



The City of Coral Springs

Comprehensive Plan Goals, Objectives, and Policies

Adopted December 16, 2008

TABLE OF CONTENTS

1.	Introduction.....	1-1
2.	Future Land Use Element.....	2-1
3.	Transportation.....	3-1
4.	Public School Facilities Element.....	4-1
5.	Not Used	
6.	Housing Element.....	6-1
7.	Utilities Element	
	a. Sanitary Sewer Sub-Element.....	7A-1
	b. Solid Waste Sub-Element.....	7B-1
	c. Drainage Sub-Element.....	7C-1
	d. Potable Water Sub-Element.....	7D-1
	e. Natural Groundwater/Aquifer Recharge Protection Sub-Element...	7E-1
8.	Conservation Element.....	8-1
9.	Recreation and Open Space.....	9-1
10.	Intergovernmental Coordination Element.....	10-1
11.	Capital Improvements Element.....	11-1
12.	Economic Development Element.....	12-1
13.	Public Participation.....	13-1

Comprehensive Plan Map Series

INTRODUCTION

This document contains the adopted text of the Coral Springs Comprehensive Plan current through the 2008 Capital Improvement Element Amendment. These portions of the Plan are adopted by ordinance after Coral Springs City Commission and Florida Department of Community Affairs approval consistent with the requirements to Chapter 163, Part II, Florida Statutes. The Data and Analysis sections of the Plan are not adopted, and therefore, are not included in this document.

The adopted sections of the Coral Springs Comprehensive Plan include each element's goals, objectives, and policies, the Future Land Use Plan Implementation Requirements, Public Participation procedures and Comprehensive Plan Map Series. All adopted text included in this document and the Comprehensive Plan Map Series are included in the City's 2005 Evaluation and Appraisal Report.

PLAN IMPLEMENTATION REQUIREMENTS

I. INTRODUCTION

The Future Land Use Element describes the appropriate location for future land uses and promulgates the policies regulating the location and development of all land uses. It also sets forth the density and intensity of land uses appropriate for all locations within the City.

This element is one of the most important elements in the city's Comprehensive Plan. It articulates the Goals, Objectives, and Policies of other elements in the form of specific land use policies.

All land development regulations in effect subsequent to the adoption of this plan must be consistent with the Comprehensive Plan. In addition, the Future Land Use Plan Map must be consistent with the policies contained in all elements of the City's Comprehensive Plan. The Coral Springs Municipal Code shall rely upon the Plan for its rational basis.

For the City of Coral Springs Comprehensive Plan, the short term planning horizon shall be 2013 and the long term planning horizon shall be 2020 unless otherwise noted in other elements of the Comprehensive Plan.

II. Plan Structure and Organization

Land Use Categories

The Coral Springs Future Land Use Plan Map is broken down into nine (9) functional areas, or categories. In principal the categories provide the framework for organizing the functional areas of the City, including the living, working, shopping and public places, in a manner consistent with the policies articulated in this specific element and all other elements of the Plan.

The Land Use categories include Residential; Commercial; Industrial; Employment Center; Local Activity Center; Recreation and Open Space; Canal, Lake and Drainage; Community Facilities; and Transportation. The residential land use category is further divided into four sub-categories based upon the density ranges shown in Table 1.

TABLE 2 LAND USE CATEGORIES

- I. Residential: Density determined by gross acre
 - A. Low - 0-1.99 dwelling units per acre
 - B. Moderate - 2.0-7.99 dwelling units per acre
 - C. Medium - 8.0-20.00 dwelling units per acre
 - D. High - 20.01-40.00 dwelling units per acre
- II. Commercial
- III. Industrial
- IV. Employment Center
- V. Local Activity Center
- VI. Recreation and Open Space
- VII. Community Facilities
- VIII. Canal, Lake and Drainage Area
- IX. Transportation

Zoning Districts

The City's land development regulations will be used as the regulatory devices to implement the Comprehensive Plan. Chapter 25 in the City's Land Development Code lists the City's zoning regulations. This chapter divides the City into districts within which regulations uniformly govern the specific use, placement, spacing and size of land and buildings so that each district may be clearly distinguishable yet compatible with adjacent areas.

Zoning establishes the intensity and character of development within the living, working, shopping and public spaces (Land Use Categories). Thus, the zoning districts are the basic building blocks used to organize the aesthetics and design of the City, consistent with the goals, objectives and policies of this specific element and all other elements of the Plan. It is important that zoning districts shall implement the land use character policies of the Comprehensive Plan from standpoints of location characteristics, land use compatibility and intensity relationships.

Table 3 presents a comparison of the land use categories and the existing zoning districts.

FUTURE LAND USE ELEMENT

**COMPARISON OF CORAL SPRINGS AND BROWARD COUNTY LAND USE
CLASSIFICATIONS AND CORAL SPRINGS ZONING DISTRICTS
TABLE 3**

CORAL SPRINGS LAND USE PLAN		BROWARD COUNTY LAND USE PLAN		CORAL SPRINGS ZONING CODE	
Land Use Class	Density Per Gross Acre	Land Use Class	Max. Density Aggregated by Flex. Zone	Districts	Average Density Gross Acre
Res. Low	0 – 1.99	Low	1	RS-1	0.5
Moderate	2.0 – 7.99	Low (2)		RS-3	2.5
		Low (3)	3	RS-4	2.8
		Low (5)	5	RS-5	4.5
		Low Med.	10		
				RS-6	5.6
				RC-6	6.0
				RD-8	7.2
Medium	8.0 – 20.00	Medium	16	RD-8	7.2
				RC-12	12.0
				RC-15	15.0
				RM-15	15.0
				RM-20	15.0
High	20.01 – 40.00	Med-High	25	RM-30	25.5
		High	50	RM-40	35.0

FUTURE LAND USE ELEMENT

**COMPARISON OF CORAL SPRINGS AND BROWARD COUNTY LAND USE
CLASSIFICATIONS AND CORAL SPRINGS ZONING DISTRICTS
TABLE 3(Continued)**

CORAL SPRINGS LAND USE PLAN	BROWARD COUNTY LAND USE PLAN	CORAL SPRINGS ZONING CODE	
		Nature of District	District
Commercial	Commercial	Neighborhood	B-1
		Community	B-2
		General	B-3
Industrial	Industrial	Industrial Commercial	IC
		Industrial Research & Development	IRD
Employment Center	Industrial	Employment Center	EC
Local Activity Center	LAC	*pending downtown zoning district(s)	
	RAC		
Rec. and Open Space Public Quasi Public	Rec. and Open Space Commercial Rec.	Parks & Rec	P
		Golf Course	GC
Community Facilities	Community Facilities	Community Facilities	CF
		Medical	MC
		Special Utility	SU
		General Utility	GU
Canal, Lake & Drainage Area	Adjacent Zoning District	Adjacent Zoning Dist.	
Transportation	Transportation	Adjacent Zoning Dist.	

III. IMPLEMENTATION REGULATIONS AND PROCEDURE

A. Development Review Requirements

The City of Coral Springs may grant an application for a development permit consistent with the Coral Springs Future Land Use Plan Map when it has determined that the following requirements are met:

1. Transportation, public school facilities, recreational, drainage and flood protection, potable water, solid waste and sanitary sewer public facilities and services will be available to meet established level of service standards, consistent with Chapter 163.3202(g) Florida Statutes and the concurrency management policies included with Goal 8.00.00 of the Broward County Land Use Plan.
2. Local streets and roads will provide safe, adequate access between buildings within the proposed development and the trafficways identified on the Broward County Trafficways Plan prior to occupancy.
3. Fire protection service will be adequate to protect people and property in the proposed development.
4. Police protection service will be adequate to protect people and property in the proposed development.
5. School capacity, school sites and school buildings will be adequate to serve the proposed development.
6. Development does not include a structure, or alteration thereof, that is subject to the notice requirements of Federal Aviation Regulations (FAR), Part 77, Subpart B, unless the Federal Aviation Administration issues, or has issued within the previous ninety (90) days, a written acknowledgement that said structure or alteration would not constitute a hazard to air navigation and does not require increases of minimum instrument flight altitudes within a terminal area, increases to minimum obstruction clearance altitudes, or any other operational modifications at any existing airport as described in FAR Part 77.21(c)(2).
7. Compliance with the Municipal Code and Land Development Code of the City of Coral Springs.
8. City approved and accepted architectural and engineering design concepts are maintained.
9. The aesthetic character of the City of Coral Springs is maintained.
10. To the extent feasible, the development is environmentally sustainable.

B. Coral Springs Platting Requirements

The City of Coral Springs shall not grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat including the parcel or parcels of land has been approved by the Broward County Commission

and recorded in the official records of Broward County subsequent to June 4, 1953.

C. Monitoring and Enforcement Procedures for the Coral Springs Future Land Use Plan Map

The City of Coral Spring shall prepare and transmit to the Broward County Planning Council the information listed below within time periods as specified.

1. A monthly report of all new or amended land development regulations or a new or amended Land Development Code, including changes of zoning districts.
2. A monthly summary of all building permits.
3. A monthly summary of all permits issued for demolition of buildings.
4. A monthly summary of all certificates of occupancy.
5. A yearly summary regarding allocation of acreage proposed for commercial uses within lands designated residential utilizing the "5% of Residential Land Use" flexibility provisions of the Broward County Land Use Plan as described within the Permitted Uses subsection of this Plan.

D. Amendments to the Broward County and Coral Springs Land Use Plans

1. Requests for Amendments to the Coral Springs Future Land Use Plan Map

The City shall submit to the Broward County Planning Council for certification of all proposed amendments to the Coral Springs Future Land Use Plan Map. A proposed County amendment must be adopted by the County Commission and certified by the Planning Council prior to final adoption by the City. A proposed local amendment to the City's Plan must be certified by the Planning Council.

2. All amendments to the Coral Springs Future Land Use Plan Map shall be adopted in the manner prescribed by the Growth Management Act of 1985 and other applicable provisions of law.

III. OVERVIEW OF SUPPORT MATERIALS FOR FUTURE LAND USE ELEMENT

As of January 2008, the City of Coral Springs is essentially build-out with only 190 acres of previously undeveloped vacant land. The future of any growth in Coral Springs will be primarily through redevelopment and revitalization. Necessary citywide increases in dwelling units will be accommodated on previously developed properties of which 233 acres has been identified. 138 acres are in the mixed use downtown Coral Springs where residential, office, retail and community facilities developments are being coordinated with transit to reduce the burden on roadways and utilities typical of suburban sprawl. Outside the downtown, redevelopment for increased employment will occur in the Corporate Park and in commercial land uses along arterials. Demolitions of existing larger commercial buildings occurred in 2007, the first in the City's forty-four year history.

A. Existing Land Use Data

Existing Land Use Map

The Existing Land Use Map (Map 2-2) is an overlay on the Future Land Use Map Plan showing vacant parcels and parcels with demolished facilities ready for redevelopment. No differences exist between the land use designations on the two maps. For purposes of the map, "vacant land" is defined as a property without an existing building and without an approved building permit for construction of a new building. "Redevelopment land" is defined as previously developed property where the existing building has been demolished or the facility has abandoned its use, such as a golf course.

Existing Land Use in Table 1

The Existing Land Use table specifies the amount of acreage dedicated to each land use, the amount of vacant in that category and the amount of acreage currently developed under the specified land use.

Existing Land Use

The City has remained very consistent in land use with less than 1% of existing uses not developed as the land use category in which the development is located. All of the uses are permitted in the City's Future Land Use Element and are primarily community facilities (religious institutions, private schools and government) in residential and commercial land use categories. Twenty (20) acres of commercial land has been utilized for residential use under the City's use flexibility. Through conditional use approved late in 2007, two and one-half (2.5) acres of commercial land will become a permanent wetland. Nine acres of high density residential is still utilized as quasi-public recreation and open space. These facilities and uses result in a reduction of residential and commercial acreage in table 4-1.

Lost Acres to Other Uses in Land Use Categories: Table 4-1

FUTURE LAND USE ELEMENT

Land Use	Acres	Reduction in Available Acres
Residential Moderate	3.0	0.05%
Residential Medium	4.9	0.20%
Residential High	9.0	4.83%
Commercial	82.8	7.10%

Vacant Land

Most of the vacant land as of January 3, 2008 has already begun the application process for site plan approval or the issuance of a building permit. These uses include warehouse facilities in the Corporate Park and new retail shopping centers or buildings in various commercial locations. The modest amount of remaining vacant land in the City is confined to infill parcels. Many of these parcels are scattered throughout the City's residential areas without any pattern. If the land remains vacant, the situation would be acceptable to the neighborhood although tax revenues would not be at the maximum.

Redevelopment

During the last three years, the three properties listed below have been become redevelopment with the demolition of existing buildings or facilities. Redevelopment is illustrated as developed land on the Existing Land Use Map. Redevelopment is a relatively new in the City of Coral Springs and the City has a CRA for its downtown area.

1. Former Publix Super Market on the northeast corner of Sample Road and University Drive in the LAC;
2. Former Warehouse on the northeast corner of Sample Road and NW 124th Avenue in the Corporate Park;
3. Former Broken Woods Golf Course located to the northeast of Sample Road and University Drive.

Hawk's Landing Shopping Center on the southwest corner of Wiles Road and US 441 was demolished in 2007. A new Supertarget, strip retail and out parcels development is under-construction in January 2008.

Designated Areas of Critical State Concern

No designated areas of critical state concern exist in Coral Springs.

Existing Dredge Spoil Disposal Sites

No existing dredge spoil disposal sites are located in Coral Springs

B. Land Use Analysis

Availability of Facilities and Services

The City of Coral Springs has met its concurrency requirements at the established levels of service for transportation, public school facilities, sanitary

sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge elements. Development on existing vacant land and redevelopment that will increase levels of service must meet the concurrency requirements.

Existing Vacant or Undeveloped Land

The City has a total 166 acres of vacant land. The developable parcels have no historic resources, natural resources, topography or soils that would prohibit the development of the land. The targeted redevelopment land in the former Broken Woods Golf Course includes wellfields. During any future redevelopment of this site, the owners must protect the wellfields as required by local and state regulations.

General Land Use Patterns

City of Coral Springs land use patterns are based primarily on the grid of major arterials spaced generally one mile apart in northwest Broward County. The intersections of the arterials and Sawgrass Expressway provide the major locations for retail commercial development. Strip commercial and multi-family developments line the arterials between major intersections. Single family homes are located behind the arterial development and frequently include a central open space such as a golf course, park or lake. Most of the mile square blocks include at least one public school and one City park. Significant community facilities such active recreation and performing arts are linked by Coral Springs Drive. The industrial uses are restricted to one square mile adjacent to the Sawgrass Expressway. The primary medical facilities and offices are located in the center of Coral Springs and adjacent to the downtown area. See the Transportation Element for more analysis of land use related to arterials.

Accommodation of Projected Populations

The majority of future population growth will occur on previously developed land through increased on-site density of dwelling units. The City requires 4,549 units by 2030. "Population Projections Tables 5-1," "Dwelling Unit Projections and Land Use Table 5-2" and "Options for Dwelling Unit Projections Table 5-3" show the required development and acreage to accommodate residential growth.

Current land use generally distributes the high and moderate density areas with apartment buildings, townhouses and zero lot-line developments along the arterials. Low and medium density areas with single family homes and duplexes are behind the arterials. The highest density developments in the City are located on parts of Riverside Drive, Royal Palm Drive and Sample Road. In 2006, the City had 47,561 dwelling units of which 28, 214 were single family homes.

In the next ten years, new residential development is projected to be built on vacant land, in Downtown Coral Springs and in redevelopment of property

FUTURE LAND USE ELEMENT

throughout the City including golf courses. These are detailed in the tables below.

Land for Potential Residential Use: Table 5-1

Vacant Land (Outside the LAC)

Category	Properties	Acres	Potential Dwelling Units
Resid. Low Density	7	10	7 (The Hills only)
Resid. Moderate Dens.	45	14	45 (Placida and Misc.)
Resid. Medium Density	21	20	289

Land for Redevelopment (Outside the LAC)

Type	Properties	Acres	Potential Dwelling Units
Quasi-Public Golf	2	84	300-600 (Broken Woods Golf Course)
Resid. Medium Density	5	2	34 (Broken Woods Entry and Tennis Courts)
Resid. High Density	1	9	168 (Country Club Golf Course Club House Site)

Mixed Use Redevelopment in LAC

Type	Lots	Acres	Permitted Dwelling Units
LAC	N/A	138	1,620 (As per DDRI)

In the later years of the projected growth, increased residential density will be required. New units will replace existing sub-standard apartments and commercial buildings. This density will be concentrated on the arterials and commercial intersections in order to facilitate transit concurrency and to preserve the quality of life in the residential moderate land use with its single-family homes.

Quality of Life with New Density

To prepare for a high quality of life with new densities, various new Goals, Objectives and Policies have been added to the Comprehensive Plan. These include the following:

- Protect open space provided by golf courses during future redevelopment (Policy 7.1.5),
- Coordinate the development of bikeways and pathways with higher density living (Policy 11.1.1),
- Development of downtown design guidelines with new urbanism principles to enhance the pedestrian environment (Policy 6.5.5),
- Review new development for sustainable practices and construction (Policy 15.1.1)

The Land Development Code was substantially modified in 2007 to regulate redevelopment. Other recent land development regulations include public art, sustainable building techniques and landscapes.

Accommodation of Commercial Development

The majority of future commercial facility growth will occur on previously developed land, yet 53 acres of vacant commercial land exists. These parcels will be developed as shopping centers or small office buildings. At existing use rates of one square foot of building for every one square foot of land (ratio of 1 to 4), the assumed development would be 577,000 square feet. The majority of use will be retail.

The City will maintain its current commercial pattern of major developments at the intersections of arterials and smaller strip commercial buildings adjacent to the arterials with master parking. Large commercial and future mixed use redevelopment will remain at the major intersections such as West Sample Road and University Drive, Atlantic Avenue and University Drive, West Sample Road and US 441, Coral Ridge Drive and the Sawgrass Expressway, and University Drive and Sawgrass Expressway. The City has approximately 9.9 million square feet of commercial building space.

The City has a surplus of commercial facilities in services, retail and restaurants to accommodate today's and tomorrow's residential population. The surplus is due to the regional use of the Sawgrass Expressway and US 441. Together with the Coral Square Mall, retail development has been targeted for shoppers in all of NW Broward County.

Commercial properties for employment have been growing with several two-story office condominium developments, medical office buildings and one class-A mid-rise office building as part of Coral Springs Downtown development. Most future space for employment in offices will occur in the new Downtown with a projection of 2,000,000 gross square feet.

Accommodation of Industrial Use and Employment

The majority of future industrial facility growth will occur on previously developed land in the Corporate Park. The Corporate Park has approximately 2.7 million square feet of industrial building space. The majority of new facilities are large warehouses with a very low number of employees per square foot. Removing these facilities from the vacant land totals, the Corporate Park has 83 remaining vacant acres. Current development is one square foot of building for every three square feet of land (ratio of 1 to 3). The city has a potential increase of 1,191,000 square feet of building in the Corporate Park. (The existing land use data does not reflect significant pending applications for site plan approval

currently under review by City. These parcels appear as vacant land on the Existing Land Use Map.)

Changes to the Future Land Use Element will modify the Industrial Land Use and Permitted Uses in order to enhance the possibility of facilities with high employee to square foot ratios. The new mix of uses will make the Corporate Park competitive to attract new employers and result in a diversity of employee incomes that match the residential diversity of the City, thereby supporting the residential neighborhoods. These residents will have an enhanced quality of life with reduced commuting time and increased opportunities for the use of short bus or bike rides, therefore reducing the traffic on major arterials in Coral Springs and Broward County. The land is located south of NW 39th Street in the Corporate Park and around the edge on Sample Road and Coral Ridge Drive have been targeted for this type of new redevelopment on properties with low-density, older buildings.

Redevelopment of Blighted Areas of the City

In 2001, the City of Coral Springs established the Community Redevelopment Agency to redevelop and revitalize the original commercial center of Coral Springs built in the 1960s & 1970s in proximity to the intersection of West Sample Road and University Drive. Coral Spring's first shopping mall had been abandoned. The smaller strip commercial centers were in disrepair and could not generate sufficient rental income to support renovation.

The City created a Community Redevelopment Agency that developed plans for 138 acres near the intersection of West Sample Road and University Drive. The plans called for the consolidation of properties that would permit the construction of a mixed use retail, office and residential zone with strong pedestrian amenities. The plan incorporated the existing the abandoned shopping mall as a junior and senior high school with a newly constructed Broward County regional library.

In 2005, the Development Order for the City of Coral Springs Downtown Development of Regional Impact (DDRI) was approved and adopted. In August 2005, the first redevelopment project broke ground within the 138-acre downtown area. Completed in 2007, One Charter Place is a 95,000 square-foot, four-story, Class A office building surrounded by a freestanding bank, parking garage and retail structures.

Regeneration of older buildings has been supported through Community Development Block Grants and a façade grant program that will lead to the improvement of 500 linear feet of strip shopping center by mid-2008.

The Community Redevelopment Agency has a 20-year timeline on the tax increment funding (TIF) and has targeted the completion of significant build-out by the mid 2010s.

Flood Maps

As nearly all future land use is redevelopment, no additional negative impacts on flooding should occur in the City of Coral Springs. Redevelopment will lead to improvements in any substandard property development regarding flooding disasters.

Dredge Soils

No dredge soil sites exist in the City.

Existing or Future Hazard Mitigation Report

The City shall coordinate with Broward County on any hazard mitigation to be consistent with local, regional and state regulations.

C. Future Land Use Plan Map

Future Land Use Plan Map

The future land use is reflected on the City's Future Land Use Plan Map. The map is updated from time to time based on changes to the land use of the City. A Comprehensive Plan Amendment is required to change a use on the map.

Future Land Use in Table 1

The Future Land Use table specifies the amount of acreage to be dedicated to each land use.

D. Discouraging the Proliferation of Urban Sprawl

As the City is essentially built-out, the City has no method to create more urban sprawl proliferation. No agricultural use remains and the natural areas are protected.

The City recognizes that it is part of the existing urban sprawl of Broward County. As a result, all significant comprehensive plan amendments are designed to mitigate that sprawl pattern by increasing density in selected mixed-use, pedestrian areas with transit connection and increasing the possibility of employment in Coral Springs. Consolidated facilities, services and employment for the residents of Coral Springs will reduce the hours traveled by automobile. The DDRI permits this mixed-use development in downtown Coral Springs with the LAC land use.

As an urban area, the City is addressing concerns of sustainability through new policies and land development regulations to encourage sustainable development.

E. Nonresidential Intensity Standards

FUTURE LAND USE ELEMENT

In compliance with Section 163.3177(6)(a), Florida Statutes, the City has adopted Floor Area Ratio (FAR) as a standard for use in establishing a measure to calculate the impacts of proposed nonresidential land use amendments and the City's ability to serve the proposed amendment. For these purposes, FAR is defined as follows: "the gross floor area of all buildings or structures on a plot of land divided by the total plot area."

The FAR will be measured using the City's Flexibility (Flex) Zones. The FAR will be calculated by applying the maximum FAR to each Flex Zone by land use. Individual developments may exceed the maximum FAR for that nonresidential land use, but the FAR maximum for the entire Flex Zone will assure that the City of Coral Springs can provide services to the proposed amendment. The City will monitor this information on intensities by Flex Zone.

The following table summarizes the FAR maximums for each nonresidential land use for each Flex area:

Intensity Standards for Nonresidential Land Use Categories

NONRESIDENTIAL LAND USE	MAXIMUM FAR PER FLEX ZONE
Commercial	2.0
Community Facilities	2.0
Industrial	2.0
Recreation and Open Space	2.0

CURRENT FLOOR AREA RATIOS BY FLEX ZONE AND LAND USE

Flex Zone 26	Average
Commercial	0.238
Industrial	0.000
Recreation	0.000
Community Facility	0.108

Flex Zone 37	Average
Commercial	0.230
Industrial	0.000
Recreation	0.003
Community Facility	0.147

Flex Zone 29	Average
Commercial	0.426
Industrial	0.000
Recreation	0.011
Community Facility	0.011

Flex Zone 38	Average
Commercial	0.376
Industrial	0.000
Recreation	0.003
Community Facility	0.203

Flex Zone 30	Average
Commercial	0.148
Industrial	0.126
Recreation	0.015
Community Facility	0.094

Overall Average	Average
Commercial	0.290
Industrial	0.021
Recreation	0.008
Community Facility	0.114

FUTURE LAND USE ELEMENT

Flex Zone 31	Average
Commercial	0.322
Industrial	0.000
Recreation	0.013
Community Facility	0.123

NOTES

- 1. 484121040260 Commercial 2.97 due to the business related parking having a Medium Residential designation
9900 W. Sample Road*
- 2. 484121030260 Commercial 1.88 FAR LaQuinta due to business related parking having a Medium Residential designation*
- 3. 484113012632 Commercial 1.83 however it will be reduced when the Super Target is complete*

FUTURE LAND USE ELEMENT

EXISTING AND FUTURE LAND USE: TABLE 1
January, 2008

LAND USE CATEGORY	# Dev. Exist.	% Total Dev.	% Dev.	#Vacant*	#Total Future	% Total Future
	Acres	Acres	Acres	Acres	Acres	Acres
RESIDENTIAL						
LOW (0-1.99 du/ac)	460	3%	98%	10	470	3%
MODERATE (2.0 - 7.99 du/ac)	5,814	38%	100%	14	5,828	38%
MEDIUM (8.00 - 20.00 du/ac)	1,765	12%	99%	22	1,787	12%
HIGH (20.01- 40.00 du/ac)**	177	1%	95%	9	186	1%
TOTAL RESIDENTIAL	8,216	54%	99%	55	8,271	54%
LOCAL ACTIVITY CENTER***	138	1%	100%	0	138	1%
COMMERCIAL	1,112	7%	95%	53	1,165	8%
INDUSTRY	344	2%	81%	83	427	3%
EMPLOYMENT CENTER	0	0%	0%	0	0	0%
RECREATION & OPEN SPACE						
PUBLIC	740	5%	100%	0	740	5%
QUASI PUBLIC	415	3%	100%	0	415	3%
COMMUNITY FACILITIES						
ES, MS, HS, PS, CU	695	5%	100%	0	695	5%
A, M, R	129	1%	94%	8	137	1%
U	155	1%	100%	0	155	1%
CANAL, LAKE & DRAINAGE AREA	1,249	8%	100%	0	1,249	8%
TRAFFIC CIRCULATION	1,983	13%	100%	0	1,983	13%
TOTAL ACRES	15,176	99%	99%	199	15,376	100%
Total Square Miles					23.93	

SOURCE: City of Coral Springs Community Development Division Land Data Record System and GIS

Notes:

* Vacant is defined as property without improvement and without an active building permit. Some land in the City have approved site plans or site plans in process, but these are listed as vacant.

** High Density Residential includes nine (9) vacant acres. In other tabulations, these acres are considered redevelopment with current use as Quasi-Public Recreation and Open Space

*** Local Activity Center considered vacant until redeveloped.

Some of the percentages may not add up to 100% due to rounding up/down of numbers.

Industrial calculated per AutoCAD area/object command ACAD R14 (1/99 rights-of-way not included assumption 22 acres rights-of-way within R&D Park

3-CPA-02 changed 19.03 acres from Rec & Open Space to CF-HS

FUTURE LAND USE ELEMENT

4-CPA-02 changed 2.7 acres from Commercial to Rec & Open Space
 1-CPA-03 changed 3.9 acres from vacant IRD to CF-A
 2-CPA-03 changed 11.36 acres from Commercial to Rec & Open Space
 3-CPA-04 changed 14.1 acres from vacant Commercial to vacant Medium Residential
 1-CPA-06 annexed 57.7 acres Ramblewood East
 2-CPA-06 changed 9.35 acres from Golf Course to High Density Coral Springs Country Club
 3-CPA-06 changed 3.18 acres from Canal, Lake and Drainage to vacant Commercial
 3-CPA-07 changed 14.1 acres from vacant Medium Residential to vacant Commercial

Population Projections: Table 5-2

City of Coral Springs/Broward County Projects			
Year	Dwelling Units	Households	Population
2007	46,097	43,940	131,716
2010	47,240	45,162	137,693
2015	48,769	46,860	143,277
2020	50,260	48,511	150,324
2025	51,216	49,621	154,283
2030	51,586	50,125	155,741

Source: Broward County Population Forecasting Model, 2005

Dwelling Unit Projections and Land Use: Table 5-3

Years	Units Broward Estimates	Units Land Use Estimate	Units on Vacant Low	Units on Vacant Moderate	Units on Vacant Medium	Units on Redevel LAC	Units on Redevel Other*
2007-2010	143	181	3	10			168
2010-2015	1,529	1,528	3	25	120	1,200	180
2015-2020	1,491	1,446	1	5	50	420	970
2020-2025	1,016	1,024	0	5	119		900
2025-2030	370	370	0	0	0		370
Totals	4,549	4,549	7	45	289	1,620	2,688

* Redevelopment Other: County Club Clubhouse, Broken Wood Golf Course, Older Medium Residential, Older Commercial for Mixed Use

Options for Dwelling Unit Projections: Table 5-4

The table below demonstrates the amount of acreage that would be required to accommodate the needed additional residential units required outside vacant parcels and the DDRI. The table assumes typical units per acre achieved under the current Land Development Code of the City. Each column shows the acreage required if all the required units were created in that land use category with listed building type – apartment, mid-rise, high-rise and mixed use. The reality will be a combination of land use and building types to achieve the dwelling unit projections.

Years	Needed Units	Acres Resid. Medium Apartments	Acres Resid. High Mid-Rise	Acres Resid. High High-Rise	Acres LAC Mixed Use
2007-2010	168	10	8	5	13
2010-2015	180	11	8	5	14
2015-2020	970	57	44	29	75
2020-2025	900	53	41	26	69
2025-2030	370	22	17	11	28
Totals	2,688	152	118	76	199

Notes for Table 5-3: Typical Coral Springs Units per Acre

Medium Density Residential (Apartments):	17 Units per Acre
High Density Residential (Mid-Rise):	22 Units per Acre
High Density Residential (High-Rise):	34 Units Per Acre
LAC Density (Mixed Use):	13 Units per Acre

II. Permitted Uses in Future Land Use Categories

A. Residential Use

Residences, not exceeding the parcel density designated on the Coral Springs Future Land Use Plan Map and their customary accessory uses and structures.

Residential Care Facilities pursuant to density standards as described in the Broward County Land Use Plan.

Golf courses and recreational, civic or other cultural buildings including hotels, motels and similar lodging ancillary to the primary golf course use of the site. The maximum number of hotel, motel or similar lodging units permitted on any plot designated for residential use is double the maximum number of dwelling units permitted by the future land use plan map designation, or no more than the equivalent of two (2) hotel or motel units for each gross acre in golf course use, whichever is greater.

Parks less than five (5) acres in size, greenways and quasi-public open space.

Community facilities less than five (5) acres in size designed to serve the residential area

Public and private utilities, essential to serve all the neighborhood, specifically excluding power plant substation and transmission facilities

Streets and drainage facilities to serve that particular neighborhood

Additional permitted uses in the Medium Density land use category include:

Nursery school

Public and private schools

Places of worship

Business related parking subject to the following limitation and provisions:

1. No more than a total of five percent (5%) of the area designated for residential use or the Coral Springs Future Land Use Plan Map within a flexibility zone may be used for business related parking.
2. No added contiguous area used for business related parking may exceed ten (10) acres. For the purpose of this provision, contiguous is defined as: attached; located within 500 feet; or separated only by streets and highways, canals, or easements.

Mixed use development in keeping with the Local Activity Center land use category

Public art

Additional permitted uses in the High Density land use category include:

Permitted uses identified above in the Medium category.

Hotel and motels. The maximum number of hotel and motel units permitted on any parcel designated for residential use is double the maximum number of dwelling units permitted by the future land use plan map designation

Retirement homes, nursing homes and similar institutions for the aged or infirmed designed to serve the residential area. Density provisions as described in the Broward County Land Use Plan shall apply.

Accessory business and services subject to the following limitations and provisions:

1. No more than a total of five percent (5%) of the area designated for residential use on the Coral Springs Future Land Use Plan Map within a flexibility zone may be used for accessory business and services.
2. No added contiguous area used for accessory business and services may exceed ten (10) acres. For purposes of this provision, contiguous is desired as: attached; located within 500 feet; or separated only by streets and highways, canals, or easements.

Mixed use development in keeping with the Local Activity Center land use category

Public art

Transportation and communication facilities

B. Commercial Use

Neighborhood, community and regional retail

Office and business uses

Commercial recreation

FUTURE LAND USE ELEMENT

Public and private utilities, essential to the commercial use, specifically excluding power plant substations and transmission facilities

All streets and drainage facilities to serve the commercial use

Community facilities less than five (5) acres in size

Public and private schools

Places of worship

Transportation, drainage and communication facilities

Corporate Park uses, including ancillary wholesale, storage, light fabrication and warehouse uses shall not exceed:

1. an impervious surface ratio (ISR) of 0.8, nor
2. a floor area ratio (FAR) of 0.5 in the Neighborhood Business (B-1) zoning district or 2 in the Community Business (B-2) or General Business (B-3) zoning districts.

Educational, scientific and industrial research facilities, research laboratories and medical and dental laboratories shall not exceed:

1. an impervious surface ratio (ISR) of 0.8, nor
2. a floor area ratio (FAR) of 0.5 in the Neighborhood Business (B-1) zoning district or 2 in the Community Business (B-2) or General Business (B-3) zoning districts.

Greenways, plaza and other quasi-public open space.

Parking garages

Public art

Residential uses within Mixed Use developments subject to the following restrictions:

1. Within each flexibility zone of the Broward County Land Use Plan, no more than twenty percent (20%) of the acreage designated for commercial use may be used for residential uses, including residential uses within Mixed Use developments.
2. The City Manager or his designee must determine that there are sufficient reserve units in the flexibility zone as defined by the Broward County Land Use Plan to accommodate the proposed residential uses. Sufficient reserve units shall be allocated to the property to permit the proposed residential uses.
3. Density of a Mixed Use development shall not exceed fifteen (15) dwelling units per gross acre of the Mixed Use development.

4. Dwelling units and commercial uses may be combined within the same building or may be contained in separate buildings; however, no more than fifty percent (50%) of the total floor area of the Mixed Use Development may be residential uses.
5. During the required Site Plan Review for the Mixed Use development, the City shall ensure that:
 - a. the development complies with the restrictions listed above;
 - b. the type and location of residential uses within the development are compatible with the commercial uses; and,
 - c. the impacts from the proposed Mixed Use development upon necessary public services and facilities are consistent with applicable provisions of the Comprehensive Plan and with any applicable restrictions on the property imposed by the plat.

Mixed Use Development in keeping with the Local Activity Center Land Use

Transportation and communication facilities

C. Industrial Use

Light industrial uses

General Office Uses as long as the total area of the use does not consume more than thirty (30) percent of the industrial land designated on the Coral Springs Future Land Use Plan Map

Warehousing and storage

Educational, scientific and industrial research

Educational facilities, as long as the total area of the use does not consume more than ten (10) percent of the industrial land designated on the Coral Springs Future Land Use Plan Map, except primary and secondary schools

Ancillary commercial uses within a building devoted to primary industrial use

Manufacturing, research and development business

Commercial Uses as long as the total area of the use does not consume more than twenty (20) percent of the industrial land designated on the Future Broward County Land Use Plan within a flexibility zone or as otherwise limited by the Broward County Comprehensive Plan.

FUTURE LAND USE ELEMENT

Public and private utilities essential to the industrial use, specifically excluding power plant substations and transmission facilities

Commercial recreation limited to health clubs and physical fitness facilities

Ancillary industrial uses

Community facilities less than 5 acres in size

All transportation and drainage facilities to serve the industrial uses

Public art

D. Employment Center

Light industrial uses

Corporate Office uses

Research, development and assembly

Hotels and motels

Restaurants and personal services

Communication, broadcast and production facilities

Public and private utilities essential to the employment center use, specifically excluding power plant substations and transmission facilities

All transportation and drainage facilities to serve the employment center use

Uses accessory to the primary employment center use

Commercial and retail business uses, as long as the total area of these uses does not consume more than 20 percent of the employment center land designated on the Coral Springs Future Land Use Plan Map within a flexibility zone, and as long as the location of these uses do not preclude or adversely affect the future use of surrounding areas for employment center use.

Public art

E. Local Activity Center

Residences not exceeding density provided for in the Local Activity Center Development Program Summary

Business related parking and parking garages

Hotel

Office and business uses

Medical Offices

Community facilities less than 5 acres in size

Neighborhood, Community, and Regional Retail

Recreation and Open Space

Educational Facilities

Commercial recreation limited to health clubs and physical fitness facilities

Restaurant and Personal Services

Administrative Uses such as public buildings, and other governmental uses

Transportation and communication facilities

Public art

Local Activity Center Development Program Summary: Consistent with Policy 16.1.2 the Local Activity Center will support the location of uses in a manner oriented around the five minute (i.e. quarter mile) walk. The City will ensure a mix of uses within the Local Activity Center that promotes a day time and night time activity center, shared use of parking, expands the number of pedestrian trips between uses internal to the Downtown, facilitates alternative modes of public transportation linkages such as shuttle buses, and enhances the proximity of living and working environments. All Downtown developments of commercial or office space in excess of a floor area ratio of 2.0 shall include a mix of uses wherein not less than 20% of the total leasable floor area shall be for residential or support retail, entertainment/dining services.

FUTURE LAND USE ELEMENT

1. The Local Activity Center shall be a specific geographic area not exceeding 160 gross contiguous acres, unless located within an approved chapter 163, Florida Statutes, Redevelopment area. At such times 75% of the originally designated Local Activity Center is developed/redeveloped, consistent with Policy 16.1.2 and expansion to a subject Local Activity Center up to 100% may be proposed.
2. Uses within the Local Activity Center shall include residential uses and open space. One or more uses such as commercial, civic, institutional, or employment-based activity shall also be included within a Local Activity Center.
3. Park land must include no net loss of acreage of existing and designated parks within the Local Activity Center. Park and open space may include squares, green belts, greenways and playgrounds; ill-defined residual areas such as buffers, berms, for purposes of these criteria, are not considered park land or open space.
4. A Local Activity Center must have a geographic configuration of appropriate depth and frontage to support the location uses in a manner oriented around the five-minute (i.e. quarter mile) walk. Multiple nodes of activity oriented around the five-minute walk may be included within one Local Activity Center.
5. Seventy-five percent of the land within the Local Activity Center must be located within a quarter mile of mass transit or multi-modal facilities or are included within an adopted plan to be located within a quarter miles of mass transit facilities upon build-out of the Local Activity Center. The City shall ensure convenient access to mass transit, community shuttle of multi-modal facilities where such facilities are in place or planned to be in place at the time the Local Activity Center is proposed. Where such facilities are not in place or planned to be in place at the time of the proposal, the City shall ensure that the primary priority is a safe, comfortable and attractive pedestrian environment that will allow for convenient interconnection to transit, will reduce the number of automobile trips internally and will ultimately support and integrated multi-modal transportation system.
6. The Local Activity Center shall demonstrate consistency with the goals, objective and policies and other requirements of the Broward County Land Use Plan.
7. An Interlocal Agreement between the City and Broward County will provide for monitoring of development activity and enforcement of permitted land uses densities and intensities shall be the responsibility of the City.

Coral Springs Local Activity Center - Development Levels

Acreage:	Approximately 138 acres
General Location:	The four corners of the University Drive/Sample Road intersection

FUTURE LAND USE ELEMENT

Maximum Amount of Use: The total impact of development growth will generate no more than 2802 vehicle trips at the PM peak hour.

Office	2,000,000 square feet gross floor area
Retail	1,200,000 square feet gross leasable area
Residential	2,400 dwelling units
Library	72,000 square feet gross floor area
School	1,600 students
Hotel	750 rooms
Movie Theater	80,000 square feet gross leasable area
Government Office	100,000 square feet gross floor area
Open Space	3 Acres +/-

The maximum Floor Area Ratio of the Local Activity Center shall average 2.0 for all land uses.

F. Recreation and Open Space

Public

P

Active and passive recreational use

Boat ramps and docks

Concessions only when accessory to the above uses. Examples of such concessions are refreshment stands, pro shops and rental facilities

All transportation and drainage facilities to the recreational and open space uses

Uses accessory to the primary recreation and open space use

Public art

Quasi-public

G

Golf courses which are intended to remain permanent

All transportation and drainage facilities for the golf course

Uses accessory to the golf course including clubhouses, pro shops, concessions and cart storage

Tennis courts

Public art

OS

Open space, greenways and plazas

Public art

G. Community Facilities Use

Educational

ES, MS, HS, PS, CU*

Educational facilities

Accessory uses

All transportation and drainage facilities to the educational uses

Public art

*: These abbreviations are for informational purposes; they are not intended to the limit which type of educational facility may be located on the site.

General

R

Religious facilities

Accessory uses including but not limited to educational facilities

All transportation and drainage facilities to the religious use

Public art

U

Utilities such as water and waste water treatment plants, pumping stations, solid waste disposal, transfer stations, transmission lines and substations

All transportation and drainage facilities to the utilities use

A

Administrative uses such as fire stations, public buildings, parks and recreational uses, public parking garages and other governmental uses

Civic, cultural and judicial uses

All transportation and drainage facilities to the administrative uses

Public art

M

Medical uses such as public and private hospitals

Medical and dental offices

All transportation and drainage facilities to the medical uses

Transportation and communication facilities

Parking garages

Public art

Community residential facilities

H. Canal, Lake and Drainage Area

Drainage facilities

Parking

Recreation and open space

Public art

Transportation facilities

I. Transportation

Streets and roads

Parking

FUTURE LAND USE ELEMENT

Drainage facilities

Sidewalks, bikeways and greenways

Public art

Transit facilities

J. Intensities for Non-Residential Land Uses

The maximum floor area ratios (FAR) for non-residential development including Commercial, Industrial, Employment Center, Recreation and Open Space, and Community Facilities shall not exceed 2.0. The City shall calculate FAR of each land use by Flexibility Zone to determine maximum FAR.

NON-RESIDENTIAL INTENSITIES TABLE	
LAND USE	MAXIMUM FAR
Commercial and Employment Center, Industrial, Recreation and Open Space, and Community Facilities	2.0

I. INTRODUCTION

In 1993, the Florida Legislature amended Chapter 163 F.S. to require each local government within the urbanized area of a Metropolitan Planning replace the Traffic Circulation Element, Mass Transit Element and Ports, Aviation and Related Facilities Element. The purpose of the Transportation Element is to plan for a multi modal transportation system that places more emphasis on public transportation systems. The City adopted a Transportation Element on July 20th, 1999 which was found “In Compliance” by DCA on September 8th, 1999. The City has updated the element several times since its adoption and will periodically do so in the future.

The short term planning horizon shall be 2013 and the long term planning horizon shall be 2030 within the Transportation Element of the Comprehensive Plan.

II. DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM

This portion of the Element examines the facilities that serve vehicular and non-vehicular traffic within the City of Coral Springs planning area. The transportation system is a critical component of society, playing a role in all facets of life, having economic implications, and of recreational value.

The transportation system has two basic components. One is the internal access and circulation of the City's residential neighborhoods and other areas. The other is the external component that serves as the link to other communities. The first, or internal component is maintained by the City or private concerns. The second, or external component forms part of the Federal Interstate Highway System, State of Florida or Broward County Traffic Circulation Network.

The Broward County transportation planning process is carried out by the Metropolitan Planning Organization (MPO), whose charge is to master plan and coordinate roadways, mass transit and other transportation systems on a countywide basis. The MPO is a federally mandated planning body responsible for transportation planning in the Broward County urbanized area. The 19 members of the MPO include representatives from cities within the county, the South Florida Regional Transportation Authority (SFRTA), the Broward County School Board, and the Broward County Board of County Commissioners.

A. Roadway System. Map T-1 graphically illustrates the existing transportation road system. Within the City of Coral Springs, the following roadways are classified as follows:

1. Limited Access Facilities

Sawgrass Expressway (SR 869)

Arterial Roads

a. *North/South*

Coral Ridge Drive
Coral Springs Drive
University Drive
Riverside Drive
Rock Island Road
SR 7/US 441

b. *East/West*

Wiles Road
Sample Road
Royal Palm Boulevard
Atlantic Boulevard

Collector Roads

Coral Hills Drive
Creekside Drive
Forest Hill Boulevard
Heron Bay Boulevard
Lakeview Drive
North Springs Way
NW29th Street/NW 28th Street
NW 39th Street
NW40th Street (Cardinal Road)
NW 99th Avenue
NW 110th Avenue
Pine Ridge Drive
Ramblewood Drive
Remsberg Drive
Shadow Wood Boulevard
Turtle Creek Drive

Turtle Run Boulevard
NW 123rd Avenue/NW 33^d Street/NW 24th Street / NW 118th Drive (Westchester Boulevard)
Westview Drive
Woodside Drive
Wyndham Lakes Boulevard

Local Roads

All other City public roads.

