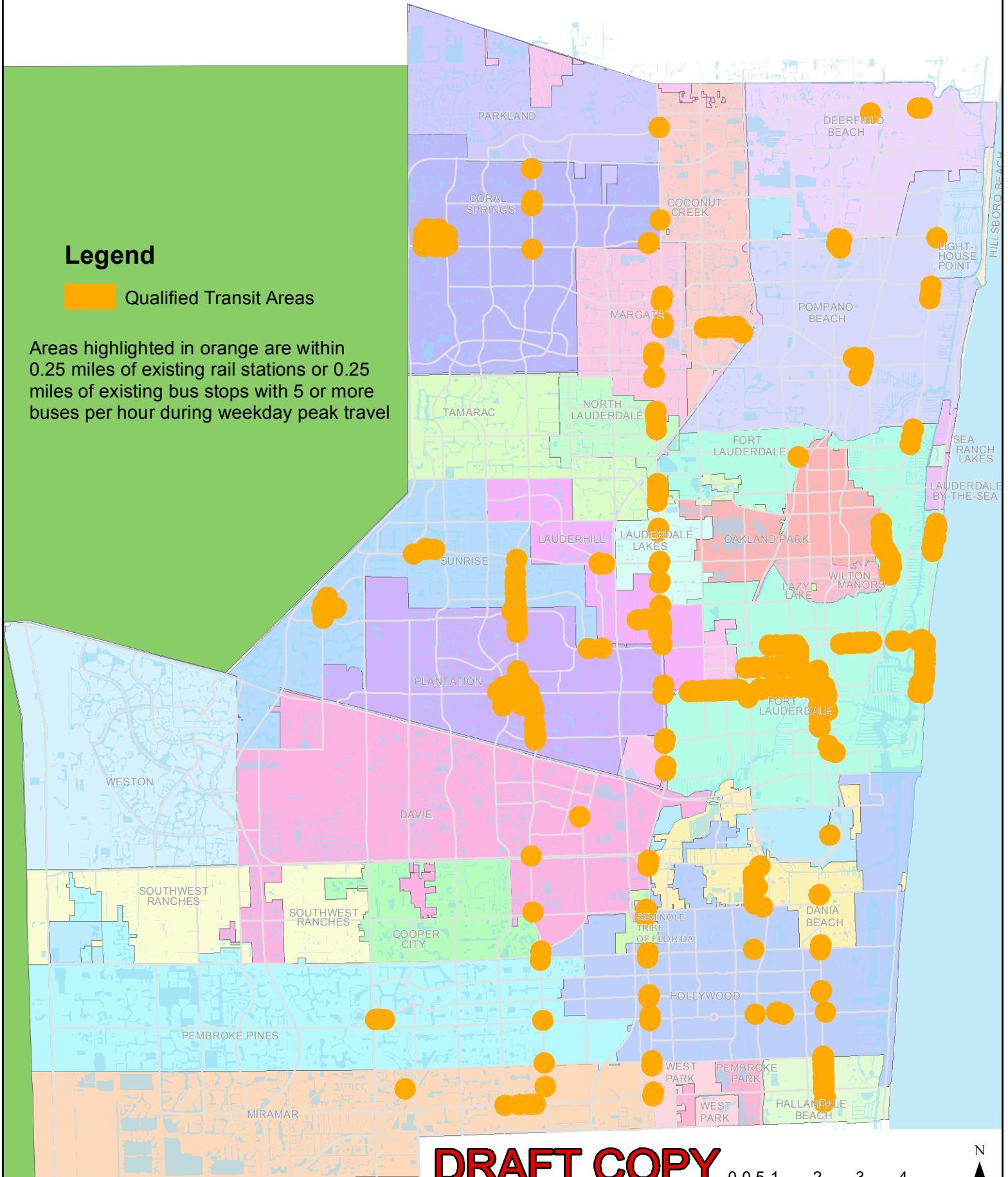


BCT Broward Next Policy Concept B

Legend

 Qualified Transit Areas

Areas highlighted in orange are within 0.25 miles of existing rail stations or 0.25 miles of existing bus stops with 5 or more buses per hour during weekday peak travel