B. Significant Parking Facilities. The City has several developments or areas that have significant parking facilities. The City's definition of significant includes available spaces of 500 or more. These significant parking facilities are identified on Map T-1.

1. Coral Square Mall (and out parcels) - approximately 5,156 parking spaces. This development area is north of Atlantic Boulevard, south of Ramblewood Drive, east of University Drive and west of Riverside Drive. This area is the major retail center in the City and region. The mall has approximately 1.2 million square feet of space. Adjoining development on University Drive and Riverside Drive also exists.
2. Coral Springs Medical Center - approximately 843 parking spaces. This facility is located south of Sample Road, west of Coral Hills Drive and north of NW29th Street.
3. Amera Downtown Phase 1 / Coral Springs Charter School / Broward County Library - approximately 800 parking spaces. This facility is located south of Sample Road and east of University Drive. The mall was purchased in January of 1999 by the City of Coral Springs and is utilized as a Charter School and a Broward County Regional Library. As part of the City's vision to encourage the development of an urban Downtown near the intersection of Sample Road and University Drive, Phase 1 of the planned new re-development was built on this site which includes 78,434 square feet of office space, 26,709 square feet of retail space and a 478 space parking garage.
4. Home Depot and Adjacent Commercial Uses (Parcel A Maplewood) - approximately 1,703 parking spaces. This area is located north of Atlantic Boulevard, west of University Drive and south of Ramblewood Drive. The main uses are Home Depot and Sam's Club with other retail commercial uses both in-line and fronting University Drive.

TRANSPORTATION ELEMENT

5. Brookside Square Shopping Center - approximately 608 parking spaces. This project is located north of Wiles Road and west of Coral Springs Drive. The major tenant is Publix Supermarket.
6. Turtle Run Shoppes (Parcel R Turtle Run) - approximately 915 parking spaces. This project is located north of Sample Road and west of Turtle Creek Drive. The major tenant is a Burlington Coat Factory Store.
7. Target / Publix Commercial (Parcel B Coral Springs Gate) - approximately 970 parking spaces. This property is located south of Sample Road and west of Turtle Creek Drive (NW 62nd Avenue).
8. K-Mart Center and outparcels (Royal Land 3rd Addition) – approximately 1,097 parking spaces. This development is located south of Wiles Road and east of University Drive. The major tenant is K-Mart, but considerable ancillary commercial uses also exist.
9. Corporate Park of Coral Springs Major Industrial Users (Westinghouse / ABB / First Data Corp / Alliance Entertainment / Brocks Supply / ADF / Allied) - The City has an approximate one square mile industrial area containing a wide variety of light industrial, research and development uses. Several uses exist at the northeast quadrant of the area, which are more office/research type uses. These major employer sites contain an estimated 1,500 parking spaces. The specific area discussed is located west of Coral Ridge Drive and north of NW 39th Street (George Westinghouse Boulevard). In the last 8+/- years several warehouse complexes have been built in the central portion of the industrial park area. It is estimated about 750,000 square feet of new building square footage has been added with about 1,200 parking spaces.
10. Palm Springs Plaza - approximately 597 parking spaces. This property is located north of Royal Palm Boulevard and east of Coral Springs Drive. The major tenant is a Publix Supermarket.
11. University Drive Shopping Plaza - approximately 608 parking spaces. This project is located north of Royal Palm Boulevard and west of University Drive. The major tenant now include a number of smaller tenants.
12. The Walk - approximately 1,100 parking spaces. This project is located north and south of NW 28th Street and west of University Drive. Several major tenants exist including a Barnes & Noble as well as a multitude of smaller tenants.

TRANSPORTATION ELEMENT

13. Sunrise Towers Office Complex - approximately 724 parking spaces. The project is a 10-story office tower located east of University Drive and south of NW 31st Court.
14. Coral Palm Plaza (Parcel "A" Ramblewood) - approximately 704 parking spaces. This project is located east of University Drive and north of NW 20th Street. The major tenant is Michael's Crafts as well as a multitude of smaller tenants.
15. Ramblewood Square - approximately 738 parking spaces. This project is located east of University Drive and north of Ramblewood Drive. The major tenants include a Publix Supermarket and Blockbuster Video store as well as a variety of smaller tenants.
16. Coral Springs Centre for the Arts / Coral Springs Public Safety Complex - approximately 1,000 parking spaces. This site is located east of Coral Springs Drive and south of NW 29th Street.
17. Mullins Park - approximately 1,280 parking spaces. This park is located east of Coral Springs Drive and south of NW 29th Street.
18. Cypress Park – approximately 585 parking spaces. This park is located on both sides of Coral Springs Drive generally south of Lakeview Drive.
19. Magnolia Shops - approximately 1,721 parking spaces. This project is located at the northwest corner of Westview Drive and University Drive. The major tenants include an Office Depot and a Regal Movie Theater as well as a variety of smaller tenants.
20. Turtle Creek / SR 7 Area – approximately 1,500 parking spaces. The sites are located north of Sample Road between Turtle Creek Drive and SR 7. The major development includes a 200,000 square foot Wal-Mart Super Center, a 138,000 square foot Lowes Home Improvement Center and a 47,600 square foot complex with a Circuit City and several smaller tenants.
21. Heron Bay Plaza – approximately 700 parking spaces. The site is located east of Coral Ridge Drive and north of the Sawgrass Expressway. The major tenant is a 200,000 square foot Wal-Mart Super Center but also includes a bank and small commercial complex.
22. Heron Bay Commercial / Sawgrass Center – approximately 1,400 parking spaces. This multiple site is located west of Coral Ridge Drive and north of the Sawgrass Expressway. The uses include a shopping center with a Publix

TRANSPORTATION ELEMENT

- food store and a number of smaller tenants, an office complex with about 144,000 square feet, a smaller specialty shopping center with about 180,000 square feet and a mini-warehouse complex.
23. The Shoppes at Heron Lakes Shopping Center – approximately 540 parking spaces. This multiple site is located east of Coral Ridge Drive south of the Sawgrass Expressway. The site includes a main 127,000 square foot shopping center with multiple small tenants and 5 out-parcels with banks and restaurants.
24. Turtle Run Super Target – approximately 1,289 parking spaces. This site is located at the southwest corner of SR 7 and Wiles Road. The site includes a 246,930 square foot Super Target store as well as a smaller shopping center with multiple tenants and several out-parcels.
25. North Springs Plaza Target / Ross Outlet – approximately 603 parking spaces. This site is located west of University Drive and south of the Westview Drive. The site includes a 127,720 square foot Target store, a 30,016 square foot Ross Dress for Less store and 3 out-parcels along University Drive.

C. Public Transit System. Map T-2 depicts the existing Public Transit System. Information was obtained from the Broward County Office of Transportation.

The City of Coral Springs is a community of fairly low overall density development. Some higher densities are located along major arterial roadways or clustered at other locations. The City exhibits a higher than average income levels and lower than average age characteristics. The existing public transit system provides service to most of the City's major commercial nodes and elderly housing concentrations including St. Andrews Towers and Ramblewood East, an area of mostly senior citizen housing on Cardinal Road east of University Drive.

1. Public Transit Terminals and Transfer Stations. No public transit terminals or transfer stations exist within Coral Springs. Periodic bus stops are located along the bus routes within the City Limits. As of January 2008 three (3) of the five (5) bus routes provide continuous service to the Coral Square Mall (Routes 42, 83, and 88) will discontinue operating within the property limits of the Mall. Routes 2 and 62 will continue providing service into the Mall property. All transfers between routes that have exited the Mall property will take place on the adjoining street network.

TRANSPORTATION ELEMENT

1. In 2002 the City initiated two Community Bus routes, referred to as the Green Route and the Blue Route, that operate on loop patterns throughout the City.
2. Public Transit Rights of Way and Exclusive Public Transit Corridors. There are no public transit rights-of-way or exclusive public transit corridors located within the City.

D. Significant Bicycle and Pedestrian Ways. Map T-3 depicts the existing bicycle and pedestrian ways within the City.

1. Bicycle Traffic. There is one exclusively dedicated bicycling facility in Coral Springs, which is located along Sample Road between University Drive and Coral Springs Drive. Bicycle usage is very high within the City.

Bicycling within the City's local street system is common, given the relatively low traffic volumes, and controlled traffic conditions encountered. On major roadways, bicyclists typically utilize sidewalks for safety reasons. Some older commercial and multiple-family complexes provided bike racks; however, all new developments and re-development projects are required to provide bike racks on site to encourage more bike use.

2. Pedestrian Traffic. Pedestrian traffic is very common within the City neighborhoods. The City has not had a policy of installing sidewalks on internal subdivision streets since the City's inception. Newer single-family development built at higher density (zero lot line - 5 DUA) are required to provide internal sidewalks. However, the City strictly enforces and has been successful in providing sidewalks along all major roadways and other linkages to schools and parks. In some of the areas with master parking, in addition to a sidewalk adjacent to the vehicular travel lane, another sidewalk is provided adjacent to the storefronts. In some other locations only a sidewalk adjacent to the storefronts is provided. The maps identifying bicycle and pedestrian ways clearly show the City's success in implementing an overall citywide system. As part of the City's Downtown re-development plans, an integrated pathway plan has been developed, adopted, and implementation has begun to design, acquire property rights and construct the pathway system.

E. Ports. Airport Facilities, Railways and Intermodal Facilities. Map T-4 illustrates the proximity of the City of Coral Springs to nearby Ports, Airports, Railways and Related Facilities.

1. Port Facilities. There are no port facilities within Coral Springs. The nearest major seaport is Port Everglades which is located approximately nineteen

TRANSPORTATION ELEMENT

- (19) miles south-east of the City, southeast of the central business district of the City of Fort Lauderdale. Port Everglades is a deep water port serving commercial freight customers, cruise lines and recreation boating needs.
2. Airport Facilities Including Clear Zones and Obstructions. There are no airport facilities within the City; however, there are four (4) airports within a few miles of the City.
- a. Fort Lauderdale/Hollywood International Airport
- Fort Lauderdale/Hollywood International Airport is located approximately twelve (12) miles southeast of the City. The runway alignments are generally east/west. Air traffic typically lands from the west and takes off eastward over the Atlantic Ocean before beginning turning movements. Therefore, there are no clear zones or obstruction issues affecting the City. Aircraft do fly over the City on routes to the west coast or geographic areas in the middle to west parts of the United States. These flights are typically at higher altitudes with typically minor noise or visual impacts.
- b. Fort Lauderdale Executive Airport
- Fort Lauderdale Executive Airport is a general aviation facility located approximately six (6) miles southeast of the City. Air traffic is generally restricted to non-commercial activities. The airport has east/west and diagonal (northwest/southeast and northeast/southwest) runway alignments. Air traffic typically takes off and lands on the east/west runway due to prevailing winds. The use of the other runway alignments (other than east/west) on occasion causes some flyover conflicts such as noise or safety concerns to nearby communities, but because of the distance between the City and the airport little, if any, problems occur. Therefore, no clear zone or obstruction issues generally affect the City.
- c. Pompano Beach Airport
- Pompano Beach Airport is a general aviation facility located approximately seven (7) miles east of the City within the City of Pompano Beach. Air traffic is generally restricted to non commercial activities. The runway alignments are generally east/west. Air traffic typically makes turning movements within a few miles of the airport, therefore, no clear zone or obstruction issues affect the City.

d. Boca Raton Municipal Airport

- Boca Raton Municipal Airport is a general aviation facility located approximately eight (8) miles northeast of the City within the City of Boca Raton. Air traffic is generally restricted to non-commercial activities, but some small jet aircraft usage occurs because of the office and research/development concentration of major employers west of 1-95 between Glades Road and Clint Moore Road. The singular runway alignment is generally southwest to northeast. Air traffic typically makes turning movements within a few miles of the airport; therefore, no clear zone or obstruction issues affect the City.

e. Other Facilities

- There are no heliports or similar facilities within the City except at the Coral Springs Medical Center which is for emergency use. The only area within the City, which permits such uses, is in the Corporate Park of Coral Springs. However, none have been approved to date.

3. General Aviation Travel. While the City does not have facilities that directly affect the City's development, the Federal Aviation Administration (FAA) has designated certain flight routes over the City. For example, an established helicopter north/south route parallels University Drive. Also the Conservation Area west of the City is designated as a test area for students and acrobatics. There are occasions when low flying aircraft cause noise problems to residents and on occasion some acrobatic maneuvers have been observed over the City. The FAA has been alerted to specific problem aircraft on occasion.
4. Freight and Passenger Rail Lines and Terminals. The City has no rail line corridors within its boundaries. The closest railway corridors are located generally east of and paralleling Dixie Highway in the east/central portion of the County and the second is located just west of 1-95. Both corridors run in a north/south direction.

The eastern corridor is known as the Florida East Coast (FEC) Railroad line. The corridor is utilized almost exclusively for freight service. There are grade crossings at major roadways.

The western corridor is known as the South Florida Railroad corridor. The

TRANSPORTATION ELEMENT

corridor is utilized almost exclusively for passenger services. Both Amtrak and the Tri-Rail commuter train utilize the corridor. There are transit stations at several locations on the corridor. There are Park & Ride Lots at several locations along the railway corridor.

5. Intermodal Terminals and Access to Intermodal Facilities. Until 1998 there was one intermodal facility within the City. This was at the Broward County Park & Ride Lot located in the northeast corner of the parking lot at the former Coral Springs Mall located at Sample Road and University Drive. However, due to low ridership this facility no longer exists at this location. Also, the site has now been re-developed into a portion of the new “downtown” area of Coral Springs. A Neighborhood Transit Center (NTC) is required to be provide in the “Downtown DRI” re-development area when the cumulative impacts of the new development exceed 1,401 net new PM Peak Hour trips.

III. EXISTING FUNCTIONAL CLASSIFICATION AND MAINTENANCE RESPONSIBILITIES

The Functional Classification of roadways is utilized to create a hierarchical system to establish the responsibility for roadway maintenance and operation by either the State, the County or the local jurisdiction. The following broad guidelines are used to define roadway types:

- Principal Arterials - Major highways serving heavy volumes of traffic through the urban area.
- Minor Arterials - Roadways carrying moderately heavy volumes of traffic which channel traffic to community activity centers.
- Collectors - Roadways carrying moderate volumes of traffic to the arterial network.
- Local Roadways - Neighborhood roadways carrying low volumes of traffic to collector or arterial roadways.

The existing functional classification of roadways in the City are provided in the following Table T-1 and illustrated in Map T-5. Both the Federal Government and State of Florida have utilized functional classification systems to assign roadway jurisdictions. In May of 1996 the Florida Department of Transportation issued a letter stating that applicable State laws pertaining to functional classifications had been repealed. Therefore, the information provided is from the Federal classification system and/or previous State classification system. In addition, several roadways, which are depicted

TRANSPORTATION ELEMENT

as a "local road" on the Broward County 1997 State Highway Functional Classification and Land Arrangement Map actively function within the City as a City collector.

**TABLE T-1
FUNCTIONAL CLASSIFICATION OF ROADWAYS**

North/South Roadway	Segment	Functional Classification	Required Row Width	# of Existing Lanes
Sawgrass Xway	C-14 Canal to US 441 / SR 7	Expressway	325'	6LD
Coral Ridge Drive	C-14 Canal to CL	UMA	106'	4LD
Coral Springs Drive	C-14 Canal to Sample Road	UMA	106'	4LD
NW 99 th Avenue	Royal Palm Blvd. to NW 29 th Street	UCC	80'	2L
University Drive	C-14 Canal to Sample Rd	UPA	200'	6LD
	Sample Rd. to Sawgrass Xway	UPA	200'	6LD to Cardinal Rd/ 4LD to Xway
Riverside Drive	Atlantic Blvd to Wiles Rd.	UMA	106'	2L from Atlantic Blvd. / 4 LD from Un. Dr. to Wiles Rd
	Wiles Rd. to Sawgrass Xway	UMA	106'	4LD
Rock Island Rd	Sample Rd. to Wiles Rd.	UMA	110'	4LD
SR 7/US 441	Sample Rd. to Xway	UPA	200'	6LD
NW 110 th Ave	Sample Rd. to Wiles Rd.	CC	NA	2L
Coral Hills Dr	NW 29 th St. to Wiles Rd.	CC	NA	2L
Woodside Dr.	Sample Rd. to Wiles Rd.	CC	NA	2L
Westchester Blvd./NW 123 rd Ave		CC	NA	2L/4LD on east/west sections.
Turtle Run Blvd.	Sample Rd. to Creekside Dr.	CC	NA	4LD
Turtle Creek Dr.	Sample Rd. to SR 7	CC	NA	4LD
Creekside Dr.	Turtle Creek Dr. to SR 7	CC	NA	4LD

TRANSPORTATION ELEMENT

EAST/WEST ROADWAY	Segment	Functional Classification	Required Row Width	#of Lines
Westview Dr.	Coral Ridge Dr. to Riverside Dr.	UCC	106'	4LD
Pine Ridge Dr.	Riverside Dr. to University Dr.	CC	80'	4LD
Remsberg Dr.	Wiles Rd. to Coral Springs Dr.	CC	NA	4LD
Wiles Rd.	Coral Ridge Dr. to SR 7	UMA	110'	4LD (2L W of Coral Ridge Dr.)
Heron Bay Blvd.	West of Coral Ridge Dr.	CC	80'	4LD
Wyndham Lakes Blvd.	West of Coral Ridge Dr.	CC	80'/106'	4LD
Cardinal Road (NW 40 th St)	University Dr. to Riverside Dr.	CC	NA	2L
NW 39 th St	West of NW 110 th Ave.	CC	NA	4LD Coral Ridge Dr. to 118 Ave / 2L to 127 Ave/2L E of Coral Ridge Dr.
Sample Rd	Sawgrass Xway to University Dr,	UPA	106'	6LD/Xway to Un. Dr.
	University Dr to SR 7/US 441	UPA	200'	6LD (Un. Dr to SR 7)
NW 29 th ST.	Coral Springs to Coral Hills Dr.	CC	NA	2L/3L
Forest Hills Blvd.		CC	NA	4LD
Royal Palm Blvd.	West of Coral Ridge Dr.	UCC	106'	4LD
	Coral Ridge Dr. to east City Limit	UMA	106'	4LD
Ramblewood Dr.	Coral Springs Dr. to Atlantic Blvd.	UCC	NA	4LD Coral Springs Dr. to Riverside Dr/2L to Atlantic Blvd.
Shadow Wood Blvd.	University Dr. to NW 82 nd Ave	UCC	80'	2L
Lakeview Dr.	Atlantic Blvd. to Coral Ridge Dr.	UCC	80'	4LD

TRANSPORTATION ELEMENT

Atlantic Blvd.	Sawgrass Xway to east City Limit	UPA	120'	4LD Xway to Coral Springs Dr, 6LD Coral Springs Dr. to Margate
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Legend:

UPA= Urban Principal Arterial
 UMA = Urban Minor Arterial
 UCC = Urban Collector (Broward County)
 CC = City Collector
 LR = Local Road
 LD = Lanes Divided

Note: Required Right of Way (ROW) width per BC Trafficways Plan

Source: Broward County MPO 2006 State Highway Functional Classification and Lane Arrangement Map 9/06 and Broward County Transportation Element.
 Broward County Trafficways Map
 MMPA 10/07

Maintenance responsibilities are divided between the State Department of Transportation for Freeways and Urban Principal Arterials, Broward County for other arterial and county collector roadways and the City for City collector and local streets.

IV. NUMBER OF THROUGH LANES FOR EACH ROADWAY

The number of through lanes is described in Table T-2 and illustrated in Map T-6.

TABLE T-2

Roadways	No. of Through Lanes
A. North/South	
Sawgrass Xway	6 (3 each direction)
Coral Ridge Drive	4 (2 each direction)
Coral Springs Dr	4 (2 each direction)
University Dr	6 (3 each direction C-14 to Cardinal Rd)
	4 (2 each direction Cardinal Rd to Xway)
Riverside Dr	4 (2 each direction University Dr. to Xway)
	2 (1 each direction Atlantic Blvd to University Dr.
Rock Island Rd	4 (2 each direction)
SR 7/US 441	6 (3 each direction)
NW 110 th Ave	2 (1 each direction)
Coral Hills Dr	2 (1 each direction)
Woodside Dr	2 (1 each direction)
Westchester Blvd	4 (2 each direction)

TRANSPORTATION ELEMENT

Turtle Run Blvd	4 (2 each direction)
Turtle Creek Dr	4 (2 each direction)
Creekside Dr	4 (2 each direction)
B. East/West	
Westview Dr	4 (2 each direction)
Pine Ridge Dr	4 (2 each direction)
Remsberg Dr	4 (2 each direction)
Wiles Rd	4 (2 each direction)
Heron Bay Blvd	4 (2 each direction)
Wyndham Lakes Blvd	4 (2 each direction)
Cardinal Rd	2 (1 each direction)
NW 39 th St	4 (2 each direction) Coral Ridge Dr to 118 Ave
	2 (1 each direction) 118 Ave to 127 Ave
	2 (1 each direction) E of Coral Ridge Dr
Sample Rd	6 (3 each direction)
NW 29 th St	2 (1 each direction)
Forest Hill Blvd	4 (2 each direction)
Royal Palm Blvd	4 (2 each direction)
Ramblewood Dr	4 (2 each direction) Coral Springs to Riverside
	2 (1 each direction) Riverside to Atlantic
	4 (2 each direction) Atlantic Blvd to Canal-14
Shadow Wood Blvd	2 (1 each direction)
Lakeview Dr	4 (2 each direction)
Atlantic Blvd	4 (2 each direction) Sawgrass to Coral Springs Dr.
	6 (3 each direction) West of Coral Springs Drive to eastern City Limit
C. Other Local Roadways	2 (1 each direction) / some local roads may be 4 (2 each direction)

V. MAJOR PUBLIC TRANSIT GENERATORS AND ATTRACTORS

A Major Public Transit Generator or Attractor is generally a higher density residential area or major commercial/industrial employment or shopping area. The City of Coral Springs was originally master-planned to provide a wide variety of urban design "Villages". As an urban design model from the 1960's, the City was master-planned in a grid-like fashion with major roadways generally following section lines. The City was designed originally for automobile / bicycle / pedestrian usage. The City when originally developed was a considerable distance from the urbanized areas along the coast; therefore, public transit routes did not exist in the area. These major roadways have existing commercial development abutting the roadways in many areas. These

areas can best be described as “strip commercial” in design, however, the typical problems associated with strip commercial development such as excessive driveway connections, little or no landscaping, excessive or out of scale signage and building placement do not exist. In most areas a series of master parking areas control access and the City limits the other items mentioned above. These commercial areas are located on portions of University Drive, Wiles Road and Sample Road. Throughout the balance of the City commercial uses are located more at nodes at major roadway intersections. The intensity of development in the commercial areas is primarily one-story retail / office / restaurant uses of a low intensity nature. Occasionally a multi-story office building exists. Some older villages are designed with multi-family development fronting the roadways with single-family development in the middle of the neighborhoods. For the most part existing densities are 15-20 dwelling units per acre (DUA) in predominantly two-story structures. There are a few examples of higher density housing (20-40 DUA/10± stories) at various locations. The existing public transit system services most of these residential developments at present (St. Andrews Towers/ Ramblewood East / Riverside Drive / Briarwood Condos / County Club Towers / etc.). In addition, mass transit routes now extend to the Corporate Park of Coral Springs and major commercial centers in the community such as the Coral Square Mall and near the Sample Road / SR 7 commercial complexes.

Research of Broward County's Mass Transit Division's data revealed that ridership has grown in Coral Springs primarily due to the addition of new transit routes as well as route expansions and reduced headways on established routes. Because of the City's changing economic characteristics and demographics, there is a growing demand for transportation options. Because some geographic areas can be described as potential public transit generators or attractors which are illustrated in Map T-7, the City should advocate for more transit service to these areas.

VI. DESIGNATED LOCAL AND REGIONAL TRANSPORTATION FACILITIES CRITICAL TO THE EVACUATION OF THE COASTAL POPULATION.

According to the Broward County Emergency Management Agency, no area of the City of Coral Springs is identified for evacuation during any type of hurricane. The nearest point of the community is located approximately ten (10) miles from the beach area. If damage were to occur it would be from wind or rainfall. However, lessons learned from a recent major hurricane's impact in South Florida (Andrew (1992) / Wilma (2005)) revealed that even inland development can be severely damaged. The most recent Broward County evacuation plan designates one shelter within Coral Springs in case of emergency. The shelters are opened, supplied and operated by the Red Cross, which coordinates with the local school administration and Broward County. These shelters are illustrated on Map T-8. Since the City has a nearly fully developed grid-like street pattern, all shelters can be easily accessed. Finally, the Sawgrass Expressway abuts

the City on the west and northern borders. This roadway would be the primary route for evacuation from the City to the Florida Turnpike, I-75 or I-95 to leave the South Florida Region.

City of Coral Springs Designated Hurricane Shelters

- Monarch High School (Primary Shelter)
5050 Wiles Road
Coconut Creek, Florida
- Lyons Creek Middle School (Secondary Shelter)
4333 Sol Press Boulevard
Coconut Creek, Florida
- Glades High School (Only open on severity of need)
2700 Sportsplex Drive
Coral Springs, Florida

VII. **EXISTING AVERAGE DAILY TRAFFIC, PEAK HOUR PEAK DIRECTION LEVELS OF SERVICE FOR ROADS, MASS TRANSIT FACILITIES AND CORRIDORS/ROUTES**

The existing annual average daily traffic (AADT), peak hour, peak direction and levels of service for roads, transit facilities and corridors/routes are described in Tables T-3 and Table T-4, illustrated on Map T-9 and in following text:

A. Roadways

Original Transportation Element Table T-3 entitled “Capacity Analysis of Existing Roadway System 1998 Traffic Volumes” and Table T-4a entitled “Existing Peak Hour / Peak Directional Analysis (1998)” are deleted in their entirety and replaced with updated Table T-3 (2007) and Table T-4a (2007) to reflect most recent data.

TRANSPORTATION ELEMENT

**TABLE T-3
CITY OF CORAL SPRINGS
CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
2007 AVERAGE ANNUAL DAILY TRAFFIC (AADT) VOLUMES**

<u>EAST / WEST ROADWAYS</u>	<u>SEGMENT</u>	<u>TIP DESIGN CODE</u>	<u>2007 ADT</u>	<u>2007 PEAK</u>	<u>LOS D CAP</u>	<u>EXISTING V/C</u>	<u>LOS ADT</u>	<u>PEAK EXISTING V/C</u>	<u>LOS PEAK</u>
Riverside Drive	S of Atlantic Blvd	222	4.9	5.3	15.4	.32	B	.34	B
	W of Coral Springs Dr	222	5.6	5.7	15.4	.36	B	.37	B
	W of University Dr	422	9.4	9.8	32.7	.29	B	.30	B
	S of Atlantic Blvd	422	17.7	17.8	32.7	.54	B	.54	B
	N of Atlantic Blvd	422	22.6	22.7	32.7	.69	B	.69	B
	S of Royal Palm Blvd	422	27.7	28.6	32.7	.85	C	.87	D
	S of Sample Road	422	21.9	24.4	32.7	.67	B	.75	B
	S of Wiles Road	422	16.8	17.6	32.7	.51	B	.54	B
	N of Wiles Road	422	18.9	19.4	32.7	.58	B	.59	B
Atlantic Blvd.	E of Sawgrass Xway	423	26.1	28.7	32.7	.80	C	.88	D
	E of Coral Ridge Dr	423	27.0	27.0	32.7	.82	C	.82	C
	W of University Dr	623	37.1	37.1	49.2	.75	B	.75	B
	E of University Dr	623	35.1	36.5	49.2	.71	B	.74	B
	E of Riverside Dr	623	48.5	52.3	49.2	.98	E	1.06	E
Ramblewood Dr.	E of Coral Springs Dr	411	9.6	10.4	21.7	.44	C	.48	C
	E of University Dr	411	14.5	16.4	21.7	.67	C	.72	C
	N of Atlantic Blvd	211	5.7	5.7	10.0	.57	C	.57	C
Royal Palm Blvd	E of Coral Ridge Dr	412	19.5	20.0	35.7	.55	B	.56	B
	E of Coral Springs Dr	422	27.5	29.0	32.7	.84	C	.87	D
	E of University Dr	412	27.8	28.9	35.7	.78	C	.81	C
	E of Riverside Dr	412	36.2	37.7	35.7	1.01	E	1.06	E
Sample Road	E of Sawgrass Xway	623	23.7	27.4	49.2	.48	B	.57	B
	W of Coral Springs Dr	623	39.5	44.9	49.2	.80	C	.91	D
	W of University Dr	623	44.1	45.1	49.2	.90	D	.92	D
	E of University Dr	623	40.5	42.1	56.1	.72	B	.75	B
	E of Riverside Dr	623	50.0	50.1	56.1	.89	D	.89	D
	W of SR 7	623	48.0	50.1	56.1	.86	D	.89	D
Wiles Road	E of Coral Ridge Dr	412	21.7	21.9	39.5	.55	B	.55	B
	E of Coral Springs Dr	422	29.5	33.0	39.5	.75	B	.83	C
	E of University Dr	422	38.6	39.7	39.5	.98	E	1.00	E
	E of Riverside Dr	422	42.3	47.2	39.5	1.07	E	1.19	F
	W of SR 7	422	39.7	40.6	39.5	1.00	E	1.03	E

NOTES: Peak refers to Peak Seasonal traffic volumes for a twenty-four (24) hour period.

Asterisk (*) means under construction. See Appendix A for methodology in determining Level of Service (LOS).

DESIGN CODE

1st Digit: # of lanes	2nd Digit: Signals/Mile:	3rd Digit: Facility Type
	1 = Low (less than 1.99)	0 = One Way
	2 = Medium (2.00 - 4.5)	1 = Collector
	3 = High (over 4.5)	2 = Minor Arterial
	3 = Principal Arterial	
	4 = Multi-Lane Highway	
	5 = Expressway	

SOURCES: Broward County MPO Roadway Capacity and LOS Analysis for 2005 and 2030
Broward County Year 2006 Traffic Count Report Published April 2007
FDOT 2002 Quality / Level of Service Handbook Table 4-1/ Michael Miller Planning Associates, Inc. 9/2007

TRANSPORTATION ELEMENT

**TABLE T-3 (cont.)
CITY OF CORAL SPRINGS
CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
2007 AVERAGE ANNUAL DAILY TRAFFIC (AADT) VOLUMES**

NORTH/SOUTH ROADWAYS	SEGMENT	TIP DESIGN CODE	2007 ADT	2007 PEAK	LOS D CAP	EXISTING V/C	LOS ADT	PEAK EXISTING V/C	LOS PEAK
Sawgrass Xway	N of Atlantic Blvd	615	59.8	N/A	105.8	.56	A	N/A	N/A
	N of Sample Road	615	49.5	N/A	105.8	.48	A	N/A	N/A
	E of Coral Ridge Dr	615	57.0	N/A	103.6	.55	A	N/A	N/A
	E of University Dr	615	68.8	N/A	105.8	.65	A	N/A	N/A
Coral Ridge Dr	N of Southgate Blvd#	422	23.2	24.6	32.7	.71	B	.75	B
	N of Atlantic Blvd	422	30.1	30.2	32.7	.92	D	.92	D
	S of Royal Palm Blvd	422	32.0	32.4	33.9	.94	D	.96	E
	N of Sample Rd	412	30.4	32.6	32.7	.93	D	1.00	E
	S of Wiles Rd	422	25.9	26.1	32.7	.79	C	.80	C
	S of Sawgrass Xway	422	31.1	32.8	32.7	.95	D	1.00	E
	N of Sawgrass Xway	422	35.4	36.7	32.7	1.08	E	1.12	E
	N of Heron Bay Blvd	422	13.5	14.9	32.7	.41	B	.45	B
Coral Springs Dr	S of Southgate Blvd#	422	24.5	25.2	32.7	.75	B	.77	C
	S of Atlantic Blvd	422	22.7	23.1	32.7	.69	B	.71	B
	S of Royal Palm Blvd	422	31.1	31.9	33.9	.92	D	.94	D
	N of Sample Rd	412	21.9	24.4	33.9	.65	B	.72	B
	S of Sawgrass Xway	412	13.2	13.4	33.9	.39	B	.40	B
University Dr	S of Southgate Blvd#	623	49.5	50.4	49.2	1.01	E	1.02	E
	S of Atlantic Blvd	623	42.5	42.9	49.2	.86	D	.87	D
	N of Atlantic Blvd	623	53.0	58.4	49.2	1.08	E	1.19	F
	S of Royal Palm Blvd	623	52.5	55.0	49.2	1.08	E	1.12	E
	S of Sample Rd	623	43.5	45.1	49.2	.88	D	.92	D
	N of Sample Rd	623	38.3	42.6	49.2	.78	C	.87	D
	N of Cardinal Rd	423	33.3	34.2	32.7	1.02	E	1.05	E
	N of Wiles Rd	423	32.6	35.6	32.7	1.00	E	1.09	E
Rock Island Rd	S of Sample Rd#	411	22.9	25.3	33.9	.67	B	.75	B
	S of Wiles Rd	411	14.2	18.5	33.9	.42	B	.55	B
SR 7 / US 441	N of Sample Rd	623	45.5	47.2	49.2	.92	D	.96	E
	S of Sawgrass Xway	623	51.5	52.9	49.2	1.05	E	1.07	E

NOTES: Peak refers to Peak Seasonal traffic volumes for a twenty-four (24) hour period. Asterisk (*) means under construction.
Number (#) means not within City Limits. See Appendix A for methodology in determining Level of Service (LOS).

DESIGN CODE

1st Digit: # of lanes

2nd Digit: Signals/Mile:

1=Low (less than 1.99)

2=Medium (2.00 - 4.5)

3=High (over 4.5)

3rd Digit: Facility Type

0=One Way

1=Collector

2=Minor Arterial

3=Principal Arterial

4=Multi-Lane Highway

5=Expressway

SOURCES:

Broward County MPO Roadway Capacity and LOS Analysis for 2005 and 2030

Broward County Year 2006 Traffic Count Report Published April 2007

FDOT 2002 Quality / Level of Service Handbook Table 4-1 / Michael Miller Planning Associates, Inc. 9/2007

TRANSPORTATION ELEMENT

**TABLE T-4a
CITY OF CORAL SPRINGS
CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
2007 TWO-WAY PEAK HOUR / PEAK DIRECTIONAL ANALYSIS**

<u>East/West Roadways</u>	<u>Location</u>	<u>Peak Hour Dir</u>	<u>No. of Lanes</u>	<u>Signals per Mile</u>	<u>Peak Hour</u>	<u>Peak Hour Volume</u>	<u>Peak Hour Cap</u>	<u>2007 V/C</u>	<u>Peak Hour LOS</u>
Riverside Dr	S of Atlantic Blvd	WB	2	2	PM	486	1,460	.33	B
	W of Coral Springs Dr	WB	2	1	PM	575	1,560	.37	B
	W of University Dr	WB	4	1	PM	952	3,390	.28	A
	S of Atlantic Blvd	NB	4	2	PM	1,627	3,110	.52	B
	N of Atlantic Blvd	NB	4	2	PM	1,952	3,110	.63	B
	S of Royal Palm Blvd	NB	4	1	PM	2,610	3,390	.77	C
	S of Sample Rd	NB	4	2	PM	1,995	3,110	.64	B
	S of Wiles Rd	NB	4	2	PM	1,719	3,110	.55	B
	N of Wiles Rd	SB	4	1	PM	1,973	3,390	.58	A
Atlantic Blvd	E of Sawgrass Xway	WB	4	3	PM	2,582	3,110	.83	C
	E of Coral Ridge Dr	EB	4	2	PM	2,414	3,110	.78	C
	W of University Dr	EB	6	4	PM	3,273	4,680	.70	C
	E of University Dr	WB	6	4	PM	2,915	4,680	.62	B
	E of Riverside Dr	WB	6	2	PM	4,120	4,680	.88	D
Ramblewood Dr	E of Coral Springs Dr	EB	4	1	PM	872	2,950	.30	C
	E of University Dr	WB	4	1	PM	1,272	2,950	.43	C
	N of Atlantic Blvd	NB	2	1	PM	533	1,390	.38	C
Royal Palm Blvd	E of Coral Ridge Dr	EB	4	1	PM	1,759	3,390	.52	A
	W of University Dr	WB	4	2	PM	2,481	3,110	.80	C
	E of University Dr	WB	4	1	PM	2,412	3,390	.71	B
	E of Riverside Dr	WB	4	1	PM	3,028	3,390	.89	D
Sample Rd	E of Sawgrass Xway	EB	6	2	PM	2,460	4,680	.53	B
	W of Coral Springs Dr	EB	6	3	PM	3,297	4,680	.70	B
	W of University Dr	EB	6	4	PM	3,460	4,680	.74	B
	E of University Dr	WB	6	4	PM	3,890	4,680	.83	C
	E of Riverside Dr	WB	6	4	PM	4,810	4,680	1.03	E
	W of SR 7	EB	6	2	PM	4,030	4,680	.86	D
Wiles Rd	E of Coral Ridge Dr	WB	4	1	PM	1,941	3,390	.57	A
	E of Coral Springs Dr	EB	4	2	PM	2,519	3,110	.81	C
	E of University Dr	WB	4	1	PM	3,355	3,390	.99	E
	E of Riverside Dr	EB	4	3	PM	3,738	3,110	1.20	F
	W of SR 7	EB	4	3	PM	3,554	3,110	1.14	E

Peak Hour Volume - Refers to the volume of traffic utilizing a roadway during the busiest hour of a twenty-four (24) hour period or "Peak Hour" (includes two-way directional traffic volume).

Peak Hour Direction - Refers to the direction of the majority of vehicles traveling on a given roadway during the peak hour.

NOTES: Peak Hour Volumes derived from Broward County Year 2006 Traffic Count Report published 4/07.

Number (#) means not within City Limits.

See Appendix A for methodology in determining Level of Service (LOS).

Sources: Broward County Transportation Element
Broward County Year 2006 Traffic Count Report 4/2007
FDOT 2002 Quality / Level of Service Handbook Table 4-4 / Michael Miller Planning Associates, Inc. 9/2007

TRANSPORTATION ELEMENT

TABLE T-4a (cont.)
CITY OF CORAL SPRINGS
CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
2007 TWO-WAY PEAK HOUR / PEAK DIRECTIONAL ANALYSIS

<u>North/South Roadways</u>	<u>Location</u>	<u>Peak Hour Dir</u>	<u>No. of Lanes</u>	<u>Signals per Mile</u>	<u>Peak Hour</u>	<u>Peak Hour Volume</u>	<u>Peak Hour Cap</u>	<u>2007 V/C</u>	<u>Peak Hour LOS</u>
Sawgrass Xway	N of Atlantic Blvd	N/A	6	0	N/A	6,820	9,840	.69	B
	N of Sample Rd	N/A	6	0	N/A	5,650	9,840	.57	A
	E of Coral Ridge Dr	N/A	6	0	N/A	6,500	9,840	.66	B
	E of University Dr	N/A	6	0	N/A	7,850	9,840	.80	C
Coral Ridge Dr	N of Riverside Dr	NB	4	2	PM	2,290	3,110	.74	B
	N of Atlantic Blvd	SB	4	2	PM	2,946	3,110	.95	D
	S of Royal Palm Blvd	SB	4	3	PM	3,114	3,110	1.00	E
	S of Sample Rd	SB	4	1	PM	2,478	3,390	.73	B
	N of Sample Rd	NB	4	1	PM	2,734	3,390	.81	B
	S of Wiles Rd	SB	4	1	PM	2,202	3,390	.65	A
	N of Wiles Rd	SB	4	2	PM	2,792	3,110	.90	D
	S of Sawgrass Xway	NB	4	2	PM	2,546	3,110	.82	C
	N of Sawgrass Xway	NB	4	2	PM	2,770	3,110	.89	D
	N of Heron Bay Blvd	SB	4	2	PM	991	3,110	.32	B
Coral Springs Dr	S of Southgate Blvd#	SB	4	2	PM	2,352	3,110	.76	C
	S of Atlantic Blvd	NB	4	2	PM	2,151	3,110	.69	B
	N of Atlantic Blvd	NB	4	2	PM	2,468	3,110	.79	C
	S of Royal Palm Blvd	SB	4	2	PM	2,872	3,110	.92	D
	N of Sample Rd	SB	4	2	PM	2,660	3,110	.85	C
University Dr	S of Sawgrass Xway	SB	4	1	PM	1,342	3,390	.40	A
	S of Southgate Blvd#	SB	6	2	PM	4,760	4,680	1.02	E
	S of Atlantic Blvd	SB	6	3	PM	4,080	4,680	.87	D
	N of Atlantic Blvd	SB	6	3	PM	5,090	4,680	1.09	E
	S of Royal Palm Blvd	NB	6	4	PM	5,050	4,680	1.08	E
	S of Sample Rd	NB	6	3	PM	4,180	4,680	.89	D
	N of Sample Rd	SB	6	2	PM	3,171	4,680	.68	B
	N of Cardinal Rd	SB	4	2	PM	2,804	3,110	.90	D
	N of Wiles Rd	NB	4	1	PM	2,800	3,390	.90	D
	N of Sawgrass Xway#	NB	4	2	PM	1,080	3,390	.32	A
Rock Island Rd	S of Sample Rd#	SB	4	1	PM	2,106	3,390	.62	A
	S of Wiles Rd	NB	4	1	PM	1,428	3,390	.42	A
SR 7 / US 441	N of Sample Rd	SB	6	2	PM	3,820	4,680	.82	C
	S of Sawgrass Xway	NB	6	2	PM	4,330	4,680	.92	D

Peak Hour Volume - Refers to the volume of traffic utilizing a roadway during the busiest hour of a twenty-four (24) hour period or "Peak Hour" (includes two-way directional traffic volume).

Peak Hour Direction - Refers to the direction of the majority of vehicles traveling on a given roadway during the peak hour.

NOTES: Peak Hour Volumes derived from Broward County Year 2006 Traffic Count Report published 4/07.

Number (#) means not within City Limits.

See Appendix A for methodology in determining Level of Service (LOS).

Sources: Broward County Transportation Element / Broward County Year 2006 Traffic Count Report 4/2007
 FDOT 2002 Quality / Level of Service Handbook Table 4-4 / Michael Miller Planning Associates, Inc. 9/2007

TRANSPORTATION ELEMENT

Table T-4b
City of Coral Springs
City Collector Roadways
Existing and Forecasted 2-Way Peak Hour and Peak Directional Analysis

East/West Roadway	Location	No. of Lanes	1998 No. of Signals	1998 Capacity	1998 Peak Hr Volume	1998 V/C	1998 LOS	1998 Peak Hr Direction	1998 Peak Hr	2007 No. of Signals	2007 Capacity	2007 Peak Hr Volume	2007 V/C	2007 LOS	2007 Peak Hr Direction	2007 Peak Hr	2012 Peak Hr Volume	2012 V/C	Forecasted 2012 LOS
Western Dr	E of Coral Ridge Dr	4	1	2150	1028	.48	A	WB	948	1	2050	1445	.68	A	WB	950	1028	.48	A
	W of Coral Springs Dr	4	1	2150	1158	.54	A	WB	1028	1	2050	1515	.71	A	WB	1028	1158	.54	A
	E of Coral Springs Dr	4	1	2150	1225	.57	A	WB	1028	1	2050	1615	.75	A	WB	1028	1225	.57	A
	W of University Dr	4	2	2150	1188	.56	A	WB	1028	1	2050	1628	.76	A	WB	1028	1188	.56	A
	E of University Dr	4	2	2150	140	.06	A	WB	1028	1	2050	215	.10	A	WB	1028	140	.06	A
	W of Riverside Dr	4	2	2150	138	.06	A	WB	1028	1	2050	175	.08	A	WB	1028	138	.06	A
Merion Bay Blvd	W of Coral Ridge Dr	4	3	2050	207	.10	A	EB	1028	1	2050	388	.19	A	EB	1028	207	.10	A
Wyndham Lakes Blvd North	W of Coral Ridge Dr	4	1	2050	744	.36	A	EB	1028	1	2050	308	.15	A	EB	1028	744	.36	A
Wyndham Lakes Blvd South	W of Coral Ridge Dr	4	3	2050	327	.16	A	EB	1028	3	2050	584	.28	A	EB	1028	327	.16	A
Swearingen Dr	E of Coral Springs Dr	4	1	2150	301	.14	A	WB	1028	1	2050	243	.12	A	WB	1028	301	.14	A
	E of Wiles Road	4	1	2150	481	.22	A	WB	1028	1	2050	371	.18	A	WB	1028	481	.22	A
North Springs Way	W of University Dr	3	3	1350	341	.25	A	WB	1028	3	1350	314	.23	A	WB	1028	341	.25	A
	E of Riverside Dr	3	3	1350	120	.09	A	WB	1028	3	1350	16	.01	A	WB	1028	120	.09	A
Pine Ridge Dr	E of University Dr	4	3	2050	248	.12	A	WB	1028	3	2050	241	.12	A	WB	1028	248	.12	A
	W of Riverside Dr	4	3	2050	248	.12	A	WB	1028	3	2050	241	.12	A	WB	1028	248	.12	A
NW 30 th Street	W of Coral Ridge Dr	4	3	2050	211	.10	A	WB	1028	3	2050	425	.21	A	WB	1028	211	.10	A
	E of Coral Ridge Dr	4	3	2050	141	.07	A	WB	1028	3	2050	168	.08	A	WB	1028	141	.07	A
	W of NW 13 th Ave	4	3	1350	332	.24	A	WB	1028	3	1350	281	.21	A	WB	1028	332	.24	A
Cardinal Street	E of University Dr	3	1	900	370	.41	A	WB	1028	1	900	361	.40	A	WB	1028	370	.41	A
	W of University Dr	3	1	1350	120	.09	A	WB	1028	1	1350	432	.32	A	WB	1028	120	.09	A
	E of Riverside Dr	3	1	1350	147	.11	A	WB	1028	1	1350	214	.16	A	WB	1028	147	.11	A
Turtle Run Blvd	N of University Dr	4	3	2050	430	.21	A	WB	1028	3	2050	315	.15	A	WB	1028	430	.21	A
	At Park	4	3	2050	178	.09	A	WB	1028	3	2050	138	.07	A	WB	1028	178	.09	A
NW 20 th Street	E of Coral Springs Dr	3	1	900	350	.39	A	WB	1028	1	900	315	.35	A	WB	1028	350	.39	A
	W of Coral Hills Dr	3	1	1350	328	.24	A	WB	1028	1	1350	345	.26	A	WB	1028	328	.24	A
NW 21 st Street	E of University Dr	3	1	900	344	.38	A	WB	1028	1	900	307	.34	A	WB	1028	344	.38	A
	W of Forest Hills Blvd	3	1	900	344	.38	A	WB	1028	1	900	478	.44	A	WB	1028	344	.38	A
Forest Hills Blvd	E of NW 20 th Street	4	3	2050	340	.17	A	WB	1028	3	2050	203	.10	A	WB	1028	340	.17	A
Sheldon Blvd Dr	E of University Dr	3	2	900	321	.36	A	WB	1028	1	900	471	.44	A	WB	1028	321	.36	A
	W of Riverside Dr	3	2	900	303	.34	A	WB	1028	1	900	307	.34	A	WB	1028	303	.34	A
	E of Riverside Dr	3	2	900	313	.35	A	WB	1028	1	900	278	.31	A	WB	1028	313	.35	A
Randallwood Dr	E of Coral Springs Dr	4	2	2150	325	.15	A	WB	1028	1	2050	385	.19	A	WB	1028	325	.15	A
	W of University Dr	4	2	2150	1188	.56	A	WB	1028	1	2050	138	.06	A	WB	1028	1188	.56	A
	E of University Dr	4	2	2150	1238	.58	A	WB	1028	1	2050	131	.06	A	WB	1028	1238	.58	A
	W of Riverside Dr	4	2	2150	1188	.56	A	WB	1028	1	2050	1004	.48	A	WB	1028	1188	.56	A
	E of University Dr	4	2	2150	321	.15	A	WB	1028	1	2050	324	.15	A	WB	1028	321	.15	A
	N of Atlantic Blvd	4	2	2150	324	.15	A	WB	1028	1	2050	324	.15	A	WB	1028	324	.15	A
Springfield Dr	S of Sample Road	4	3	1900	1900	1.00	B	WB	1900	1	2050	1900	.93	A	WB	1900	1900	.93	B

Sources: Based on City of Coral Springs Actual Traffic Counts 12/2007
 1998 Traffic Counts and Analysis per adopted Transportation Element
 2007 Actual / 2012 Forecasts by Michael Miller Planning Associates, Inc. 2/2008.

Notes:

1. A few City Collector roadways have Broward County Monitoring Stations; therefore, the County's 2005 / 2030 data was analyzed.
2. Some roadway segments experienced a decline in traffic volumes between the years 1998 to 2007 due to community build-out with less construction traffic.
3. Almost all land areas adjoining City Collectors are fully developed as of 2007. Roadways with vacant lands were factored upward assuming infill at 2012.
4. No long-range forecast (2030) is provided for City Collectors, as the City is 99% built-out as of December 31st, 2007.
5. Roadway capacities differ from the 1998 analysis due to FDOT modifying the Level of Service Handbook in 2002.
6. The 1998 versus 2007 analysis contains different signal quantities based on the new methodology in the 2002 FDOT Level of Service Handbook. The 2012 forecasts assume the same methodology and roadway capacities.

B. Mass Transit Facilities/Routes.

1. Broward County Transit (BCT) Bus Service. InterCounty bus service is

TRANSPORTATION ELEMENT

provided by the Broward County Office of Transportation. Eight (8) Broward County bus routes currently provide service to the City in 2007. Along each route are numerous bus stops and shelters too numerous to identify on the map series. In 2007 a regular one-way fare is \$1.25; however, there are discount programs for frequent users and special needs. Following is a description of each route.

Route 2 is a north/south bus route generally following University Drive in Western Broward County. The route initiates at the Golden Glades Park & Ride lot located in northern Miami-Dade County. The route travels northward into Broward County on University Drive some twenty (20) miles into Coral Springs. The route turns east on Ramblewood Drive into the Coral Square Mall near the foodcourt area on the north side of the mall. The route then returns to University Drive traveling north to NW 56th Drive where it turns east and loops southerly to Westview Drive. The route then turns west and returns to University Drive where it turns south and retraces its alignment to the Golden Glades Park & Ride lot. Weekday headways are approximately every 20 minutes at peak times and one-half hour at other times. Saturday and Sunday headways are 30 minutes. This route operates 7 days per week.

Route 18 is a main north /south bus route following US 441 / SR 7 from the Golden Glades Park & Ride Lot in northern Miami-Dade County through Broward County and terminating at the Sandalfoot Cove Shopping Center in southern Palm Beach County. The route then continues back south along the same route. Headways are approximately every 15 minutes at peak times and one-half hour at other times. This route operates 7 days per week.

441 Breeze is a limited stop express bus route generally following the same route as Route 18 along US 441 / SR 7 from the Golden Glades Park & Ride Lot in northern Miami-Dade County through Broward County; however, the route terminates at Sample Road as it loops around the commercial areas in Coral Springs (Wal-Mart / Lowes / Target). The route then continues back south along the same route. Headways are approximately every 30 minutes. This route operates 5 days per week (no weekends).

Route 34 is a main east / west bus route following Sample Road from Federal Highway / US 1 in Pompano Beach and terminating at the Coral Springs Corporate Park in Coral Springs. The route then continues back along the same route. Headways are approximately every 30 minutes. This route operates 7 days per week.

Route 42 is a main east / west bus route following Atlantic Boulevard from SR

TRANSPORTATION ELEMENT

A1A in Pompano Beach to Coral Springs. The route travels west on Atlantic Boulevard to Coral Ridge Drive where it turns south to Riverside Drive. There it turns west and travels back to Atlantic Boulevard where it turns east and returns to A-1-A. Headways are every 30-minutes during weekdays and 40-minutes on weekends. This route operates 7 days per week.

Route 62 is generally a meandering bus route between the Coral Springs and the Galt Ocean Mile in Ft. Lauderdale. The route initiates at University Drive and Westview Drive. The route travels east on Westview Drive to Riverside Drive turning south to Ramblewood Drive, where it enters the Coral Square Mall. After exiting the Mall Route 62 travels south on University Drive, west on Atlantic Boulevard, and south on Coral Ridge Drive into the City of Tamarac. The route meanders through the City of Tamarac to McNab Road then turns easterly into the City of Margate via SW 81st Avenue, Kimberly Boulevard and US 441 back to McNab Road/Cypress Creek Road. The route travels east to US 1 then turns south to Commercial Boulevard then east to the Galt Ocean Mile area. Headways occur approximately every 40 minutes during weekdays and 50 minutes on weekends. This route operates 7 days per week.

Route 83 is generally an east/west bus route between the Pompano City Centre at Copans Road and Federal Highway into Coral Springs. The route enters Coral Springs on Royal Palm Boulevard and extends westerly to University Drive to NW 99th Avenue, where it travels north to serve the St. Andrews Towers Senior Citizen complex just south of NW 29th Street before returning to Royal Palm Boulevard and continuing in a westerly direction. The route then travels northerly on Coral Ridge Drive to NW 39th Street and then westerly to NW 124th Avenue looping through the Coral Springs Corporate Park to Sample Road and back to Coral Ridge Drive where it turns south to Royal Palm Boulevard. The route then retraces back to Pompano Beach. The headways are 30 minute intervals on weekdays and 45 minutes on weekends. This route operates 7 days per week.

Route 88 is a north / south bus route following Coral Springs Drive (Pine Island Road) in western Broward County from the West Regional Terminal in the City of Plantation near Broward Boulevard through the cities of Plantation, Sunrise, Lauderhill and Tamarac into the City of Coral Springs. Route 88 turns west on Westview Drive and north on Coral Ridge Drive before servicing the Heron Bay Commercial area north of the Sawgrass Expressway. Route 88 makes its turnaround at the traffic circle on Holmberg Road east of Coral Ridge Drive before it turns south on Coral Ridge Drive and returns to the West Regional Terminal. Headways are approximately every 30 minutes

TRANSPORTATION ELEMENT

during peak hours and 60 minutes during mid-day on weekdays and 60 minutes on weekends. This route operates 7 days per week.

2. Coral Springs Community Shuttle Service. Inter-City bus service is provided by the City of Coral Springs through an inter-local funding agreement with Broward County Transit. The community shuttle bus service links residential areas of the community to existing Broward County Transit routes and major shopping centers in the City. The shuttles operate from 8AM to 6PM Monday through Saturday and 8AM to 5PM on Sunday operating with 60 minute headways. The shuttles are free to residents. Two (2) community shuttle bus routes exist in 2007. Following is a description of each route:

Green Route – The Green Route initiates at the intersection of University Drive and Sample Road and travels west to Coral Springs Drive and then turns north to Wiles Road. The route travels west on Wiles Road to NW 110th Avenue and then turns south to NW 39th Street. The route travels west on NW 39th Street to Coral Ridge Drive and then turns south on Coral Ridge Drive to Royal Palm Boulevard. The route then turns west on Royal Palm Boulevard and loops through the regional park to Sample Road. The route travels east on Sample Road back to Coral Ridge Drive then turns north on Coral Ridge Drive about 2.5 miles to Wal-Mart store north of the Sawgrass Expressway. From Wal-Mart the route travels east on Holmberg Road into the City of Parkland to Pine Island Road / Coral Springs Drive and then turns south back into the City of Coral Springs. The route turns east on Westview Drive to University Drive with a stop at the Shoppes of Magnolia / Target. The route then turns south on University Drive to Broken Woods Drive, looping to Sample Road and back to University Drive.

Blue Route – The Blue Route initiates at the intersection of University Drive and Sample Road and travels west to Coral Hills Drive and then turns south into the community medical complex (Coral Springs Medical Center / medical offices) and turns west on NW 29th Street to NW 99th Avenue. The route operates south on NW 99th Avenue to the St. Andrews Tower complex (elderly) and then returns to NW 29th Street. The route continues west on NW 29th Street to Coral Springs Drive and then turns south on Coral Springs Drive past the Performing Arts Center, Public Safety Complex and Gymnasium to Atlantic Boulevard with a stop at Cypress Park. The route then turns east on Atlantic Boulevard to the University Drive commercial areas (Atlantic Crossings / Coral Square Mall). The route stops at the Mall at the bus transfer stop. The route then travels east on Ramblewood Drive to Riverside Drive and then turns north. The route continues north past Royal Palm Boulevard and then turns into the Forest Hills subdivision at NW 24th Street.

The route follows Forest Hills Drive northerly to NW 85th Avenue and then continues north to Sample Road. The route turns east to Woodside Drive and follows Woodside Drive north to Wiles Road. The route turns west on Wiles Road to Riverside Drive where it turns south to Cardinal Road / NW 40th Street. The route follows NW 40th Street west to University Drive and then turns south to Broken Woods Drive, looping to Sample Road and back to University Drive.

The City of Margate continues to operate a shuttle service throughout their community with a stop at the Coral Square Mall. The route enters Coral Springs on Atlantic Boulevard turning north on Riverside Drive to Ramblewood Drive entering the Mall. The route returns to Riverside Drive turning north to Sample Road. The route turns easterly on Sample Road to Holiday Spring Boulevard (continuation of Woodside Drive) turning southerly back into the City of Margate.

Conversations with the Broward County's Mass Transit Division yielded a conclusion that no capacity problems existed, in fact, methods to increase ridership are continually being sought. Occupancy rates vary by route.

Broward County and/or the City have installed and maintains bus benches and shelters at some of the stops. In the past 5 years a number of new upgraded City-designed bus shelters have been installed on the main routes at the busiest locations.

Pedestrian access to bus routes is generally very good, as the City provides a nearly complete sidewalk system on all major roadways.

A more detailed Level of Service analysis by route can be found on pages T-86 and T-87.

VIII. TRANSPORTATION ANALYSIS

ANALYSIS OF EXISTING TRANSPORTATION SYSTEM:

A. Limited Access Facilities. One Limited Access Highway is in the City of Coral Springs. It is maintained by the State of Florida Department of Transportation Turnpike District.

1. Sawgrass Expressway

a. Facility Description

- Discussion - The Sawgrass Expressway (also known as State Road 869) generally borders the western and northern boundaries of Coral Springs. A total of eleven (11) miles of the Sawgrass Expressway either abuts, or traverses through the City. In the far northeast area of Coral Springs, the Sawgrass Expressway intersects and enters the City at State Road 7, traverses due west for approximately six (6) miles and after a bend in the roadway, turns due south and traverses approximately five (5) miles, through the far southwestern City limits at the C-14 Canal. The Sawgrass Expressway then continues south through Broward County, where it ends at I-75. The roadway (in 2007) is being widened to a 6-lane divided Freeway. The roadway is part of the Florida Intrastate Highway System (FIHS).

The Sawgrass Expressway, which was originally constructed in 1986, is well paved and clearly marked with traffic lane striping. The roadway is "super-elevated" and with canals on both sides, adequate drainage exists.

The State of Florida Department of Transportation Turnpike District maintains the Sawgrass Expressway.

- Traffic signalization - there are no traffic signals on the freeway itself; however, there are unmanned tollbooths at the interchange entrances/exits at University Drive and Coral Ridge Drive and traffic signals at the intersections with cross streets.
- Adjoining land uses/access - On the north side of the Sawgrass Expressway is the City of Parkland and after the Sawgrass Expressway turns south, on the west side is the Everglades Conservation Area. Access can be made onto the Sawgrass Expressway from State Road 7, University Drive, Coral Ridge Drive, Sample Road and Atlantic Boulevard.

b. Present Level of Service

The roadway segment north of Atlantic Boulevard currently is handling 59,800 trips per day (TPD). The roadway segment north of Sample Road is currently handling 49,500 TPD. The roadway segment east of Coral Ridge Drive is currently handling 57,000 TPD. The roadway is currently handling 68,800 TPD east of University Drive. The established Level of Service (LOS) volume for the Sawgrass Expressway is 105,800 TPD at LOS D (6LD). The current volumes to capacity (V/C) ratios are .56, .48, .55 and .65 respectively. This results in a current operating LOS of A. For peak hour

information, please see Table T-4. Peak Hour LOS is B, A, B and C respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will increase steadily, but will not exceed capacity. The estimates are 77,800 TPD north of Atlantic Boulevard, 58,400 north of Sample Road, 55,100 at Coral Ridge Drive, and 93,200 east of University Drive. Therefore, these volumes would result in V/C ratios of .74, .55, .52, and .88 respectively. These V/C ratios would result in an LOS B, A, A, and D. However, the City questions the county forecast for the location east of Coral Ridge Drive. The suggested traffic counts for 2030 are far below existing 2007 traffic counts and near term forecast. The City believes a better estimate may be about 65,800 TPD (V/C .62 / LOS A). For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be B, D, C, and D respectively.

d. Proposed Improvements

There are no further improvements scheduled to the road per the FDOT/Broward County Work Program or the Broward County Metropolitan Planning Organization (MPO) 2007/08 through FY 2011/12 Transportation Improvement Program (TIP). A roadway widening project that added 2 lanes to the previous 4 lanes to create a 6 lane divided road is being completed with sound walls, interchange improvements and landscaping.

B. Arterial Roadways. Several arterial roadways provide travel both through and within the City of Coral Springs. These roadways are part of Broward County's system and are maintained by the State of Florida and/or Broward County.

1. Coral Ridge Drive

a. Facility Description

- Discussion - Coral Ridge Drive is the most western north-south arterial in Coral Springs. This roadway begins about 2 miles north of the Sawgrass Expressway at the north end of the Heron Bay community at future County Line Road and traverses south to the southern City limits at the C-14 Canal, where this roadway continues south through Broward County as Nob Hill Road. The roadway is constructed as a four (4) lane divided facility, with a 106' wide right-of-way. Its length within the City limits is

TRANSPORTATION ELEMENT

approximately 5½ miles. Sidewalks abut both sides of the road and adequate drainage exists.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and eighteen (18) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in good condition. There are a total of eleven (11) traffic control signals, for an average of approximately two (2) per mile and they are located at each intersection where Coral Ridge Drive intersects with another arterial or collector. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:

- Westview Drive
- Wiles Road
- Sample Road
- Royal Palm Boulevard
- NW19th Street (North Eagle Trace Boulevard)
- Lakeview Drive
- Atlantic Boulevard
- Riverside Drive
- North and south of the Sawgrass Expressway
- Holmberg Road Extension
- Heron Bay Boulevard

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial and industrial. Coral Ridge Drive provides access to the Coral Springs Corporate Park and various strip commercial properties at the intersections of other arterials. There is access to the Sawgrass Expressway from Coral Ridge Drive.

b. Present Level of Service

The roadway segment just north of Southgate Boulevard as the roadway enters the City is currently handling 23,200 TPD. At Atlantic Boulevard the roadway is currently handling 30,100 TPD, at Royal Palm Boulevard 32,000 TPD, at Sample Road 30,400 TPD, at Wiles Road 25,900 TPD,

south of the Sawgrass Expressway 31,100 TPD, north of the Sawgrass Expressway 35,400 TPD and north of Heron Bay Boulevard 13,500 TPD. The established LOS D volume for Coral Ridge Drive is 32,700 TPD for all segments of the roadway except south of Royal Palm Boulevard, where it is 33,900 TPD. Therefore, the current V/C ratios are .71, .92, .94, .93, .79, .95, 1.08 and .41 respectively. This results in current operating LOS of B, D, D, D, C, D, E and B. For peak hour information, please see Table T-4. Peak Hour LOS is B, D, E, B, B, A, D, C, D and B respectively.

c. Future Level of Service

The Broward County Year 2030 traffic projections estimate that traffic counts will increase somewhat significantly, and will exceed capacity. It is felt the County estimates may be high given the built-out nature of the City and surrounding areas. Also, the county's 2030 computer modeling includes intensive re-development at maximum density and roadway connections into Palm Beach County. They estimate that volumes will be 26,500 TPD north of Southgate Boulevard, 37,300 TPD north of Atlantic Boulevard, 35,700 TPD south of Royal Palm Boulevard, 50,700 TPD north of Sample Road, 33,500 TPD south of Wiles Road, 33,800 TPD south of the Sawgrass Expressway, 46,200 TPD north of the Sawgrass Expressway and 37,100 TPD north of Heron Bay Boulevard. These volumes would result in V/C ratios of .81, 1.14, 1.05, 1.00, NL, .67, 1.48 and 1.19 respectively. These V/C ratios would result in an LOS C, E, E, E, NL, B, F and F respectively. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be C, F, E, E, E, E, C and B respectively. As stated above the City believes it is unlikely the traffic growth will occur as forecast by Broward County due to the low densities in the area and the fact that the roadway will now terminate at County Line Road. The City forecasts traffic volumes to be about 35,100 TPD north of Sample Road instead of 50,700 TPD and about 39,100 TPD north of the Sawgrass Expressway instead of 46,200 TPD. This would still result in LOS of E and F at those locations; therefore, plans should be made to schedule roadway improvements in the future for those segments expected to fall below LOS D.

d. Proposed Improvements

There are no improvements scheduled to the road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP). If traffic volumes rise to the Broward County forecasted

amount in Year 2030, virtually the entire roadway length will need improvements. However, the Broward County Long Range Transportation Plan (LRTP) Cost Feasible Plan identifies a possible need to widen the roadway from 4 lanes to 6 lanes from north of Sample Road to the Sawgrass Expressway. This improvement is not listed on the 5-year plan. Traffic volumes and growth in the area should be monitored in the next few years to determine if the improvement is necessary.

2. Coral Springs Drive

a. Facility Description

- Discussion - Coral Springs Drive is a north-south arterial centrally located in Coral Springs. The portion of this roadway that exists within the City limits begins at the northern City limits at the Sawgrass Expressway and traverses south to the southern City limits at the C-14 Canal, where this roadway continues south through Broward County as Pine Island Road. The roadway does extend north of the Sawgrass Expressway through the City of Parkland to County Line Road about 2 miles to the north. The roadway is constructed as a four (4) lane divided facility, with a 106' wide right-of-way. Its length within the City limits is approximately 5 miles. Sidewalks abut both sides of the road and adequate drainage exists.
- The width of the median varies between four (4) and nineteen (19) feet. In addition, shade trees are planted in the median.

The pavement is in good condition. There are a total of nine (9) traffic control signals on Coral Springs Drive, for an average of approximately two (2) per mile and are spaced at intersections of other arterials and major collectors. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - Westview Drive
 - Wiles Road
 - Sample Road
 - N.W. 29th Street
 - Royal Palm Boulevard
 - Ramblewood Drive

TRANSPORTATION ELEMENT

- Lakeview Drive
- Atlantic Boulevard
- Riverside Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial, community facilities and recreation and open space. In addition, Coral Springs Drive provides access to Country Hills Elementary School and Taravella High School, the Performing Arts Center, Public Safety Complex and North Community, Betti Stradling, Mullins and Cypress Parks. There is no access to the Sawgrass Expressway from Coral Springs Drive.

b. Present Level of Service

The roadway segment just south of Southgate Boulevard as the roadway enters the City is currently handling 24,500 TPD. South of Atlantic Boulevard the roadway is currently handling 22,700 TPD, south of Royal Palm Boulevard 31,100 TPD, north of Sample Road 27,000 TPD and 13,200 TPD at the Sawgrass Expressway. The established LOS D volumes for Coral Springs Drive is 32,700 TPD for those segments - south of Atlantic Boulevard and 33,900 TPD north of Atlantic Boulevard because of signal spacing. Therefore, the current V/C ratios are .75, .69, .92, .80 and .39 respectively. This results in a current operating LOS of B, B, D, B and B. For peak hour information, please see Table T-4. Peak Hour LOS is C, B, B, D, C and A respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic will increase significantly in some instances, be too low in others, but not exceed capacity. Again it is felt that some of the County's forecasts are not feasible given the built-out nature of the City and surrounding areas. They estimate that there will be 29,400 TPD south of Atlantic Boulevard and 27,000 TPD south of Royal Palm Boulevard, 25,800 TPD north of Sample Road and 27,300 TPD south of the Sawgrass Expressway. These volumes would result in V/C ratios of .90, .83, .76 and .81 respectively. These V/C ratios would result in an LOS D, C, C and C respectively. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be D, E, C and A respectively. As stated above the City believes it is unlikely the traffic growth will occur as forecast by

Broward County due to the low densities in the area and the fact that the roadway will now terminate at County Line Road; however, the segment south of Royal Palm Boulevard is already operating with more traffic than is forecast. The City forecasts traffic volumes to be about 34,400 TPD south of Royal Palm Boulevard instead of 27,000 TPD (31,100 TPD now) and about 15,900 TPD south of the Sawgrass Expressway instead of 27,300 TPD. This would still result in LOS of E and B at those locations; therefore, some plans should be made to schedule roadway improvements in the future.

d. Proposed Improvements

There are no improvements scheduled to the road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) 2007/08 through FY 2011/12 Transportation Improvement Program (TIP). Based on Broward County's forecast, no segment of the road will need to be widened. However, the City believes the segment from Atlantic Boulevard through Royal Palm Boulevard may need to be widened to six (6) lanes, as current traffic volumes are significantly higher than the county's 2030 forecast.

3. University Drive (SR 817)

a. Facility Description

- Discussion - University Drive is a north-south principal arterial centrally located in Coral Springs. The portion of this roadway that exists within the City limits begins at the northern City limits at the Sawgrass Expressway and traverses south to the southern City limits at the C-14 Canal, where this roadway continues south through Broward County. North of the Sawgrass Expressway the road currently extends about 2 miles north, currently stopping about 1 mile north of Holmberg Road. Plans to extend the road northerly into Palm Beach County to connect to Glades Road and provide a more westerly north / south arterial road alternative to heavily traveled SR 7 are now being debated. Palm Beach County, with the support of the City of Parkland, has requested that any connection be removed from future plans. However, the Florida Department of Community Affairs (DCA) has objected to the request, as alternative studies on the impact to other area roads was not completed adequately. Although it may eventually happen, at this time the City of Coral Springs is optimistic of it remaining, especially if the Coconut Creek Seminole Indian Casino is expanded, as it will significantly impact SR 7. At the northern

TRANSPORTATION ELEMENT

City limits (the Sawgrass Expressway), University Drive is currently a four (4) lane divided facility southerly to N.W. 40th Street (Cardinal Road). From N.W. 40th Street going south, University Drive is a six (6) lane divided roadway. The entire portion of University Drive within the City limits has a 200' wide right-of-way, although the road is built within the middle 120' section. At one time in the past the roadway was studied to be a limited access roadway across the county that could have needed additional road right-of-way. Its length within the City limits is approximately 5 miles. Sidewalks abut both sides of the road and adequate drainage exists.

The entire length of the median has curbing. The width of the median varies between four (4) and twenty (20) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in good condition. There are a total of 15 traffic control signals on University Drive, for an average of approximately three (3) per mile. They are spaced at intersections of other arterials and major collectors and at entrances to major commercial/retail centers. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - Sawgrass Expressway Interchange
 - Westview Drive
 - Wiles Road
 - N.W. 40th Street (Cardinal Road)
 - Sample Road
 - N.W. 31st Court
 - N.W. 28th Street
 - Royal Palm Boulevard
 - N.W. 20th Street
 - N.W. 19th Street
 - Shadow Wood Boulevard
 - Ramblewood Drive
 - Access roads to Coral Square Mall and Home Depot
 - Atlantic Boulevard
 - Riverside Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family

residential, multi-family residential; however, University Drive abuts and provides access to predominantly commercial land uses. University Drive is the main north-south commercial corridor in Coral Springs and provides access to the Coral Square Mall and several professional office/retail commercial centers and restaurants. There is access to the Sawgrass Expressway from University Drive.

b. Present Level of Service

The roadway segment south of Southgate Boulevard is currently handling 49,500 TPD. At Atlantic Boulevard the roadway is currently handling 42,500 TPD south of the intersection and 53,000 TPD north of the intersection. At Royal Palm Boulevard 52,500 TPD were noted, at Sample Road 43,500 TPD were noted south of the intersection and 38,300 TPD north of the intersection, 33,300 TPD north of Cardinal Road and 32,600 TPD noted north of Wiles Road. No data was available south of the Sawgrass Expressway, but it is noted that 13,300 TPD occur north of the Sawgrass Expressway. Heavy congestion occurs on University Drive at this interchange during peak hours due to traffic entering / exiting the roadway. The established LOS for University Drive at LOS D is 49,200 TPD on the six (6)-lane section from the southerly City limits to Cardinal Road and 32,700 TPD from Cardinal Road to the Sawgrass Expressway, which is currently a four (4) lane section. The current V/C ratios are 1.01, .86, 1.08, 1.08, .88, .78, 1.02 and 1.00 respectively. This results in current operating LOS of E south of Southgate Boulevard, LOS D and E at Atlantic Boulevard, LOS E at Royal Palm Boulevard, LOS D south of Sample Road, LOS C north of Sample Road and a LOS E at Cardinal Road and Wiles Road. For peak hour information, please see Table T-4. Peak Hour LOS is E, D, E, E, D, B, D and D respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic will increase significantly on most segments in the future except for a significant drop in traffic volume south of Royal Palm Boulevard. Again, the forecasted increase may be overly estimated because of the built-out nature of the City and surrounding areas and the fact that the roadway will now terminate at County Line Road. However, the segment south of Royal Palm Boulevard is already operating with more traffic than is forecast. The County forecasts that there will be approximately 52,900 TPD south of Atlantic Boulevard, 58,400 TPD north of Atlantic Boulevard, 45,100 TPD south of Royal Palm Boulevard, 59,500 TPD south of Sample

Road, 51,000 TPD north of Sample Road, 51,300 TPD north of Cardinal Road and 57,000 TPD north of Wiles Road. These volumes would result in V/C ratios of 1.07, 1.19, .92, 1.21 1.04, 1.04 and 1.16. These V/C ratios would result in an LOS of E, F, D, F, E, E and F respectively. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be E, F, F, F, E, D and E respectively. The City forecasts traffic volumes to be about 58,900 TPD south of Royal Palm Boulevard instead of 45,100 TPD (52,500 TPD now), about 44,600 TPD north of Wiles Road instead of 51,300 and about 45,800 TPD north of the Sawgrass Expressway instead of 57,000 TPD. This would still result in LOS of F, D and D at those locations. It is assumed that the planned University Drive widening from NW 40th Street to the Sawgrass Expressway from 4 lanes to 6 lanes will occur, otherwise, serious LOS problems will occur.

d. Proposed Improvements

There are currently no physical improvements scheduled to the road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) 2007/08 through 2011/12 Transportation Improvement Program (TIP); however, there are few maintenance projects listed. The roadway segment from Sample Road to Wiles Road is scheduled for re-surfacing in FY 2007-08. The roadway segment from the C-14 Canal to Sample Road is also scheduled for re-surfacing in FY 2008-09. The Cardinal Road to Sawgrass Expressway / Holmberg Road widening project is currently listed on the MPO “unfunded” priority list, meaning it is not scheduled in the current 5-year TIP planning period. In addition, the segment University Drive between Cardinal Road and Wiles Road is scheduled to be widened to 6-lanes as part of the Downtown Coral Springs DRI transportation improvements, which are contingent upon specific levels of development in the Downtown area. Other improvements included in the DRI include adding northbound and southbound through lanes and turn lanes to all approaches of the intersection at Wiles Road and a southbound right turn lane at Sample Road. Improvement design plans (PD& E Study) for widening the roadway from Cardinal Road to Holmberg Road have already been completed. The City requested that this timeframe be moved up to meet the current and anticipated needs. The City needs to study in more detail traffic forecasts and identify needed improvements. It may be that no further widening or roadway capacity improvements can occur, given the limited right-of-way. Transit-related improvements should be considered.

4. Riverside Drive

a. Facility Description

- Discussion - A majority of Riverside Drive exists as a north-south arterial located in the eastern section in Coral Springs. The portion of this roadway that exists within Coral Springs begins at the northern City limits at the Sawgrass Expressway and traverses south where it turns west at Atlantic Boulevard and continues west until the roadway ends at Atlantic Boulevard, immediately west of Coral Ridge Drive. The roadway is constructed as a four (4) lane divided facility from the Sawgrass Expressway to University Drive, with a 106' wide right-of-way. From University Drive to the western terminus of Riverside Drive, at Atlantic Boulevard, Riverside Drive is a two (2)-lane roadway. Its length within the City limits is approximately 7½ miles. There is only one (1) portion of Riverside Drive that does not have a sidewalk, on the west side between Shadow Wood Boulevard and N.W. 19th Drive. The remainder of Riverside Drive has sidewalks and adequate drainage exists.

Almost the entire length of Riverside Drive has median curbing. The only segment that lacks curbing is between Royal Palm Boulevard and Ramblewood Drive. The only segment of Riverside Drive, which does not have irrigation, is between Sample Road and Atlantic Boulevard. The width of the median varies between four (4) and nineteen (19) feet. There are scattered shade trees in the median.

The pavement is in good condition. There are a total of 13 traffic control signals on Riverside Drive, for an average of 1.6 per mile. They are located at intersections of other arterials and major collectors. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - Westview Drive
 - Wiles Road
 - Cardinal Road / NW 40th Street
 - NW 35th Court
 - Sample Road
 - Royal Palm Boulevard
 - Shadow Wood Boulevard
 - Ramblewood Drive
 - Atlantic Boulevard

TRANSPORTATION ELEMENT

- University Drive
- Coral Springs Drive
- Coral Ridge Drive
- Atlantic Boulevard

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are generally divided between both single-family and multi-family residential development. In addition, Riverside Drive provides access to Coral Park Elementary, Taravella High and Riverside Elementary School. There is no access to the Sawgrass Expressway from Riverside Drive.

b. Present Level of Service

The roadway segment south of Atlantic Boulevard currently is handling 4,900 TPD. The roadway segment west of University Drive is currently handling 9,400 TPD. The roadway segment west of Coral Springs Drive is currently handling 5,600 TPD. The roadway segment south of Atlantic Boulevard is currently handling 17,700 TPD. The roadway segment north of Atlantic Boulevard is currently handling 22,600 TPD. The roadway segment south of Royal Palm Boulevard is currently handling 27,700 TPD. The roadway segment south of Sample Road is currently handling 21,900 TPD. The roadway segment south of Wiles Road is currently handling 16,800 TPD. The roadway segment north of Wiles Road is currently handling 18,900 TPD. The established LOS D volumes for Riverside Drive are 15,400 TPD south of Atlantic Boulevard and west of University Drive, and 32,700 TPD for all remaining segments of the roadway. The current volumes to capacity ratios are .32, .29, .54, .69, .85, .67, .51 and .58 respectively. These V/C ratios result in a current operating LOS of B, B, B, B, C, B, B and B. For peak hour information, please see Table T-4. Peak Hour LOS is B, A, B, B, C, B, B and A respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will increase somewhat south of Atlantic Boulevard, increase somewhat on the segments south of Sample Road but decrease near Wiles Road, despite the fact the traffic has steadily increased on those road segments and is far higher in 2007 than is forecast in 2030 by the county. The County forecasts that these will be approximately 6,700 TPD south of Atlantic Boulevard, 10,500 TPD west of University Drive, 21,900

TPD south of Atlantic Boulevard, 23,600 TPD north of Atlantic Boulevard, 28,100 TPD south of Royal Palm Boulevard, 25,700 TPD south of Sample Road, 13,900 TPD south of Wiles Road and 10,600 north of Wiles Road. These volumes would result in V/C ratios of .43, .68, .65, .70, .83, .76, .43 and .32. These V/C ratios would result in an LOS C, B, B, B, C, C, C and C respectively. However, the City notes the existing 2007 traffic volumes both north and south of Wiles Road far exceed the county forecast for 2030. The City believes a better forecast will be about 19,300 TPD south of Wiles Road and about 23,200 TPD north of Wiles Road. The LOS would remain C. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be B, A, B, C, C, C, B and B respectively.

d. Proposed Improvements

There are no improvements scheduled to the road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP). Congestion occurs frequently at the intersection of Wiles Road during peak periods due to the amount of traffic traveling south from the local Coral Springs neighborhoods and from the City of Parkland. It is suggested a study be performed to determine if a 2nd southbound left turn lane should be added, the signal re-timed or other alternatives.

5. Rock Island Road

a. Facility Description

- Discussion - Rock Island Road is a north-south arterial located in eastern Coral Springs. The portion of this roadway that exists within Coral Springs begins at Wiles Road and traverses south to Sample Road. Rock Island Road continues south of Sample Road through the City of Margate and further south in Broward County. The roadway is constructed as a four (4) lane divided facility, with a 110' wide right-of-way. Its length within the City limits is approximately 1 mile. Rock Island Road has sidewalks on both sides of the entire roadway and adequate drainage exists.

The entire length of Rock Island Road has median curbing. The width of the median varies between four (4) and twenty-one (21) feet. There are large shade trees planted in the median.

The pavement is in good condition. There are a total of two (2) traffic control signals on Rock Island Road, for an average of two (2) per mile. There is

clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - Wiles Road
 - Sample Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are predominantly single-family residential. In addition, Rock Island Road provides access to Coral Springs High School, Paul Barre Park and Coral Springs Station No. 43 Fire Department. There is no access to the Sawgrass Expressway from Rock Island Road.

b. Present Level of Service

The roadway segment south of Sample Road currently is handling 22,900 TPD. The roadway segment south of Wiles Road is currently handling 14,200 TPD. The established LOS volume for Rock Island Road is 33,900 TPD at LOS D. The current V/C ratios are .67 and .42 respectively. This results in a current operating LOS of B and B. For peak hour information, please see Table T-4. Peak Hour LOS is A at both locations.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will increase slightly at both locations. The County forecast is 27,000 TPD south of Sample Road and 18,400 TPD south of Wiles Road. These volumes would result in a V/C ratio of .80 and .54 respectively. This V/C ratio would result in a projected operating LOS of C and B respectively. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be C south of Sample Road and B south of Wiles Road.

d. Proposed Improvements

There are no improvements scheduled to Rock Island Road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP)).

6. State Road 7/U.S. 441

a. Facility Description

- Discussion - State Road 7 exists as a north-south principal arterial located at the farthest eastern City limits. The portion of this roadway that exists within Coral Springs begins at the Sawgrass Expressway to the north and traverses south to approximately 750' south of Sample Road. Generally, the western (southbound) lanes of State Road 7 lie in the City of Coral Springs and the eastern (northbound) lanes lie in the City of Coconut Creek. Also, State Road 7 continues south through Broward County. The roadway is constructed as a six (6) lane divided facility, with a 200' wide right-of-way. Its length within the City limits is approximately two (2) miles. State Road 7 has concrete sidewalks abutting its west side. Adequate drainage exists on State Road 7.

The entire length of the median has curbing and there is no irrigation system. The width of the median varies between four (4) and sixteen (16) feet. There are trees planted in the median on State Road 7.

The pavement is in good condition, as State Road 7 was improved from two (2) lanes to its present six (6) lane divided configuration in 1994-95. There are a total of five (5) traffic control signals on State Road 7, for an average of 2.5 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - Sawgrass Expressway Interchange
 - Creekside Drive
 - Wiles Road
 - Turtle Creek Drive
 - Sample Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are predominantly commercial property, including a Super Wal-Mart and Lowe's Home Improvement Center near Sample Road in Coral Springs. East of State Road 7 near Wiles Road is a Home Depot Home Improvement Center. A

number of automobile dealerships exist east of State Road 7 from Sample Road to the Sawgrass Expressway. A Seminole Indian Casino exists north of Sample Road and east of State Road 7 in the City of Coconut Creek. A recent expansion significantly enlarged the gambling facilities and related accessory uses. Future plans call for an additional 45 acres of development including a 1,500 room hotel and additional gambling facilities. Should this occur significant negative impacts will occur to the roadway system, other infrastructure systems and public safety. There is access to the Sawgrass Expressway from State Road 7.

b. Present Level of Service

The roadway segment north of Sample Road currently is handling 45,500 TPD. The roadway segment south of the Sawgrass Expressway is currently handling 51,500 TPD. The established LOS volume for S.R. 7 is 49,200 TPD at LOS D. This results in a V/C ratio of .92 and 1.05 respectively. These V/C ratios result in a current operating LOS of D for this segment north of Sample Road and an operating LOS of E south of the Sawgrass Expressway. For peak hour information, please see Table T-4. Peak Hour LOS is currently C and D respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will increase and exceed capacity by 2012. The County estimate is 54,200 TPD north of Sample Road and 67,200 TPD south of the Sawgrass Expressway. These volumes would result in V/C ratios of 1.10 and 1.37. These V/C ratios result in a projected operating LOS of E and F. Due to the possible elimination of western arterial road connections northerly into Palm Beach County such as Riverside Drive and University Drive as well as the Seminole Indian Casino expansion, it is expected State Road 7 will experience much greater traffic volumes than now forecast. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be F south of Sample Road and F south of Wiles Road by 2030 even without the above impacts.

d. Proposed Improvements

There are no improvements scheduled to S.R. 7 per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP) in the City, except maintenance activities. The roadway segment south of

Sample Road is scheduled for re-surfacing in FY 2009-10. However, it is noted several improvements are planned for FY 2008/09 in the City of Coconut Creek north of Sample Road and east of State Road 7 around the Seminole Indian Casino access and to serve the new "Main Street" area of that city planned in the future. This includes a northern extension of Wochna Boulevard directly to Wiles Road and improvements to east /west connector roads. Some of these roads serve as alternative routes for motorists around the overpass interchange at State Road 7 and Sample Road.

7. Wiles Road

a. Facility Description

- Discussion - Wiles Road is the most northern east-west arterial in Coral Springs. This roadway begins at the western City limits at the Sawgrass Expressway (no connection) and traverses east through the City of Coral Springs and into the City of Coconut Creek where it now extends easterly to the Florida Turnpike. There are plans to build an overpass over the Florida Turnpike connecting to NW 48th Street (Hilton Road). The most western three-fourths (3/4) of a mile of Wiles Road, from the Sawgrass Expressway to Coral Ridge Drive, is a two (2) lane, 80' wide collector road. From this location, the remainder of Wiles Road, to the east, is a four (4) lane divided minor arterial, with a 106' wide right-of-way. Its length within the City limits is six (6) miles. The vast majority of Wiles Road has concrete sidewalks on both sides. The only portions that do not have a sidewalk constructed is west of Coral Ridge Drive, on both sides of the roadway. However, once development begins in this area, sidewalks will be required. Adequate drainage exists on Wiles Road.

The median has curbing from SR 7 west until the road narrows to 2 lanes west of Coral Ridge Drive. The medians on Wiles Road were improved to include modern irrigation and new landscaping in the past few years. The width of the median varies between four (4) and twenty-three (23) feet.

The pavement is in very good condition. There are a total of 11 traffic control signals on Wiles Road, for an average of one (1) per ½ mile. They are located at intersections of other arterials and major collectors. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - Coral Ridge Drive

TRANSPORTATION ELEMENT

- Coral Springs Drive
- Remsberg Drive
- University Drive
- Riverside Drive
- Woodside Drive
- Leitner Drive East (approx. location / School Crossing)
- Rock Island Road
- N. W. 66th Terrace
- Creekside Drive
- State Road 7/U.S. 441

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - There are several different adjoining land uses; single-family residential, multi-family residential, commercial, community facilities, recreation and open space and industrial. Wiles Road provides access to Forest Glen and Coral Springs Middle Schools, Station 43 Fire Station, the Coral Springs Corporate Park, Betti Stradling, Red Lichen Sanctuary and Fern Glen Parks and several retail commercial centers. There is no access to the Sawgrass Expressway from Wiles Road.

b. Present Level of Service

The roadway segment east of Coral Ridge Drive is currently handling 21,700 TPD. The roadway segment east of Coral Springs Drive is currently handling 29,500 TPD. The roadway segment east of University Drive is currently handling 38,600 TPD. The roadway segment east of Riverside Drive is currently handling 42,300 TPD. The roadway segment west of SR 7 is currently handling 39,700 TPD. The established LOS volume for Wiles Road is 39,500 at LOS D for most of the roadway. These result in V/C ratios of .55, .75, .98, 1.07 and 1.00 respectively. These V/C ratios result in current operating LOS levels of B, C, E, F and E respectively. For peak hour information, please see Table T-4. Peak Hour LOS is currently A, C, E, F and D respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will increase steadily from Coral Ridge Drive to University Drive but increase significantly from University Drive to State Road 7. Since the

City is significantly built-out at this time, the City questions the forecasted large increases. However, if the roadway network to the north is cut off, motorists will need alternative routes to travel easterly. Even with that scenario, the City believes the county's forecast is unrealistic. They estimated that volumes will be 25,400 TPD east of Coral Ridge Drive, 30,000 TPD east of Coral Springs Drive, 45,500 TPD east of University Drive, 55,000 TPD east of Riverside Drive and 58,700 TPD west of SR 7. These volumes would result in V/C ratios of 64, .76, .93, 1.12 and 1.19 respectively. These V/C ratios would result in an LOS B, C, D, E and F respectively. The City believes a more accurate forecast for 2030 may be somewhat less than estimated west of University Drive but about 46,600 TPD east of Riverside Drive instead of 55,000 TPD and about 44,600 TPD west of State Road 7 instead of 58,700 TPD. In either instance some roadway improvements should be scheduled for widening the eastern segments. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be B, E, E, E and D by 2030.

d. Proposed Improvements

The Broward County Metropolitan Planning Organization (MPO) FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP) indicates that Wiles Road will be widened between Rock Island Road and SR 7 from a 4 lane divided road to 6 lane divided road in FY 2010/2011. In addition, the Downtown DRI Development Order requires the roadway segment from University Drive to Riverside Drive to be widened to 6-lanes, the timing of which is tied to development activity.