DRAFT COPY

0.5 1 2 3 4 Miles

N

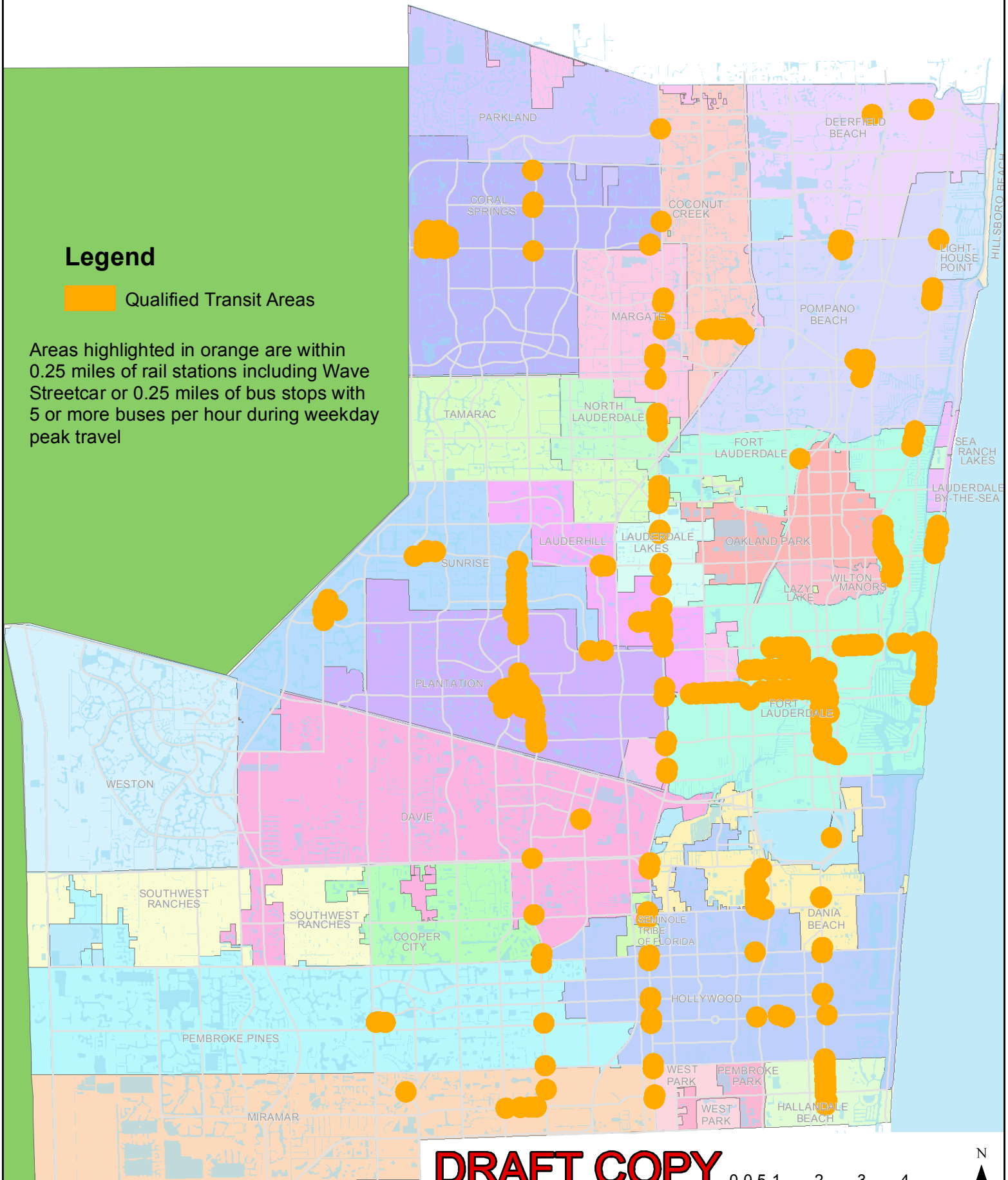


BCT Broward Next Policy Concept B with Wave Streetcar

Legend

 Qualified Transit Areas

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DRAFT COPY

0 0.5 1 2 3 4 Miles

N



From: [Blake Boy, Barbara](#)
To: [Blake Boy, Barbara](#)
Subject: FW: Land Use Plan
Date: Thursday, February 09, 2017 1:17:27 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image016.png](#)

From: Von Stetina, Deanne
Sent: Tuesday, December 06, 2016 3:40 PM
To: Blake Boy, Barbara <BBLAKEBOY@broward.org>
Subject: FW: Land Use Plan

From: Fordham, Leslie
Sent: Tuesday, December 06, 2016 3:31 PM
To: Von Stetina, Deanne <DVONSTETINA@broward.org>
Subject: RE: Land Use Plan

Deanne,
My suggestions for the Land Use Plan are as follows:

Policy 3.6
Consider public art locations during the planning stage of projects in accordance with the Complete Streets Guidelines (Chapter 12, Page 50).

Section 2A
For an area to qualify as an Activity Center
Park Land and/or Open Space and/or Public Art must be included as a functional element.

Natural Resources Map
#77 Cultural Information Center can be deleted
Several new cultural centers have been established in Pompano Beach

Thanks,
Leslie



LESLIE FORDHAM, ADMINISTRATOR

BROWARD CULTURAL DIVISION, PUBLIC ART & DESIGN PROGRAM

100 S. Andrews Avenue, Fort Lauderdale, FL 33301

OFFICE 954-357-7532 | FAX 954-357-5769 | BROWARD.ORG/ARTS



Broward Cultural Division Public Art & Design Program is celebrating its 40th Anniversary in 2016.

The program is dedicated to enhancing the urban environment through the creation of commissioned works of art that create a “Sense of Place,” improve Broward County’s visual environment and advance the mission of County agencies within which the artworks are located.

Visit www.broward.org/arts/publicart to view the entire Broward Public Art collection (click on Public Art & Design Tour).

From: Blake Boy, Barbara
Sent: Wednesday, November 30, 2016 3:25 PM
To: Fordham, Leslie <LFORDHAM@broward.org>
Cc: Von Stetina, Deanne <DVONSTETINA@broward.org>
Subject: RE: Land Use Plan

Hi Leslie—

The Planning Council is the right place for the Broward County Land Use Plan. Please contact Deanne Von Stetina at x6690 to discuss the comments and we will then determine how to proceed.

Barbara

BARBARA BLAKE BOY, EXECUTIVE DIRECTOR
BROWARD COUNTY PLANNING COUNCIL
115 South Andrews Avenue, Room 307 | Fort Lauderdale, FL 33301
954.357.6982 (direct)

www.broward.org/planningcouncil

www.browardnext.org



“You can never plan the future by the past.” – Edmund Burke

From: Fordham, Leslie
Sent: Wednesday, November 30, 2016 3:17 PM
To: Blake Boy, Barbara <BBLAKEBOY@broward.org>
Subject: Land Use Plan

Hi Barbara,

The Cultural Division may have comments for the Land Use Plan. Is that something I would work with you on?

Thanks,
Leslie



Leslie Fordham, Administrator

Cultural Division, Public Art & Design Program
100 S. Andrews Avenue, 6th Floor
Fort Lauderdale, FL 33301
Office: (954)-357-7532
www.broward.org/arts



About Broward 100 - Celebrating the Art of Community

Broward 100 - Celebrating the Art of Community is a yearlong, community-wide celebration beginning in October 2014. Broward 100 will commemorate Broward County's centennial with bold, innovative art and performance projects that attract visitors and bring Broward residents together using the arts to creatively bridge, bond and build their communities. The celebration will be steeped in historical perspective and more importantly, will look toward the future. For more information, visit the [Broward 100](http://Broward_100) website or email broward100@broward.org

Excerpt from Internal City of Fort Lauderdale Correspondence Dated February 23, 2017 with County & Planning Council Staff Response:

If you take a look at slide 25, the number of flexibility units utilized from the combined City flex pool can only be consumed in 5,000-unit increments and approval must be obtained from BCPC and County each time the threshold is reached. We have approximately 18,000 combined flex units. Staff would prefer to obtain access to the overall unit pool by presenting a framework of areas where (with policy direction) we would want to guide the future growth; i.e. Downtown, South RAC, North-West RAC, Uptown, TOD-supportive corridors; generally areas that can benefit from appropriate development growth and contribute to more connected and sustainable neighborhoods, supported by a local and regional multi-modal network. As we have already seen a few projects can easily obtain and hold on to a significant portion of a 5000 unit pool in a relatively short time frame, and in this case the pool would be utilized by multiple areas not just the Downtown. We believe the DDA and other interested parties would also be supportive of this approach. However, we recognize we would also need to be ready to address associated infrastructure needs are addressed as part of that approach.