8. Sample Road (SR 834)

a. Facility Description

- Discussion - Sample Road is the main centrally located east-west principal arterial in Coral Springs. This roadway begins at the western City limits at the Sawgrass Expressway and traverses east until it reaches State Road 7 and continues through eastern Broward County terminating at the Intracoastal Waterway in the City of Lighthouse Point. This roadway is constructed as a six (6) lane divided roadway with a 106' wide right-of-way from the Sawgrass Expressway to University Drive. Easterly from University Drive the roadway is constructed as a six (6) lane divided roadway with a 200' wide right-of-way. Its length within the City limits is six (6) miles. The vast majority of Sample Road has sidewalks on both sides. Adequate drainage exists on Sample Road.

TRANSPORTATION ELEMENT

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and twelve (12) feet. In addition, shade trees and shrubs are planted in the median.

The pavement on Sample Road is in fair condition. There are a total of 14 traffic control signals on Sample Road, for an average of 2.3 per mile. They are located at intersections of other arterials and major collectors. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:

- Sportsplex Drive / NW 124th Avenue
- Coral Ridge Drive
- N.W. 110th Avenue
- Coral Springs Drive
- N.W. 101st Avenue
- Coral Hills Drive
- University Drive
- N.W. 85th Street
- Riverside Drive
- Woodside Drive
- Rock Island Road
- Turtle Run Boulevard
- Turtle Creek Drive
- State Road 7/U.S. 441

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - There are several different adjoining land uses; multi-family residential, commercial, community facilities, recreation and open space and industrial. Sample Road provides access to Coral Springs High, Coral Springs Charter School, and Sawgrass Middle School, City Hall and City Hall South, Sportsplex Park, Coral Springs Country Club Golf Course, the Coral Springs Corporate Park and several retail commercial centers. There is access to the Sawgrass Expressway from Sample Road.

b. Present Level of Service

The roadway segment east of the Sawgrass Expressway currently is

handling 23,700 TPD. The roadway segment east of Coral Ridge Drive currently is handling 39,500 TPD. The roadway segment east of Coral Springs Drive currently is handling 44,100 TPD. The roadway segment east of University Drive currently is handling 40,500 TPD. The roadway segment east of Riverside Drive currently is handling 50,000 TPD. The roadway segment west of S.R. 7/US 441 currently is handling 48,000 TPD. The established LOS volume for Sample Road is 49,200 TPD west of University Drive and 56,100 TPD east of University Drive at LOS D. These volumes result in V/C ratios of .48, .80, .90, .72, .89 and .86 respectively. These V/C ratios indicate current operating levels of service of B, C, D, B, D and D respectively. For peak hour information, please see Table T-4. Peak Hour LOS is currently B, B, B, C, E and D respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimates that traffic counts will decrease significantly from the Sawgrass Expressway to Riverside Drive but increase significantly east of Riverside Drive. Near State Road 7 traffic volumes are expected to rise about 15% by 2030 which may be accurate given the potential growth in development at the Indian Casino in Coconut Creek. Since the City of Coral Springs is almost built-out, any traffic increase would only occur by re-development or pass-through traffic. They estimate that volumes will be 19,300 TPD east of the Sawgrass Expressway, 27,300 TPD west of Coral Ridge Drive, 34,000 TPD west of University Drive, 34,300 TPD east of University Drive, 66,500 TPD east of Riverside Drive and 59,000 TPD west of State Road 7. These volumes would result in V/C ratios of .56, .69, .61, 1.18 and 1.05 respectively. These V/C ratios would result in an LOS B, B, B, B, F and E respectively. The City believes a more accurate forecast for 2030 may be higher on the western segments, as the current 2007 traffic volumes far exceed the 2030 estimates and much lower on the segment east of Riverside Drive. There is no rationale for the traffic volume to increase that much at that location only. The City forecasts the 2030 traffic volumes will be about 30,600 TPD east of the Sawgrass Expressway instead of 19,300 TPD (2007 23,700 TPD), about 46,400 TPD west of Coral Ridge Drive instead of 27,300 TPD (2007 39,500 TPD), about 49,500 TPD west of University Drive instead of 34,000 TPD (2007 44,100 TPD), about 44,400 TPD east of University Drive instead of 34,300 TPD (2007 40,500 TPD) and about 54,000 TPD east of Riverside Drive instead of 66,500 TPD (2007 50,000 TPD). This would result in a LOS of B, D, D, C, E and E respectively. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be B, E, E, D, E and F by 2030 based on the

city's forecast.

d. Proposed Improvements

There are no improvements scheduled to the road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) 2007/08 through FY 2011/12 Transportation Improvement Program (TIP), except for maintenance activities. The roadway segment near the interchange with SR 7 / US 441 is scheduled for re-surfacing in FY 2010-11. As part of the Downtown Coral Springs DRI required intersection improvements the following will be added along Sample Road: (1) eastbound and westbound right turn lanes at both University Drive and Coral Springs Drive, (2) an eastbound right turn lane and northbound and southbound left turn lanes at Riverside Drive, and (3) northbound and southbound left turn lanes at NW 85th Avenue. Lastly, the FDOT RRR re-surfacing project will also improve the intersection at Rock Island Road.

9. Royal Palm Boulevard

a. Facility Description

- Discussion - Royal Palm Boulevard is a south-centrally located east-west arterial in Coral Springs. This roadway begins at the western City limits just east of the Sawgrass Expressway at the Coral Springs Regional Park and traverses east until it reaches the East Outfall Canal at the City of Margate border, and then continues through eastern Broward County as Royal Palm Boulevard west of SR 7 / US 441 and Copans Road east of SR 7 / US 441. This roadway is constructed as a four (4) lane divided minor arterial with a 106' wide right-of-way. Its length within the City limits is four (4) miles. The vast majority of Royal Palm Boulevard has sidewalks on both sides. Adequate drainage exists on Royal Palm-Boulevard.

The entire length of the median has curbing. The width of the median varies between four (4) and twelve (12) feet. In addition, there are shade trees, palms and shrubs planted in the median.

The pavement is in good condition. There are a total of five (5) traffic control signals on Royal Palm Boulevard, for an average of just over one (1) per mile. They are located at intersections of other arterials. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:

TRANSPORTATION ELEMENT

- Coral Ridge Drive
- Coral Springs Drive
- NW 99th Avenue
- University Drive
- Riverside Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - There are several different adjoining land uses; single-family residential, multi-family residential, commercial, community facilities and recreation and open space. Royal Palm Boulevard provides access to Westchester Elementary School, Sportsplex Park, three religious institutions and several retail commercial centers. There is no access to the Sawgrass Expressway from Royal Palm Boulevard.

b. Present Level of Service

The roadway segment east of Coral Ridge Drive currently is handling 19,500 TPD. The roadway segment west of University Drive is currently is handling 27,500 TPD. The roadway segment east of University Drive currently is handling 27,800 TPD. The roadway segment east of Riverside Drive currently is handling 36,200 TPD. The established LOS volume for Royal Palm Boulevard is 35,700 TPD at LOS D for the segment near Coral Ridge Drive and east of Riverside Drive and 32,700 TPD on the other segments due to signal spacing. These volumes result in V/C ratios of .55, .84, .78 and 1.01 respectively. These V/C ratios result in current operating LOS levels of B, C, C and E respectively. For peak hour information, please see Table T-4. Peak Hour LOS is currently A, C, B, and D respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will remain almost the same except for the segment east of University Drive. They estimate that volumes will be 20,500 TPD east of Coral Ridge Drive, 30,900 TPD west of University Drive, 37,100 TPD east of University Drive and 41,700 TPD east of Riverside Drive. These volumes would result in V/C ratios of .61, .91, 1.09 and 1.23 respectively. These V/C ratios would result in a LOS of B, D, E and F respectively. The City notes

that traffic volumes have stayed fairly constant over the years on the eastern segments and questions the county's 2030 forecast east of University Drive. The City believes a better forecast would be about 34,200 TPD on that segment. However, this would not change the V/C or LOS. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be A, E, E and F by 2030.

d. Proposed Improvements

There are no improvements scheduled to the road per the FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP).

10. Atlantic Boulevard

a. Facility Description

- Discussion - Atlantic Boulevard is a southern east-west principal arterial in Coral Springs. This roadway begins at the western City limits at the Sawgrass Expressway and traverses east until it reaches the East Outfall Canal at the City of Margate border, and then continues through eastern Broward County. This roadway is constructed as a four (4) lane divided roadway from the Sawgrass Expressway to just west of Coral Springs Drive and as a six (6) lane divided major arterial with a 120' wide right-of-way. Its length within the City limits is four (4) miles. The vast majority of Atlantic Boulevard has sidewalks on both sides. Concrete sidewalks will be constructed during the development stages for the remaining undeveloped parcels. Adequate drainage exists on Atlantic Boulevard.

Most of Atlantic Boulevard has curbing. Irrigation exists from the East Outfall Canal to the Sawgrass Expressway. The width of the median varies between four (4) and sixteen (16) feet. In addition, there are shade trees planted in the median.

The pavement is in good condition. There are a total of ten (10) traffic control signals on Atlantic Boulevard, for an average of 2.5 per mile. They are located at intersections of other arterials and at the entrances to commercial developments. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:

TRANSPORTATION ELEMENT

- Lakeview Drive
- Riverside Drive
- Coral Ridge Drive
- Coral Springs Drive
- NW 98th Avenue / Atlantic Crossings Entrance
- University Drive
- West entrance to the Coral Square Mall / Coral Springs Auto Mall
- East entrance to the Coral Square Mall
- Riverside Drive
- Ramblewood Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - There are several different adjoining land uses: single-family residential, multi-family residential, commercial and community facilities. Atlantic Boulevard provides access to Ramblewood Middle School, the Coral Square Mall, the Coral Springs Auto Mall and other commercial retail centers. There is an interchange to the Sawgrass Expressway on Atlantic Boulevard.

b. Present Level of Service

The roadway segment east of the Sawgrass Expressway currently is handling 26,100 TPD. The roadway segment east of Coral Ridge Drive is currently handling 27,000 TPD. The roadway segment west of University Drive currently is handling 37,100 TPD. The roadway segment east of University Drive currently is handling 35,100 TPD. The roadway segment east of Riverside Drive currently is handling 48,500 TPD. The established LOS volume for the 4-lane segment of Atlantic Boulevard is 32,700 TPD while the LOS volume for the 6-lane segments is 49,200 TPD at LOS D. These traffic volumes result in current operating V/C ratios of .80, .82, .75, .71 and .98 respectively. These V/C ratios result in current operating LOS of C, C, B, B and E respectively. For peak hour information, please see Table T-4. Peak Hour LOS is currently C, C, C, B and D respectively.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that traffic counts will decrease significantly east of the Sawgrass Expressway, increase significantly between Coral Ridge Drive and University Drive and

decrease significantly between University Drive and the eastern City Limits. The City questions those forecasts as current volumes exceed some 2030 estimates already and given the build-out nature of the City and region, some of the higher forecasts will not occur. They estimate that volumes will be only 22,100 TPD east of the Sawgrass Expressway, 41,400 TPD east of Coral Ridge Drive, 45,100 TPD west of University Drive, 31,700 TPD east of University Drive and 44,400 TPD east of Riverside Drive. These volumes would result in V/C ratios of .41, .77, .84, .64 and .90 respectively. These V/C ratios would result in an LOS B, C, C, B and D respectively. The City believes a more accurate forecast for 2030 may be higher on the western segment and far eastern segments, as the current 2007 traffic volumes far exceed the 2030 estimates. Overall though, the growth in this area of the City and region should be minimal as no vacant land exists and development areas are relatively new. There is no rationale for the traffic volumes to increase that much in the future. The City forecasts the 2030 traffic volumes will be about 30,100 TPD east of the Sawgrass Expressway instead of 22,100 TPD (2007 26,100 TPD), about 44,000 TPD east of University Drive instead of 31,700 TPD (2007 35,100 TPD) and about 54,000 TPD east of Riverside Drive instead of 44,400 TPD (2007 48,500 TPD). This would result in a LOS of D, F, D, D and E respectively. For peak hour information, please see Table T-5b. Peak Hour LOS is expected to be E, D, E, D, and E by 2030 based on the city's forecast.

d. Proposed Improvements

There are no improvements scheduled to the road per FDOT Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 2007/08 through FY 2011/12 Transportation Improvement Program (TIP). Based on the county's projections the roadway segment from Coral Ridge Drive to Coral Springs Drive may need to be widened from 4 lanes to 6 lanes in the future and possibly to the Sawgrass Expressway. The MPO LRTP Cost Feasible Plan includes a 6-lane facility from the Sawgrass Expressway to Coral Springs Drive; however, no funding is currently listed.

For roadways described throughout this element, the Broward County Metropolitan Planning Organization FY 2007/08 through FY 2011/12 list several Citywide Improvements. This includes about \$900-\$950K per year for general street re-surfacing.

C. Collector Roadways. Several collector roadways provide travel within the City of

Coral Springs. These roadways are maintained by the City of Coral Springs. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The original element contained Level of Service (LOS) analysis for both Average Annual Daily Traffic (AADT) and Peak Hour. Level of Service for roadways is now analyzed mostly by analyzing only the PM Peak Hour (PMPH) traffic volumes. Broward County monitors a few of the collector roadways as well. In those instances data is provided from both sources.

1. Forest Hills Boulevard

a. Facility Description

- Discussion - Forest Hills Boulevard is a circular/loop road located south of Sample Road, north of Royal Palm Boulevard and east of University Drive. This roadway is constructed as a four (4) lane divided City collector with an 80' wide right-of-way. Its length within the City limits is approximately one and three-fourths (1.75) miles. The entire outside lane of Forest Hills Boulevard has concrete sidewalks and approximately 50% of the inside lane has a sidewalk. Adequate drainage exists on Forest Hills Boulevard.

The entire length of the median has curbing. There is an irrigation system in the Forest Hills Boulevard median. The width of the median varies between four (4) and twelve (12) feet. In addition, shade trees and shrubs are planted in the median.

The pavement is in good condition. There are no traffic control signals on Forest Hills Boulevard. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - there are no traffic signals on Forest Hills Boulevard, except for traffic control signs.
- Adjoining land uses/access - There are several different adjoining land uses; single-family residential, multi-family residential, recreation and open space and community facilities. Forest Hills Boulevard provides access to Forest Hills Elementary School and two (2) neighborhood parks, Forest Hills West Park and Forest Hills Park. Also, Forest Hills Drive provides access to the Forest Hills, Forest Hills South and Forest Hills West residential subdivisions, as well as several condominium and multi-family developments. There is no direct access to major arterials; however, local roadways provide access from arterials to Forest Hills Boulevard.

b. Present Level of Service

Information relating to the number of vehicles utilizing Forest Hills Boulevard is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volume decreased between 1999 and 2007. The LOS was A in both 1999 and 2007. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Forest Hills Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Forest Hills Boulevard scheduled to be completed within the next 5-year planning period other than routine maintenance.

2. Westview Drive

a. Facility Description

- Discussion - Westview Drive is the farthest north City collector roadway in Coral Springs, located approximately three-fourths (.75) mile north of Wiles Road. Westview Drive begins to the east at Riverside Drive and traverses west to Coral Ridge Drive. This roadway is constructed as a four (4) lane City collector with an 80' wide right-of-way. Its length within the City limits is approximately 2.7 miles. All of Westview Drive has concrete sidewalks, Adequate drainage exists on Westview Drive.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and nineteen (19) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in very good condition. There are four (4) traffic control signals on Westview Drive, for an average of approximately one (1) per mile. There is clearly marked traffic lane striping on the entire length of

the roadway.

- Traffic Signalization - exists at the following locations:
 - Coral Ridge Drive
 - Coral Springs Drive
 - University Drive
 - Riverside Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - There are several different adjoining land uses; single-family residential, multi-family residential, recreation and open space, commercial and community facilities. Westview Drive provides access to Coral Park and Country Hills Elementary Schools, North Community Park, the Northpointe (Four Corners) commercial retail center and the Pine Ridge, Pine Ridge North, North Springs, Westview Village, Westview Estates, Brookside North, Kensington, Kensington North residential subdivisions. There is access to four (4) major arterials, Coral Ridge Drive, Coral Springs Drive, University Drive and Riverside Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing Westview Drive is not available *or* monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes decreased between 1999 and 2007 except west of University Drive, due most likely to new commercial development and west of Riverside Drive. The LOS was A in both 1999 and 2007 on all roadway segments. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that the roadway will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Westview Drive scheduled to be

completed within the next 5-year planning period other than routine maintenance.

3. Pine Ridge Drive

a. Facility Description

- Discussion - Pine Ridge Drive is an east-west City collector roadway in Coral Springs, located approximately one-quarter (.75) mile north of Wiles Road. Pine Ridge Drive begins to the east at Riverside Drive and traverses west to University Drive. This roadway is constructed as a four (4) lane divided City collector with an 80' wide right-of-way. Its length within the City limits is one (1) mile. Concrete sidewalks exist on the entire roadway. Adequate drainage exists on Pine Ridge Drive.

The entire length of the median has curbing and is irrigated. The width of the median varies between two (2) and twelve (12) feet. In addition, shade trees and shrubs are planted in the median.

The pavement is in good condition. There are no traffic control signals on Pine Ridge Drive. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - there are no traffic signals on Pine Ridge Drive, except for traffic control signs.
- Adjoining land uses/access - Predominantly single-family residential and recreation and open space. Pine Ridge Drive provides access to Jaycee Park, as well as the Pine Ridge single-family residential subdivision. There is access to two (2) major arterials, University Drive and Riverside Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing Pine Ridge Drive is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes remained constant between 1999 and 2007. The LOS was A in both 1999 and 2007 on all roadway segments. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that the roadway will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Pine Ridge Drive scheduled to be completed within the next 5-year planning period other than routine maintenance.

4. N.W. 39th Street

a. Facility Description

- Discussion - N.W. 39th Street is an east-west City collector roadway located approximately one-half (1/2) mile south of Wiles Road. N.W. 39th Street begins to the east at N.W. 110th Avenue and traverses west to its terminus just east of the Sawgrass Expressway at NW 126th Avenue. This roadway is constructed as a two (2) lane divided City collector with an 80' wide right-of-way except for a four (4) lane divided section between Coral Ridge Drive and NW 118th Avenue. Its length within the City limits is 1.5 miles. Sidewalks exist on both sides of the roadway, east of Coral Ridge Drive. Adequate drainage exists on N.W. 39th Street.

The only location on N.W. 39th Street, which has a curbed, irrigated and landscaped median is west of Coral Ridge Drive. The remainder of N.W. 39th Street does not have a median.

The pavement is in good condition. There are no traffic control signals on N.W. 39th Street. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - There are no traffic signals on N.W. 39th Street.
- Adjoining land uses/access - East of Coral Ridge Drive, adjoining land uses are predominantly single-family residential, along with multi-family residential. West of Coral Ridge Drive, N.W. 39th Street abuts industrial land uses. N.W. 39th Street provides access to the Glenwood, Windings, Woodlake and Castlewood residential subdivisions and is the main east-west access corridor to the Coral Springs Corporate Park. There is

access to one (1) major arterial, Coral Ridge Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing NW 39th Street is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes remained constant between 1999 and 2007. The LOS was A in both 1999 and 2007 on all roadway segments. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that N.W. 39th Street will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed improvement to N.W. 39th Street scheduled to be completed within the next 5-year planning period other than routine maintenance. However, the City has created a mitigation bank to potentially fund a traffic signal at Coral Ridge Drive.

5. N.W. 40th Street (Cardinal Road)

a. Facility Description

- Discussion - N.W. 40th Street is an east-west City collector roadway located one-half (1/2) mile north of Sample Road. N.W 40th Street begins to the east at Sunshine Drainage District Canal "A" and traverses west to its terminus at University Drive. This roadway is constructed as a two (2) lane minor City collector with a 60' wide right-of-way. Its length within the City limits is 1.6 miles. Sidewalks exist on the north side of N.W. 40th Street from University Drive to Riverside Drive. Adequate drainage exists on N.W. 40th Street. There is no median on N.W. 40th Street.

The pavement is in good condition. There are two (2) traffic control signals on N.W. 40th Street, for an average of 1.25 every mile. There is clearly marked traffic lane striping on the entire length of the roadway.

TRANSPORTATION ELEMENT

- Traffic Signalization - exists at the following locations:
 - University Drive
 - Riverside Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential and recreation and open space. N.W. 40th Street provides access to the Dells, Dells Addition, Meadows and Pine Glen residential subdivisions, several multi-family developments and this roadway abuts the Sandy Ridge Sanctuary passive park. There is access to two (2) major arterials, University Drive and Riverside Drive

a. Present Level of Service

Information relating to the number of vehicles utilizing NW 40th Street (Cardinal Road) is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes remained constant between 1999 and 2007. The LOS was A in both 1999 and 2007 on all roadway segments. See Table T-4b for detailed analysis.

b. Future Level of Service

The Broward County Year 2030 Traffic Projections estimate that N.W. 40th Street (Cardinal Road) will handle approximately 2,900 TPD. This traffic volume results in a projected V/C ratio of .29. This V/C ratio results in a projected operating LOS of A. It should be noted that in 2002 the roadway was handling about 4,300 TPD east of University Drive and in 2007 is estimated to handle about 5,500 TPD; therefore, the county's forecast appears to be low. As the area is now built out, the City forecasts the traffic will increase to about 5,700 TPD. The LOS would remain the same. See Table T-4b for future forecast analysis.

c. Proposed Improvements

There are no proposed improvements to N.W. 40th Street scheduled to be completed within the next 5-year planning period other than routine maintenance.

6. N.W. 110th Avenue

a. Facility Description

- Discussion - N.W. 110th Avenue is a north-south City collector roadway located approximately one-half (1/2) mile west of Coral Springs Drive. N.W. 110th Avenue begins to the north at Wiles Road and traverses south to its terminus at Sample Road. This roadway is constructed as a two (2) lane City collector with an 80' wide right-of-way. Its length within the City limits is one (1) mile. Concrete sidewalks exist on both sides of the roadway. Adequate drainage exists on N.W. 110th Avenue. N.W. 110th Avenue does not have a median. However, there is a curbed, landscaped island which has a City lift station on it, located approximately ¼ mile south of Wiles Road. Also, there is a curbed, landscaped entrance island at the intersection of Sample Road. The City installed traffic calming devices in the last few years (speed tables) due to complaints of speeding.

The pavement is in good condition. There is one (1) traffic control signal on N.W. 110th Avenue, for an average of one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Sample Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are predominantly single-family residential, also, N.W. 110th Avenue abuts commercial and community facilities land uses. N.W. 110th Avenue provides access to Coral Springs Elementary School, strip commercial at the intersection of Wiles Road and the Glenwood, Chevy Chase Amended, Windings and Country Club Village residential subdivisions. There is access to two (2) major arterials, Sample Road and Wiles Road.

b. Present Level of Service

Information relating to the number of vehicles utilizing NW 110th Avenue is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes decreased between 1999 and 2007. The LOS was C near Sample Road in 1999 and LOS A near Wiles

Road. In 2007 the LOS is B and A, respectively. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future due to the percent of which the abutting land has been developed. Therefore, it is anticipated that NW 110th Avenue will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed improvements to N.W. 110th Avenue scheduled to be completed within the next 5-year planning period other than routine maintenance.

7. Coral Hills Drive

a. Facility Description

- Discussion - Coral Hills Drive is a north-south City collector roadway located approximately one-quarter (1/4) mile west of University Drive. Coral Hills Drive begins to the north at Wiles Road and traverses south to its terminus at N.W. 25th Court. This roadway is constructed as a two (2) lane minor City collector with a 60' wide right-of-way. Its length within the City limits is 1.7 miles. From Sample Road to Wiles Road, sidewalks exist on the east side of the roadway. South of Sample Road, concrete sidewalks exist in various locations, including a sidewalk on the west side of the roadway abutting the Coral Springs Medical Center. Adequate drainage exists on Coral Hills Drive. There is no median on Coral Hills Drive. Traffic calming "traffic islands" were installed on the roadway segment between Sample Road and Wiles Road due to speeding complaints.

The pavement is in good condition. There is one (1) traffic control signal on Coral Hills Drive, for an average of one (1) per 1.7 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Sample Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are predominantly single-family residential, also, Coral Hills Drive abuts community facilities and multi-family residential properties. Coral Hills Drive provides access to the Coral Springs Medical Center, as well as the Hills, Running Brook Hills, Running Brook Hills Addition, Coral Springs Lakes, the Clusters, Vestal, Canterbury Estates, Greenwood, Better Homes and Royal Palm Village residential subdivisions. There is access to two (2) major arterials Sample Road and Wiles Road

b. Present Level of Service

Information relating to the number of vehicles utilizing Coral Hills Drive is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes decreased between 1999 and 2007. The LOS was A in both 1999 and 2007. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Coral Hills Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There is one (1) proposed improvement to Coral Hills Drive scheduled to be completed within the next 5-year planning period. The design of drainage improvements is scheduled for the intersection of Coral Hills Drive and NW 41st Street in FY 2008/09. Any physical improvements would need to be budgeted in future years.

8. N.W. 29th Street

a. Facility Description

- Discussion - N.W. 29th Street is an east-west City collector roadway

TRANSPORTATION ELEMENT

located approximately one-half (1/2) mile south of Sample Road. N.W. 29th Street begins to the east at Coral Hills Drive and traverses west to its terminus at Coral Springs Drive. This roadway is constructed as a two (2) lane minor City collector with a 60' wide right-of-way. Its length within the City limits is 0.8 miles. Sidewalks exist on both sides of the roadway. Adequate drainage exists on N.W. 29th Street. There is no median on N.W. 29th Street.

The pavement is in good condition. There is one (1) traffic control signal on N.W. 29th Street, for an average of one (1) per 0.8 mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Coral Springs Drive

All traffic signals are operated and maintained by Broward County

- Adjoining land uses/access - Adjoining land uses are single-family residential, commercial, community facilities and recreation and open space. N.W. 29th Street provides access to the Coral Springs Medical Center, St. Andrews Catholic Church, the City Centre, the Coral Springs Library, Mullins Park and Parkside Elementary School. Also, N.W. 29th Street provides access to both residential and commercial properties in the Springs Park subdivision. There is access to one (1) major arterial, Coral Springs Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing NW 29th Street is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes east of Coral Springs Drive increased 23% between 1999 and 2007 but remained constant near Coral Hills Drive. The LOS has dropped from A to C east of Coral Springs Drive but remained LOS A at Coral Hills Drive. See Table T-4b for detailed analysis.

c. Future Level of Service

During the construction of Parkside Elementary School N.W. 29th Street was widened between N.W. 99th Avenue and NW 101st Lane as a three

(3) lane section with designated right turn lanes at both the proposed new elementary school and at St. Andrews Church to accommodate projected traffic volumes. The facility is anticipated to have adequate capacity to accommodate future traffic volume at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed capacity improvements scheduled to be completed within the next 5-year planning period; however, the City will install curbs on the south side of NW 29th Street between Coral Hills Drive and NW 99th Avenue in 2009.

9. Woodside Drive

a. Facility Description

- Discussion - Woodside Drive is a north-south City collector roadway located approximately one-quarter (1/4) mile east of Riverside Drive. Woodside Drive begins to the north at Wiles Road and traverses south to Sample Road. This roadway continues south through the City of Margate as Holiday Springs Boulevard. This roadway is constructed as a two (2) lane minor City collector with a 60' wide right-of-way. Its length within the City limits is one (1) mile. Concrete sidewalks exist on both sides of the roadway. Adequate drainage exists on Woodside Drive. There is no median on Woodside Drive.

The pavement is in good condition. There are two (2) traffic control signals on Woodside Drive, for an average of two (2) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Sample Road
 - Wiles Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial and community facilities. Woodside Drive provides access to Hunt Elementary School and the Dells. Dells Addition, Meadows and Woodside Estates residential subdivisions,

also to strip retail commercial centers at the intersections of Wiles Road and Sample Road. There is access to two (2) major arterials, Sample Road and Wiles Road.

b. Present Level of Service

Information relating to the number of vehicles utilizing Woodside Drive is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volume north of Sample Road decreased by about 30% between 1999 and 2007 but remained constant near Wiles Road. Based on updated roadway capacity, the LOS north of Sample Road is D but remained LOS A south of Wiles Road. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly by the year in the future due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Woodside Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Woodside Drive scheduled to be completed within the next 5-year planning period other than routine maintenance.

10. Ramblewood Drive

a. Facility Description

- Discussion - Ramblewood Drive is a meandering east-west City collector roadway located in the southeastern portion of the City. Ramblewood Drive begins to the west at Coral Springs Drive and generally traverses in an east-west configuration through Riverside Drive, where the roadway goes south to its terminus at the C-14 Canal, south of Atlantic Boulevard. This roadway is constructed as a four (4) lane divided City collector with an 80' wide right-of-way from Coral Springs Drive to Riverside Drive. From Riverside Drive to its terminus at the C-14 Canal, Ramblewood Drive is a 106' wide minor arterial; however, is constructed as a two (2) lane facility.

TRANSPORTATION ELEMENT

On the Broward County Trafficways Plan, Ramblewood Drive is shown as continuing south to Commercial Boulevard; however, there are no plans or future funding for Ramblewood Drive to connect through to the City of North Lauderdale. Its entire length within the City limits is approximately 2.7 miles. Sidewalks exist on a majority of Ramblewood Drive. The only portion that does not have a sidewalk is a small section south of Atlantic Boulevard. Adequate drainage exists on Ramblewood Drive.

From Coral Springs Drive to Riverside Drive, the Ramblewood Drive median has curbing and is irrigated. The width of the median varies between four (4) and thirteen (13) feet. In addition, shade trees and shrubs are planted in the median. From Riverside Drive to the C-14 Canal, Ramblewood Drive is a two lane facility, with no median.

The pavement is in good condition. There are four (4) traffic control signals on Ramblewood Drive, for an average of one (1) every 0.65 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Coral Springs Drive
 - University Drive
 - Riverside Drive
 - Atlantic Boulevard

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial, recreation and open space and community facilities. Ramblewood Drive provides access to Maplewood Elementary and Ramblewood Middle School, Kiwanis Park, Fire Station 64, Coral Square Mall, as well as the Maplewood, Ramblewood South and Shadow Wood residential subdivisions, also, to retail commercial centers at the intersections of University Drive and Riverside Drive. There is access to four (4) major arterials, Coral Springs Drive, University Drive, Riverside Drive and Atlantic Boulevard.

b. Present Level of Service

Information relating to the number of vehicles utilizing Ramblewood Drive by Broward County was only available for the segment west of Riverside Drive in 1999; however, there are 3 reporting stations in 2007. The City of

Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The original element contained Level of Service (LOS) analysis for both Average Annual Daily Traffic (AADT) and Peak Hour. Level of Service for roadways is now analyzed mostly by analyzing only the PM Peak Hour (PMPH) traffic volumes. The 2007 data revealed that traffic volume east of Coral Springs Drive decreased by about 17% between 1999 and 2007 but remained fairly constant on other segments. The LOS on all roadway segments remains LOS A. See Table T-4b for detailed analysis.

c. Future Level of Service

The Broward County Year 2030 Traffic Projection estimates that traffic counts will stay almost the same east of Coral Springs Drive and north of Atlantic Boulevard. However, the county forecasts the traffic volume east of University Drive will decrease significantly for some reason. The City believes the western and eastern segment forecasts are accurate; however, the segment east of University Drive should have about 17,600 TPD by 2030 (2007 volume is 15,400 TPD). Even if the projected counts are realized the roadway will function at an acceptable LOS. The county estimates are 10,800 TPD for the segment east of Coral Springs Drive, only 4,100 TPD east of University Drive and 6,200 TPD north of Atlantic Boulevard. These volumes result in projected V/C ratios of .50, .19, and .62 respectively. These V/C ratios result in an LOS C, C and B. Using the City forecast for the segment east of University Drive the V/C would be .81 or LOS C. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Ramblewood Drive scheduled to be completed within the next 5-year planning period other than routine maintenance.

11. Shadow Wood Boulevard

a. Facility Description

- Discussion - Shadow Wood Boulevard is an east-west City collector roadway located in the southeastern portion of the City. Shadow Wood Boulevard begins to the west at N.W. 97th Terrace and generally traverses east to the East Outfall Canal, where it ends. This roadway is constructed as a two (2) lane City collector with an 80' wide right-of-way. Its length

TRANSPORTATION ELEMENT

within the City limits is approximately 1.5 miles. Sidewalks exist on the northern side of Shadow Wood Boulevard. Responding to neighborhood concerns in 2007 the City installed speed cushions on Shadow Wood Boulevard between Riverside Drive and University Drive as a traffic calming strategy to reduce traffic volumes and vehicular speeds. Adequate drainage exists on Shadow Wood Boulevard. There is no median on Shadow Wood Boulevard.

The pavement is in good condition. There are two (2) traffic control signals on Shadow Wood Boulevard, for an average of one (1) every 0.75 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - University Drive
 - Riverside Drive

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, recreation and open space and community facilities. Shadow Wood Boulevard provides access to Ramblewood Elementary School and Sherwood Forest Park, as well as access to the University Drive Subdivision Addition No. 1, Ramblewood South and Spring Circle Villas residential subdivisions. There is access to two (2) major arterials, University Drive and Riverside Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing Shadow Wood Boulevard is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volume west of Riverside Drive, the only segment with an unacceptable LOS caused by the Elementary School, decreased by about 40% between 1999 and 2007 but remained fairly constant on other segments. The LOS on all roadway segments is now LOS A. See Table T-4b for detailed analysis.

c. Future Level of Service

The traffic volumes should stay similar in the future as the area is fully

developed. The established capacity of Shadow Wood Boulevard is 10,000 TPD. This traffic volume results in a projected V/C ratio of .37. This V/C ratio results in a projected LOS of A. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no scheduled improvements to Shadow Wood Boulevard scheduled to be completed within the next 5-year planning period other than routine maintenance.

12. Lakeview Drive

a. Facility Description

- Discussion - Lakeview Drive is a predominantly east-west City collector roadway located in the southwestern portion of the City. Lakeview Drive begins to the east at Coral Springs Drive and traverses west, then south, until it reaches its terminus just south of Atlantic Boulevard. This roadway is constructed as a four (4) lane divided City collector with an 80' wide right-of-way. Its length within the City limits is approximately 2.5 miles. Concrete sidewalks exist on both sides for a majority of the roadway. Adequate drainage exists on Lakeview Drive.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in very good condition. There are three (3) traffic control signals on Lakeview Drive, for an average of one (1) every 0.8 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Coral Ridge Drive
 - Coral Springs Drive
 - Atlantic Boulevard

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are single-family

residential, multi-family residential, recreation and open space and commercial. Lakeview Drive provides access to the Cypress Run, Eagle Trace, Isles, Isles Addition, West Shore, Lakeview West, Lake Village and West Glen Addition residential subdivisions, as well as the Lakeview Square, West Glen Square and Lakeview Drive commercial properties. There is access to three (3) major arterials, Atlantic Boulevard, Coral Ridge Drive and Coral Springs Drive.

b. Present Level of Service

Broward County has monitoring stations both west and east of Coral Ridge Drive. However, the MPO has traffic count data and future projections at different locations (north of Atlantic Blvd. / East of Coral Ridge Dr). The segment north of Atlantic Boulevard was noted to handle about 8,300 TPD in 2005. The most recent county data noted 10,711 TPD west of Coral Ridge Drive and 7,500 TPD east of Coral Ridge Drive. The established LOS volume for Lakeview Drive is 21,700 TPD at LOS D. The resulting V/C ratio is .38, .49 and .34 respectively. This V/C ratio results in a current operating LOS of C on all segments according to the FDOT tables but in actuality is A. See Table T-4b for detailed PM Peak Hour analysis.

c. Future Level of Service

The Broward County Year 2030 Traffic Projections indicate that traffic volumes on Lakeview Drive will increase north of Atlantic Boulevard but remain fairly constant on the other segments. The estimates are 10,800 TPD north of Atlantic Boulevard and 7,300 TPD east of Coral Ridge Drive. These volumes will result in V/C ratios of .50 and .34 respectively. These V/C ratios result in projected operating LOS of C for both segments. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Lakeview Drive scheduled to be completed within the FY 1998/99 to FY 2002/03 planning period next 5-year planning period other than routine maintenance.

13. N.W. 99th Avenue

a. Facility Description

- Discussion - N.W. 99th Avenue is a north-south City collector roadway

located in central Coral Springs. N.W. 99th Avenue begins to the south at Royal Palm Boulevard and traverses north until it reaches its terminus at N.W. 31st Street. This roadway is constructed as a two (2) lane minor City collector with a 60' wide right-of-way. Its length within the City limits is approximately 0.7 miles. Sidewalks exist on both sides for a majority of the roadway. Adequate drainage exists on N.W. 99th Avenue. There is no median on N.W. 99th Avenue.

The pavement is in good condition. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - There is one (1) traffic signal on the road located at the intersection of Royal Palm Boulevard.
- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential commercial and community facilities. N.W. 99th Avenue provides access to the Coral Springs Medical Center, St. Andrews Church, St. Andrews Towers and the Diaflor, Greenwood, Brentwood Village, Royal Palm Pointe, Rushwood and Parkside residential subdivisions. In addition, N.W. 99th Avenue provides access to commercial property south of N.W. 31st Street. There is access to one (1) major arterial, Royal Palm Boulevard.

b. Present Level of Service

Information relating to the number of vehicles utilizing NW 99th Avenue is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volume north of Royal Palm Boulevard increased by about 14% but decreased by about 40% south of NW 29th Street between 1999 and 2007. The LOS on both roadway segments is now LOS A. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that N.W. 99th Avenue will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to N.W. 99th Avenue scheduled to be completed within the next 5-year planning period other than routine maintenance.

14. Wyndham Lakes Boulevard (North & South)

a. Facility Description

- Discussion - Wyndham Lakes Boulevard is a City collector roadway located in the far northwestern section of Coral Springs. It is a loop road, providing access to virtually all of Section 7. Wyndham Lakes Boulevard North begins one-quarter (1/4) mile south of the Sawgrass Expressway on Coral Ridge Drive and traverses west in a "letter C" shape, ending as Wyndham Lakes Boulevard South, also at Coral Ridge Drive, one-quarter (1/4) mile north of Wiles Road. The roadway changes from a "north" to "south" designation at N.S.I.D. Canal C-1. This roadway is constructed as a four (4) lane divided City collector with a 106' wide right of way on a majority of the northern section. Once the roadway begins turning south, it becomes an 80' wide right-of-way and is also four (4) lanes divided. Its length within the City limits is two (2) miles. Sidewalks exist on the entire length of Wyndham Lakes Boulevard. Adequate drainage appears to exist along the roadway.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in excellent condition, as it is fairly new. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - there is one (1) traffic signal on Wyndham Lakes Boulevard located at the intersection of Westview Drive and Coral Ridge Drive, as well as traffic control signs.
- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential community facilities and recreation and open space. Wyndham Lakes Boulevard provides access to the Eagle Ridge Elementary School and Paul Britton Park, as well as to the Wyndham Circle, Wyndham Heights, Wyndham Lakes North, East, South, West and Central subdivisions. There is access to one (1) major arterial,

Coral Ridge Drive at two locations (north and south).

b. Present Level of Service

Information relating to the number of vehicles utilizing Wyndham Lakes Boulevard is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volume on Wyndam Lakes Boulevard North west of Coral Ridge Drive decreased by about 48% but increased by about 35% on Wyndam Lakes Boulevard South west of Coral Ridge Drive between 1999 and 2007. This is most likely due to the construction build out of the community from north to south. The LOS on both roadway segments remained LOS A. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes of Wyndham Lakes Boulevard are not anticipated to increase significantly in the future, now that the community is fully developed. It is anticipated Wyndham Lakes Boulevard will have adequate capacity in the future to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements scheduled to be completed in the next 5-year planning period other than routine maintenance.

15. Turtle Run Boulevard

a. Facility Description

- Discussion - Turtle Run Boulevard is a City collector roadway located in the far eastern section of Coral Springs. Turtle Run Boulevard begins at Sample Road, traverses north, then east until it reaches its terminus at Turtle Creek Drive, just south of Wiles Road. This roadway is constructed as a four (4) lane divided City collector with a 100' wide right of way. Its length within the City limits is 1.4 miles. Concrete sidewalks exist on both sides of the entire roadway. Adequate drainage exists for Turtle Run Boulevard.

TRANSPORTATION ELEMENT

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in very good condition. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - there is one (1) traffic signal on Turtle Run Boulevard located at the intersection of Sample Road.
- Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, community facilities and recreation and open space. Turtle Run Boulevard provides access to the Forest Glen Middle School, Wiles Road Park and Turtle Run Park (environmentally sensitive, passive). In addition, Turtle Run Boulevard provides access to the Turtle Run residential subdivision and some multi-family property. There is access to one (1) major arterial, Sample Road.

b. Present Level of Service

Information relating to the number of vehicles utilizing Turtle Run Boulevard is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volume on the roadway north of Sample Road increased slightly (16%) but decreased significantly (30%) near the Wiles Road Park between 1999 and 2007. However, the LOS on both roadway segments remained LOS A. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes of Turtle Run Boulevard are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed and the roadways limited length. Therefore, it is anticipated that Turtle Run Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Turtle Run Boulevard scheduled to be completed within the next 5-year planning period other than routine

maintenance.

16. Turtle Creek Drive

a. Facility Description

- Discussion - Turtle Creek Drive is a City collector roadway located in the far eastern section of Coral Springs. Turtle Creek Drive begins at Sample Road and traverses northeast until it reaches State Road 7/U.S. 441, where it continues in the City of Coconut Creek as Cullum Road. This roadway is constructed as a four (4) lane divided City collector with a 110' wide right of way. Its length within the City limits is 0.67 miles. Sidewalks exist on both sides along the roadway, Adequate drainage exists for Turtle Creek Drive.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in very good condition. There are three (3) traffic control signals on Turtle Creek Drive, for an average of one (1) per .2 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - SR 7 / US 441
 - Terrapin Lane
 - Sample Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are multi-family residential and commercial. Turtle Creek Drive provides access to the Turtle Run Shoppes, a Wal Mart Super Center, Lowes Improvement Center and other commercial properties. In addition, Turtle Creek Drive provides access to the Newport and Harbour Islands zero lot line residential developments. There is access to two (2) major arterials, Sample Road and State Road 7/U.S. 441.

b. Present Level of Service

Information relating to the number of vehicles utilizing Turtle Creek Drive

is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes on all roadway segments increased significantly between 1999 and 2007. This is due mostly to the large-scale commercial development that occurred during the planning period along the roadway. However, the LOS on all roadway segments remained acceptable. The LOS on the roadway segment south of Sample Road is now B. The roadway segment north of Sample Road is now C. The other two roadway segments near SR 7 are currently operating at LOS A. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes on Turtle Creek Drive are not anticipated to increase significantly in the future, as the surrounding lands are now built out. If the Seminole Indian Casino in Coconut Creek east of SR 7 expands as now proposed, there could be additional traffic impacts on the roadway. Other than the above, it is anticipated that Turtle Creek Drive will have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Turtle Creek Drive scheduled to be completed within the next 5-year planning period.

17. Westchester Boulevard/ NW 123rd Avenue

a. Facility Description

- Discussion - Westchester Boulevard is a City collector roadway located in the far west-central section of Coral Springs. Westchester Boulevard is a loop road, shaped like a backwards letter "C". This roadway begins to the southwest at N.W. 123rd Avenue and traverses east (this portion of Westchester Boulevard is also known as N.W. 24th Street) for approximately 1/4 mile and then turns north (this portion of Westchester Boulevard is also known as N.W. 118th Drive) for approximately 3/4 miles and then traverses west (this portion of Westchester Boulevard is also known as N.W. 33rd Street) until it reaches its terminus at N.W. 123rd Avenue. A majority of this roadway is constructed as a two (2) lane City collector with an 80' wide right of way. The portion that is also known as N.W. 33rd Street is a four (4) lane divided City collector. Its length within the City limits is

TRANSPORTATION ELEMENT

approximately 1.4 miles. Sidewalks exist on both sides except for the northwest portion of the roadway (N.W. 33rd Street). Adequate drainage exists for Westchester Boulevard.

The only segment of Westchester Boulevard, which has a curbed, irrigated median, is north of N.W. 30th Street. The width of the median varies between four (4) and twelve (12) feet. There are shade trees planted in the median.

The pavement is in fair condition. There are no traffic control signals on Westchester Boulevard. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - there are no traffic control signals on Westchester Boulevard, except for traffic control signs.
- Adjoining land uses/access - Adjoining land uses are single-family and multi-family residential. Westchester Boulevard provides access to Westchester Elementary School, as well as to the Westchester and Country Club West Addition residential subdivisions. There is no direct access to major arterials; however, local roadways provide access from arterials to Westchester Boulevard.

b. Present Level of Service

Information relating to the number of vehicles utilizing Westchester Boulevard / NW 123rd Avenue is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes on the roadway segment north of Royal Palm Boulevard decreased 25% between 1999 and 2007. The LOS has remained LOS A during the planning period. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes of Westchester Boulevard are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Westchester Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Westchester Boulevard scheduled to be completed within the next 5-year planning period.

18. Remsberg Drive

a. Facility Description

- Discussion - Remsberg Drive a minor City collector roadway located in the north-central section of Coral Springs. Remsberg Drive begins to the south at Wiles Road and generally traverses north for approximately $\frac{1}{4}$ mile, then west until it reaches its terminus at Kensington Circle, approximately $\frac{1}{4}$ mile west of Coral Springs Drive. This roadway is constructed as a two (2) lane City collector with an 80' wide right-of-way. Its length within the City limits is 0.85 miles. From Coral Springs Drive to the western terminus, the roadway is constructed as a four (4) lane divided roadway. Sidewalks exist on both sides of the entire roadway. Adequate drainage exists for Remsberg Drive.

From Coral Springs Drive to its western terminus at Kensington Circle, Remsberg Drive has a curbed median and is irrigated. The width of the median is sixteen (16) feet. In addition, the median is landscaped. From Coral Springs Drive to Wiles Road, Remsberg Drive is a two-lane facility with no median.

The pavement is in good condition. There is one (1) traffic control signal on Remsberg Drive, for an average of one (1) per 0.85 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following location:
 - Wiles Road
- Adjoining land uses/access - Adjoining land uses are single-family and recreation and open space. Remsberg Drive provides access to Betti Stradling Park, as well as to the Brookside, North Springs Court and Kensington residential subdivisions. There is access to two (2) major arterials, Wiles Road and Coral Springs Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing Remsberg Drive is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes at both monitoring locations decreased significantly between 1999 and 2007. The LOS has remained LOS A during the planning period. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes on Remsberg Drive are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Remsberg Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Remsberg Drive scheduled to be completed within the next 5-year planning period.

19. North Springs Way

b. Facility Description

- Discussion - North Springs Way is a minor City collector roadway located in the north-central section of Coral Springs. North Springs Way begins to the north at Westview Drive and traverses southeast until it reaches its terminus at University Drive. This roadway is constructed as a two (2) lane minor City collector with a 50' wide right of way. Its length within the City limits is one (1) mile. Concrete sidewalks exist on both sides of the entire roadway. Adequate drainage exists for North Springs Way. North Springs Way does not have a median. Traffic calming devices have been installed along the roadway due to speeding, traffic volume and cut-through complaints. The pavement is in good condition. There is clearly marked traffic lane striping on the entire length of the roadway.
- Traffic Signalization - There are no traffic control signals on North Springs Way, except for traffic control signs.
- Adjoining land uses/access - Adjoining land uses are exclusively single-family residential. North Springs Drive provides access to the North

Springs residential subdivision. There is access to one (1) major arterial, University Drive and one (1) minor arterial, Westview Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing North Springs Way is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes at both monitoring locations remained quite low and constant between 1999 and 2007. The LOS has remained LOS A during the planning period. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes of North Springs Way are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that North Springs Way will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to North Springs Way scheduled to be completed within the next 5-year planning period.

20. Creekside Drive

a. Facility Description

- Discussion - Creekside Drive is a City collector roadway located in the far northeastern section of Coral Springs. Creekside Drive begins to the south at Turtle Creek Drive, one-quarter (1/4) mile south of Wiles Road and traverses north until it reaches its terminus at State Road 7/U.S. 441, one-half (1/2) mile north of Wiles Road. This roadway is constructed as a four (4) lane divided City collector with an 110' wide right of way south of Wiles Road and an 80' wide right-of-way north of Wiles Road. Its length within the City limits is 1.4 miles. Sidewalks exist on a majority of the roadway, the remainder will be constructed when development begins. Adequate drainage exists for Creekside Drive.

TRANSPORTATION ELEMENT

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in very good condition. There are two (2) traffic control signals on Creekside Drive, for an average of one (1) per 0.7 miles. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
 - State Road 7/U.S. 441
 - Wiles Road

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial and recreation and open space. Creekside Drive provides access to Coral Creek Park (Parcels Q-1 through Q-3) and the Turtle Run and Coral Creek residential subdivisions, as well as commercial property at the intersection of Wiles Road. There is access to two (2) major arterials, Wiles Road and State Road 7/U.S. 441.

b. Present Level of Service

Information relating to the number of vehicles utilizing Creekside Drive is not available or monitored by Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes increased significantly (26%) north of Wiles Road and about 40% west of SR 7 between 1999 and 2007. This may be due to cut-through traffic around the Wiles Road / SR 7 intersection. However, the LOS has remained LOS A during the planning period. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes of Creekside Drive are not anticipated to increase significantly in the future, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Creekside Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Creekside Drive scheduled to be completed within the next 5-year planning period.

21. Heron Bay Boulevard

a. Facility Description

- Discussion - Heron Bay Boulevard is a City collector roadway located in the far northwestern section of Coral Springs, north of the Sawgrass Expressway. Heron Bay Boulevard begins to the east approximately one-half (.50) mile north of the Sawgrass Expressway and traverses southwest for approximately 0.4 miles. From this location, Heron Bay Boulevard is a gated, private roadway, providing access to single-family developments further to the west. Heron Bay Boulevard is constructed as a four (4) lane divided City collector with a 104' wide right of way from Coral Ridge Drive to the gatehouse and has an 80' wide right-of-way from the gatehouse to the terminus of the roadway. Heron Bay Boulevard now extends through the City limits to the north into the City of Parkland and loops around to the east back to Coral Ridge Drive. The portion of Heron Bay Boulevard that is a public right-of-way has a length of 0.4 miles. Concrete sidewalks exist on the entire portion of the roadway that is public. Adequate drainage exists for Heron Bay Boulevard.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in excellent condition, as it is fairly new. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - there is one (1) traffic control signals on Heron Bay Boulevard located at the intersection of Coral Ridge Drive, as well as traffic control signs.
- Adjoining land uses/access - Adjoining land uses are single-family residential and commercial. Heron Bay Boulevard provides access to the Tournament Players Club Heron Bay Golf Course a hotel and convention center, as well as to commercial property at the southwest corner of Coral Ridge Drive and Heron Bay Boulevard. There is access to one (1) major arterial, Coral Ridge Drive.

b. Present Level of Service

Information relating to the number of vehicles utilizing Heron Bay Boulevard is not available or monitored by either Broward County. The City of Coral Springs conducted traffic counts in 1999 and 2007 for comparative analysis. The 2007 data revealed that traffic volumes increased significantly (70%) west of Coral Ridge Drive between 1999 and 2007. This is due to the build out of the Heron Bay residential community, which is now complete. However, the LOS has remained LOS A during the planning period. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes on Heron Bay Boulevard are not anticipated to increase significantly in the future, as the area is almost fully developed. It is anticipated that Heron Bay Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Heron Bay Boulevard scheduled to be completed within the next 5-year planning period. +

22. Sportsplex Drive

a. Facility Description

- Discussion – Sportsplex Drive is a City collector roadway located in the far western section of Coral Springs, just to the east of the Sawgrass Expressway. Sportsplex Drive begins on the north at Sample Road approximately 1,500 feet east of the Sawgrass Expressway and traverses southerly for approximately one (1) mile and connecting to the westerly termination of Royal Palm Boulevard. The roadway serves as the internal roadway through the City's multi-use Sportsplex Complex / Regional Park and provides access to several community facilities including schools and parks. Sportsplex Drive is constructed as a four (4) lane divided roadway within an approximate 100' wide corridor. Sidewalks exist on the entire portion of the roadway that is public. Adequate drainage exists for Sportsplex Drive.

The entire length of the median has curbing and is irrigated. The width of the median varies between four (4) and sixteen (16) feet. In addition, shade trees, palms and shrubs are planted in the median.

The pavement is in excellent condition, as it is fairly new. There is one traffic control signal on Sportsplex Drive, that being at Sample Road. There is clearly marked traffic lane striping on the entire length of the roadway. Finally, there are several traffic calming devices on the roadway to slow vehicle speeding.

- Traffic Signalization - there is one (1) traffic control signal on Sportsplex Drive located at the intersection of Sample Road.
- Adjoining land uses/access - Adjoining land uses are primarily community facilities including a High School, Middle School, City parks and a quasi-commercial recreational use. Sportsplex Drive provides access to Coral Glades High School, Sawgrass Springs Middle School, the Incredible Ice Skating complex, the Sawgrass Nature Center and City parks. There is access to two (2) major arterials, Sample Road and Royal Palm Boulevard.

b. Present Level of Service

Information relating to the number of vehicles utilizing Sportsplex Drive is not available or monitored by Broward County. As this roadway is fairly new, earlier traffic counts are not available. The City of Coral Springs conducted traffic counts 2007. The current LOS is A as the roadway is operating at about 50% of capacity. See Table T-4b for detailed analysis.

c. Future Level of Service

Traffic volumes on Sportsplex Drive are anticipated to increase in the future due to the proposed expansion of the Incredible Ice Skating facility; however, the area is almost fully developed. It is anticipated that Sportsplex Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS. See Table T-4b for future PM Peak Hour forecast analysis.

d. Proposed Improvements

There are no proposed improvements to Sportsplex Drive scheduled to be completed within the next 5-year planning period.

IX. ANALYSIS OF AVERAGE DAILY AND PEAK HOUR TRIPS

The data provided in this element was obtained from Broward County, FDOT and/or forecasted by the City's consultant. The 1995 EAR included the 1994 AADT provided by Broward County. Newer 1997 AADT was obtained which was published in March 1998 for use in the City's Transportation Element when it was adopted in 1999. For the most recent update in 2007 as related to the City's 2005 EAR, the most recent 2006 AADT / PMPH data published in April 2007 was used. Forecasts for the Year 2012 (short range) and 2030 (long range) were obtained from the Broward County MPO, but were modified to reflect current traffic flows, a realization of both developed / undeveloped land impacts and general growth through the region. Coral Springs is on the suburban edge of development in southeast Florida located at the northwest corner of Broward County. The only existing or future through traffic is on the Sawgrass Expressway or future extension of University Drive and Coral Ridge Drive into the City of Parkland and western Broward County. Because of the Palm Beach County request to remove any cross-county roadway connections between Broward County and Palm Beach County west of SR 7, it may be that neither University Drive nor any other arterial roadway will be extended north of the City of Parkland into Palm Beach County as was planned for many years to provide alternate routes for motorists seeking to travel north / south in the western areas of the respective counties. This will negatively impact the traffic on east / west roadways and SR 7 / US 441, especially if the Seminole Indian Casino in Coconut Creek expands as contemplated near Sample Road. The City of Coral Springs expressed concerns with this action to DCA and the SFRPC. DCA has objected to the removal of University Drive or any other roadways until traffic projections on SR 7 are analyzed and alternatives studied.

Broward County created Transportation Concurrency Exception Areas in 1993. The areas of Broward County that were within the Transportation Concurrency Exception Areas (TCEA) included all lands east of I-95 from the Palm Beach County line to Commercial Boulevard and all lands east of the Florida Turnpike between Commercial Boulevard and the Dade County line. The purpose was to encourage urban infill and redevelopment. Because many of the major roadways in eastern Broward County have high traffic volumes and low LOS, development was essentially stopped from occurring. New development in the TCEA was exempt from roadway concurrency review but the County required Transit Impact Fees if platting was necessary. No portion of the City of Coral Springs was ever within the CEA. In April 2005 Broward County switched to a Transit-Oriented Concurrency (TOC) system that divided the county geographically into ten (10) benefit districts. Since many of the county roads have high traffic volumes and poor operating LOS, and many roads cannot be widened any further, the county, while not totally ignoring poor roadway LOS, chose to focus on transit-related improvements as the county changes from a suburban to more urban form. The county now examines

TRANSPORTATION ELEMENT

all development and re-development applications and assesses impact fees that focus only on transit improvements. Roadway impacts and improvements are still analyzed, made and funded as needed, but developer impact fees only relate to transit. Most of the roads in Coral Springs are and will continue to operate at acceptable LOS in the future with a few exceptions. The State and County have the ability to establish concurrency management systems on the roads they have jurisdiction over; however, the City can set its own concurrency system for local roads. The City has no choice but to use the Broward County Transit-Oriented Concurrency system for arterial roadways and County Collectors and realizes certain benefits to doing so as the City ages and re-development is desired. If a major roadway LOS is exceeded, development can proceed if impact fees are paid and mitigation is done.

The City will still use the standard roadway concurrency system for local roadways and collectors, as transit services do not use local streets and homeowners are sensitive to traffic volumes and speeding. The City has developed an innovative traffic calming program that scientifically analyzes local conditions, requires community input and majority consent prior to any devices being installed such as speed humps, pavement narrowing, round-a-bouts, etc.

While most of Coral Springs is fairly new and pre-planned as to the type of land use, development intensity and location due to the original community developer Deed Restrictions that run with the land, the high land values, physical land improvements (streets / canals / utilities) and City Ordinances, the City is attempting to create a viable City Center / Downtown area near the intersection of Sample Road and University Drive with mixed-use and higher development intensity. This area is already experiencing high roadway congestion that is expected to continue to worsen in the future. There may be other areas in the future the City desires to re-develop in a similar fashion. Therefore, the City recognizes the benefits of the TOC concurrency system will have on the City in the future and will adopt the county TOC system for arterial roadways. However, the City will monitor traffic volumes and development impacts as well, as about 3% of all persons use mass transit.

Broward County's 1989 Comprehensive Plan contained baseline existing traffic counts for 1987 and forecasts for 1994 and 2010. Later Broward County forecasts were for 2015, 2020, 2025 and most recently 2030. Forecasted traffic flows are based on computer modeling assuming maximum land use intensities for all land uses and using major traffic generators and attractors as "gravity" to influence traffic patterns. The Broward County Transportation Element adopted in November 1998 contained 1997 actual traffic-counts and forecasts for 2015. The latest actual and forecast update is related to the 2005 Broward County EAR and provides forecasts to the year 2030. The County does not update future forecasts frequently because of the expense involved and they acknowledge some forecasts 23 years in the future may not be realistic.

TRANSPORTATION ELEMENT

The City of Coral Springs is located at the northwest corner of Broward County. There is no through traffic east to west as the City is at the western edge of the urbanized area. There currently is limited north to south connections to the City of Parkland on the north and the City of Tamarac on the south. It is possible that in the 2012 short range and 2030 long range planning horizon, University Drive, Coral Springs Drive (Pine Island Road) and Riverside Drive will not be extended across the City of Parkland into Palm Beach County connecting to existing or proposed roadways. The City is currently approximately 99% built out. The majority of vacant lands (190+/- acres) exist in scattered parcels. More than one-half of the remaining vacant acreage (101 acres) is in the Corporate Park of Coral Springs (industrial) with only 63 acres of commercial acreage and about 20 acres of residential land remaining. All areas are platted and committed to specific density or intensity levels. A land development trend in the 1994-99 period had been the construction of zero lot line home on lands platted for much higher density housing (6+/- DUA vs 15 DUA). Most of the lands in the City were developed at densities / intensities below the maximum allowed by either the FLUM or Zoning regulations. The remaining vacant lands are generally smaller infill parcels. Therefore, the actual built intensity is nearly always less than maximum allowances.

The City has analyzed the existing 2006 traffic counts, inventory of vacant lands and Broward County forecasted volumes, primarily for 2030 and created updated short term forecasts (2012). There are twelve (12) existing roadway segments of traffic counts, which are higher in 2007 than are forecasted for 2030 by Broward County. Some Broward County forecasts show over 25% increases on certain roads by 2030, despite the fact the City is 99% built-out, as are the communities around the City. The Indian Casino in Coconut Creek could have major impacts on the City and regional roadway network. There could be shifts in traffic patterns based on the lack of northerly arterial connectors. The last Broward County model assumed some of those roads would connect and distribute traffic more evenly. The City will closely monitor the annual traffic volumes in the future and make necessary adjustments to transportation facilities.

TRANSPORTATION ELEMENT

Table T-5a
City of Coral Springs
Historical and Forecasted Traffic Counts
Average Annual Daily Traffic (AADT)

East/West Roadway	Location	Actual 1994	Est. 1997	Actual 2000	Actual 2007	2007 V/C	2007 LOS	Est. 2012	2012 V/C	2012 LOS	BC Est. 2030	2030 V/C	2030 LOS	City Est. 2030
Riverchase Drive	S of Atlantic Blvd	NL	5.0	4.3	4.9	.57	B	5.3	.67	B	6.7	.43	C	6.7
	E of Coral Springs Dr	NL	NL	6.4	5.6	.58	B	6.7	.41	B	NL	NL	NL	10.5
	W of University Drive	6.5	8.9	12.4	9.4	.29	B	6.6	.58	B	15.5	.68	B	10.7
	S of Atlantic Blvd	NL	18.7	NL	17.7	.64	B	18.8	.67	B	25.9	.66	B	21.8
	N of Atlantic Blvd	13.8	21.0	24.2	22.6	.89	B	22.8	.75	B	23.6	.70	B	23.8
	S of Royal Palm Blvd	25.1	26.6	27.2	27.7	.85	C	27.6	.78	C	28.1	.83	C	28.1
	S of Sample Road	NL	21.4	29.0	21.9	.67	B	22.7	.66	B	26.7	.76	C	26.7
	S of Wiles Rd	20.3	14.1	18.1	14.8	.53	B	17.3	.53	B	13.9	.40	C	13.7
	N of Wiles Rd	10.4	13.1	14.9	18.9	.58	B	19.9	.60	B	10.8	.32	C	23.2
Atlantic Blvd	S of Sawgrass Xway	NL	NL	29.8	26.1	.80	C	28.7	.88	D	22.1	.41	B	30.1
	E of Coral Springs Dr	16.8	20.3	24.9	27.0	.60	C	33.7	1.09	E	41.4	.73	C	41.4
	W of University Dr	30.0	31.3	35.7	32.1	.76	B	40.4	.82	C	45.1	.84	C	46.1
	E of University Dr	32.9	27.2	30.8	35.1	.71	B	36.4	.80	C	37.7	.84	B	44.9
	E of Riverchase Dr	34.6	40.7	28.4	48.5	.86	B	52.4	1.06	E	44.4	.90	D	54.0
Humblewood Dr	E of Coral Springs Dr	NL	8.7	10.5	9.8	.44	C	9.8	.48	C	19.8	.50	C	10.8
	E of University Dr	NL	13.4	19.8	14.6	.67	C	15.4	.71	C	4.1	.19	C	17.6
	N of Atlantic Blvd	NL	6.9	6.3	5.7	.67	C	6.8	.68	C	8.9	.80	B	6.2
Royal Palm Blvd	E of Coral Springs Dr	15.8	15.3	17.0	18.5	.56	B	19.7	.56	B	28.5	.61	B	20.5
	W of University Dr	22.4	26.3	28.8	27.5	.82	C	28.7	.88	D	30.6	.97	D	30.9
	E of University Dr	14.2	18.2	21.1	27.8	.78	C	24.9	.91	D	37.1	1.06	E	34.2
	E of Riverchase Dr	36.8	35.3	40.0	36.2	1.0	E	37.4	1.14	E	43.7	1.23	F	41.7
Sample Road	E of Sawgrass Xway	NL	NL	14.8	21.7	.48	B	34.9	.51	B	18.3	.38	B	30.4
	W of Coral Springs Dr	27.6	29.0	36.0	36.5	.80	C	47.9	.83	C	27.3	.54	B	42.6
	W of University Dr	38.6	36.0	45.2	44.1	.90	D	47.1	.96	E	34.0	.69	B	49.5
	E of University Dr	36.9	36.6	40.5	40.5	.73	B	42.3	.86	D	34.5	.81	B	44.4
	E of Riverchase Dr	48.7	47.2	61.1	50.0	.89	D	57.4	1.04	E	66.6	1.18	F	54.0
	W of SR 7	41.0	42.6	48.5	44.0	.86	D	50.7	1.03	E	53.0	1.06	E	52.0
Wiles Road	E of Coral Springs Dr	11.4	14.8	20.7	21.7	.56	B	22.5	.56	B	25.4	.64	B	26.4
	E of Coral Springs Dr	20.1	22.8	28.6	29.5	.75	B	29.6	.75	B	30.0	.76	C	30.0
	E of University Dr	28.8	26.1	35.4	38.8	.88	C	40.1	.81	C	45.5	.90	D	46.0
	E of Riverchase Dr	29.8	30.4	44.7	42.3	1.07	E	44.4	.90	D	53.0	1.12	E	48.4
	W of SR 7	26.5	28.2	36.9	39.7	1.00	E	42.5	.86	D	58.7	1.18	F	44.0
North/South Roadways														
Sawgrass Xway	N of Atlantic Blvd	16.7	26.7	48.8	68.8	.58	A	60.7	.80	A	77.8	.74	B	77.8
	N of Sample Rd	8.5	22.1	38.3	46.5	.48	A	51.4	.49	A	58.4	.55	A	58.4
	E of Coral Springs Dr	34.1	26.0	41.8	47.0	.65	A	59.8	.67	A	58.1	.59	A	66.9
Coral Springs Dr	E of University Dr	28.5	31.8	63.2	68.8	.85	A	74.1	.70	B	93.2	.88	D	83.9
Coral Springs Dr	N of Southgate Blvd #	26.6	22.4	22.9	23.2	.71	B	28.8	.79	B	26.5	.81	C	28.1
	N of Atlantic Blvd	17.8	24.8	27.8	30.1	.84	D	31.7	.87	F	37.5	1.14	E	37.5
	S of Royal Palm Blvd	19.8	26.6	22.2	22.0	.84	D	38.8	1.09	F	26.3	1.06	E	26.7
	N of Sample Rd	14.7	19.3	29.5	28.4	.80	D	31.8	.87	F	33.7	1.00	E	25.1
	N of Wiles Rd	18	17.8	26.4	25.9	.79	C	30.3	.89	D	34	.86	NL	33.5
	S of Sawgrass Xway	14	11.7	25.6	21.1	.85	D	31.7	.87	F	33.8	.87	B	32.8
	N of Sawgrass Xway	16	25.5	25.0	26.4	1.08	E	37.2	1.14	E	48.2	1.48	F	29.1
	N of Herson Bay Blvd	NL	NL	NL	13.5	.41	B	14.8	.45	B	37.1	1.19	F	18.0
Coral Springs Dr	S of Southgate Blvd #	NL	23.5	24.8	24.5	.75	B	25.9	.79	C	20.7	.84	D	20.7
	S of Atlantic Blvd	22.0	22.5	23.0	22.7	.69	B	24.2	.74	C	26.4	.80	D	26.4
	S of Royal Palm Blvd	24.4	28.1	29.4	31.1	.92	D	32.8	1.00	E	27.0	.83	C	34.4
	N of Sample Rd	18.9	17.3	22.6	27.0	.80	C	27.2	.81	C	25.8	.76	C	28.0
	S of Sawgrass Xway	14	13.1	13.9	13.3	.39	A	14.5	.44	B	19.3	.31	C	16.9
	S of Southgate Blvd #	44.6	47.6	46.0	48.5	1.01	E	50.2	1.02	E	52.6	1.07	E	52.6
	S of Atlantic Blvd	41.1	42.3	42.5	42.5	.86	D	44.9	.91	D	52.9	1.09	E	52.9
	N of Atlantic Blvd	53.7	48.4	49.0	53.0	1.08	E	54.2	1.10	E	58.4	1.16	F	58.4
	S of Royal Palm Blvd	45.3	48.3	49.5	52.5	1.08	E	54.8	1.11	E	45.1	.82	D	58.9
	S of Sample Rd	NL	26.4	49.0	43.5	.88	D	47.0	.95	D	59.5	1.21	F	58.5
	N of Sample Rd	52.8	52.2	41.8	34.5	.78	C	41.1	.83	C	51.0	1.04	F	41.3
SR 77 US 441	N of Cardinal Rd	NL	NL	31.2	33.3	1.02	E	37.2	.76	C	51.3	1.04	E	44.0
	N of Wiles Rd	29.9	21.8	34.2	32.5	1.00	E	37.9	.77	G	57.0	1.16	F	45.0
Rock Island Road	S of Sample Rd	19.9	20.8	24.5	25.9	.67	B	28.8	.70	B	27.0	.80	C	27.0
	S of Wiles Rd	8.3	8.1	10.5	14.2	.42	B	16.1	.45	B	18.4	.54	B	18.4
SR 77 US 441	N of Sample Rd	28.7	42.5	47.0	45.5	.80	D	47.4	.86	E	54.2	1.10	E	54.2
	S of Sawgrass Xway	34.0	46.2	51.0	51.5	1.06	E	54.8	1.12	E	67.2	1.37	F	67.2

Sources: Broward County Transportation Element 11/98; Broward County AADT Counts 4/2007; Broward County 2020 / 2030 Forecasts dated 9/2006; MMAPA calculations and 2012 forecast 9/2007.

Notes: 1) Pound Sign (#) means the location is not within the City Limits.

2) Asterisk (*) is the City's 2030 Estimate, as the BC forecast is felt to be too high / low given future growth potential and current traffic volumes.

TRANSPORTATION ELEMENT

Table T-5b
City of Coral Springs
Existing and Forecasted Traffic Counts Two-Way Peak Hour

East-West Roadways	Location	2007	2007	2007	2007	2012	2012	2012	2012	2030	2030	2030	2030
		Volumes	Capacity	V/C	LOS	Volumes	Capacity	V/C	LOS	Volumes	Capacity	V/C	LOS
Riverside Drive	S of Atlantic Blvd.	485	1,400	.35	B	500	1,400	.36	B	670	1,400	.48	B
	W of Coral Springs Dr.	515	1,500	.34	B	470	1,500	.31	B	1,050	1,500	.70	B
	W of University Dr.	952	3,300	.28	A	960	3,300	.29	A	1,070	3,300	.32	A
	S of Atlantic Blvd.	1,627	3,110	.52	B	1,600	3,110	.51	B	2,100	3,110	.68	B
	N of Atlantic Blvd.	1,562	3,110	.50	B	2,260	3,110	.73	B	2,560	3,110	.82	C
	S of Royal Palm Blvd.	2,410	3,300	.73	C	2,260	3,300	.68	C	2,810	3,300	.85	C
	S of Sample Rd.	1,865	3,110	.60	B	2,270	3,110	.73	B	2,570	3,110	.83	C
	S of Wilco Rd.	1,719	3,110	.55	B	1,730	3,110	.56	B	1,900	3,110	.61	B
Atlantic Blvd.	N of Wilco Rd.	1,575	3,300	.48	A	1,080	3,300	.33	D	2,300	3,300	.69	B
	E of Seagrass Xway	2,580	3,110	.83	C	2,870	3,110	.92	D	3,610	3,110	1.16	F
	E of Coral Ridge Dr.	2,434	3,110	.78	C	3,370	3,110	1.08	E	4,140	4,000	1.03	D
	W of University Dr.	5,223	4,000	1.31	C	4,040	4,000	1.01	D	4,610	4,000	1.15	D
	E of University Drive	5,295	4,000	1.32	C	5,040	4,000	1.26	C	4,800	4,000	1.20	D
Hamblewood Dr.	E of Riverside Dr.	4,120	4,000	1.03	D	5,040	4,000	1.26	E	5,400	4,000	1.35	F
	E of Coral Springs Dr.	872	2,000	.44	C	960	2,000	.48	C	1,000	2,000	.50	C
	E of University Dr.	1,272	2,000	.64	C	1,440	2,000	.72	C	1,700	2,000	.85	C
	N of Atlantic Blvd.	685	1,300	.53	C	685	1,300	.53	C	820	1,300	.63	C
Royal Palm Blvd.	E of Coral Ridge Dr.	1,710	3,300	.52	A	1,570	3,300	.48	A	2,060	3,300	.62	A
	E of Coral Springs Dr.	2,445	3,110	.79	C	2,820	3,110	.91	D	3,000	3,110	.96	D
	E of University Dr.	2,412	3,300	.73	B	2,680	3,300	.81	D	3,420	3,300	1.04	E
	E of Hamblewood Dr.	2,608	3,300	.79	D	3,240	3,300	1.01	E	4,120	3,300	1.25	F
Sample Road	E of Seagrass Xway	2,400	4,000	.60	B	3,400	4,000	.85	B	3,500	4,000	.88	B
	W of Coral Springs Dr.	3,297	4,000	.82	B	4,100	4,000	1.03	D	4,640	4,000	1.16	D
	W of University Dr.	3,460	4,000	.87	B	4,210	4,000	1.05	E	4,950	4,000	1.24	F
	E of University Dr.	3,895	4,000	.97	C	4,250	4,000	1.06	D	4,440	4,000	1.11	D
	E of Riverside Dr.	4,310	4,000	1.08	E	5,140	4,000	1.29	F	5,400	4,000	1.35	F
	W of SR 7 / US 441	4,000	4,000	1.00	D	5,070	4,000	1.27	E	5,900	4,000	1.48	F
Wilco Road	E of Coral Ridge Dr.	1,941	3,300	.59	A	2,250	3,300	.68	B	2,540	3,300	.77	B
	E of Coral Springs Dr.	2,519	3,110	.81	C	2,960	3,110	.95	D	3,000	3,110	.96	D
	E of University Dr.	3,365	3,300	1.02	E	4,010	4,000	1.00	D	4,660	4,000	1.17	D
	E of Riverside Dr.	3,736	3,110	1.20	F	4,440	4,000	1.11	E	4,660	4,000	1.17	D
	W of SR 7	3,554	3,110	1.14	E	4,250	4,000	1.06	D	4,460	4,000	1.12	D
North-South Roadways													
Seagrass Xway	N of Atlantic Blvd.	6,820	9,540	.72	B	7,260	9,540	.76	B	8,870	9,540	.93	B
	N of Sample Rd.	5,850	9,540	.61	A	5,870	9,540	.62	A	6,880	9,540	.72	B
	E of Coral Ridge Dr.	6,500	9,540	.68	B	6,820	9,540	.72	B	7,500	9,540	.79	C
	E of University Dr.	7,850	9,540	.82	C	8,450	9,540	.89	D	9,320	9,540	.98	D
Coral Ridge Drive	N of Hamblewood Dr.	2,200	3,110	.71	B	3,300	3,110	.77	C	3,650	3,110	.85	C
	N of Atlantic Blvd.	2,340	3,110	.75	D	3,170	3,110	1.02	E	3,750	3,110	1.21	F
	S of Royal Palm Blvd.	3,114	3,110	1.00	E	3,280	3,110	1.06	E	3,670	3,110	1.18	E
	S of Sample Rd.	2,278	3,300	.69	B	3,360	3,300	1.02	E	3,700	3,300	1.12	E
	N of Sample Rd.	2,784	3,300	.84	B	3,180	3,300	.96	D	3,610	3,300	1.09	E
	S of Wilco Rd.	2,500	3,300	.76	A	3,090	3,300	.94	D	3,350	3,300	.98	D
	N of Wilco Rd.	2,780	3,110	.90	D	3,220	3,110	1.04	E	3,330	3,110	1.07	E
	E of Seagrass Xway	2,546	3,110	.82	C	3,170	3,110	1.02	E	3,360	3,110	1.08	E
	N of Sample Rd.	2,770	3,110	.89	D	3,220	3,110	1.04	E	3,310	4,000	.83	C
	N of Hamblewood Dr.	991	3,300	.30	B	1,480	3,300	.45	B	1,850	3,300	.56	B
Coral Springs Dr.	S of Southgate Blvd.	2,352	3,110	.76	C	2,580	3,110	.83	C	3,070	3,110	.99	E
	S of Atlantic Blvd.	2,151	3,110	.69	B	2,420	3,110	.78	C	2,640	3,110	.85	D
	N of Atlantic Blvd.	2,408	3,110	.78	B	2,740	3,110	.88	D	3,070	3,110	.99	E
	S of Royal Palm Blvd.	2,822	3,110	.91	D	3,280	3,110	1.06	E	3,440	3,110	1.11	E
	N of Sample Rd.	2,860	3,110	.92	C	2,270	3,110	.73	B	2,580	3,110	.83	C
	S of Seagrass Xway	1,342	3,300	.41	A	1,460	3,300	.44	A	1,580	3,300	.48	A
University Drive	S of Southgate Blvd.	4,760	4,000	1.19	E	5,020	4,000	1.26	E	5,260	4,000	1.32	F
	S of Atlantic Blvd.	4,080	4,000	1.02	D	4,480	4,000	1.12	E	4,200	4,000	1.05	D
	N of Atlantic Blvd.	5,000	4,000	1.25	E	5,420	4,000	1.36	F	5,840	4,000	1.46	F
	S of Royal Palm Blvd.	5,260	4,000	1.32	E	5,680	4,000	1.42	F	6,100	4,000	1.53	F
	S of Sample Rd.	4,160	4,000	1.04	D	4,700	4,000	1.18	E	5,260	4,000	1.32	F
	N of Sample Rd.	5,171	4,000	1.29	E	4,110	4,000	1.03	D	5,130	4,000	1.28	E
	N of Hamblewood Dr.	2,804	3,110	.90	D	3,220	4,000	.81	C	4,400	4,000	1.10	D
	N of Wilco Rd.	2,800	3,300	.85	D	3,280	4,000	.82	C	4,580	4,000	1.15	D
Plock Island Road	S of Sample Rd.	2,106	3,300	.64	A	2,360	3,300	.72	B	2,750	3,300	.83	C
	S of Wilco Rd.	1,428	3,300	.43	A	1,510	3,300	.46	A	1,640	3,300	.50	A
SR 7 / US 441	N of Sample Rd.	3,820	4,000	.96	C	4,740	4,000	1.19	E	5,420	4,000	1.36	F
	S of Seagrass Xway	4,500	4,000	1.13	D	5,460	4,000	1.37	F	6,720	4,000	1.68	F

Sources: Existing Peak Hour volumes per Broward County Year 2006 Traffic Count Report (4/07); 2012 forecast by MMPA; Broward County MPO 2030 AADT factored forecast.

Notes: 1) Asterisk (*) means the location is not within the City Limits.
2) 2012 and 2030 analysis based on Broward County 2030 data and MMPA factoring 2012 data and then multiplying by a Peak Hour factor of 10%.

As may be observed from the above data, the results of forecasted versus actual traffic counts varied widely. The Broward County forecasts are performed via computer modeling. The assumptions of growth areas intensities and travel patterns are best guesses. The computer model utilizes link analysis, travel distance and attractors/generator variables. As actual growth has occurred in Broward County and the City more specific data has become available and travel patterns have become more visible. The City's roadway pattern is virtually complete as of 1999. Development opportunities that remain can best be described as infill. Given these facts, future projections can be more accurately made at this time compared to estimates made in earlier times. Broward County, because of the expense involved, does not update long-term traffic projections frequently. Therefore, much of their data is dated. Of the 47 monitored stations, only 4 of the 1994 forecasted traffic projections were within 10% of the 1997 actual traffic flows. Only 3 locations noted lower than anticipated traffic volumes. Therefore, the county's long range forecasts should be looked at carefully and not relied upon for much accuracy. The county's assumption that all lands will eventually be re-developed at the highest possible intensity is truly misleading and leads to false assumptions and actions. Most single-family residential development in Coral Springs is developed at about 50% of the allowable density.

The City of Coral Springs, because of its geographic location and design does not have significant peak season or peak hour characteristic. As may be expected, most peak hour traffic is in the PM hours (4-6 PM) and related to work trips.

As mentioned previously, the Broward County forecasts for 2030 appear high for some roadways. The assumption that traffic will continue increasing at an annual rate of 2-5% or more is felt to be questionable in light of existing development status of the City and surrounding communities. (Some estimates are felt to be too low given existing traffic volumes. MMPA performed an analysis of forecasted traffic flows for 2012 and 2030 based upon 2006 existing traffic flows, available vacant property analysis and more conservative traffic growth rates.

Mass Transit (bus) occupancy levels are generally quite low in the City. The peak occupancy occurred during A.M. peak periods. Normal occupancy levels are monitored by Broward County Transit by route. Occupancy rates ranged from 14.7% on Route 62, 23.9% on Route 2 and 20.2% on Route 83.

X. ANALYSIS OF MODAL SPLIT AND VEHICLE OCCUPANCY RATES

Data sources with reliable estimates are difficult to obtain. For planning purposes it is estimated that occupancy rates for vehicles average approximately 1.56 persons per vehicle. This data is verified in a May 1995 study prepared for Broward County MPO

which noted the occupancy as the County average. Because of the high-income levels within the City and surrounding areas, a lower proportion of public transit use is thought to occur. A visual inspection of bus occupancy noted lower occupancy rates than some other communities with lower median incomes. The vast majority of Coral Springs residents own at least one automobile, while almost three quarters own two or more vehicles. Data from the 2006 US Census American Factfinder revealed that the average number of vehicle used for commuting by City residents was 2.3. The percentage of persons commuting alone was 83% with about 7.8% carpooling. About 3% used a taxicab, motorcycle, bicycle, walked or used other means. These percentages continue to be significantly higher than the county, state and nation averages. Data from the 2006 US Census American Factfinder revealed that the percentage of residents using public transportation declined from 1.1% in 1998 to .8% in 2007 (about 552 persons per day).

XI. ANALYSIS OF EXISTING PUBLIC TRANSIT FACILITIES

The City is currently served by eight (8) BCt bus routes. The City is well served by the bus routes, which are available to most residents geographically. Some expansion to routes should be studied in the future. In nearly all instances, pedestrian walkways allow easy travel to bus routes/stops. The Tri-Rail system is not easily accessible to City residents. The stations, which are located along the railway line some five (5) miles from the City's eastern border, are divorced from the City's general population. The Broward County Transit Division previously maintained detailed records on ridership by route, peak hour capacities and headways. Appendix 3-D of the Broward County Transportation Element (1998) indicates route ridership and performance measures. The county no longer publishes this information and relies on overall route ridership. In 1998 Route 2 had 850 persons boarding in Coral Springs per day. This Route had 30 trips per day in 1998 but has increased to 44 trips per day in 2007. Each bus can carry up to 40-seated passengers. According to the Broward County Mass Transit Division, the average load factor (occupancy rate) for the entire route was 23.9% in 1998 and is similar in 2007 according to BCt staff.

In 1998 Route 18 had 850 persons boarding in Coral Springs per day. This Route had 30 trips per day in 1998 but has increased to 66 trips per day in 2007. Each bus can carry up to 40-seated passengers. According to the Broward County Mass Transit Division, the average load factor (occupancy rate) for the entire route was 23.9% in 1998 and is similar in 2007 according to BCt staff.

In 1998 Route 83 had 1,002 persons boarding in Coral Springs per day. This route had 32 trips per day in 1998 but has decreased to 26 trips per day in 2007. According to the Broward County Mass Transit Division, the average load factor for the entire route was 20.2% in 1998 and is similar in 2007 according to BCt staff.

In 1998 Route 62 had only 138 persons boarding in Coral Springs per day. This route had 12 trips per day in 1998 but has increased to 23 trips per day in 2007. According to the Broward County Mass Transit Division, the average load factor for the entire route was 14.7% in 1998 and is similar in 2007 according to BCt staff.

There are 202 bus stops in Coral Springs in 2007. According to BCt data, 23 have benches, 36 have shelters, 16 have separate bus bays and 51 have trash receptacles.

Overall bus ridership has increased significantly on Route 2, Route 34 and 88 over the years, increased slightly on Route 62 and Route 83 and decreased slightly on Route 18. The other routes are new routes and data is limited.

Since 1998, BCt has changed several bus routes and added new routes and services. In addition, the City added its local Shuttle Bus service, all of which affected travel patterns and statistical analysis as to ridership. The county mass transit system has been focused on major roadway corridors while the City Community Bus system serves local neighborhoods and feeds to the BCT routes.

Coral Springs Community Bus system was initiated in 2002 with two (2) routes established within the City that are offered as a free public service for residents who wish to utilize the service. Both Community Bus routes operate seven (7) days per week with a span of service Monday through Friday of 8:00 AM to 6:00 PM and from 8:00 AM to 5:00 PM on Saturday and Sunday. The Green Route operates primarily in the western and northern portions of the City while the Blue Routes primarily operates in the eastern and southern portions of the City. In FY2007 the Coral Springs Community Bus routes carried 119,359 riders. Of the 25 Community Bus systems in Broward County Coral Springs ranked third in productivity for weekday ridership in 2007 carrying 19.8 passengers per hour.

XII. POPULATION CHARACTERISTICS INCLUDING TRANSPORTATION DISADVANTAGE

The City of Coral Springs can best be described as generally youthful with a median household income of \$76,176 in 2006. The median age of a City resident is 35.7 years old. A more detailed breakdown is as follows:

**Table T-6
City of Coral Springs
Analysis of Residents Ages**

<u>Age Group</u>	<u>No.</u>	<u>Percent</u>
Under 18	38,335	27.8%
18-64	90,328	59.8%
65 and Over	9,358	12.4%
Total	138,021	100%

Source: 2006 U.S. Census American Community Survey

Household occupancy was estimated at 3.27 persons per household according to the 1990 U.S. Census but has decreased to 3.11 according to the 2006 American Community Survey. Out of a total of 44,315+/- total households 5,922 households or 13.4% were one-person households.

An exact number of persons needing transportation assistance is difficult to determine. The needs of the transportation disadvantaged are documented in A Plan for Complementary Paratransit Mass Transit Service for Persons with Disabilities for Broward County, Florida and in Broward County Transportation Disadvantaged Service Plan. The vast majority of residents is mobile and can either walk or drive for services. Broward County contracts with private providers for services also. Service for qualified elderly and handicapped persons within Coral Springs remains on a prearranged "as needed" basis. All transit routes within Coral Springs, are operating as wheelchair accessible routes. In addition, Coral Springs has leased a bus to transport school aged children and senior citizens.

XIII. CHARACTERISTICS OF MAJOR TRIP GENERATORS AND ATTRACTORS

As described in previous sections, the City has identified three (3) land uses/areas, which it considers major trip generators and attractions. These include the one (1) square mile Corporate Park located north of Sample Road between Coral Ridge Drive and the Sawgrass Expressway, commercial uses fronting on major arterial roadways, primarily University Drive, Sample Road and Wiles Road and higher density concentrations of multifamily housing throughout the City.

A. Corporate Park. The City of Coral Springs boasts a one (1) square mile area with a multitude of light industrial, research and development, warehousing and manufacturing uses. This area is located north of Sample Road west of Coral Ridge Drive, south of Wiles Road and east of the Sawgrass Expressway.

Approximately 75% of the land area (330± acres) is developed at present in the eastern and southern areas. There is an estimated 3.5 million square feet of industrial uses existing at this time. The two primary uses are high tech computer uses near Coral Ridge Drive and warehouse uses elsewhere. The office type uses generate traffic at expected workday peak periods (morning/lunch/afternoon). It is estimated 5-6,000± employees work in these uses. Access is provided to Sample Road and Coral Ridge Drive. N.W. 39th Street (George Westinghouse Boulevard) traverses east/west through the center of the area. This roadway is being widened to 4 lanes. An improvement has been made to N.W. 120th Avenue to serve as a main north/south roadway.

B. Highway Commercial Uses. The City's major commercial area is on University Drive generally between Sample Road and Atlantic Boulevard. Connected to the central spine is an extension on Sample Road from Coral Springs Drive to University Drive including the Medical Center area. There are other strips/nodes of commercial uses along Wiles Road and portions of Sample Road to SR 7. Approximately 670 acres of the 1,165 developed acres (as of 10/07) are located in these areas. There is an estimated 8.3 million square feet of commercial uses existing including the 1.2 million square foot Coral Square Mall. The City, as a preplanned community, contains many design features not found in typical communities. Nearly all-major roadways have master parking areas with access points only at street crossings or midblock. All commercial uses are required to be setback a minimum of 65' from the roadways, except in the new City Center area where buildings are closer to the roads. These parking areas are well lit, have abundant landscaping and parking spaces, both in front of the buildings and to the rear. The central Sample Road corridor was the first area developed in Coral Springs with most uses in linear shops and offices. University Drive has developed into the nightlife area of the City with numerous restaurants. The Coral Square Mall at University Drive and Atlantic Boulevard with adjacent uses is the commercial core of the city. The Coral Square Mall is a regional use attracting customers from adjoining communities as well as local residents. The uses along Wiles Road are more heavy commercial uses including vehicle repair shops. Several new shopping centers with supermarket anchors are being developed, primarily at major intersections in the peripheral areas of the City. At SR 7 both north and south of Sample Road are several "big box" commercial uses including Target, Lowe's and Wal-Mart. Adjacent to this area in the Cities of Margate and Coconut Creek are major commercial concentrations.

C. Multi Family Concentrations. The City is generally a low-density community. In 2006 the resident population was 5,416 per square mile or 8.43 persons per acre. These numbers are based on gross City acreage as opposed to net residential acreage density. These types of densities are not considered

favorable for high transit use. Multi-family development is located at various locations and placed geographically differently based on each "Villages" design. For example, around the Country Club neighborhood is a somewhat shallow strip of multifamily housing at 15-20 dwelling units per acre (DUA). In the Village east of the Corporate Park (Glenwood/Castlewood) are two (2) areas originally designed to accommodate more industrial worker housing. Numerous small scale (4-10 DU) buildings exist. In the Forest Hills Village, which is patterned after northern European designs, larger concentrations of housing surround a low-density single-family housing core. Other concentrations are around the Coral Square Mall, near the SR 7 commercial area and scattered along major roadways. There are approximately 21,500 multi-family dwelling units as of 2006. All uses on major roadways have limited access. Densities range from 10-50 DUA. The highest densities are along Riverside Drive between Wiles Road and Royal Palm Boulevard, around the Coral Square Mall, the Country Club Tower development west of Coral Springs Drive and north of Sample Road, St. Andrews Towers, the development behind Village Square Shopping Center and the Park Summit ACLF on Royal Palm Boulevard.