RESPONSE: The rule to allocate 5000 flex units at a time is an existing requirement for “unified flexibility zones,” which is a city-wide zone instead of the current numerous city subzones, and is proposed to carry over into the updated County Plan. The City may request the County Commission or Planning Council initiate an amendment to the Plan to delete the notation, based on data and analysis or for the County Commission to delete that requirement as part of the adoption hearing process. The letter from the City to the Planning Council as well as these responses will be noted and included in the second public hearing materials.

Please let us know your thoughts.

Generally, we also have concerns about the County Trafficways Plan dedication requirements and determining associated impacts. The proposal does not include a multi-modal level of service approach, and as it relates to attainable housing, the linkage between housing and transportation costs was not identified in the summary of key policies (H+T index).

RESPONSE: Additional information is needed regarding the City staff’s concerns with the Trafficways Plan. The Trafficways Plan has been utilized Countywide since the 1960’s and has saved taxpayers millions, possibly billions, of dollars in acquiring needed right of way through the land development process. Regarding a multi-modal level of service approach, the proposed County Plan does contemplate such an approach. This effort will include consideration of the housing/transportation connection. Proposed Policy 2.18.2 states:

POLICY 2.18.2 By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible “Activity Centers,” or municipal and county approved community redevelopment areas. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development. (f/k/a New Policy 108)

Climate Change Resilience

City staff echoes to the need to adapt and increase our resilience with the goal of reducing risk, avoiding economic losses, and improving community livability and the quality of our natural systems, but recommends including language regarding the increased incidence of tidal flooding.

STRATEGY CCR-1: Mitigate the effects of climate change by reducing greenhouse gas emissions by 2% per year.

City staff supports mitigating effects of climate change by reducing greenhouse emissions. The City applauds efforts to implement an electric vehicle infrastructure strategy, increasing renewable energy projects, and decreasing fuel consumption over all through review of the relationship of land uses to multimodal transportation.

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City staff supports the County's implementation strategies for increasing resilience. The City has included adopted language for Adaptation Action Areas into the Fort Lauderdale Comprehensive Plan and as a follow up, the City has designated eight areas of the City as Adaptation Action Areas in the Community Investment Plan.

City staff recommends the following regarding the implementation strategies:

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- Adaptation Action Areas should be expanded to include those areas with tidal flooding;
- Funding for adaptation projects should be enhanced and prioritized;
- Clarify "anticipated habitat transition zones" and expansion of those zones through land use changes; and
- Language regarding land use regulations limiting development in areas vulnerable to sea level rise should allow flexibility for innovative strategies such as amphibious housing.

RESPONSE: It is our understanding that the City has adopted its own Adaptation Action Areas (AAA), and there will be no prohibition of this as part of the updated Broward County Land Use Plan. AAA's do not have to be designated in the Broward County Land Use Plan. Strategies such as amphibious housing may be incorporated into AAA plans. It is anticipated that the County AAA criteria will be revised as sea level rise projections change.

STRATEGY CCR-3: Maintain adequate water supply through efficiency and conservation efforts and increase resilience of natural systems through water resource management.

City staff supports the need to preserve, protect, and enhance the sustainability of County water resources.

Targeted Redevelopment Vision

City staff also endorses a development strategy, which promotes the principles of "Smart Growth," which seeks to maintain and create desirable communities and neighborhoods.

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City staff supports Strategy TR-1.

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In reference to support of incentives to remove blight within Community Redevelopment Areas (CRAs) and similar areas, municipalities should continue to collect tax increment financing in order to eliminate blight and encourage redevelopment.

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The City staff supports and echoes the County's vision to support a full range of multi-modal transportation options necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy. The vision needs to clearly state that future planning includes a transition from vehicle-oriented development through a connected transit system that may also include commuter rail as further informed by municipal plans. Furthermore, City staff encourages more specific transportation strategies be developed for Activity Centers, with a focus on applying an urban context to the supporting analysis, and mitigating traffic through a comprehensive, connected, multimodal transportation network.