XIV. ANALYSIS OF THE AVAILABILITY OF TRANSPORTATION FACILITIES AND SERVICES TO SERVE EXISTING LAND USES

Existing roadways currently serve all areas of the City. No additional major roadways will be necessary to serve the community at built out. The largest problem is the capacity and current/future traffic volumes of only a few of the existing roadways. The City is located at the edge of the southeast Florida Metropolitan area. The existing major roadways have been widened for the most part to their maximum lane expansions. Future roadway expansion is warranted for portions of southern University Drive, the middle portion of Coral Ridge Drive, eastern Sample Road and eastern Wiles Road. Therefore, the existing roadway system (other than segment improvements) is deemed adequate to serve the City.

As mentioned earlier, Tri-Rail is available but not conducive to use because the transit station is some distance away from the residential areas of the City. A park-n-ride lot was discontinued because of no use.

Bus service is felt to be available to only some residents of the City. The major provider of service is the Broward County Mass Transit (BCt), which operates the countywide bus system. The county also contracts with private vendors for public school busing, handicapped and Social Service Transportation (SST). Other service providers include private taxi service companies and the Greyhound/Trailways Bus Company.

Broward County is characterized by a suburban land development pattern and

TRANSPORTATION ELEMENT

consequently by relatively low residential land use densities and few activity focal points. There are few major corridors with significant transit trip origins and destinations. Given the multitude of local governments in Broward County, dense roadway network, an average vehicle occupancy ratio of 1.77 and a relatively affluent population, the transit modal split is only 1.1 percent of total daily trips. In the City of Coral Springs the transit modal split is about .8% according to 2006 from the US Census American Factfinder.

Because major transit service is provided by BCt and Tri-Rail, the City's role in transit planning is limited. The City's primary role in transit planning activities is to monitor County actions and provide for local input where necessary. In 2000 the City initiated a Community Shuttle Bus service that links neighborhoods to the Broward County transit routes.

The County's Mass Transit operation is primarily a large passenger bus system operating on the existing highway network. The average seating capacity of Broward County Transit buses is 40 persons. Considering the capacity of the fleet and the provision of either 20 or 30-minute headways for all of the routes, the overall capacity of the system exceeds the level of existing ridership. Even with ample transit system capacity and existing congested roadways in the region, the vast majority of the local population (91%) still prefers the automobile as the primary means of transportation. Transit planning activities are carried out by the Broward County Office of Transportation. The transit planning and operation staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County's Transit Development Program which plans future capital and operations improvements.

BCt is a fixed-route fixed-schedule bus system operated by the Broward County Office of Transportation with the main hub operating from Downtown Fort Lauderdale. BCt operates 7 days a week with maximum service provided on weekdays. Weekday service hours generally run from 5:00 A.M. to 10:30 P.M., with most routes operating on half hour headways. Saturday service operates almost the same as weekday service, with all routes in operation and some minor changes in headways and service hours. On Sunday a reduced route schedule is available between 9:00 A.M. to 8:00 P.M. with many routes operating on one-hour headways.

The County's main bus maintenance facility and the Office of Transportation main office are located in the City of Pompano Beach on Copans Road just east of the Florida Turnpike.

The BCt charges low fares for riders. Reduced fares for senior (65 years old plus) and handicapped citizens are available. Monthly-unlimited use passes are also available.

TRANSPORTATION ELEMENT

The weekly pass is targeted mostly for tourists and is sold at many hotels and motels. A daily pass is available and popular, since transfer passes are no longer available.

BCt interfaces with the Dade and Palm Beach County transit systems to provide tri-county service. Miami-Dade County's METROBUS links with BCt at locations in south Broward County and the Aventura Mall in North Miami-Dade County. BCt also connects with the Palm Beach County Palm Tran system at the Boca Town Center Mall and at Mizner Park. Finally, the County's Tri-Rail stations are served by nine (9) BCt routes.

Paratransit Service is a specialized transportation system provided for the County's elderly and handicapped persons. Services are available to qualified persons who live within three-quarters of a mile of regular bus service. The hours of operation are the same as the Broward County bus system. Fares range between \$1.50 each way for trips scheduled in advance and \$5.00 each way for trips scheduled on the same day.

The Senior P.R.I.D.E. bus service is also available to senior citizens in Coral Springs. Riders must be 55 years of age, or older, to utilize this service, which is sponsored by the City of Coral Springs. It is not associated with the Broward County Mass Transit System. The Senior P.R.I.D.E. is an on-demand service, with rides available once per day, Monday through Friday. This service has an annual fee of \$20.

The school bus system serves all of the public schools in Coral Springs and is provided by a private company contracted by the Broward County School Board. The system provides free service to all students enrolled at public schools who live more than two miles from their respective school, or who otherwise lack safe accessways to a less distant facility.

The Greyhound/Trailways Bus line provides regional, statewide and interstate travel. They provide fixed service seven days a week as well as specialized services.

Service areas for BCt bus service are defined as a one-half mile corridor surrounding the bus route and a one-quarter mile corridor beyond the terminus. The adopted level of service set by Broward County states that at least 70% of all residences and employment locations have access to fixed route transit service.

In the northwest TOC district (includes Coral Springs, Coconut Creek, North Lauderdale and Tamarac), the County is seeking to achieve headways of 30 minutes or less on 90% of the transit routes, establish at least one neighborhood transit center, establish at least one additional community bus route and expand the transit coverage area by 53% by 2009.

System capacity is analyzed by service frequency, or headway and the seating capacity

TRANSPORTATION ELEMENT

of the vehicles in relation to ridership.

The existing level of service, according to Broward County, is above the seventy (70) percent coverage rate countywide. Coral Springs is within the County's northwest sector where there is a low percent population coverage and low percent employment location coverage by fixed transit service.

Evaluation of service area coverage is based on how well a system services the general population, special transit captive groups and the accessibility of service between these groups and major work, shopping, medical and recreational facilities within the community. Mass transit ridership is significantly influenced by auto ownership. Zero or single auto households are in greater need of transit service than other households. Automobile ownership is generally characterized by relatively few automobiles per household. In addition, senior citizens are also more apt to utilize public transportation. An identification of these target groups and areas were made to identify existing service needs. Demographic data provided in the 2006 U.S. Census American Community Survey was analyzed to identify areas of low income, concentrations of senior citizens and concentrations of persons whose means of transportation to work is by bus. Low-income tracts are those with a 2000 median household income below \$25,000.

According to the 2006 American Community Survey, Coral Springs had a median household income of \$76,176. The Broward County figure was \$60,965. Census tract 203.02 continues to be the only tract in Coral Springs with a median household income below that of the county.

The table below shows that Tract 203.02 remains the only census tract with a large transit dependent population.

Census Tract	Age: % Under 15	Age: % Over 65	% Using Public Transportation	Median Income
106	28	6	0.4	\$54,488
203.01	28	3	1.5	\$39,407
203.02	18	29	3.1	\$30,100
203.03	27	6	1.4	\$39,290
203.04	26	8	0.7	\$36,396
203.05	22	9	0.05	\$32,079
203.06	26	5	0.5	\$51,230
203.07	30	2	0.3	\$60,047

Source: 1990 Census of population and housing

Census Tract 203.02 continues to be the only tract with an elderly population in excess of 20% and a young population under 20%. The median household income is lower than the County average, whereas all other tracts in Coral Springs remain higher. The most recent Broward County Transit Plan includes a Transit Propensity map that confirms the above data. Areas designated in the "high" category include the Village between University Drive / Riverside Drive / Wiles Road / Sample Road (Census Tract 203.2) and the Village between Sample Road / Royal Palm Boulevard / Coral Springs Drive / University Drive. The Village located east of that (Forest Hills) is in a "medium" category.

- A. Tri-Rail.** Tri-Rail is a sixty-seven (67) mile at-grade commuter rail line serving Palm Beach, Broward and Dade Counties. Tri-Rail service connects to Metrorail in Dade County at the Tri-Rail/Metrorail Station and to Miami International Airport (MIA) via a shuttle bus service provided at the last stop. Tri-Rail currently operates thirty (30) weekday trains, twenty (20) Saturday trains and ten (10) Sunday trains. Operations begin at 4:45 A.M. and end at midnight.

Tri-Rail has begun a three (3)-phase improvement program. Double tracking within the rail corridor was included in the first phase of improvements. Future improvements include extending Tri-Rail further south to connect to the MIA and replacing the signaling system. Tri-Rail is also in the process of upgrading its stations to include more amenities and landscaping. Dade County however, is considering funding cuts arguing that Dade County residents do not benefit significantly from Tri-Rail service. This funding issue has generated some controversies and questioned Tri-Rail's service, performance and future presence.

- B. High Speed Rail.** In February 1996, the Florida Department of Transportation selected Florida Overland Express to be the high-speed rail franchise. The Florida Overland Express was proposing a high-speed rail system, which would have been capable of operating at speeds of two hundred (200) miles per hour. Stations were proposed to be located in Miami, western Broward County and West Palm Beach. However, in 1998 those plans were abandoned due to high costs.

XV. ANALYSIS OF THE ADEQUACY IF THE EXISTING AND PROPOSED TRANSPORTATION SYSTEM TO EVACUATE THE COASTAL POPULATION PRIOR TO AN IMPENDING NATURAL DISASTER

According to the Broward County Hurricane Evacuation Plan prepared by the Division of Emergency Preparedness, no area of the City of Coral Springs is identified for evacuation. The designated hurricane shelters for the City include Coral Springs High

School, Taravella High School, Forest Glen Middle School and Ramblewood Middle School. The shelters are opened, supplied and operated by the Red Cross which coordinates with the local school administration and Broward County. Figures 3.8 and 3.18 depict the specified evacuation routes to the shelters. In general, within 12 hours of an anticipated storms landfall or coastal impact, evacuation notice is given to residents. The primary evacuation routes for residents would be along nearly any major roadway as the City is designed with a grid (section line) roadway system. In addition, I-75, I-95, the Florida Turnpike or other north/south roadways could be utilized to evacuate from the region. Based on the above analysis, the transportation system is deemed adequate for evacuation should the need arise.

XVI. ANALYSIS OF GROWTH TRENDS, TRAVEL PATTERNS, INTERACTIONS BETWEEN LAND USE AND TRANSPORTATION FACILITIES AND COMPATIBILITY BETWEEN FUTURE LAND USES AND TRANSPORTATION ELEMENTS.

The City of Coral Springs growth trend can best be described as 'meteoric' particularly in the 1980's and 1990s. The growth rate has been one of the highest in the southeast United States for many years. In recent years steady growth has continued with build out approaching within 5 years. During the time period 1988-1994 the City averaged 607 new single-family units and 588 multifamily units annually. Thirty six (36) acres of commercial property were developed annually between 1989 and 1995. Between 1995-1999 this rate has increased to approximately fifty (50) acres per year. Most of the commercial growth has been infill development along University Drive and Sample Road with a few neighborhood shopping center nodes in the peripheral areas. The vast majority of recent residential development has been in northern Coral Springs primarily north of Wiles Road and west of University Drive.

Travel patterns can be documented through origin destination studies. The City of Coral Springs retained PMG, Associates to conduct an origin-destination study in December of 1998. When 440 people were asked if their place of work was within Coral Springs, 37.7% answered no and 62.3% answered yes. When 274 people were asked where their place of work is, 26.6% answered Fort Lauderdale, 12.8% answered Boca Raton, 9.1% answered Pompano Beach and 7.7% answered Miami. The remaining answers were divided marginally between remaining Broward and Miami-Dade County Municipalities. When 274 people were asked how long it takes to get to work, the responses varied. 28.5% answered 20-30 minutes, 27.4% answered 30-45 minutes, 21.9% answered 10-20 minutes, 9.5% answered 45-60 minutes, 7.3% answered 5-10 minutes and 4% answered over 1 hour. When 274 people were asked which primarily north/south road they take to work, 18.6% answered University Drive, 17.1% answered I-95, 12.0% answered SR 7/US 441, 11% answered the Sawgrass Expressway/I-75 and 8.8% answered the Turnpike. The remaining answers were scattered amongst

several other arterial and collector roadways. When 274 people were asked which primary east/west road they take to work, 26.4% answered Atlantic Boulevard, 18.6% answered Sample Road, 10.9% answered Royal Palm Boulevard/Copans Road and 7.6% answered Wiles Road. The remaining answered were scattered amongst several other arterial and collector roadways. When 274 people were asked if an equivalent job opportunity existed in Coral Springs would they prefer to have it, the overwhelming answer was yes (67.5%).

This element is consistent and compatible with the Future Land Use Element and other Transportation Elements including the Broward County Transportation Element, the Broward County Land Use Plan, the Long Range Transportation Plan, the Year 2015 Cost Feasible Plan (CFP), the Florida Department of Transportation's Adopted Work Program, the Transportation Improvement Program (TIP), the Tri-County Rail Transit Development Plan and the Broward County Bicycle Facilities Network Plan.

XVII. ANALYSIS OF EXISTING AND PROJECTED INTERMODAL DEFICIENCIES AND NEEDS

There are no identifiable deficiencies noted within the City. City residents are anticipated to continue the use of automobiles for primary travel purposes as is common in Broward County where 98.9% automobile use is the current modal split. Access to the Tri-Rail system is available but not convenient to City residents.

XVIII. ANALYSIS OF THE PROJECTED TRANSPORTATION LEVEL OF SERVICE AND SYSTEM NEEDS

The City is approximately 99% built out. There is approximately 190+/- acres of vacant land at present (10/07). Following is an estimate of future additional traffic that could be added certain assumptions were made for typical plot coverage. ITE generation rates were utilized to examine probable rates by use. Most single-family development is now zero lot line homes averaging 6 DUA. Also many multifamily parcels are built as zero lot line homes or town homes (8 DUA). Broward County maintains a countywide computer-modeling program, which monitors existing traffic, and future estimates. The City provides annual updates on new physical development and development approvals. Therefore, the following is a worst-case scenario.

A. Residential

Single-family = 7.65 AC x 6 DUA @ 10 tpd = 459 tpd

Multifamily = 13.33 AC x 15 DUA @ 5 tpd = 1,000 tpd

B. Commercial

63.45 AC @ 25% coverage 690,970 sq. ft.

TRANSPORTATION ELEMENT

690,970 sq. ft. @ 10 tpd per 1000 sq. ft. = 6,910 tpd

C. Industrial

101.06 AC @ 40% coverage = 1,760,869 sq. ft.

1,760,869 sq. ft. @ 5.4 tpd per 1000 sq. ft. = 9,509 tpd

Total = 17,878 potential tpd

Source: ITE and BC Trips model.

The above analysis is based on vacant remaining lands only. Although unlikely to occur in the near future and because of land covenants restricting the lands, little or no increase is anticipated above the analysis listed herein. An exception is in the new “City Center” area around Sample Road and University Drive where re-development of under-utilized land will be occurring. Broward County’s long range forecast assumes all lands will be developed eventually at maximum intensity. This is a false assumption. Estimates of future roadway LOS by the county are not, in many cases, valid for that reason. Future decisions on roadway improvements should be analyzed more carefully realizing the above scenario.

The previous analysis identified some capacity problems to accommodate the future growth. Some roadway segments need to be widened but most-of the roadways with the capacity problems are built as maximum cross sections. Widening would be very expensive in some instances, not possible in others and could cause more harm to adjoining land uses. The 1998 Broward County Transportation Element contains a detailed analysis on the current and future public transit network needs. This analysis was performed by taking the future bus route system and superimposing it over a database associated with the 2015 TAZ Map. The results of this analysis show that the future public transit network would meet the adopted transit level of service standard. Additionally, some needs for the year 2015 were identified and are as follows:

- Estimated fleet size: 700 buses (including 20% space)
- System highlights: Regional Park and Ride network, local routes including existing and new as proposed in Transit Development Plan, plus additional new local routes conceptually consistent with the 2010 Regular Transit Network, with 7.5 minute headway service on most routes.
- Established Daily Ridership: 448,000 boardings and 230,600 local bus trips.

There are portions of missing bikeway/sidewalk segments that could eventually complete a more comprehensive citywide system.

TRANSPORTATION ELEMENT

As mentioned previously, no airport or seaport facilities are located within the City, therefore integration and coordination analysis is not applicable. The two (2) railway corridors have existed for many years and other than maintenance and lane widening on the Tri-Rail route, no expansion is warranted.

In 1998 when Broward County and its municipalities prepared their initial Transportation Elements, the state required modeling of different development intensity scenarios to determine if increased residential density would result in increases in mass transit ridership. Broward County developed a modeling program and analyzed several different scenarios. The result was that while increases in ridership would occur, the resultant increase in vehicular trips would overwhelm the regions roadway system; therefore, no density increases were considered. However, the county selected several corridors for further study and possible localized actions.

XIX. ANALYSIS OF PROJECTS PLANNED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION'S ADOPTED WORK PROGRAM, METROPOLITAN PLANNING ORGANIZATION AND LOCAL TRANSPORTATION AUTHORITY.

Previous discussion on each major roadway contained a description of proposed improvements which is summarized below:

Roadway / Other	Improvement	Anticipated Year
Coral Hills Drive (@ NW 41 st Street)	Intersection	2007-2008
Local Roadways (\$900 K annually)	Resurfacing	2007-2012
Sample Road (@ SR 7)	Resurfacing	2008-2009
SR 7 (South of Sample Rd.)	Resurfacing	2009-2010
University Drive (Sample Rd. to Wiles Rd.)	Resurfacing	2007-2008
University Drive (C-14 Canal to Sample Rd.)	Resurfacing	2007-2008
Wiles Road (Rock Island Rd. to SR 7)	Add 2L (6LD)	2010-2011
Bus Shelters (\$130K annually)	Shelters	2007 - 2012
Downtown DRI Improvements	Capacity Imp.	2006-2020
Traffic Signal Mast Arms	Citywide	2007-2030
Home Depot – Wiles / CR Dr.	Wiles Rd. / CRD	2008-2009
CS Transportation Mitigation Bank	Capacity Imp.	2007-2030

TRANSPORTATION ELEMENT

	Intersection Imp. Misc. Imp.	
--	---------------------------------	--

Source: Broward County Transportation Improvement Program, 2007
City of Coral Springs, 2007

XX. ANALYSIS OF MAINTENANCE OF ADOPTED LEVEL OF SERVICE (LOS) STANDARDS

Broward County and the FDOT have adopted peak hour LOS D for all arterial and collector roadways within Standard Concurrency districts. Coral Springs has adopted peak hour LOS D for all City arterial and collector roadways and LOS C for all local roadways within the Northwest Concurrency District, which comprises the area of the City located north of the Sawgrass Expressway. The Northwest Concurrency District is the only area of the City that is located within a Standard Concurrency District. Within the North Central Transit Oriented Concurrency District, that area of the City located south of the Sawgrass Expressway, the transportation LOS standards for the purpose of issuing development orders and permits is described in 1.1.2.1(b) and 1.1.2.1(i).

To maintain consistency with the Broward County Transportation Element for the purpose of long range planning the City has adopted the generalized two-way peak-hour LOS D standard volumes on Table 4-4 Quality/Level of Service Handbook, Florida Department of Transportation, (2002) for facilities not within the SIS/FIHS.

Four roadway facilities may be eligible for Transportation Regional Incentive Program (TRIP) funds. These four facilities include University Drive, Sample Road, Atlantic Boulevard, and State Road 7. Should any roadway facility in the City receive TRIP funds, the City will adopt the applicable statewide minimum LOS standard from Chapter 14-94, F.A.C.

The City will exceed a 10 percent reduction in lane miles operating at LOS D by 2012. To achieve this the City will work with South Florida Commuter Services to develop programs and incentives to encourage City employees to use ridesharing, transit, or other alternative modes of travel when commuting to work. In addition, the City will encourage other transportation demand management strategies such as flexible work hours and telecommuting where appropriate within the City's work force. The City will also take advantage of opportunities to work with developers during the development review process to improve roadway capacity by adding turn lanes at intersections, employing new technologies, such as video detection, and encouraging the synchronization of traffic signals through Broward County Traffic Engineering.

Existing volumes are generally within acceptable LOS limitations except for Sample Road east of Riverside Drive (ADT D / PMPH E), Wiles Road east of University Drive

TRANSPORTATION ELEMENT

(ADT E / PMPH E), Wiles Road east of Riverside Drive (ADT F / PMPH F), Wiles Road west of SR 7 (ADT E / PMPH E), Coral Ridge Drive south of Royal Palm Boulevard (ADT E / PMPH E), University Drive north of Atlantic Boulevard (ADT F / PMPH E) and University Drive south of Royal Palm Boulevard (ADT E / PMPH E). In addition, the peak hour and peak directional analysis revealed some capacity problems. As the remaining property is developed additional traffic volumes can be expected. Without some improvements to several roadway segments the traffic problems will increase resulting in unacceptable volumes. Roadways in need of scheduled improvements include:

- Royal Palm Boulevard east of Riverside Drive - The existing peak hour traffic decreased from 3,279 PMPH trips in 1998 to 3,028 trips in 2007 while the FDOT generalized capacity is 3,390 PMPH trips which results in a LOS of D. Only 900+/- feet of the roadway segment is within the City of Coral Springs including a 150 foot wide major outfall canal crossing. The segment into the City of Margate eastward has the major capacity problem. The county forecasted volumes between 2007 and 2030 are projected to increase by 5,500 trips per day / 511 PMPH trips. Because of the forecasted increase and in that the roadway is operating only slightly below LOS D and in that widening the roadway in the City of Margate would be difficult because of political and physical constraints, it is recommended that operational improvements be implemented and/or that a specific capacity analysis be done on the link to determine a specific capacity (versus the FDOT generalized capacity).
- University Drive between Royal Palm Boulevard southward to Riverside Drive - The existing peak hour traffic between Royal Palm Boulevard and Ramblewood Drive is estimated at 5,050 PMPH trips while the FDOT generalized capacity is 4,680 PMPH trips which results in a LOS of E. The existing peak hour traffic between Ramblewood Drive and Atlantic Boulevard is estimated at 5,090 PMPH trips while the FDOT generalized capacity is 4,680 PMPH trips which results in a LOS of E. The Broward County forecasts for 2030 suggest the volumes will decrease from the current volumes; however, the City feels the volumes will increase to 5,890 PMPH trips on the north segment and 5,840 PMPH trips on the southern segment with both LOS falling to F. Also, the segment from Southgate Boulevard to Atlantic Boulevard is forecasted to remain in a LOS E category (4,760 trips vs. 5,260 trips). University Drive is generally a constrained facility with most adjoining parcels fully developed. The capacity analysis was done utilizing the FDOT tables which are for general application. Because of the design of University Drive in Coral Springs, that is, with very limited access points, the capacity is thought to be higher.
- University Drive between Royal Palm Boulevard and the Sawgrass Expressway -

TRANSPORTATION ELEMENT

The existing peak hour traffic south of Royal Palm Boulevard estimated at 5,050 PMPH trips, 4,180 PMPH trips south of Sample Road, 3,171 PMPH trips north of Sample Road, 2,804 PMPH trips north of Cardinal Road and 2,800 PMPH trips north of Wiles Road. The FDOT generalized capacity is currently 4,680 PMPH trips for the roadway segments south of Cardinal Road (6LD), 3,110 PMPH trips north of Cardinal Road (4LD) and 3,390 PMPH trips north of Wiles Road (4LD) which results in a LOS of E just south of Royal Palm Boulevard but acceptable LOS north of Royal Palm Boulevard. By 2012 the segment south of Royal Palm Boulevard is expected to drop to LOS F with the segment south of Sample Road falling to LOS E. It is expected that the road will be widened from Cardinal Road to at least the Sawgrass Expressway by 2012+/- to a six lane divided (6LD) roadway. By 2030 the county expects almost all roadway segments to operate at LOS E or F. Again, since University Drive will no longer be extended into Palm Beach County connecting to Glades Road which would have created a major north / south arterial route, the forecast that traffic volumes will double by 2030 is questioned, especially in light of the low density development in the City of Parkland north of the Sawgrass Expressway.

- Sample Road east of Coral Springs Drive to SR 7 - Several segments of the roadway is forecasted to fall into a LOS E category by 2012 and worsen by 2030. The peak hour forecast is 4,640 PMPH trips just west of Coral Springs Drive, 4,950 PMPH trips west of University Drive, 5,400 east of Riverside Drive and 5,900 PMPH trips west of SR 7 while the FDOT generalized capacity is 4,680 PMPH trips. Again, a specific capacity analysis is recommended for the roadway. This area of the City is substantially built out at present, but the downtown re-development could affect the traffic volumes.
- Coral Ridge Drive between Atlantic Boulevard and the Sawgrass Expressway – Several segments is forecasted to fall to LOS E or F category by 2012 and worsen by 2030. The existing peak hour trips are just above capacity south of Royal Palm Boulevard (3,114 vs. 3,110), the only segment with LOS problems in 2007. The 2012 peak hour forecast is 3,170 PMPH trips north of Atlantic Boulevard, 3,280 south of Royal Palm Boulevard, 3,360 south of Sample Road, 3,020 north of Wiles Road, 3,170 south of the Sawgrass Expressway and 3,720 north of the Sawgrass Expressway while the FDOT generalized capacity is either 3,110 or 3,390 PMPH trips based on the traffic signal spacing. The 2030 peak hour forecast is 3,730 PMPH trips north of Atlantic Boulevard, 3,570 south of Royal Palm Boulevard, 3,700 south of Sample Road, 3,510 north of Sample Road, 3,350 south of Wiles Road, 3,320 north of Wiles Road and 3,380 south of the Sawgrass Expressway while the FDOT generalized capacity will be either 3,110 (4L), 3,390 (4L) or 4,680 (6L) PMPH trips based on the traffic signal spacing. Again, a specific capacity analysis is recommended for the roadway.

TRANSPORTATION ELEMENT

This area of the City is nearly fully built out at present; therefore, the City questions the forecasted trips. It should be noted that future forecasts by the county are believed to include an extension of the roadway northerly through the City of Parkland into Palm Beach County. Since this will not occur now, through traffic should be considerably lower, especially because development in the City of Parkland has very low intensity characteristics ($\frac{1}{2}$ the allowable density).

- Coral Springs Drive between Atlantic Boulevard and Royal Palm Boulevard - The segment is forecasted to fall into a LOS E category by 2012 south of Royal Palm Boulevard; however, the segment south of Royal Palm Boulevard is expected to fall to LOS E by 2012 and the segment north of Atlantic Boulevard is expected to fall to LOS E by 2030. The existing peak hour trips are 2,468 (LOS B) north of Atlantic Boulevard and 2,872 (LOS D) south of Royal Palm Boulevard. The 2030 peak hour forecast is 3,070 PMPH trips north of Atlantic Boulevard and 3,440 south of Royal Palm Boulevard while the FDOT generalized capacity is 3,110 PMPH trips. Again, a specific capacity analysis is recommended for the roadway. This area of the City is nearly fully built out at present; therefore, the City questions the forecasted trips.
- Wiles Road from east of University Drive to SR 7 - The roadway segments already are LOS E or F but should improve to LOS D by 2012 if the roadway is widened to six (6) lanes. Some segments could fall to LOS E again by 2030. A roadway widening project (from 4 lanes to 6 lanes) is scheduled for Wiles Road from Rock Island Road to SR 7 in FY 2011/12. If the forecasts are correct this will not correct the other deficient segments. However, it is noted this area of the City is almost completely built out as of 2007; therefore, the City questions if traffic volumes as forecast by Broward County will increase 20%. The City will monitor the traffic volumes and push the MPO to schedule additional improvements if warranted.

All of the above roadway segments, which have current or projected peak hour LOS capacity problems, are Broward County roadways. The City of Coral Springs will continue to monitor these roadways and make recommendations to Broward County and the Metropolitan Planning Organization (MPO) to schedule needed improvements. Additionally, Broward County and/or the City could employ several strategies or tactics to help maintain its adopted transportation Level of Service (LOS) standards. These include continued implementation of a concurrency management system (CMS), transportation system management (TSM) and transportation demand management (TDM). These are explained in more detail in the Broward County Transportation Element of the Comprehensive Plan on pages 3-118 to 3-122.

XXI. ANALYSIS OF INTERNAL CONSISTENCY BETWEEN ELEMENTS

No inconsistencies are known to exist between elements of the adopted plan. The Capital Improvement Element will need to be evaluated and updated annually with special note of roadway and other transportation related improvements. No land use compatibility issues are known to exist related to the various transportation modes.

XXII. ANALYSIS OF TRANSPORTATION MANAGEMENT PROGRAMS NECESSARY TO PROMOTE AND SUPPORT PUBLIC TRANSPORTATION SYSTEMS

The City promotes and supports the use of Public Transportation Programs. As an example, the City supports adequately placed bus stops in attempts to increase ridership. Bus route notices are posted and available at City Hall. Many land uses except single-family homes have direct access to pedestrian walkways linking public transportation access points. The City attempts to participate with Broward County and FDOT on programs to the best of their ability given the size and build out condition of the community.

The City has analyzed opportunities to modify land uses in hopes of creating opportunities for higher density to promote more mass transit use. The existing higher density housing areas and housing with more elderly populations have existing bus service. Increasing development intensities does not guarantee any increase in mass transit use. In fact, the Broward County Transportation Element analysis as summarized earlier in this document shows that more vehicular traffic would occur and other negative impacts would occur to other City services and facilities. As part of the downtown re-development efforts, a neighborhood transit center is planned as part of the scheduled DRI improvements. Most major arterials are fully developed or will be in the next few years. The age of development is relatively new and the city/developer require strict maintenance and aesthetic standards. Therefore, redevelopment opportunities do not readily exist at this time.

The City does have major concentrations of high-density development around the modal split nodes which includes the Coral Square Mall. In 2005 the City was granted a DRI approval for the area near Sample Road and University Drive to create a “downtown” area of concentrated development. This re-development is scheduled to include higher intensity uses, mixed uses and a neighborhood transit center. Surrounding a majority of the Coral Square Mall are high density multiple family housing complexes.

In summary, the City analyzed and has determined that existing development intensities

TRANSPORTATION ELEMENT

are not an impediment to high concentrations of people. The City adopted a Local Activity Center (LAC) in 2005 as part of the DRI. At the current time no additional land use amendments are proposed. The City will continue to coordinate with Broward County on implementing their County-wide Transportation Element. Many of the transportation system problems and solutions are countywide issues and cannot be addressed separately by the City.

The County's Transportation Element identifies University Drive, Atlantic Boulevard and Sample Road as Priority Transit Corridors. The City was not consulted on these designations. There is no definition of what level of transit services are anticipated within these corridors in the County's Element or State Statutes.

TABLE OF CONTENTS

	<u>PAGE</u>
SUPPORT DOCUMENT	1
A. Overview of School Facilities Planning	1
1. Introduction	1
2. Concurrency Management System (CMS)	3
3. Collaborative Planning Process and Intergovernmental Coordination	4
4. Level of Service Standard Methodology	4
5. Problems and Opportunities for Existing and Future Schools	5
6. Need to Support Public Facilities for Existing and Future Schools ..	11
7. Analysis of Infrastructure Needs for Existing and Proposed Schools ..	12
B. Data & Analysis	12
1. Population and Housing Conditions	12
Population Growth in Broward County	12
School Age Population	14
Housing Characteristics	16
Development Trends	17
2. Current Profile of Broward County Public Schools	18
Summary Profile of Public Schools in Broward County	18
Elementary Schools	19
Middle Schools	25
High Schools	27
Charter Schools	28
Special Schools	31
Ancillary Facilities	32
3. Projected 5 Year (S/T) School Enrollment, Capacity, LOS & Improvements Costs	33
4. Projected 10 Year (L/T) School Enrollment, Capacity, LOS & Improvements Costs	37
5. Collocation of School Facilities	39
6. Opportunities to Locate School to Serve as Community Focal Points ..	40
7. Emergency Shelters	42
8. Funding Sources for Capital Improvements	42
9. Adult Educational Opportunities in Coral Springs	45

LIST OF ATTACHMENTS

A	Amended Interlocal Agreement for Public School Facilities Planning (ILA)
B	Adopted 5 Year District Educational Facilities Plan (DEFP) (2007-2012)
C	School Board of Broward County Educational Plant Survey (2001-2006)* * Survey valid to October 20, 2008
D	2007-2012 Level of Service (LOS) Plan
E	Existing Collocation Facilities
F	Potential Collocation Facilities
G	Table 11: Current & Projected 5 Year (S/T) School Facilities (each school)

LIST OF TABLES

NO

PAGE

1	Summary of Enrollment Projections	6
2	Charter Schools Serving Elementary, Middle and High School Students ..	10
3	Population Broward County 1970-2015.....	14
4	School Age Population Broward County 1970-2015	15
5	Housing Characteristics Broward County 1970-2005	17
6	Residential Building Permits Issued by Type 2005-2015	18
7	Summary Profile of School Capacity	18
8	Age of School Facility Buildings	19
9	Current Profile - Broward County Elementary Schools /2007/2008.....	20
9A	Current Profile - Broward County Middle Schools 2007/2008	25
9B	Current Profile - Broward County High Schools 2007/2008	27

PUBLIC SCHOOL FACILITIES ELEMENT

10	Current Profile - Broward County Charter Schools 2007/2008	29	
11	Current & Projected 5 Year (S/T) School Facilities (each school) Attachment G		
12	Current Profile – Broward County Special Schools 2007/2008	31	
13	Ancillary Facility Inventory	32	
14	Land Area Requirements.....	35	
15	Projected 10 Year (L/T) School Facilities by Planning Area and District-Wide	37	
15A	Analysis of Planning Area / Seat Availability	39	
16	List of Emergency Shelters.....	42	
17	Estimated Revenue and Financing Sources.....	43	
18	Estimated Appropriations	43	
19	Estimated Expenditures – Debt Service / Capacity	44	

LIST OF MAPS

NO

1	Existing Public Schools & Ancillary Facilities - 2007	47	
2	Elementary School LOS – 2007-2008	48	
3	Middle School LOS – 2007-2008.....	49	
4	High School LOS – 2007-2008.....	50	
5	Elementary School LOS – 2011-2012	51	
6	Middle School LOS – 2011-2012.....	52	
7	High School LOS – 2011-2012.....	53	
8	Existing Collocation and Shared Use Inventory.....	54	
9	Potential Collocation and Shared Use Inventory	55	
10	Emergency Shelters	56	

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SUPPORT DOCUMENT

A. Overview of School Facilities Planning

1. Introduction

Over the past decade the Florida Legislature has progressively strengthened the ties between school planning and general land use and comprehensive planning through amendments to Chapters 163 and 1013, Florida Statutes. The 2005 Legislature mandated that the availability of public schools be made a prerequisite for the approval of residential construction and directed a closer integration of planning for school capacity with comprehensive planning. Under the provisions adopted with Senate Bill 360:

- Existing Interlocal Agreements between school boards and local governments will be updated and expanded to comply with the legislation.
- Each local government is to adopt a Public School Facilities Element as part of its comprehensive plan.
- Mandates school concurrency.
- Local governments must update their Intergovernmental Coordination Element and Capital Improvements Element to coordinate public school planning.
- Procedures for comprehensive plan amendments.
- Establish a process and uniform methodology for proportionate share mitigation.

Public School Facilities Element Requirements

The law requires that local governments adopt a public school facility element as a part of their comprehensive plans to establish a framework for the planning of public schools. (s. 163.3177(12), F.S.). Local governments were granted approximately three years to adopt a public school facilities element. As directed by the legislation, the Florida Department of Community Affairs has established a phased schedule for adoption of the elements with each local government adopting no later than December 1, 2008. This schedule established due dates which are staggered throughout the course of the 2008 calendar year. Broward County is required to adopt it no later than February 1, 2008. In addition, the Legislature established enforcement mechanisms should a local government and school district fail to adopt a public school concurrency program.

The legislation prescribed the following minimum content requirements for goals, objectives, and policies:

- procedure of annual update process;
- procedure for school site selection;

PUBLIC SCHOOL FACILITIES ELEMENT

- procedure for school permitting;
- provision of infrastructure necessary to support proposed schools;
- provision for collocation of other public facilities in proximity to public schools;
- provision for location of schools proximate to residential areas and to complement patterns of development;
- measures to ensure compatibility of school sites and surrounding land uses; and
- coordination with adjacent local governments and the school district on emergency preparedness issues.

In addition, the element is to include one or more future conditions maps which generally depict;

- the anticipated location of educational and ancillary plants anticipated over the five-year and long-term planning period.
- depict the anticipated location of educational and ancillary plants, including the general location of improvements to existing schools or new schools anticipated over the 5-year or long-term planning period; and
- out of necessity, the maps will be general for the long-term planning period and more specific for the 5-year period. Maps indicating general locations of future schools or school improvements may not prescribe a land use on a particular parcel of land.

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

- how level-of-service standards will be achieved and maintained;
- the interlocal agreement adopted pursuant to s. 163.31777 and the 5-year school district facilities work program adopted pursuant to s. 1013.35;
- the educational plant survey prepared pursuant to s. 1013.31 and an existing educational and ancillary plant map or map series;
- projected future population and associated demographics, including development patterns year by year for the upcoming 5-year and long-term planning periods; and
- Anticipated educational and ancillary plants with land area requirements.
- information on existing development and development anticipated for the next 5 years and the long-term planning period;
- an analysis of problems and opportunities for existing schools and schools anticipated in the future;
- an analysis of opportunities to collocate future schools with other public facilities such as parks, libraries, and community centers;
- an analysis of the need for supporting public facilities for existing and future schools;
- an analysis of opportunities to locate schools to serve as community focal points

2. Concurrency Management System (CMS)

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

Unlike existing concurrency services (roads, sanitary sewer, solid waste, drainage, potable water, recreation and mass transit) which are the responsibility of local governments, the School Board, by constitutional mandate, has the responsibility of providing educational facilities to meet the needs of current and future students as represented in the School Board's adopted Five Year District Educational Facilities Plan (DEFP). The local governments, therefore, do not have control of the funding sources or the allocation of funds for new or renovated schools which would add student capacity. However, since the School Board isn't empowered to implement a Concurrency Management System on its own, it must rely upon the local governments to do so through their Land Development Regulations. The City shall participate in the County's Concurrency Management System by amending the City's Land Development Code to require plat approval of all parcels of land prior to receiving a Development Order.

The Broward County Land Development Code contains the County's Concurrency Management System. The Code requires plat approval of all parcels of land prior to receiving a Development Order. Plat approval applies to land within the municipal boundaries as well as that in the unincorporated areas. Per State requirements, the point of review for Public School Concurrency is at plat or site plan (or functional equivalent).

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

If the development application is not exempted or vested, it is subject to school concurrency and the applicant must submit a Public School Impact Application

(PSIA) to the applicable local government for review by the School District according to the provisions and processes outlined in Section 8.13 of the Interlocal Agreement.

3. Collaborative Planning Process & Intergovernmental Coordination

The collaborative planning process has greatly increased with the passage of the 2005 Infrastructure and Planning Act (SB 360) which mandated the adoption of a City of Coral Springs Public School Facility Element and implementation of public school concurrency by February 1, 2008.

Since the beginning of 2006, City staff has been working collaboratively with the School Board, Broward County and its municipalities through the School Board's Staff Working Group and Oversight Committee to form consensus on the amendments to the Interlocal Agreement and the preparation of a model Public School Facilities Element. Several Staff Working Group Subcommittees were also established to deal with issues including collocation of school facilities, land use changes and developing urban school standards. These committees continue to meet on a regular basis in order to implement the state mandated requirements to coordinate and collaborate on updates to the District Educational Financially Feasible Plan (DEFP), Concurrency Service Areas (CSAs) and amendments to the Comprehensive Plans of the County and non-exempt municipalities for the implementation of public school concurrency.

4. Level of Service Standard Methodology

The level of service standard is based upon the capacity of the school facility, which is the number of pupils to be served by the facility. The level of service is expressed as the percentage (ratio) of student enrollment to the student capacity of the school. The level of service is standard and is expressed in terms of Florida Inventory of School Houses (FISH) capacity. FISH capacity is determined by Florida Department of Education guidelines and represents a measure of the physical capacity of the facility itself. FISH capacity includes satisfactory student stations in permanent classrooms. The level of service standard is uniformly set at 110 percent for each school type (elementary, middle, high and special purpose schools) throughout Broward County's School District.

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

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

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

Student enrollment projections are designated geographically using local development trend data and the school district student enrollment data. School-by-school enrollment projections by concurrency service areas are applied. General locations of future public schools to be constructed within the district over five years are applied to concurrency service areas relative to the location serving the anticipated capacity deficit. In addition, School Board Policy 5000 allows a variety of options to reduce or avoid the need for additional permanent student stations including, but not limited to: redistricting, reassignment, expanded capacity utilization (e.g. year round schools), and other options.

School enrollments exceeding the available capacity resulting in a level of service greater than 110% in the first fiscal year achieve the level of service standard by the fifth year due to planned capital improvements not yet available until the final year.

5. Problems and Opportunities for Existing and Future Schools

Land Availability

A major issue facing the School Board is land availability. Existing schools recovering from the last thirty years of rapid growth have seen the school sites become crowded with classroom additions and relocatables. Additions/relocatables have taken over playfields, playgrounds, green space, and parking areas. The demand for larger water retention areas and more parking facilities has also reduced the useable area for the educational program. In addition, with current legislation demanding more accountability in the area of physical education schools face the dilemma of needing playfield areas to meet new Sunshine Standards for Education.

Due to this land crisis, the School Board is developing strategies to reduce the site size requirement to build new schools and expand an already aggressive collocation model. By designing a tighter building footprint, sharing parking and playfields, as well as exploring the use of parking garages verse surface parking, this will be possible. In addition, as a standard practice, the School District tries to purchase school sites adjacent to parks and recreation areas.

Construction Costs & Revenue Sources

Another major issue is the shrinking of capital revenue and the rising cost of construction. The School Board annually tackles the tough task of balancing the

needs for capacity additions versus capacity maintenance at the existing schools. In a district that must maintain an estimated 34 million square feet of space the need is great to fund the life cycle replacement of major infrastructure systems such as roofing, air conditioning, plumbing, and electrical distribution. The School Board has the challenge to not only add capacity but to maintain the existing capacity and its infrastructure.

Declining Enrollment Projections

Declining enrollment has also offered some unique challenges to the district. First and foremost the decline is not uniform in nature as local communities go through their aging cycle at different rates. The district is still experiencing growth in certain areas of the county that has stressed the educational facility capacities in that area. Planning based on sound enrollment projections has proven to be a crucial component especially in times of financial

The updated five-year student enrollment projections provide a basis for determining capital needs. **Table 1** below, summarizes the actual enrollment, by level, for the 2007-2008 and the projected enrollment for 2011-2012 school years. The enrollment projections are compared to the 20th day figures for the current (2007-2008) school year. As indicated in the table, a decrease of 3,711 students occurred between 2006-2007 and 2007-2008.

Table 1: Summary of Enrollment Projections

School Type	2006-2007 20 th Day Enrollment	2007-2008 20 th Day Enrollment	2007-2008 Increase over 2006- 2007 20 th Day Enrollment	2011-2012 Projected	2011-2012 Increase over over 2007-2008 20 th Day
Pre-Kindergarten	3,876	4042	166	3,878	(164)
Elementary (K-5)	109,337	107,377	(1,960)	106,756	(621)
Middle	55,955	53,743	(2,212)	54,362	619
High	72,633	71,378	(1,255)	70,665	(713)
Centers	4,715	5,243	528	4,785	(458)
Charters	16,100	17,122	1,022	17,318	196
TOTAL	262,616	258,905	(3,711)	257,764	(1,141)

Source: School Board of Broward County, 2007

The District is projected to decrease by 1,141 total pre-kindergarten through twelfth grade students, including those in centers and charter schools, by the 2011-2012 school year. Enrollment in charter schools is 17,122 this year, with six additional charter schools anticipated in the next year. Several hundred additional public school students will be enrolled in charter schools by the 2011-2012 school year. The increase in charter school enrollment will reduce the number of potential students that will need to be housed in existing or new District facilities. If the

charter school trend does not continue, then these projected students will impact the capital needs of other public schools in the District. Recent trends and current birth data indicate that elementary (pre-kindergarten through grade 5) enrollment in District owned facilities will decrease over the next five years by 785 students. Middle school enrollment in District owned facilities is projected to show a slight increase of 619 students and high school enrollment will decrease by 713 students. By the end of the five-year period, Broward County School District's projected enrollment will total slightly over 257,700 students.

Class Size Reduction Requirements; Class size reduction is another major issue that the district is focusing much of its financial and human resources on to achieve the constitutional amendment goal. In November 2002, Florida voters approved the Class Size Reduction Amendment. Class Size Average was set at 18 students for Grades Pk-3, 22 students for Grades 4-8, and 25 students for Grades 9-12 and was designed to be implemented in three phases. For fiscal years:

- 2003-04 through 2005-06, class size average was set at the district level;
- 2006-07 and 2007-08, class size average was set at the school level; and
- 2008-09 and thereafter, class size average will be calculated at the individual classroom level.