RESPONSE: The proposed County Plan vision section for multi-modal transportation does not conflict with the comments from the city staff above. Section 2 of the updated County Plan contains a number of general guidelines and criteria addressing mobility within Activity Centers. However, strategies for specific Activity Centers will continue to be informed by municipal goals and strategies. Last, please note the proposed updated County Plan contains the following policies regarding transportation analyses for Activity Centers:

POLICY 2.18.1 For Land Use Plan amendments, transportation impacts from development within designated or proposed and eligible "Activity Centers," or municipal and county approved community redevelopment areas, may be analyzed utilizing an Institute of Transportation Engineers (ITE) "urban infill area – person trip methodology." (f/k/a Revised New Policy 107)

POLICY 2.18.2 By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible "Activity Centers," or municipal and county approved community redevelopment areas. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development. (f/k/a New Policy 108)

STRATEGY MM-1: Make the Best Use of the Transportation Network to Move People, Goods and Services while Incorporating and Promoting Complete Streets Principles Where Appropriate

The City staff reiterates the following implementation strategy recommendations:

- Support Complete Streets features in roadways identified by the MPO Complete Street map and plans adopted by municipalities such as the Fort Lauderdale Connecting the Blocks Plan;
- Support demonstration/pilot projects based on nationally accepted standards like the National Association of City Transportation Officials (NACTO) guidebooks;
- Integrate supporting municipal and state Complete Streets and context sensitive project guidelines and resolve conflicts in County, State, and local Complete Streets policies;
- Work with partners in local, County and state transportation departments to incorporate resilience into locating, designing and construction of all Complete Streets projects;
- Support converting dilapidated/unused infrastructure like bridges, roadways, rail to alternate transportation modes like bike trails;
- Develop pedestrian crossing infrastructure and operation with pedestrian-cycle timing, recommendation for major corridors (identified by crash and other related data) and in accordance with local master plans;
- Incorporate artistic features in infrastructure projects, i.e. artistic bicycle racks, storm water sculptures, bio-swales, colorful pavement for mode distinctions rather than typical roadway striping, etc.;
- Protect and enhance supportive infrastructure such as shade and street furniture to create comfortable, walkable communities; and
- Prioritize modes in design of roadways according to context such as downtown streets and neighborhood streets.

STRATEGY MM-2: Recognize and Address the Transportation and Housing Connection to encourage mixed-use development

The City staff appreciates the revisions to add language to promote and support redevelopment and mixed use opportunities within and along major transportation hubs and corridors. City staff continues to recommend consideration of the following:

- Support land use regulations requiring bike facilities and supportive uses like showers and lockers for commercial developments; and
- Identify and incentivize various options for last mile of transit.

STRATEGY MM-3: Promote and Support a Sustainable Funding Source for Countywide Transit Needs

The City staff would like to offer the following recommendations:

- Consider equity in distribution of development fees in transportation projects;
- Fees collected for transit should be spent within a specified radius of the contributing project;
- The current Transit Concurrency System should be eliminated in exchange for a more sustainable and logical nexus-funding source;
- Develop a county-wide transportation plan looking at the future needs of the region; and
- Include funding consideration for community bus services.

RESPONSE: The issues raised above regarding concurrency and fees will be reviewed as part of a comprehensive update of the County’s Land Development Code, which is considered as a

portion of Phase II of BrowardNext. Staff is available to discuss, with the County's Transportation Department, current and future funding considerations concerning community bus services.

STRATEGY MM-4: Identify and Implement a Multi-Modal Level of Service Standard for Redevelopment Proposals

The City staff would like to offer the following recommendations:

- Apply multimodal level of service (LOS) standards Countywide, not just activity centers. Using uniform level of service standards on all transportation facilities will allow the County and municipalities to more comprehensively assess the impacts of development in activity centers and on neighboring areas;
- Work towards identifying measurable and attainable multimodal LOS thresholds that are context sensitive. Consider inclusion of national standards that would include local data more reflective of the different environments across the County;
- Clarify if methodologies will be developed through the County's Land Use and Transportation Elements; and
- Develop a methodology to apply a multimodal level of service standard based on by context and complete street typology.

World-Class Natural Resource Protection and Enhancement

City staff recognizes that natural resources are a great attraction for future development, redevelopment and protection of these natural resources support sustainability and quality of life for existing and future residents.

STRATEGY EP-1: Protect and enhance the shoreline and natural waterways of Broward County.

City staff supports Strategy EP-1.

STRATEGY EP-2: Create a countywide water management/flood protection plan.

City staff recommends the following:

- Clarify the implementation strategy that would require minimum crown elevations for roads based upon projected sea level rise. Does this mean elevating the crown of roadways above ground floor of existing buildings?

RESPONSE: The County is currently preparing sea level rise projection maps which can be used to address impacts to public infrastructure. Stakeholders and interested parties will be fully included in this effort. A link to the February 7, 2017 County Commission agenda item is below:

http://205.166.161.204/agenda_publish.cfm?id=&mt=ALL&get_month=2&get_year=2017&dsp=agm&seq=23714&rev=0&ag=528&ln=92593&nseq=&nrev=&pseq=&prev=#ReturnTo92593

STRATEGY EP-3: Preserve and protect Broward County's natural environment through well-planned patterns of growth and development.

City staff supports Strategy EP-2.

STRATEGY EP-4: Provide recreation and open space areas which serve the diverse interests of both residents and visitors and that are compatible with the tropical and resort character of Broward County.

City staff supports maintaining minimum level of service standards for parks. In addition, City staff recommends the following:

- New regional parks should be considered in Regional Activity Centers. In particular, consideration should be given to development of new regional parks located near Downtown population centers, where a greater need exists based on density.

STRATEGY EP-5: Protect Broward County's historical, archaeological and paleontological resources.

City staff supports continued coordination between the County and Fort Lauderdale's Certified Local Government (CLG) program in that the County continues to perform archaeological reviews and comments on archeological sites identified by the County within the City of Fort Lauderdale.

STRATEGY EP-6: Prioritize and support the food system planning efforts of Broward County and its municipalities.

City staff supports food systems planning and ensuring equitable access to healthy foods, especially in under-served communities.

City staff recommends the following:

- Clarify how municipalities would implement food-to-table strategies, and if County partnerships or programs would be available to help initiate place-based tools for creating local connections and positive change in under-served communities.

Attainable Housing Vision

The Vision lacks specific focus on attainable housing for the workforce; those essential workers necessary for a community to thrive, feel safe, and service the community (i.e. police, firefighters, teachers, nurses, medical personnel, government employees). In addition, the City of Fort Lauderdale staff echoes the concerns regarding the linkage of affordable housing to low-wage service sector employers, and the need to include a methodology that would not cluster affordable housing in cities with the highest number of affordable housing units. City staff also recommends utilizing the Housing and Transportation (H+T®) Affordability index, providing a more comprehensive understanding of affordability by taking into account the cost of housing as well as the cost of transportation.

STRATEGY AH-1: Support sustainable funding sources to develop and/or rehabilitate attainable housing.

The City staff has concerns regarding distribution of funds for attainable housing projects. The City staff recommends the following:

- Reimbursement to the City for attainable housing activities including construction and rehabilitation. This recommendation is based upon HUD's Affirmatively Further Fair Housing policies regarding the concentration of affordable/low income housing in certain areas of each municipality. Based upon the City's knowledge of the community, the City can best ensure affordable/low income housing is well distributed.

RESPONSE: The proposed County Plan focuses on regional needs for affordable housing, of which moderate and workforce housing is an important component. There are also critical needs for low and very low income housing. The updated County Plan does not require the clustering of affordable units within specific areas or municipalities. As proposed, the County Plan identifies a standard affordable housing methodology be used as part of the County land use plan amendment process, but does not prohibit other methodologies or information from also being considered. The updated County Plan also provides for affordable housing density

bonuses, not tied to the use of “flex units,” which would be subject to municipal authorization. Identification of a sustainable funding source or sources is highlighted as goal of the update Plan, and a unified effort by municipalities, the business community, non-profits, and other stakeholders, as well as the County, will be needed to achieve success.

STRATEGY AH-2: Support private, non-profit, and governmental sector development of housing which utilizes construction techniques affording significant costs savings, while meeting the Florida Building Codes, including resiliency to hurricane-level storms.

In regard to utilizing construction techniques that afford significant cost savings, each municipality should determine the type of development and construction appropriate for the community.

STRATEGY AH-3: The Broward County Land Use Plan shall include an Attainable Housing Density Bonus Program, including promoting a supply of smaller, traditionally attainable units, such as efficiency/studio occupancy units.

The City staff supports a density bonus program. Specific strategies should be developed that provide options to essential workers such as first time home purchasing assistance, rental assistance, and housing-transportation connections. Additionally, rental and ownership attainable housing strategies should be addressed separately in order to speak to the unique challenges presented under both options.

Strategy AH-4: Municipalities should adopt a comprehensive strategy to ensure a sufficient supply of attainable housing to help meet the needs of our population and economy.

The City staff concurs that municipalities should adopt comprehensive strategies to ensure sufficient supply of attainable housing. However, municipalities that are participating as US Housing and Urban Development (HUD) and State Housing Initiative Partnership (SHIP) entitlement jurisdictions should be waived from the requirement of additional attainable housing strategy preparation.