Consequences for not meeting Class Size Targets

Districts not in compliance with class size targets during the October student membership survey transfer undistributed funds proportionate to the amount of class size reduction not accomplished from the district's class size reduction operating categorical to an approved fixed capital outlay appropriation for class size reduction in the affected district. The amount of funds transferred would be the lesser of the amount verified or the undistributed balance of the district's class size reduction operating categorical. However, if there was evidence indicating that a district had been unable to meet class size reduction requirements, despite appropriate effort to do so, the Commissioner of Education could recommend that the Legislative Budget Commission approve an alternative amount of funds to be transferred from the district's class size reduction operating categorical to its approved fixed capital outlay account for class size reduction.

Further, FDOE enforcement authority could develop a constitutional compliance plan for non-compliant districts. The constitutional compliance plan included, but was not limited to, the redrawing of school attendance zones to maximize use of facilities while minimizing the additional use of transportation, unless the district came into compliance based upon the February student membership survey.

Strategy for Class Size Reduction Impacts

To ensure that BCPS will accurately address the period-by-period Class Size Reduction Amendment implementation in 2008-09, the Superintendent has directed that a Class Size Reduction Action Committee (CSRAC) be established. The committee is comprised of Principals and District Administrative staff from Facilities,

Budget, Curriculum, and Instructional Staffing. The CSRAC has met to prepare the groundwork for period-by-period implementation of Class Size Reduction legislation. The following tasks have been undertaken:

- Determine District resources (Budget, Personnel Staffing, Facilities, Boundaries, ETS system modifications) necessary for the period-by-period implementation of the 2008-2009 class size reduction requirements.
- Modify the monitoring tool to more accurately align District calculations to FDOE average class size calculations.
- Develop a new method of forecasting teacher/classroom needs that takes into account classroom scheduling and space utilization considerations. Additional factors that have been integrated in this school-by-school analysis include: teacher hiring, programs, scheduling, and classroom student-station utilization. This analysis will:
 - Take into consideration the current plans for new classroom additions to schools, and make recommendations to facilitate each school's implementation of the 2008-2009 period-by-period class size reduction requirements.
 - Consider the five-year projection for each school, and make personnel staffing and facility recommendations.
 - Determine additional funding required for period-by-period implementation of the 2008-2009 class size reduction requirements.
 - Five schools are scheduled for early full class size implementation and will provide information on challenges the district may face in 2008-09 when all schools will be mandated for period-by-period full class size. The five schools scheduled for early full class size implementation include: Mirror Lake Elementary, Westglades Middle, Falcon Cove Middle, Monarch High, and Hallandale High Schools. Westglades Middle is located in the Town of Parkland, however, its CSA encompasses residential areas within the City.

Options for Reducing Capacity

Broward County Schools has considered options to optimize the usage of educational facilities within the District. Each year the District undergoes an extensive boundary process and considers the effectiveness of programs that are being utilized as an alternative to adding capacity.

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

Multi-track Scheduling: Broward County Schools has utilized multi-track schedules for an elementary school successfully. In that school, this multi-track schedule accommodated up to 150% of the school's FISH capacity in the 2005-06 school year. The community was content with the multi-track scheduling and has shown increases in student achievement, attendance and less discipline situations. The District has continued to utilize this method to increase the utilization of schools.

Grade Level Organization: Various grade level configurations are examined to reduce capacity. Presently we have one primary school with grade levels of K-3. Some elementary schools are utilizing off campus annexes as temporary facilities while permanent capacity is being built. At one high school an off campus ninth grade center has been implemented.

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

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

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

- **Magnet Schools:** The District offers magnet programs in several locations largely in schools where space is available. These programs offer a thematic educational program; which entices students/parents to choose a school and fill available seats. They have been a popular choice alternative option.
- **Charter Schools:** The District has led the state in the number of students attending charter schools. During the 1999-00 school year 3,873 students attended charter schools. Since that time charter school enrollment has increased an additional 13,249 students, enrolling a total of 17,122 students during the 2007-08 school year.

Table 2: Charter Schools Serving Elementary, Middle and High School Students

Charters Serving Elementary School Students	Charters Serving Middle School Students:	Charters Serving High School Students:
Advantage Academy Broward (New) Ben Gamla Charter (New) Broward Community	Ben Gamla Charter (New) Broward Community Charter* Chancellor at North	City of Coral Springs Charter* International School of

PUBLIC SCHOOL FACILITIES ELEMENT

Charters Serving Elementary School Students	Charters Serving Middle School Students:	Charters Serving High School Students:
Charter School* Broward Community Charter School West* West Central Charter School Chancellor at North Lauderdale Elementary Chancellor at Weston Charter Institute Training Center Charter Institute Training Center Annex Charter School of Excellence Dayspring Elementary Charter (New) Eagles Nest Excelsior Charter of Broward Florida Intercultural Hollywood Academy Kidz Choice Charter North Broward Academy of Excellence Paragon Elementary City of Pembroke Pines Charter Elementary - Central Campus City of Pembroke Pines Charter Elementary - East Campus City of Pembroke Pines - Forman Campus City of Pembroke Pines Charter Elementary - West Campus Somerset Academy Somerset Academy Davie Somerset at Miramar Somerset Neighborhood Sunrise Community Charter Sunshine Academy Davie West Sunshine Elementary Charter	Lauderdale Middle City of Coral Springs Charter Discovery Middle Charter (New) Downtown Academy of Technology & Arts Eagle Academy Eagles Nest Florida Intercultural (New) Hollywood Academy International School of Broward (New) North Broward Academy of Excellence Paragon Academy City of Pembroke Pines Charter Middle - Central Campus City of Pembroke Pines - Forman Campus City of Pembroke Pines Charter Middle - West Campus Pompano Charter Somerset Academy Middle Somerset at Miramar Smart School Middle Sunshine Academy Touchdowns4Life	Broward (New) Life Skills North Lauderdale Academy Parkway Academy City of Pembroke Pines Charter High Smart School Institute Somerset Academy High Somerset Conservatory

PUBLIC SCHOOL FACILITIES ELEMENT

Charters Serving Elementary School Students	Charters Serving Middle School Students:	Charters Serving High School Students:
Susy Daniels		

*Charter Schools Located in Coral Springs

Source: School Board of Broward County, 2007

6. Need to Support Public Facilities for Existing and Future Schools

Public & Private Partnerships The Broward County Public School District understands how essential community involvement is to the success of its students. Developing partnerships with private as well as public entities helps to insure that the entire community becomes a part of and enhances the educational process for both K-12 and adult students. The school system has identified community involvement as one of the key areas within the school system's strategic plan. The district believes that community involvement is vital to student achievement.

The District has more than 45,400 volunteers and 2,350 school level partners that support Broward Schools. The District has launched the Speakers Bureau offering businesses, community groups and organizations the opportunity to have education experts speak about Broward County Public Schools. The Speaker's Bureau is a component of the District's Strategic Communications Plan. It is designed to facilitate an understanding of the purpose, structures and effectiveness of Broward County Public Schools. This outreach project will increase the dissemination of positive information about the District and enhance relations with the community. The Speakers Bureau takes the dissemination of information to a personal level that allows discussion and encourages community input. The district also coordinates educational programs with the Museum of Discovery and Science, the Broward County Library System, as well as Broward County and local parks and recreation departments.

Student Enrichment in the Arts (SEAS) The Student Enrichment in the Arts (SEAS) program was formed from collaboration between Broward County Public Schools and the Broward Center for the Performing Arts in March 1990. According to the partnership, the school system has a forty-year rent-free lease, which includes exclusive use of the Broward Center Amaturio Theater during the day throughout the school year. The SEAS program offers a different style of learning by integrating theatrical performances, such as music, dance and drama into the students' education. Since inception of the program, over 1.7 million students have attended. The Broward County Public School system and the Broward Center for the Performing Arts continue to be on the cutting edge of education. To complement SEAS, the Reading Residency program was designed to improve reading and verbal understanding for economically disadvantaged students.

7. Analysis of Infrastructure Needs for Existing and Proposed School Facilities (Rule 9J-5.025(2)(f), F.A.C).

Broward County currently has 283 public school facilities, including elementary, middle, high, charter and special schools. There are 22 additional school facilities which are planned to open within the next five years. Due to the fact that Broward County is predominately built out, the major infrastructure, including; roads, drainage, sanitary sewer and potable water facilities are available to support existing and proposed school facilities.

One area which needs attention however, is pedestrian infrastructure. The County has some areas where sidewalks and unobstructed access to schools can be improved. To address this, Broward County promotes safe routes to schools through the Broward County MPO 2030 Long Range Transportation Plan. A goal to “ensure and where possible enhance safety and security” in transportation projects near schools is intended to reduce hazards by providing the necessary infrastructure for pedestrians within a 2 mile radius of schools deemed “hazardous” for school children. In furthering this goal, the 2030 Plan proposes sidewalk infrastructure improvements in areas which are deemed hazardous and/or enhance the safety and security of pedestrians.

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

B. Data and Analysis

1. Population and Housing Conditions

Population Growth in Broward County

Broward County has experienced significant population growth since 1970. In 1970 Broward County had a population of 620,100 and in 2005 the population was 1,765,855, a growth of almost 285%. Though the County is approaching “build-out”, expectations are that growth will continue. The future pace of growth will be less than in past years, both in terms of percentage and in absolute growth as Broward makes the transition from large tracts of “Greenfield” development to “redevelopment”. At the same time the demographics of the population will continue to change. A larger percentage of growth will come as result of in-migration from abroad. Generally, migrants are younger and less likely to have a family. The “Median Age” and “% 65 or over” columns are indicators of this change. Broward’s median age increased as it became home to larger numbers of retirees during the 1970’s and early 1980’s. Since that time, the median age decreased and is expected to continue to do so. The population ages 65 or greater peaked in the

early 1980's with 22%; but, as international migration to Broward increases that percentage drops significantly to 14% in 2005. At 13% of the total in 2010, it approaches its lowest level since 1960, before the migration of the retirees.

As displayed in **Table 3**, Coral Springs has also seen a significant population growth since 1970 and has grown from 1,489 to 131,257 in 2006.

Table 3: Population Broward County and Coral Springs 1970-2015

Broward County						
Year	Total	Preceding Years' Average Annual Change		Median Age	% 18 or Under	% 65 or over
		Percent	Population			
1970	620,100	8.6%	28,615	38.7	29%	18%
1980	1,018,257	6.4%	39,816	38.7	22%	22%
1990	1,255,531	2.3%	23,727	37.8	21%	21%
2000	1,623,018	2.9%	36,749	37.8	24%	16%
2005	1,765,855	0.9%	14,284	36.5	26%	14%
2010	1,905,271	0.8%	13,942	36.0	26%	13%
2015	2,038,381	0.7%	13,311	35.8	26%	14%
City of Coral Springs						
Year	Total	Preceding Years' Average Annual Change		% 18 or Under	% Age 20-24	% 65 or over
		Percent	Population			
1970	1,489	N/A	N/A			
1980	37,349	2408%	35,860	37%	7%	6%
1990	79,443	113%	42,094	31%	6%	7%
2000	117,549	48%	38,106	31%	5%	6%
2006	131,257	12%	13,708			
2010	137,439	5%	6,182			
2015	143,357	4%	5,918			

Source: 1970-2000 U.S. Census. Population figures for years 2005, 2006, 2010, and 2015 are taken from the Broward County Population Forecasting Model, 2005.

School Age Population

As with population growth in general, Broward's school age population has experienced considerable growth since 1970. In some ways it reflects the overall demographics of the population growth. The influx of retirees through the early 1980's caused a drop in the Kindergarten through 12th Grade population to decrease by more than 5% of the total. The decline continued into 1990; but by 2000, the K-12 population's percentage of the total increased. As the population grows larger the K-12 population is expected to stabilize at around 19% of the total population through 2015. By 2015, the school age population (elementary through high school) will have grown by 30%. Most of the growth will occur in the elementary and middle school age groups as the younger in-migrating population begins establishing

families. The population under the age of 18 has remained relatively stable for the City of Coral Springs between 1980 and 2000. In 1980, 37% of the population was under 18 and in 1990 and 2000, the percentage dropped slightly to 31%.

The Higher Education-age group grows more rapidly in the short-term and by 2015 is nearly 70% larger. More than anything, this large growth reflects a lower than average 2000 count of population for this age group in conjunction with the younger, international migration. According to the American Community Survey for 2005, this is happening in Broward County (though to a lesser degree than displayed by the Broward County Population Forecasting Model); a change that is consistent with neighboring counties and with the State of Florida as a whole. The City of Coral Springs Higher Education-age group is has remained relatively stable from a low of 7% in 1980 to 8% in 2000. In 1990, 9% of the population was in the Higher Education-age group.

**Table 4: School Age Population Broward County 1970-2015
and City of Coral Springs 1980-2000**

Year	School Age Population			Percent of Total Population		
	K-12	Higher Ed.	Total	K-12	Higher Ed.	Total
1970	141,289	43,859	185,148	22.8%	7.1%	29.9%
1980	175,546	86,963	262,509	17.2%	8.5%	25.8%
1990	190,563	89,584	280,147	15.1%	7.1%	22.3%
2000	298,243	99,026	397,269	18.4%	6.1%	24.5%
2005	329,696	139,243	468,939	18.7%	7.9%	26.6%
2010	361,604	158,247	519,851	19.0%	8.3%	27.3%
2015	392,304	166,471	558,775	19.2%	8.2%	27.4%
City of Coral Springs						
Year	School Age Population			Percent of Total Population		
	K-12	Higher Ed.	Total	K-12	Higher Ed.	Total
1980	11,205	2,614	13,819	30.0%	7.0%	37.0%
1990	18,937	7,331	26,268	23.8%	9.2%	33.1%
2000	27,930	9,315	37,245	23.8%	7.9%	31.7%

Source: U.S. Bureau of the Census, Decennial Census for years 1970, 1980, 1990, and 2000.

Broward County Population Forecasting Model for years 2005, 2010 and 2015.

Note: All populations are for April 1.

K-12 is the population ages 5 through 18, Higher Education population consists of 19 through 24.

Housing Characteristics

While Broward's housing inventory once was dominated by the single family, detached home; that no longer is the case. The housing industry responded to the influx of retirees during the 1970's and 1980's by building large numbers of multi-family condominiums and apartments. Between 1970 and 1990, single family homes grew by nearly 88,000. During that same time period, multi-family homes grew by 264,000 units (averaging 13,000 per year). Expansion in the southwest

PUBLIC SCHOOL FACILITIES ELEMENT

and northwest portions of Broward brought about an increased emphasis on single-family homes. They increased by nearly as much during the decade of the 1990's as they did for the twenty years prior. Still, there are 33% more multi-family units than single-family. Within the City of Coral Springs, single family is currently the largest type of residential unit. Single family has been the majority for every year with the exception of 1990 where there were more multi-family units than single family.

Despite the changes in housing unit type, the percentage of owner-occupied units remains relatively stable at between 68% and 72.8%. As more multi-family homes are built, the tendency has been for the percentage of renter to increase; but, only slightly.

Reported vacancy rates are influenced primarily by the number of seasonally-occupied units and magnitude of current residential construction. Because Broward has been a destination for many seasonal residents and these units have been counted as vacant regardless of the actual status, the vacancy rate is higher in Broward than is traditionally thought of as acceptable. Also keeping the vacancy rate high is the U.S. Bureau of the Census practice of counting incomplete homes as vacant. At times of elevated building activity with significant numbers of units nearing completion, the Bureau may count them as vacant even though they are not yet ready for occupation. Both these influences on vacancy rates are expected decrease; costs of maintaining seasonal units are beyond what many could previously afford and future residential construction will seldom reach the level of activity experienced during the previous decades.

**Table 5: Housing Characteristics Broward County 1970-2005
and City of Coral Springs 1980-2005**

Broward County									
Year	Total Units	Single Family	% Single Family	Multi-Family	Other	Owner Occupied	Renter Occupied	% Vacant	% Owner Occupied
1970	253,325	149,447	59.0%	94,017	9,861	161,962	60,601	12.1%	72.8%
1980	477,468	202,898	42.5%	258,987	15,583	299,730	117,787	12.6%	71.8%
1990	628,660	236,321	37.6%	358,665	33,674	359,570	168,872	15.9%	68.0%
2000	741,043	303,357	40.9%	409,756	27,930	454,750	199,695	11.7%	69.5%
2005	790,308	329,142	41.6%	436,313	24,853	481,133	206,198	13.0%	70.0%
City of Coral Springs									
Year	Total Units	Single Family	% Single Family	Multi-Family	Other	Owner Occupied	Renter Occupied	% Vacant	% Owner Occupied
1980	12,774	7,631	59.7%	5,137	6	9,491	3,283	10.6%	74.3%
1990	29,785	13,478	45.3%	16,076	211	16,858	10,156	9.3%	62.4%
2000	41,309	21,391	51.8%	19,898	20	25,681	13,841	4.4%	65.0%
2005	47,561	24,420	51.3%	23,141	0	30,489	13,826	6.8%	64.1%

Source: 1980-2000, Decennial Census; 2005, American Community Survey, U.S. Bureau of the Census.

Development Trends

As Broward County approaches “build-out” while still feeling the pressure of population growth; new residential construction will be predominantly multi-family. Table 6 on the following page depicts forecasted Certificates of Occupancy, prepared by applying housing unit growth rates to municipally-provided data on unit type, shows that approximately 90% of dwelling unit growth will be multi-family. While the actual numbers will deviate from this, the general trend will apply. Most new units will be in the form of “redevelopment”; attempting to maximize the number of households accommodated and, at the same time, attempting to minimize the costs of construction.

Table 6: Residential Building Permits Issued by Type 2005-2015

Year, Beginning April 1st	Residential Certificates of Occupancy			
	Single Family	Multi- Family	Total	Change From Previous Year
2005	1,137	3,568	4,705	N/A
2006	1,646	4,658	6,304	1599
2007	685	5,865	6,550	246
2008	575	5,974	6,549	(1)
2009	594	6,027	6,621	72
2010	395	5,918	6,313	(308)
2011	256	6,046	6,302	(11)
2012	343	6,388	6,731	429
2013	326	6,059	6,385	(346)
2014	335	6,226	6,561	176
2015	321	5,977	6,298	(263)
Total	6,613	62,706	69,319	

Source: Broward County Planning Service Division, 2007

2. Current Profile of Broward County Public SchoolsSummary Profile of Public Schools in Broward County

The numbers of school buildings, student stations and classrooms are reflected in **Table 7**. The majority of buildings and student stations are utilized for elementary students, 44% and 40% respectively as compared to the total for the School District. Middle Schools have the highest level of relocatable stations (10,468) and high schools have the highest level of relocatable classrooms (704). As noted in **Table 8**, most of the school facility buildings were constructed in the last 10 years. **Map 1** depicts the locations of all Public Schools and ancillary locations in Broward County.

PUBLIC SCHOOL FACILITIES ELEMENT

Table 7: Summary Profile of School Capacity

School Type	Permanent Buildings	Relocatable Buildings	Permanent Stations	Relocatable Stations	Permanent Classrooms	Relocatable Classrooms	Permanent Net Sq. Ft.	Relocatable Net Sq. Ft.
Elementary	1,182	496	110,664	8,897	6,517	704	14,257,074	430,090
Middle	387	625	57,995	10,468	2,526	479	7,061,352	504,333
High	487	350	75,614	7,900	2,964	534	9,196,602	294,054
Special	74	102	3,703	1,654	263	95	70,9607	89,208
Charter	95	5	18,799	0	801	18	140,7562	15,900
Total	2,225	1,578	266,775	28,919	13,071	1,830	32,632,197	1,333,585

Source: School Board of Broward County, 2007

Table 8: Age of School Facility Buildings

School Type	% of sq.ft. 1-10 years	% of sq.ft. 11-20 years	% of sq.ft. 21-30 years	% of sq.ft. 31-40 years	% of sq.ft. 41-50 years	% of sq.ft. over 50 years
Elementary Schools	32%	40%	4%	15%	8%	1%
Middle Schools	32%	33%	4%	23%	7%	1%
High Schools	32%	14%	7%	32%	12%	3%
Special Schools	18%	15%	28%	23%	15%	1%
Charter Schools	77%	7%	9%	7%	0%	0%

Source: School Board of Broward County, 2007

Elementary Schools

There are 138 public elementary schools in Broward County as of 2007. The School Board plans to fund ten (10) elementary schools within the next five years. A profile of the existing schools is depicted in **Table 9**. There are 13 elementary schools with CSAs in Coral Springs and four are above the 110% FISH capacity for LOS.

PUBLIC SCHOOL FACILITIES ELEMENT

Table 9: Current Profile- Broward County Elementary Schools 2007/2008

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Atlantic West Elementary	8	1974-2004	6	13	938	759	2	123.58%
Banyan Elementary	10	1980-2004	3	15	934	747	2	125.03%
Bayview Elementary	2	1958-2000	4	0	512	500	1	102.40%
Bennett Elementary	8	1952-2003	11	0	460	542	1	84.87%
Bethune, Mary Elementary	18	1961-2006	12	19	766	1,144	1	66.96%
Boulevard Heights Elementary	10	1961-2003	13	0	838	821	1	102.07%
Broadview Elementary	10	1965-2006	7	9	939	926	1	101.40%
Broward Estates Elementary	10	1957-2004	17	7	638	691	1	92.33%
Castle Hill Annex	3	1965-1965	1	0	0	398	n/a	0.0%
Castle Hill Elementary	9	1969-2001	7	22	763	533	2	143.15%
Central Park Elementary	13	1990-2004	10	10	1,159	939	2	123.43%
Challenger Elementary	8	2000-2004	3	8	1,234	1,000	2	123.40%
Chapel Trail Elementary	10	1994-2003	7	6	1,043	1,054	1	98.96%
Coconut Creek Elementary	10	1969-2002	6	3	958	755	2	126.89%
Coconut Palm Elementary	12	2000-2000	2	13	1,095	820	2	133.54%
Colbert Elementary	10	1952-2007	12	18	644	1,030	1	62.52%
Collins Elementary	10	1957-2005	13	2	365	371	1	98.38%
Cooper City Elementary	10	1970-2006	4	10	909	701	2	129.67%
Coral Cove Elementary	12	2004-2004	2	0	868	830	1	104.58%
Coral Park Elementary*	11	1989-2004	12	9	720	705	1	102.13%
Coral Springs Elementary*	10	1974-2006	7	2	768	925	1	83.03%
Country Hills Elementary*	15	1990-2004	10	15	961	849	2	113.19%
Country Isles Elementary	9	1987-2004	13	6	1,000	980	1	102.04%
Cresthaven Elementary	10	1992-2004	8	0	622	705	1	88.23%
Croissant Park Elementary	12	1992-2003	8	2	667	802	1	83.17%
Cypress Elementary	13	1969-2006	10	2	763	873	1	87.40%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Dania Elementary	7	1962-1992	10	7	503	569	1	88.40%
Davie Elementary	14	1977-2003	7	6	896	741	2	120.92%
Deerfield Beach Elementary	14	1927-2000	12	1	759	717	1	105.86%
Deerfield Park Elementary	11	1978-2002	9	0	652	787	1	82.85%
Dillard Elementary	10	1994-1994	7	0	775	751	1	103.20%
Dolphin Bay Elementary	12	2005-2005	3	0	748	830	1	90.12%
Drew Elementary	15	1990-1990	9	0	595	579	1	102.76%
Driftwood Elementary	10	1960-2002	13	13	719	558	2	128.85%
Eagle Point Elementary	12	1994-2006	8	4	1,307	1,246	1	104.90%
Eagle Ridge Elementary*	12	1991-1994	7	0	911	872	1	104.47%
Embassy Creek Elementary	14	1991-2002	7	0	824	745	2	110.60%
Endeavour Primary Learning Center	12	2002-2002	2	2	417	468	1	89.10%
Everglades Elementary	10	1998-2005	4	8	1,021	1,060	1	96.32%
Fairway Elementary	11	1968-2005	11	0	953	970	1	98.25%
Flamingo Elementary	14	1975-2005	5	9	762	631	2	120.76%
Floranada Elementary	11	1999-1999	2	0	753	814	1	92.51%
Forest Hills Elementary*	8	1975-2004	4	2	656	795	1	82.52%
Foster, Stephen Elementary	9	1962-1995	15	9	648	503	2	128.83%
Fox Trail Elementary	26	1997-2004	4	7	1,233	1,178	1	104.67%
Gator Run Elementary	12	1998-2004	3	16	1,285	1,140	2	112.72%
Griffin Elementary	10	1979-1991	4	1	606	615	1	98.54%
Hallandale Elementary	12	2003-2003	3	1	1,182	1063	2	111.19%
Harbordale Elementary	4	1959-2006	15	2	375	380	1	98.68%
Hawkes Bluff Elementary	12	1990-2006	11	11	961	852	2	112.79%
Hollywood Central Elementary	7	1992-1995	9	1	671	687	1	97.67%
Hollywood Hills Elementary	12	1959-2006	9	19	809	786	1	102.93%
Hollywood Park Elementary	12	1969-1991	4	0	571	593	1	96.29%
Horizon Elementary	8	1974-2001	6	9	937	663	2	141.33%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Hunt, James Elementary*	13	1973-2004	6	0	905	841	1	107.61%
Indian Trace Elementary	12	1990-1990	9	10	730	669	1	109.12%
King, Martin Luther Elementary	11	1968-2005	8	4	518	809	1	64.03%
Lake Forest Elementary	11	1961-2006	10	9	872	732	2	119.13%
Lakeside Elementary	12	1997-2001	3	3	885	734	2	120.57%
Larkdale Elementary	10	1961-1993	14	6	472	623	1	75.76%
Lauderdale Manors Elementary	13	1954-2004	13	4	594	754	1	78.78%
Lauderhill, Paul Turner Elementary	11	1995-1995	6	0	698	872	1	80.05%
Liberty Elementary	12	2001-2004	3	0	1,147	1,260	1	91.03%
Lloyd Estates Elementary	7	1968-2001	7	9	485	593	1	81.79%
Manatee Bay Elementary	7	2001-2004	3	5	1,352	1,140	2	118.60%
Maplewood Elementary	11	1980-2004	7	8	873	843	1	103.56%
Margate Elementary	9	1962-2006	17	1	1,028	1,305	1	78.77%
Markham, Robert C Elementary	9	1967-2004	11	4	530	637	1	83.20%
Marshall, Thurgood Elementary	8	1991-2002	7	0	502	745	1	67.38%
McNab Elementary	10	1993-2002	8	0	736	713	1	103.23%
Meadowbrook Elementary	15	1958-2006	15	15	626	706	1	88.67%
Miramar Elementary	10	1991-2004	7	1	901	947	1	95.14%
Mirror Lake Elementary	13	1969-2002	9	7	595	625	1	95.20%
Morrow Elementary	10	1976-2004	6	2	638	795	1	80.25%
Nob Hill Elementary	8	1975-2004	4	7	833	723	2	115.21%
Norcrest Elementary	10	1958-2000	13	0	727	1,032	1	70.45%
North Andrews Gardens Elementary	10	1996-2006	8	0	833	874	1	95.31%
North Fork Elementary	10	1965-2007	10	3	573	713	1	80.36%
North Lauderdale Elementary	13	1974-2006	7	0	883	988	1	89.37%
North Side Elementary	3	1927-2001	8	0	500	608	1	82.24%
Nova, Blanche Forman Elementary	10	1965-2003	6	6	795	774	1	102.71%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Nova, Eisenhower D D Elementary	10	1969-2003	8	0	813	777	1	104.63%
Oakland Park Elementary	7	1927-2004	13	0	610	828	1	73.67%
Oakridge Elementary	8	1959-1993	13	6	686	605	2	113.39%
Orange Brook Elementary	9	2006-2006	2	4	748	830	1	90.12%
Oriole Elementary	9	1971-2001	4	2	710	722	1	98.34%
Palm Cove Elementary	12	1992-2005	10	9	961	889	1	108.10%
Palmview Elementary	10	1969-2004	7	3	612	665	1	92.03%
Panther Run Elementary	12	1997-1997	2	1	780	814	1	95.82%
Park Lakes Elementary	15	2000-2006	6	5	1,091	1214	1	89.87%
Park Ridge Elementary	10	1972-2001	6	5	469	546	1	85.90%
Park Springs Elementary*	12	1990-2004	10	0	926	1,201	1	77.10%
Park Trails Elementary* ¹	12	2000-2005	4	0	1,411	1,276	2	110.58%
Parkside Elementary*	10	1999-1999	2	2	868	820	1	105.85.0%
Pasadena Lakes Elementary	10	1971-2004	8	7	725	739	1	98.11%
Pembroke Lakes Elementary	8	1976-1990	4	4	730	653	2	111.79%
Pembroke Pines Elementary	9	1965-1999	6	6	690	527	2	130.93%
Perry, Annabel C Elementary	10	1969-2005	10	9	755	917	1	82.33%
Peters Elementary	11	1958-1992	19	21	786	647	2	121.48%
Pines Lakes Elementary	10	1979-2002	6	4	853	705	2	120.99%
Pinewood Elementary	10	1979-2001	7	9	1,049	854	2	122.83%
Plantation Elementary	12	1999-1999	2	0	711	814	1	87.35%
Plantation Park Elementary	10	1967-2002	5	0	533	597	1	89.28%
Pompano Beach Elementary	19	1992-1992	9	2	622	571	1	108.93%
Quiet Waters Elementary	18	1990-2004	12	17	1,305	904	2	144.36%
Ramblewood Elementary*	10	1977-2004	5	20	996	985	1	101.12%
Riverglades Elementary	10	1991-1991	6	8	940	669	2	140.51%
Riverland Elementary	10	1991-2006	7	6	576	633	1	91.00%
Riverside Elementary*	10	1987-2001	12	0	801	731	1	109.58%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Rock Island Elementary	14	2001-2001	2	0	616	580	1	106.21%
Royal Palm Elementary	12	1971-2004	10	8	793	892	1	88.90%
Sanders Park Elementary	12	1965-2004	9	7	525	661	1	79.43%
Sandpiper Elementary	14	1989-2006	12	7	848	909	1	93.29%
Sawgrass Elementary	12	1993-2004	8	0	983	1,184	1	83.02%
Sea Castle Elementary	12	1990-2004	11	1	1,016	1,091	1	93.13%
Sheridan Hills Elementary	7	1971-2001	6	0	593	607	1	97.69%
Sheridan Park Elementary	13	1966-2004	6	8	748	810	1	92.35%
Silver Lakes Elementary	12	1997-1997	2	5	865	778	2	111.18%
Silver Palms Elementary	14	1995-2001	3	6	912	806	2	113.15%
Silver Ridge Elementary	13	1989-2004	13	9	1,020	882	2	115.65%
Silver Shores Elementary	12	2002-2003	3	0	747	820	1	91.10%
Stirling Elementary	9	1991-2004	6	2	676	701	1	96.43%
Sunland Park Elementary	4	1992-1994	3	1	433	517	1	83.75%
Sunset Lakes Elementary	12	2002-2002	3	0	1,086	820	2	132.44%
Sunshine Elementary	9	1964-2002	15	3	907	803	2	112.95%
Tamarac Elementary	8	1974-2004	7	0	1,140	1,324	1	86.10%
Tedder Elementary	9	1964-2004	14	8	713	1,232	1	57.87%
Tradewinds Elementary	17	1995-1995	2	17	1,113	746	2	149.20%
Tropical Elementary	10	1971-2001	5	6	799	709	2	112.69%
Village Elementary	12	1968-2005	13	9	934	816	2	114.46%
Walker Elementary	10	1959-2006	7	5	757	996	1	76.00%
Watkins Elementary	10	1995-1995	2	3	742	814	1	91.15%
Welleby Elementary	13	1991-2004	7	8	862	809	1	106.55%
West Hollywood Elementary	11	1991-1991	5	5	707	597	2	118.43%
Westchester Elementary*	10	1976-2004	11	8	1,107	1,074	1	103.07%
Westwood Heights Elementary	9	1958-1997	11	4	715	773	1	92.50%
Wilton Manors Elementary	8	1995-1998	5	0	607	615	1	98.70%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size (Acres)	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Winston Park Elementary	12	1990-2004	13	0	1,243	1,191	1	104.37%
Young, Virginia Shuman Elementary	8	1993-1993	7	0	750	669	2	112.11%
Total	1,493		1,062	703	111,038	111,407		

Notes:

* Schools With CSAs in Coral Springs

1 Parktrails Elementary is located in the Town of Parkland and Coral Springs students attend.

Source: School Board of Broward County, 2007

Elementary school locations and attendance zones/ concurrency service areas (CSAs) are illustrated in **Map 2**. Elementary school enrollment for 2007/2008 is 111,038 students. There are 41 elementary schools with enrollment greater than 110% of their permanent FISH capacity, which is the adopted LOS standard (LOS). For the 2007/2008 school year, this translates into 29% of elementary schools in Broward County not meeting the LOS. There are 13 elementary schools whose Concurrency Service Area (CSA) covers the City of Coral Springs. A total of 11,962 students are enrolled in these schools for the 2006/2007 school year and average below the 110% of their permanent FISH capacity.

Middle Schools

There are 41 public middle schools in Broward County as of 2007. The School Board plans to open three (3) middle schools within the next five years. A profile of these schools is shown by **Table 9A**. Five middle schools CSAs are within the boundaries of Coral Springs and only Sawgrass Middle is above 110% of its permanent FISH capacity.

Table 9A: Current Profile - Broward County Middle Schools 2006/2007

Facility Name	Site Size Acres	Age	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% of Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Apollo Middle	15	1969-1994	7	29	1,038	1240	1	83.71%
Arthur R. Ashe, Jr Middle	24	2001-2001	2	0	637	1,050	1	60.67%
Attucks Middle	24	1960-1997	8	0	816	1283	1	63.60%
Bair Middle	10	1975-1993	4	16	1,104	1197	1	92.23%
Coral Springs Middle*	19	1975-2005	4	0	1,448	1,957	1	73.99%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size Acres	Age	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% of Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Crystal Lake Middle	14	1971-2002	4	15	1,344	1,342	1	100.15%
Dandy, William Middle	19	1991-1995	19	8	1,325	1,131	2	117.15%
Deerfield Beach Middle	32	1960-2003	11	12	1,300	1,442	1	90.15%
Driftwood Middle	22	1961-2005	17	9	1,546	1,669	1	92.63%
Falcon Cove Middle	21	1999-1999	2	39	2,320	1,343	2	172.75%
Forest Glen Middle*	20	1990-2004	19	9	1,430	1,645	1	86.93%
Glades Middle	20	2006-2006	4	0	1,936	1,897	1	102.06%
Gulfstream Middle	7	1959-2002	16	17	439	634	1	69.24%
Indian Ridge Middle	26	1995-2005	5	28	2,240	1,727	2	129.70%
Lauderdale Lakes Middle	14	1969-1976	4	16	902	900	1	100.22%
Lauderhill Middle	22	1969-1995	7	9	597	983	1	60.73%
Lyons Creek Middle	22	1999-2006	3	14	2,000	1,858	1	107.64%
Margate Middle	23	1966-1990	9	6	980	1,333	1	73.52%
McNicol Middle	12	1997-1997	2	0	811	1,314	1	61.72%
Millennium Middle	11	2001-2006	5	0	1,499	1,618	1	92.65%
New Renaissance Middle	20	1999-1999	4	0	1,610	1,467	1	109.75%
New River Middle	18	1995-1995	3	6	1,340	1,383	1	96.89%
Nova Middle	14	1962-1999	11	21	1,260	875	2	144.00%
Olsen Middle	20	1954-1991	28	0	1,143	1,696	1	67.39%
Parkway Middle	15	1958-1997	25	15	1,157	1,667	1	69.41%
Perry, Henry D Middle	20	1990-1990	6	9	1,047	1,175	1	89.11%
Pines Middle	21	1993-2005	3	29	1,461	1,769	1	82.59%
Pioneer Middle	16	1975-1991	5	14	1,625	1,175	2	138.30%
Plantation Middle	22	1969-2004	5	9	1,003	1,385	1	72.42%
Pompano Beach Middle	12	1964-1976	8	10	961	1136	1	84.60%
Ramblewood Middle*	17	1976-2004	4	20	1,329	1,305	1	101.84%
Rickards, James Middle	13	1968-2004	5	13	960	1,068	1	89.89%

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size Acres	Age	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% of Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Sawgrass Springs Middle*	20	1995-1998	7	14	1,299	1,215	1	106.91%
Seminole Middle	21	1958-2001	7	11	1,266	1,085	2	116.68%
Silver Lakes Middle	20	1983-2002	16	11	770	1,095	1	70.32%
Silver Trail Middle	22	1995-1995	3	30	1,745	1,430	2	122.03%
Sunrise Middle	18	1991-1999	15	8	1,218	1,202	1	101.33%
Tequesta Trace Middle	23	1990-2006	19	15	1,727	1,382	2	124.96%
Westglades Middle* ¹	24	2001-2001	4	0	1,635	1,458	2	112.14%
Westpine Middle	18	1990-2006	19	9	1,481	1,330	2	111.35%
Young, Walter C Middle	30	1987-2006	16	30	1,945	1,421	2	136.88%
Total	781		367	501	53,694	55,282		

*Schools With CSAs in Coral Springs

¹ Westglades Middle is located in the Town of Parkland and Coral Springs students attend.

Source: School Board of Broward County, 2007

Middle school locations and attendance zones/ concurrency service areas (CSAs) are illustrated in **Map 3**. Middle school enrollment for 2007/2008 is 53,694 students. There are 11 middle schools with enrollment greater than 110% of their permanent FISH capacity, which is the adopted LOS standard (LOS). For the 2007/2008 school year, this translates into 24% of middle schools in Broward County not meeting the LOS.

High Schools

There are 31 public high schools in Broward County as of 2007. The School Board plans to open two (2) new high schools within the next 5 years. Coral Springs has four high schools with CSAs in the City. A profile of these schools is shown by **Table 9B**.

Table 9B: Current Profile - Broward County High Schools 2006/2007

Facility Name	Site Size Acres	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
Anderson, Boyd High	32	1972-2001	13	5	2,411	2,851	1	84.57%
Atlantic Tech. (Bldg 24)	N/A	2004-2004	1	N/A			1	

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size Acres	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
					588	584		100.68%
Coconut Creek High	40	1964-2000	12	34	2,425	2,186	2	110.93%
College Academy @ BCC	N/A	N/A	N/A	N/A	314	N/A	N/A	N/A
Cooper City High	30	1971-2006	30	20	2,357	2,677	1	88.05%
Coral Glades High*	45	2003-2005	4	0	2,485	2,723	1	91.26%
Coral Springs High*	37	1975-2005	8	13	2,403	2,993	1	80.29%
Cypress Bay High	45	2001-2004	9	131	5,501	3,396	2	161.98%
Deerfield Beach High	41	1969-2003	15	22	2,328	2,434	1	95.65%
Dillard High	51	1959-2001	14	0	2,017	2,822	1	71.47%
Ely, Blanche High	34	1952-2002	25	7	2,034	2,842	1	71.57%
Everglades High	45	2002-2002	4	22	3,635	2,539	2	143.80%
Flanagan, Charles W High	45	1995-1995	11	31	3,172	2,384	2	133.05%
Fort Lauderdale High	27	1958-2007	16	16	1,751	2,741	1	63.88%
Hallandale High	28	1976-1976	5	1	1,516	1,722	1	88.04%
Hollywood Hills High	30	1968-2007	8	25	2,127	2,328	1	91.37%
McArthur High	40	1958-2002	30	5	2,421	2,302	1	105.17%
McFatter Technical	N/A	1997-1997	1	N/A	561	584	1	96.06%
Miramar High	38	1969-2005	13	30	3,219	2,651	2	121.43%
Monarch High	55	2002-2005	5	10	2,206	2,208	1	99.91%
Northeast High	52	1958-2004	28	3	2,098	2,442	1	85.91%
Nova High	51	1962-2003	26	15	2,107	1,630	2	129.26%
Piper High	30	1971-2002	17	45	2,724	2,698	1	100.96%
Plantation High	35	1963-2006	25	29	2,353	2,732	1	86.13%
Pompano Beach Inst. Int'l Studies	18	1952-2002	17	0	1,262	1193	1	105.78%
South Broward High	25	1947-2001	27	0	2,250	2,373	1	94.82%
South Plantation High	32	1969-2006	15	9	2,659	2,482	1	107.13%
Stoneman Douglas High ^{1*}	45	1990-2001	12	44	3,111	2,360	2	131.82%
Stranahan High	38	1951-2004	27	9	1,802	2,486	1	72.49%
Taravella, J P High*	31	1980-2005	10	18		3,488	1	

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name	Site Size Acres	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% Perm. FISH (Student Capacity)	LOS (110% of FISH)	% of Capacity
					2,869			82.25%
Western High	40	1979-2006	11	30	2,476	2,438	1	101.56%
Total	1,060		439	574	71,182	71,289		

*Schools With CSAs in Coral Springs

1 Stoneman Douglas is located in the Town of Parkland and Coral Springs students attend.

Source: School Board of Broward County, 2007

High school locations and attendance zones/ concurrency service areas (CSAs) are illustrated in **Map 4**. High school enrollment for 2007/2008 was 71,182 students. There are 7 high schools with enrollment greater than 110% of their permanent FISH capacity, which is the adopted LOS standard (LOS). For the 2007/2008 school year, this translates into 22% of high schools in Broward County not meeting the LOS. For those high schools with CSAs within the City of Coral Springs boundaries, only Stoneman Douglas High currently has LOS above the 110% capacity for FISH. Based on analysis of the Broward County School Board, this school will meet its LOS standard for the 2007-2008 school year.

Charter Schools

There are 53 charter schools operating in Broward County as of 2007/2008. It is anticipated six (6) additional charter schools will open in the near future. The profiles of these schools are shown in **Table 10**.