Disaster Planning and Post-Disaster Redevelopment

City staff supports the County's efforts to reduce or eliminate the long-term risk to life and property from hazardous events. City staff echoes the need for planning and redevelopment strategies that address potential obstacles that would support a sustainable community after a major disaster.

STRATEGY DP-1: Develop and implement a Countywide Long-Term Recovery and Redevelopment Strategy

City staff supports Strategy DP-1.

STRATEGY DP-2: Support incentives to purchase and/or redevelop Repetitive Loss Properties to reduce future property claims and losses.

City staff applauds the revision to include use of public funds for infrastructure expansion or improvements within the Coastal High-Hazard Area when they are necessary to enhance hurricane evacuation clearance times or to mitigate the effects of sea level rise. However, Policy 2.12.5 and DP-2 Implementation strategies should be revised to ensure funding could be provided in Coastal High-Hazard Areas and Coastal Storm Areas for recreational and maritime activities such as the water trolley and water taxi.

RESPONSE: Policy 2.12.5 reflects an existing County Comprehensive Plan policy that is proposed to be modified to provide additional flexibility to include repair or updating of existing

infrastructure. Additional information is needed to consider activities such as the water trolley or water taxi. Staff is available to discuss with city staff.

STRATEGY DP-3: Maintain and update the County’s Disaster Housing Strategy

City staff has continuing concerns about implementation strategy language that suggests using municipal recreation and open spaces for temporary housing. This conflicts with current emergency plans which state that municipal parks will be used as sites for emergency food distribution. In addition, there is no infrastructure in municipal parks for housing such as water and sewer systems.

City staff recommends the following:

- Review the need for emergency food distribution and appropriate infrastructure in policies regarding placement of temporary housing in municipal park and open space areas; and
- Consider potential partnerships with hoteliers and other related agencies to support temporary housing options.

RESPONSE: The proposed Plan would not require the use of municipal open spaces for emergency housing. An amendment to the County Plan would be needed to compel such use as part of the County Plan, and such a policy is not being proposed. Municipal disaster housing strategies are currently relied on to implement local housing disaster plans.

STRATEGY DP-4: Manufactured and modular housing that meets the requirements of the Florida Building Code should be permitted within Broward County.

City staff continues to recommend reviewing how the use of manufactured and modular housing would compare to site built housing in areas with existing mobile homes. As example, how would the County and municipalities regulate zoning requirements i.e. setbacks, permeable areas, etc. with the placement for manufactured and modular housing on former mobile home sites?

STRATEGY DP-5: Residential densities within mandatory hurricane evacuation zones shall not negatively impact the hurricane evacuation clearance standards.

City staff continues to acknowledge that consideration of the impacts of land use plan amendments should be scrutinized as to how any newly proposed residential or hotel uses within hurricane evacuation zones will impact hurricane evacuation clearance times and emergency shelter capacities.

Renewed Intergovernmental Partnership Coordination

The City staff supports the intent of enabling municipalities to efficiently and effectively address local planning issues, while protecting County-wide and regional policy priorities where needed.

STRATEGY IG-1: The Broward County Land Use Plan, including its review and approval process, will be streamlined to enhance focus on regional planning issues.

The City staff supports implementation strategies to streamline regional planning issues and recommends creating thresholds and a call up system for projects that require a Broward County Land Use Plan Amendment.

STRATEGY IG-2: Enable municipalities to modify their land use plans to address municipal-level issues without the need for County approval.

The City staff recommends allowing municipalities to determine how remaining flex units are distributed within their own municipality, considering local strategies for mixed-use development,

planned infrastructure and transportation improvements, economic development focus areas, and climate adaptation areas. In addition, municipalities should be permitted to adopt "Transfer of Development Right" programs without the need for County approval.

RESPONSE: Proposed Policy 2.34.1 of the County Plan specifies 8 criteria necessary to qualify as a Transfer of Development Rights (TDR) program. The criteria address standards commonly included as part of TDR programs, as well as additional criteria in the County interest that speak to the barrier island and municipal interests that require notification of adjacent municipalities when establishing a TDR "receiving area."

STRATEGY IG-3: Maintain and enforce an effective and efficient countywide development and environmental review and enforcement programs.

City staff supports the implementation strategies to streamline County platting procedures.

Again, thank you for the opportunity to comment and make recommendations through the #BrowardNext process.