Table 10: Current Profile – Broward County Charter Schools 2006/ 2007

Facility Name & Location	Capacity	Current Enrollment 2007/08	Surplus or Deficit Capacity	Projected Enrollment 2011/12
Broward Community Charter West* 11401 NW 56 th Drive, Coral Springs	500	233	267	274
Ben Gamla Charter 2620 Hollywood Blvd.	266	320	(54)	300
Broward Community Charter Elementary* 201 University Drive, Coral Springs	400	129	271	360
Broward Community Charter Middle * 201 University Drive, Coral Springs	600	57	543	198
Central Charter School 4525 N SR 7, North Lauderdale	630	522	108	570
Chancellor Charter at North Lauderdale Elementary, 1395 S SR 7, North Lauderdale	525	504	21	525
Chancellor Charter at North Lauderdale Middle 1395 S SR 7, North Lauderdale	225	199	26	225
Charter School of Excellence 1217 SE 3 Ave, Fort Lauderdale	310	290	20	311
City of Coral Springs Charter School * 3205 N University Drive, Coral Springs	830	786	44	830

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name & Location	Capacity	Current Enrollment 2007/08	Surplus or Deficit Capacity	Projected Enrollment 2011/12
Downtown Academy of Technology and Arts 101 SE 3 Ave, Fort Lauderdale	154	132	22	264
Dayspring Elementary 3550 Davie Blvd. Fort Lauderdale	500	81	419	500
Discovery Middle Charter 11401 NW 56 th Drive, Fort Lauderdale	600	22	578	600
Eagle Academy 3020 NW 33 Ave, Lauderdale Lakes	280	293	(13)	400
Eagles' Nest Elementary 1840 NE 41 st St, Pompano Beach	400	80	320	300
Eagles' Nest Middle 1840 NE 41 st St, Pompano Beach	420	72	348	175
Early Beginnings West 3117 SW 13 th Court, Fort Lauderdale	18	6	12	36
Charter Institute Annex 5420 N SR 7, North Lauderdale	350	87	263	1,200
Charter Institute Training Center 520 NW 5 th Street, Hallandale	100	12	88	100
Excelsior Charter of Broward 10046 W McNab Rd, Tamarac	500	91	409	108
Florida Intercultural Academy 1704 Buchanan St, Hollywood	300	171	129	300
Florida Intercultural Academy Middle 1704 Buchanan St, Hollywood	120	15	105	120
Hollywood Academy of Arts and Science Elem 1720 Harrison St, Hollywood	450	441	9	650
Hollywood Academy of Arts and Science Middle 1720 Harrison St, Hollywood	225	232	(7)	450
International School of Broward 3100 North 75 th Avenue	675	41	634	1,000
Kidz Choice Charter 9063 Taft Streetr, Pembroke Pines	750	36	714	750
Life Skills 2360 W Oakland Park Blvd, Oakland Park	600	107	493	400
North Broward Academy of Excellence Middle 8200 SW 17 th St, North Lauderdale	800	187	613	new constr
North Broward Academy of Excellence Elem 957 SW 71 Ave, North Lauderdale	800	187	613	new constr
City of Pembroke Pines Charter Elem East Campus 10801 Pembroke Road, Pembroke Pines	600	600	0	600
City of Pembroke Pines Charter Middle West 18500 Pembroke Road, Pembroke Pines	1200	1199	1	600
City of Pembroke Pines Charter High 17189 Sheridan St, Pembroke Pines	1600	1703	(103)	1,800
Paragon Academy of Technology 2210 Pierce St, Hollywood	450	123	320	198
Paragon Elementary 3311 N Andrews EXT, Pompano Beach	450	130	320	232
Parkway Academy 7451 Riviera Blvd, Miramar	650	365	185	525
City of Pembroke Pines Charter Elem Central 12500 Sheridan St, Pembroke Pines	600	599	1	600
City of Pembroke Pines Charter Elem West 1680 SW 184 Ave, Pembroke Pines	600	600	0	600
City of Pembroke Pines Charter Middle Central 12350 Sheridan St, Pembroke Pines	600	598	2	600

PUBLIC SCHOOL FACILITIES ELEMENT

Facility Name & Location	Capacity	Current Enrollment 2007/08	Surplus or Deficit Capacity	Projected Enrollment 2011/12
Pompano Charter Middle 3311 N Andrews EXT, Pompano Beach	600	52	548	132
Smart School Institute High 3020 NW 33 Ave, Lauderhill	1000	447	533	600
Smart School Middle - #5071 3698 NW 15 St, Lauderhill	500	209	291	484
Somerset Academy - Davie #5211 3788 SW Davie Road, Davie	600	604	(4)	156
Somerset Conservatory 20807 Johnson St, Pembroke Pines	200	27	173	22
Somerset Academy Elem 20803 Johnson St, Pembroke Pines	500	825	(325)	910
Somerset Academy High School 20801 Johnson St, Pembroke Pines	1200	593	607	568
Somerset Academy Middle School 20803 Johnson St, Pembroke Pines	600	604	(4)	710
Somerset Academy Miramar Elem 12425 SW 53 rd St, Miramar	temp	140	temp	temp
Somerset Academy Miramar Middle 12425 SW 53 rd St, Miramar	675	550	125	675
Somerset Neighborhood School 12425 SW 53 rd St, Miramar	175	74	101	77
Sunrise Community 7100 Oakland Pp Blvd, Sunrise	100	130	(30)	350
Sunshine Academy 7130 Pembroke Rd, Miramar	500	86	414	450
Sunshine Elementary 2210 Pierce St, Hollywood	116	60	56	116
Susie Daniel Charter Elementary 2201 SW 42 nd Ave, West Park	350	217	133	300
Touchdowns 4 Life 10044 W McNab Rd, Tamarac	175	105	70	150
Total	26,369	15,973	3,043	20,136

*Schools With CSAs in Coral Springs

Source: School Board of Broward County, 2007

Charter school locations are illustrated in **Map 1**. They have a district-wide attendance zone/concurrency service area, which means their LOS is measured on a county-wide basis. Charter school enrollment for 2007/2008 was 15,973 students. There are 3 charter schools with enrollment greater than their 110% of capacity. For the 2007/2008 school year, this translates into just 5% of charter schools not meeting their LOS. The City of Coral Springs Charter School is the only charter school in Coral Springs with enrollment greater than its permanent FISH capacity, however, it is only six students above its FISH capacity of 1,600. For the 2006/2007 school year, this translates into just 2% of charter schools not meeting their LOS.

Special Schools

There are 20 special schools in Broward County as of 2007/2008. Special schools are comprised of vocational and educational centers. There are no additional special

PUBLIC SCHOOL FACILITIES ELEMENT

schools planned in the near future. A profile of these schools is shown by **Table 12**, below.

Table 12: Current Profile - Broward County Special Schools 2006/2007

Facility Name	Site Size Acres	Age Range	Permanent Buildings	Relocatable Buildings	Current Enrollment (20 Day)	100% of Perm. FISH (Student Capacity)	Surplus or (Deficit) Capacity	% of Capacity
Atlantic Tech Center*	30	1972-2004	24	32	588	546	(42)	107.69%
Bright Horizons Center	6	1977-1995	5	0	128	325	197	38.38%
Broward Fire Academy	15	1980-2005	5	0	N/A	N/A	N/A	N/A
Cross Creek Center	15	1990	6	4	120	132	12	90.90%
Cypress Run Alt Excep Center	8	1955	1	29	N/A	0	N/A	N/A
Dave Thomas Education Center**	3	1997	1	0	694	330	(364)	210.30%
Dave Thomas Education Center-West	10	2003	3	0	N/A	629	N/A	N/A
Drew, Charles Resource Center	10	1960-1998	12	21	N/A	409	N/A	N/A
Hallandale Adult Center*	24	1964-2001	19	14	917	835	(68)	109.82%
Lanier-James Education Center	5	1960-1986	10	8	217	285	68	76.14%
McFatter, William Tech Center*	34	1985-2001	11	1	561	615	(54)	91.21%
Old Dillard Community School (Museum)	1	1933	1	0	N/A	0	N/A	N/A
Pine Ridge Center	5	2005	1	0	108	253	145	42.68%
Seagull School	3	1961-2004	4	27	374	538	(164)	69.51%
Sheridan Tech Center	18	1967-1987	18	3	45	N/A	N/A	N/A
Sunset Learning Center	13	1996	2	0	188	213	25	88.26%
The Quest Center	9	1977-1993	4	0	181	303	122	59.73%
Whiddon Rogers Ed Center	15	1959-2004	20	0	690	N/A	N/A	N/A
Whispering Pines Ex Ed Center	16	1990	7	2	155	132	(23)	117.42%
Wingate Oaks Center	20	1974-1991	5	0	78	357	279	21.84%
Total	260		159	141	5,111	8,819		

*Adult enrollment is not reflected

**Includes Charles Drew Resource Center, Dave Thos-West
Source: School Board of Broward County, 2007

PUBLIC SCHOOL FACILITIES ELEMENT

Special school locations are illustrated in **Map 1**. Similar to charter schools, special schools also have a district-wide attendance zone/concurrency service area. Current enrollment for 2007/2008 for the Broward County special schools is 5,111. Of the 20 special schools in Broward County, 2 had enrollment greater than their permanent FISH capacity. For the 2007/2008 school year, this translates into 10% of special schools not meeting their LOS.

Ancillary Facilities

Ancillary facilities provide general support for the operation of the district, not related to individual schools. There are 27 ancillary facilities in Broward County. Locations of these facilities are list in **Table 13** and illustrated in **Map 1**.

Table 13: Ancillary Facility Inventory

Facility	Address	City
B.E.C.O.N.	6600 SW Nova Dr	Davie
Coral Springs Aquatic Ctr *	12441 Royal Palm Blvd	Coral Springs
E.C.I.A / Title 1	701 NW 31 Ave	Oakland Park
HORTT Admin	1700 SW 14 Ct	Fort Lauderdale
ITV Relay	Hammondville & Turnpike	Coconut Creek
KC Wright	600 SE 3 Ave	Fort Lauderdale
KC Wright / HRD	600 SE 3 Ave	Fort Lauderdale
Lockhart Stadium	5301 NW 12 Ave	Fort Lauderdale
M.E.T.R.I.C. - Multilingual/	1441 S Federal Hwy	Fort Lauderdale
North Area Bus Complex	2200 NW 18 St	Pompano Beach
North Area Bus Garage	2600 NW 18 Terr	Pompano Beach
North Area Maint.& Warehouse	6501 NW 15 Ave	Fort Lauderdale
North Area Superintendent-Pomp.	1400 NE 6 St	Pompano Beach
North Central Super. Office	7770 W Oakland Park Blvd	Sunrise
Rock Island Annex (Prof Dev Ctr)	2301 NW 26 St	Oakland Park
South Area Bus Garage	900 S University Dr	Pembroke Pines
South Area Maintenance	1295 N 21 Ave	Hollywood
Pioneer MS Annex	5400 SW 90 Ave	Cooper City
South Area Portable Annex	201 SW 172 Ave	Pembroke Pines
South Central Area Super. Office	1619 NE 4 Ave	Fort Lauderdale
Southwest Area Bus Complex	20251 Stirling Rd	Pembroke Pines
Tech & Support Srvs	7770 W Oakland Park Blvd	Sunrise
Twin Lakes Admin	4200 NW 10 Ave	Oakland Park
Twin Lakes Annex	4140 NW 10 Ave	Oakland Park
Twin Lakes Warehouse & Transportation	3810 NW 10 Ave	Oakland Park
West Central Bus Compound	2500 College Ave	Davie
Edgewood Admin (Whiddon Rogers)	1300 SW 32 Ct	Fort Lauderdale

*Facility located in Coral Springs

Source: School Board of Broward County, 2007

3. Projected 5 Year (S/T) School Enrollment, Capacity, LOS & Improvement Costs

The analysis of the current and five (5) year projected data of school facilities is compiled in the *Proposed Level of Service Plan (Attachment D)* and **Table 11** attached as **Attachment G**. They both represent information for the years 2006/2007 through 2011/2012, except the table contains detail costs associated with capacity improvements. The table shows the current & projected enrollment; permanent Florida Inventory of School Houses (FISH) capacity; Level of Service (LOS) percentage; surplus/deficit capacity to attain the permanent FISH; improvement strategy; the cost; cost per student station; and the school district's funding source. The current and projected enrollment is shown for each school. Schools are sorted by administrative area (North, North Central, South Central, and South) and by grade level (elementary, middle, and high). The LOS was calculated for each school and for each year of the five-year period. The district's major improvement strategy is to add new schools and additions to the existing schools. Classroom additions are being added to 46 of the district's 138 elementary schools; 19 of the district's 42 middle schools; and 9 of the district's 31 high schools. Using this strategy of adding permanent additions, new schools, and along with the School District's Policy 5000, the data confirms that the all schools will meet the LOS within the five-year planning period. It should be noted that school centers are not listed that is because the enrollment at the centers is relatively constant since the enrollment can be controlled by capping to insure they do not exceed their capacities.

As an improvement strategy to meet the LOS the school district will add a total of 1,521 classrooms over the five year period (2007/08 - 2011-12) at a cost of an estimated \$623 million dollars, averaging approximately \$19,000 per student station to be funded from the School District's Capital Fund. The breakdown by grade level is as follows:

<u>School Level</u>	<u>Classrooms to be Added</u>	<u>Est.Average Cost per</u>
<u>Student Station</u>		
Elementary	738	\$17,700
Middle	437	\$15,500
High	346	\$25,900

All cost estimates are collected from the School District's Adopted Educational Facilities Plan (DEFP) 2007-2008 to 2011-2012.

Concurrency Costs – Affected Parties The costs associated with achieving and maintaining the LOS during the five (5) year period are paid for and shared by public

and private funding sources. **Table 17** details the primary public and private entities which pay for the capacity improvements. These include; *Millage* - funds collected through property taxes which are the primary revenue source. In addition, *Certificates of Participation (COPs)* which are similar to tax exempt municipal bonds. These are publicly offered bonds paid back through millage revenue. *Public Education and Capital Outlay (PECO)* is another source which is a fund allocation by the State. This is the third largest revenue source for the School Board. These are funds based on bonding capacity provided by the State from gross receipts tax. *Impact Fees/Mitigation Funds* is another source collected from developers to address capacity improvement costs.

The cost associated with the capacity additions for those school facilities not currently meeting the LOS are depicted in **Table 11** which is attached as **Attachment G**. The improvement costs are derived from the financially feasible DEFP. There may be additional costs to meet concurrency which are addressed through Proportionate Share Mitigation provisions. These provisions and requirements are outlined in the Interlocal Agreement, specifically, Sections 8.14 and 8.15.

Land Area Requirements The estimated land area requirements necessary to support the capacity improvements planned over the five year period 2006/2007 to 2011/2012 for the school district are depicted in **Table 14** below. The estimated acres needed are calculated using an average acre amount; 11 acres per elementary, 21 acres per middle and 40 acres per high school. Capacity improvements which only involve building additions to existing school sites do not require additional land.

Table 14: Land Area Requirements

School Type	Improvement Type	# of Improvements	Estimated Acres Needed
Elementary	New school	10	111
Middle	New School	3	63
High	New School	2	80
Special	None	0	0
Total		15	254

Source: School Board of Broward County, 2007

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

Student Membership Projection Methodology The School District's primary projection tool for enrollment projections is a geographically based Cohort Survival model, which projects future students by grade. The Cohort Survival method is

considered a very reliable procedure and is utilized by the State of Florida in their projections and the U.S. Census Bureau for their projections and reports. The model uses an "aging" concept that moves a group or cohort of people into the future and increases or decreases their numbers according to past experience through history. Years of historical student enrollment data is used to create the survival ratio. That ratio is then used to project future students. The survival projection of kindergarten is more speculative and requires a different approach. Kindergarten is projected using a linear regression technique. Simply put, the linear regression is based upon what the numbers have been for the kindergarten population historically and this trend is continued into the future.

The student projections by Traffic Analysis Zone (TAZ) or neighborhood from the model are aggregated to individual schools based upon the neighborhoods (TAZs) that are located within school boundaries. This data is then carefully scrutinized. In some instances, individual TAZs are hand corrected to reflect changes in growth which are not picked up in the projection model's histories. These changes are checked and recorded.

The overall projections are compared and tested for reasonableness with other models such as the Florida Department of Education (DOE) projections, the Broward County Department of Urban Planning and Redevelopment population projections and the School District Cohort (grade by grade) model which is based upon current and historical 20th day enrollment counts. The Principals' projections are compared as well. Checks of reasonableness are performed on the model output by utilizing other techniques such as a cohort survival of one for a given population, attrition rates, and adding children which are anticipated to be the result of new residential development.

District staff continues to gather all information which assists in making projections. For example, each year the planning directors of municipalities in Broward County are contacted to discuss growth in their cities and provide current and forecasted building permits and certificates of occupancy. Staff also talks regularly with developers in the County and growth is monitored through the Facility Management, Planning, and Site Acquisition Department. All of this information is also used in determining the adjustments to the cohort model and as a "check" of the model.

At any given time the following factors may have an effect on the projections:

1. changes in the rate of new housing development within the county could lead to "over" projections;
2. changes in the rate of new housing development within the county (i.e. high interest rates or a recession may slow new housing starts and growth) could lead to "over" projections;
3. economic conditions (i.e. the creation of jobs usually means families are moving in) this can lead to "under" projections;

4. immigration; and
5. natural phenomena (i.e. Hurricane Andrew) which relocates people very quickly.

There are also decisions made within the district, which may have a dramatic affect upon projections. These include:

1. the location and number of bilingual clusters;
2. the location and number of ESE clusters;
3. the start of magnet programs (first year projections are difficult because of the lack of a "track record"); and
4. reassignments - beginning in 1996, the "open door" reassignment policy transfers have had impact the district projections;
5. choice - in addition to reassignments, magnets, and Adequate Yearly Progress (AYP), there are choice areas where students have a choice to attend more than one school;
6. vouchers - these programs allow transfers between schools which can affect projections;
7. Charter schools – opening/closing of charter school facilities throughout the year.

In essence, the model derives a growth factor or ratio for student survival to the next grade based upon previous survival numbers to the same grade of students in each Traffic Analysis Zone (TAZ), the basic geographic area for the model. In most cases, TAZs represent neighborhoods. There are over 900 TAZs in Broward County. The permanent FISH capacity data was extracted from the Florida Department of Education facilities and space inventory. The FISH capacity at each school indicates the current design capacity of the school. The FISH data is updated every time a new addition or major remodeling and renovation takes place at a school. The LOS of each school was determined by taking 110% of the school's permanent capacity.

4. Projected 10 Year (L/T) School Enrollment, Capacity, LOS & Improvement Costs

The long-term planning period for school facilities is ten years. **Table 15**, below, represents capacity needs information for the end of the ten year period through 2016/2017. The data compares the School District's LOS by grade level and Planning Area to the 2016 – 2017 projected student enrollments and the needed permanent capacity. As mentioned earlier, the LOS is calculated at 110% of permanent FISH capacity. The cumulative information presents a total permanent capacity of 295,518 versus a projected enrollment of 259,770 or an excess of 35,748 seats. This gap is a result of the projected declining enrollment that is occurring now

PUBLIC SCHOOL FACILITIES ELEMENT

and is projected to continue. The City of Coral Springs is entirely within Planning Area A.

Table 15: Projected 10 Year School Facilities by Planning Area and District- Wide

Planning Area	School Type	LOS (110% Perm. Capacity)	Projected Enrollment 2016-17	Surplus or (Deficit) Capacity	Improvement Strategy	Projected Cost	Projected Added Capacity
Area A	Elementary School	16,324	14,317	2,007	None	N/A	N/A
	Middle School	8,919	8,212	707	None	N/A	N/A
	High School	13,710	11,960	1,750	None	N/A	N/A
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	0	0	0	None	N/A	N/A
Area B	Elementary School	24,244	18,719	5,525	None	N/A	N/A
	Middle School	9,581	9,380	201	None	N/A	N/A
	High School	12,624	10,024	2,600	None	N/A	N/A
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	2,158	1,341	817	None	N/A	N/A
Area C	Elementary School	19,106	16,485	2,621	None	N/A	N/A
	Middle School	9,277	9,374	(97)	Classroom Addition	\$1,500,000	99
	High School	10,913	7,858	3,055	None	N/A	N/A
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	0	0	0	None	N/A	N/A
Area D	Elementary School	18,117	16,890	1,227	None	N/A	N/A
	Middle School	9,496	9,283	213	None	N/A	N/A
	High School	14,903	14,823	80	None	N/A	N/A
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	278	125	153	None	N/A	N/A
Area E	Elementary School	14,143	11,665	2,478	None	N/A	N/A
	Middle School	7,559	5,907	1,652	None	N/A	N/A
	High School	9,799	5,772	4,027	None	N/A	N/A
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	3,986	1,657	2,329	None	N/A	N/A
Area F	Elementary School	24,415	23,768	646	None	N/A	N/A
	Middle School	10,635	12,250	(1,615)	New School	\$50,000,000	1,754
	High School	13,587	12,887	700	None	N/A	N/A
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	145	124	21	None	N/A	N/A
Area G	Elementary School	19,504	16,795	2,709	None	N/A	N/A

PUBLIC SCHOOL FACILITIES ELEMENT

Planning Area	School Type	LOS (110% Perm. Capacity)	Projected Enrollment 2016-17	Surplus or (Deficit) Capacity	Improvement Strategy	Projected Cost	Projected Added Capacity
	Middle School	8,712	8,134	578	None	N/A	N/A
	High School	10,037	10,243	(206)	Classroom Addition	\$2,400,000	200
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	3,346	1,777	1,569	None	N/A	N/A
District-Wide	Elementary School	135,852	118,639	17,213	None	N/A	N/A
	Middle School	64,180	62,540	1,640	New School & Addition	\$51,500,000	1,853
	High School	85,572	73,567	12,005	Classroom Addition	\$2,400,000	200
	Charter	N/A	N/A	N/A	N/A	N/A	N/A
	Special School	9,914	5,024	4,890	None	N/A	N/A
Total		295,518	259,770	35,748		\$53,900,000	2,053

Source: School Board of Broward County, 2007

There are slight seat deficiencies in Planning Area C in the middle school level capacity and Planning Area G in the high school level. A major deficiency of 1,615 middle school seats is projected to occur in Planning Area F. The range of seat availability by grade level is depicted in **Table 15A** below.

Table 15A: Analysis of Planning Area / Seat Availability

School Level	Planning Area	Seat Availability	Range
Elementary	B	5,525	High
	F	646	Low
Middle	E	1,652	High
	F	(1,615)	Low/Seat Deficit
High	E	4,027	High
	G	(206)	Low/Seat Deficit
Special	E	2,329	High
	A & C	0	Low

Source: School Board of Broward County, 2007

Long Term Impact on Ancillary Facilities. With an increase of student enrollment comes the increase in operational costs to provide the needed support. School buses, custodial support, utility charges, and maintenance staff are all impacted as students and square footages increase. The school district owns 26 administrative sites totaling 648,960 square footage of permanent space. This space houses the district and area staffs. The total includes six bus lots that house approximately 1,546 school buses.

5. Collocation of School Facilities

The collocation of public school facilities with local government public/civic facilities, and shared use is used in the context of this analysis as public facilities collocated or located adjacent to each other, and used by both the School Board and local governments. Shared use facilities are facilities that are not located adjacent to each other, but owned by either the School Board or the local government, but shared by both parties through mutual agreement or understanding.

The School Board, Broward County and local governments currently have numerous collocated facilities, and the 2004 Annual Report on the implementation of the Interlocal Agreement indicated that further study might be needed to determine how the collocation of such facilities can be enhanced in Broward County. The Report further required an inventory of existing collocated facilities to determine if such a study is needed.

Existing Collocated Public School Facilities with Local Government Public/Civic Facilities, and Shared Use Facilities

The Collocation of Public School Facilities with Local Government Public/Civic facilities and Shared Use Report indicate that there are approximately two hundred and twelve (212) existing instances where public school facilities are collocated with local government public/civic facilities, and include shared use. Of this number, the School Board or local governments share use of one hundred and forty-six (146) public school facilities or local government public/civic facilities. However, majority of such facilities are School Board owned facilities. Also, sixty-five (65) of the 212 facilities are collocated/shared use facilities, and one is a collocated facility (P.A.L. Stadium collocated with Plantation High School).

Attachment E lists the existing collocation/shared use facilities. **Map 8** depicts the location of collocation/shared use facilities

Potential Sites for the Collocation/Shared Use of Public School Facilities with Local Government Public/Civic Facilities and Shared Use Facilities

Information provided by the local governments did not identify any potential sites that might enable the collocation/shared use of public school facilities with local government public/civic facilities. Further, the information provided lists twenty (20) instances that might potentially allow for the shared use of public school facilities and local government public/civic facilities. Ten (10) of the facilities are County owned, eight (8) are School Board owned and two (2) are municipal owned.

Currently there are few existing public school facilities that are collocated with local government public/civic facilities. Additional potential sites are needed to enable the collocation/shared use of public school facilities with local government public/civic facilities.

A study by a consultant to determine how the collocation of public school facilities with local government public/civic facilities can be enhanced in Broward County is

currently being pursued. Such a study as it relates to these facilities may enable the most efficient use of public investment in the community's public infrastructure.

Attachment F lists the potential collocation/shared use facilities. **Map 9** depicts the location of potential collocation/shared use facilities

6. Opportunities to Locate Schools to Serve as Community Focal Points

Schools can act as an anchor in the community. They are a symbol of a neighborhood's stability and attract families to the community. They transmit knowledge to new generations, advance knowledge, display the achievements of society, plus bring neighbors together for Parent Teacher Association meetings, school plays, and sporting events. They offer their classrooms and media centers to residents for adult education classes, and community and club meetings. They are key determinants of the quality of life and are valued symbols of community identity and achievement. Moreover, the community is often evaluated on the basis of the quality of its schools.

Historically, the School District and the County's municipalities have successfully worked together to utilize school facilities for community purposes. A Reciprocal Use Agreement (RUA) is the mechanism used to accomplish shared use between the municipalities and the School District. Several municipalities have RUAs with the School District. These municipalities include: Cooper City, Coral Springs, Fort Lauderdale, Hallandale Beach, Lauderhill, Miramar, North Lauderdale, Oakland Park, Parkland, Pembroke Pines and Pompano Beach. The agreements enable the entities to exchange use of their facilities without entering into a lease for such use. The agreements address each party's liability, operating and maintenance costs, scheduling of use, and other issues that may arise. School facilities are often used as meeting places for community associations and house several community programs such as summer youth programs.

7. Emergency Shelters**Table 16: List of Emergency Shelters**

New educational facilities located outside a category 1, 2 or 3 evacuation zone are required to have core facility areas designed as Enhanced Hurricane Protection Areas unless the facility is exempted based on a recommendation by the local emergency management agency or the Department of Community Affairs. Certain factors are considered to qualify for the exemption, such as low evacuation demand, size, location, accessibility and storm surge. For example, schools within the county that have adequate

School Name	ADDRESS
Arthur Robert Ashe Jr Middle	1701 NW 23rd Avenue, Ft. Lauderdale 33311
Coconut Palm Elementary	15601 Monarch Lakes Blvd., Miramar 33027
Coral Cove Elementary	6100 SW 148th Avenue, Miramar 33027
Coral Glades High	2700 Sportsplex Dr., Coral Springs 33065
Everglades Elementary	2900 Bonaventure Blvd., Weston 33331
Everglades High	17100 SW 48th Court, Miramar 33027
Falcon Cove Middle	4251 Bonaventure Blvd., Weston 33332
Florinada Elementary	6251 NE 14th Way, Ft. Lauderdale 33334
Fox Trail Elementary	1250 Nob Hill Rd., Davie 33324
Gator Run Elementary	1101 Arvida Parkway, Weston 33327
Indian Ridge Middle	1355 Nob Hill Rd., Davie 33324
Lakeside Elementary	900 NW 136th Ave., Pembroke Pines 33026
Liberty Elementary	2450 Banks Road, Margate 33063
Lyons Creek Middle	4333 Sol Press Blvd., Coconut Creek 33073
Manatee Bay Elementary	16200 SW 36th St., Weston 33332
McNicol Middle	1602 S. 27th Ave., Hollywood 33020
Millennium Middle	6803 NW 94th Ave., Tamarac 33321
Monarch High	6050 Wiles Road, Coconut Creek 33073
New Renaissance Middle	10701 Miramar Blvd., Miramar 33027
New River Middle	3100 Riverland Rd., Ft. Lauderdale 33312
Panther Run Elementary	801 NW 172nd Ave., Pembroke Pines 33029
Park Lakes Elementary	3025 N. State Road 7, Lauderdale Lakes 33319
Park Trails Elementary	10700 Trails End, Parkland 33076
Parkside Elementary	10257 NW 29th St., Coral Springs 33065
Plantation Elementary	651 NW 42nd Ave., Plantation 33317
Pompano Beach High	800 NE 13th Avenue, Pompano Beach 33060
Rock Island Elementary	2350 NW 19th Street, Ft. Lauderdale 33311
Silver Lakes Elementary	2300 SW 173rd Ave., Miramar 33029
Silver Palms Elementary	1209 NW 165th Ave., Pembroke Pines 33028
Silver Trail Middle	15300 Sheridan St., Pembroke Pines 33331
Sunset School Center	3775 SW 16th St., Ft. Lauderdale 33312
Sunset Lakes Elementary	15400 SW 25th St., Miramar 33027
Tradewinds Elementary	6400 Johnson Rd., Coconut Creek 33073
Walker Elementary	1001 NW Fourth St., Ft. Lauderdale 33311
Westglades Middle	11000 Holmberg Road, Parkland 33076

shelter capacity may be exempt. **Table 16** is an inventory of schools within Broward County that serve as emergency shelters. **Map 10** depicts the location of the emergency shelter.

8. Funding Sources for Capital Improvements

The School Board of Broward County has total projected revenue, and financing sources of \$3,487,371,000 for public school capital improvements for the 5 year period ending 2011-2012 as depicted in **Table 17**. The major source of revenue is millage, which is collected from local property taxes and comprises 56% of total revenue. The projected appropriations for those funds are depicted in **Table 18**. The primary appropriation is for debt service, which comprises 31% of total appropriations.

PUBLIC SCHOOL FACILITIES ELEMENT

Table 17: Estimated Revenue and Financing Sources (stated in thousands)

Revenue & Financing Sources	2007-08	2008-09	2009-10	2010-11	2011-12	Total	%
Millage & Interest	\$340,386	\$360,595	\$388,552	\$418,278	\$451,835	\$1,959,646	55.51%
COPs & Interest	486,844	313,483	214,631	170,105	167,346	1,352,409	38.31%
Impact/Mitigation Fees and Interest	11,500	12,000	12,500	12,500	12,500	61,000	1.73%
Miscellaneous Local	155	155	155	155	155	775	0.02%
PECO - Construction	12,493	1,431	2,226	2,566	2,936	21,652	0.61%
PECO - SSMA	18,570	13,426	12,964	12,820	12,964	70,744	2.00%
CO & DS & Interest	1,000	1,000	1,000	1,000	1,000	5,000	0.14%
Class Size Reduction	22,506	4,000	4,000	4,000	0	34,506	0.98%
FEMA	14,692	4,000	2,000	2,000	2,000	24,692	0.70%
	\$908,146	\$710,090	\$638,028	\$623,424	\$650,736	\$3,530,424	100.00%

Table 18: Estimated Appropriations (stated in thousands)

Estimated Appropriations	2007-08	2008-09	2009-10	2010-11	2011-12	Total	%
Capacity Additions	\$265,080	\$200,203	\$86,501	\$137,563	\$78,120	\$767,467	21.74%
Remodeling & Renovations	153,217	49,982	29,502	4,525	80,124	317,350	8.99%
Debt Service	148,595	199,764	229,630	247,632	263,506	1,089,127	30.85%
Indoor Air Quality	19,849	13,574	14,181	3,500	3,500	54,604	1.55%
Technology	25,150	23,750	20,200	21,950	20,200	111,250	3.15%
Safety	35,303	21,771	15,663	17,542	36,879	127,158	3.60%
Capital Improvements	34,427	38,877	35,821	31,601	18,798	159,524	4.52%
ADA Compliance	14,617	4,738	15,014	50	50	34,469	0.98%
Equipment	21,325	15,462	9,363	13,623	5,918	65,691	1.86%
Vehicles	17,598	18,400	22,153	18,258	11,407	87,816	2.49%
Land	53,435	18,719	38,320	2,140	1,634	114,248	3.23%
Portables	7,000	1,500	7,500	5,000	5,000	26,000	0.74%
Capitalized Cost	22,950	23,750	24,580	25,440	26,000	122,720	3.47%
Construction Cost Adjustment	0	15,000	25,000	30,000	35,000	105,000	2.97%
Legal & Contingency	3,600	3,600	3,600	3,600	3,600	18,000	0.51%
Lease Purchase	11,000	11,000	11,000	11,000	11,000	55,000	1.56%
Maintenance Transfer	55,000	50,000	50,000	50,000	50,000	255,000	7.22%
Property & Casualty Insurance	20,000	0	0	0	0	20,000	0.57%
	\$908,146	\$710,090	\$638,028	\$623,424	\$650,736	\$3,530,424	100.00%

Source: The School Board of Broward County 2007-2008 Adopted 5-Year DEFP, 2007

The projected capital outlays, by school facility for the 5 year period are depicted in Appendix E, Schedule 5 of the Adopted 5-Year DEFP, **Attachment B**. The projected millage rate and debt capacity over the 5 year period are included in **Table 19** below.

PUBLIC SCHOOL FACILITIES ELEMENT

Table 19: Estimated Expenditures - Debt Service/Capacity

**The School Board of Broward County, Florida
Estimated Expenditures - COPs Debt Service
Fiscal Years 2007-08 to 2016-17**

Debt Service Description	Project Funds	Par Amount	2007-08	2008-09	2009-10	2010-11	2011-12	5-Year Total
Series 1997B			\$ 4,327,243	\$ 4,328,903	\$ 4,323,708	\$ 4,325,788	\$ 4,325,775	\$ 21,631,507
Series 1997A			7,688,250	7,692,000	7,689,750	7,686,000	0	30,756,000
Series 2000 QZAB			350,712	350,712	350,712	350,712	350,712	1,753,560
Series 2001 QZAB			368,121	368,121	368,121	368,121	368,121	1,840,605
Series 2001A			15,114,750	15,104,090	15,111,828	21,386,513	8,623,613	75,340,794
Series 2001B			8,842,395	8,485,743	8,852,200	8,489,400	5,271,938	39,941,678
Series 2003A			14,561,491	14,561,729	14,557,879	14,561,034	14,560,744	72,802,877
Series 2003B			5,964,735	5,964,845	5,966,720	0	0	17,896,300
Series 2004A			8,724,413	8,724,513	8,722,013	8,728,638	8,725,588	43,625,165
Series 2004B			3,699,000	3,699,000	3,699,000	3,699,000	10,509,000	25,305,000
Series 2004C			10,137,296	10,034,396	10,124,234	10,125,374	10,141,194	50,562,494
Series 2004D			4,651,332	4,754,249	4,663,505	4,663,505	4,651,332	23,383,923
Series 2004 QZAB			53,062	53,062	53,062	53,062	53,062	265,310
Series 2005A			14,930,030	14,932,468	14,931,118	14,931,280	14,929,080	74,653,976
Series 2005B			1,778,400	1,778,400	1,778,400	1,778,400	1,778,400	8,892,000
2006A			9,842,068	9,842,068	9,842,068	9,842,068	18,122,068	57,490,340
2006B			2,852,055	2,852,055	2,852,055	2,855,215	2,852,055	14,263,435
Series 2007 Issuance			20,008,400	20,003,800	20,007,600	20,004,000	20,002,800	100,026,600
Debt Service-New COOPS (Previously Authorized and Not Yet Issued)	643,117,216	653,407,000	14,701,658	29,403,313	35,283,978	37,244,199	49,005,525	165,638,675
Debt Service-New COOPS 2008A	483,344,000	491,078,000		26,830,850	26,830,850	26,830,850	26,830,850	147,323,400
Debt Service-New COOPS 2009A	309,983,000	314,943,000			23,620,725	23,620,725	23,620,725	70,862,175
Debt Service-New COOPS 2010A	211,131,000	214,509,000				16,088,175	16,088,175	32,176,350
Debt Service-New COOPS 2011A	166,605,000	169,271,000					12,695,325	12,695,325
Debt Service-New COOPS 2012A	163,846,000	166,468,000						0
Total New COOPS Issuance:	1,978,026,216							
Debt Per Year:			\$ 148,595,411	\$ 199,764,411	\$ 229,629,526	\$ 247,632,059	\$ 263,506,082	\$ 1,089,127,489
Millage Growth Factor				7.43%	7.84%	7.73%	8.10%	
Capital Millage (95% of 2 Mills)			\$ 336,386,172	\$ 356,595,334	\$ 384,552,408	\$ 414,278,309	\$ 447,834,852	
Estimated COPs Debt Service Capacity = Value of (1.2) Mill @ 95%			201,831,703	213,957,200	230,731,445	248,566,985	268,700,911	
Debt Service Utilization Percentage			73.62%	93.37%	99.52%	99.62%	98.07%	

Assumptions:
1. 25 year financing term
2. Variable Growth in Property Values (see Millage Growth Factor above)
3. \$7.5 million of debt service per \$100 million of debt
4. Debt Service capacity calculated at 95% of projected capital millage at 60% (1.2 mill)
5. Offering Costs estimated at 1.6% rounded to the nearest thousand dollars
Notes: The statutory limit for COPs debt service is 75% (1.5 mill) of the projected capital millage.

Source: The School Board of Broward County 2007-2008 Adopted 5-Year DEFP, 2007

Operating Cost Considerations: Transportation costs to operate the 1,546 buses which transport more than 81,000 students to and from school every day are significant in the operation of school facilities. Over the next five years it is estimated the district will spend approximately \$484.1 million dollars on transportation and \$1.6 billion dollars on maintenance. Utility costs are included as part of the maintenance estimate. Square footage increases also impact the budget guidelines for calculating custodial staff at every school site. The administrative sites also include the housing for four area maintenance departments, a district maintenance staff as well as the

facilities and construction management departments that totals over a thousand employees.

9. Adult Educational Opportunities in Coral Springs

Post-secondary education has become an issue as Coral Springs ages. The City has commenced programs that encourage continuing adult education, such as partnering with Barry University, to bring evening adult education classes to the City.

The City of Coral Springs has formed a partnership with Barry University and Broward Community College (BCC) to offer college credit courses at the Coral Springs Charter School. The University Partnership is geared toward adults of all ages who have an interest in returning to school to receive or complete a degree. The partnership was created to help residents and business owners pursue higher education and take their classes closer to home. The programs also provide an opportunity for high school students who are qualified for dual enrollment.

Barry University began its course offerings in January 2005 with accelerated Bachelor Degree programs for working adults. An MBA Program from Barry University's AACSB-accredited Andreas School of Business is planned. The Adrian Dominican School of Education will offer courses toward Undergraduate and Graduate degree programs, in addition to courses to satisfy teacher recertification requirements. BCC also began offering classes in January 2005 with courses in Composition, Introduction to Public Speaking and Introduction to Business.

Coral Springs Fire Academy

In October of 2001, the City of Coral Springs Fire Department started its own State of Florida Fire Training Academy. The program teaches firefighter recruits the state-required skills to become employed by Florida fire departments.

In February of 2004, the Academy started their EMT-b program. Coral Springs has the only Fire Department based EMT training programs in the State of Florida. This is a 256-hour class, and provides an opportunity for persons with the desire to or who are already involved in emergency care to become skilled in carrying out emergency measures to save lives and reduce injury.

The City has built a new state-of-the-art training facility, which is located in the Coral Springs Corporate Park. The Don Haupt Training Facility allows the academy to offer more Minimum Standards and EMT-b classes, along with several new courses, such as EVOC, Fire Officer I and II, Rope Rescue I and II, and Confined Space.

Career, Technical and Adult/Community Education (CTACE):

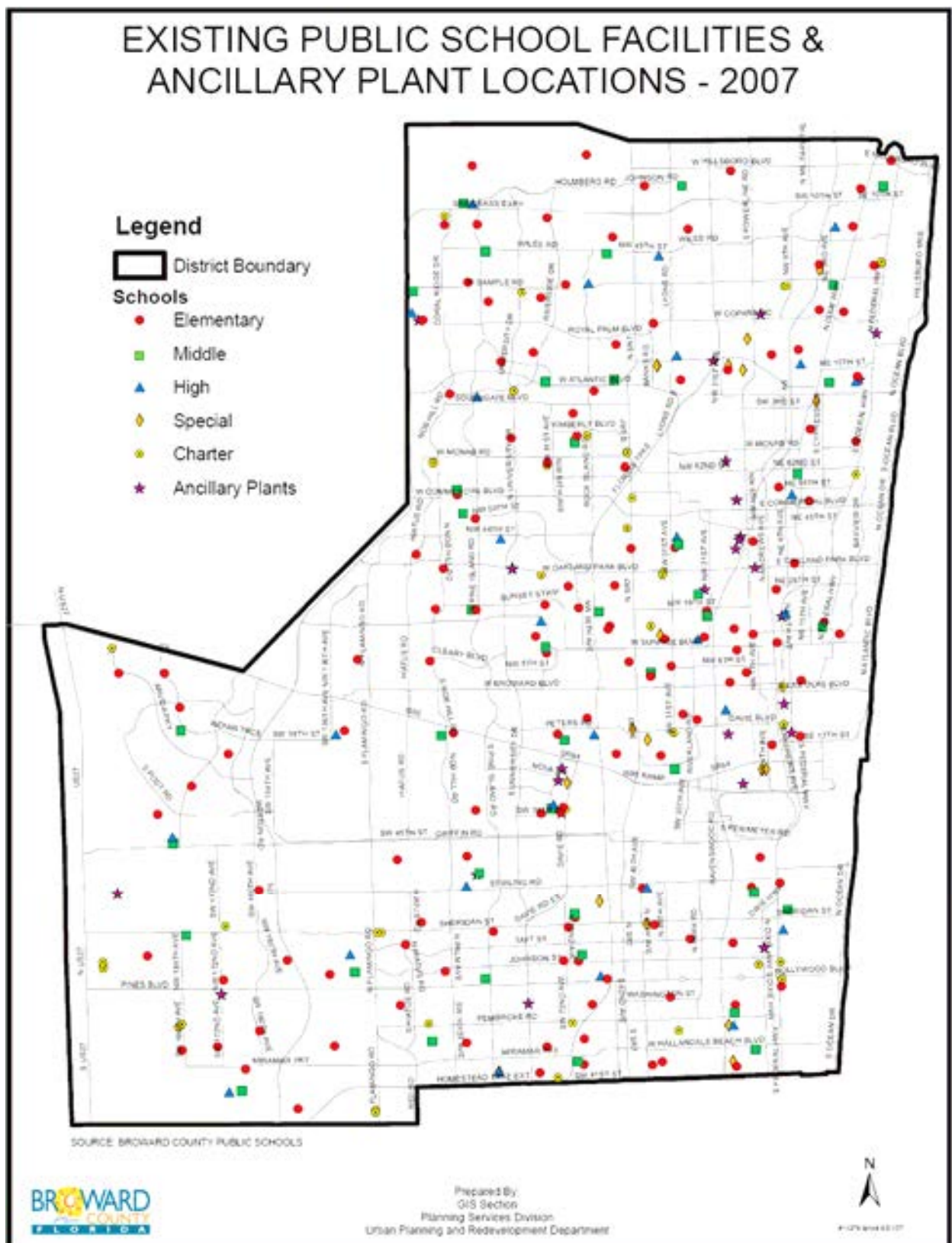
Programs and services are an integral part of Broward County Public Schools. These classes are offered throughout the County and two sites are located within

PUBLIC SCHOOL FACILITIES ELEMENT

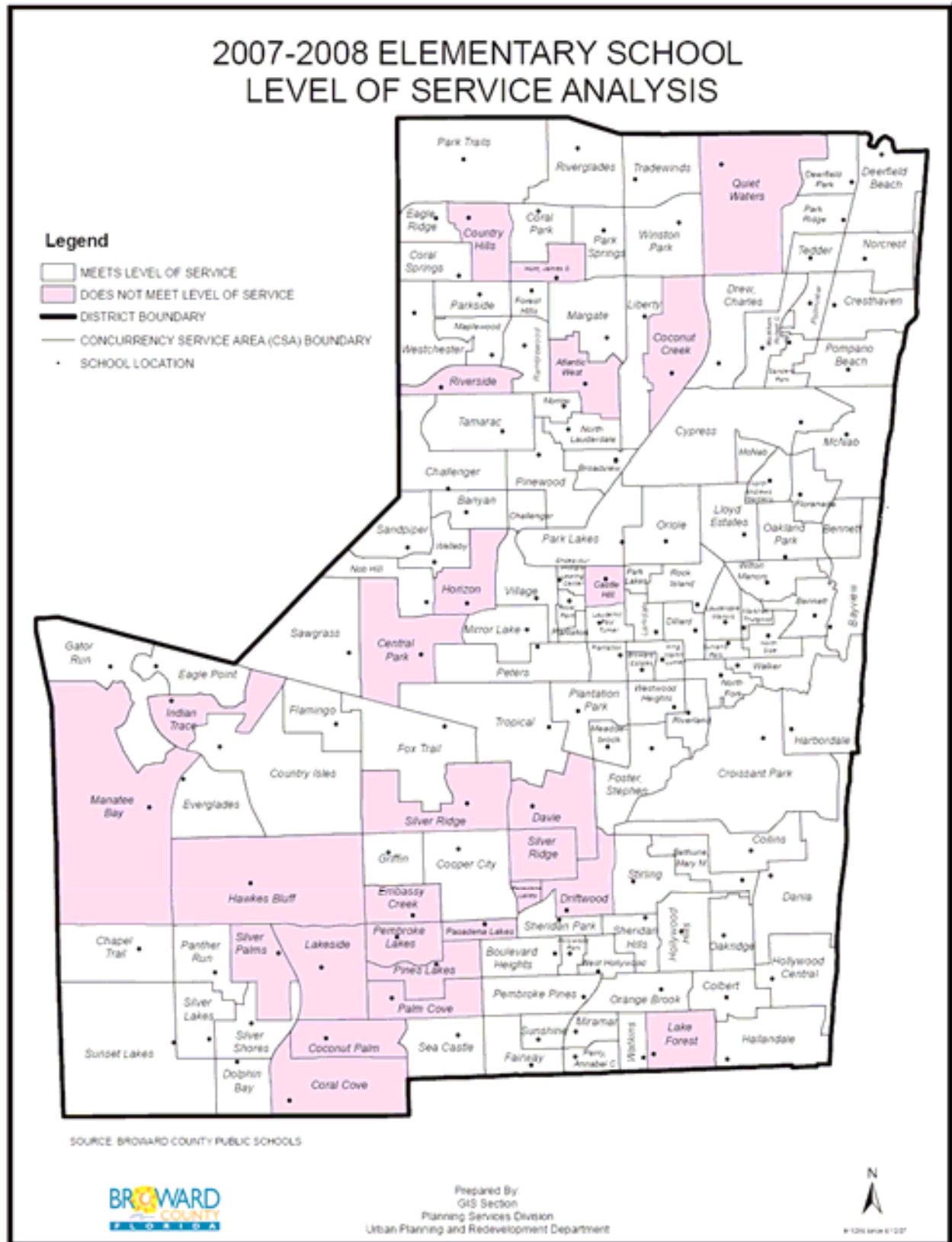
Coral Springs. Programs begin with career awareness and exploration in middle school and progress through specialized high school and postsecondary technical education training programs, resulting in the acquisition of a high-skill/high-wage job.

Adult and Community Education programs and services are designed to improve the employability of the workforce through Adult Basic Education (ABE), Adult Secondary Education, General Educational Development (GED), English for Speakers of Other Languages (ESOL), Family/Intergenerational Literacy, Adults with Disabilities, and Vocational Preparatory Instruction. Community Education programs provide academic, recreational, health, cultural, artistic, social science, and parenting preparation programs.

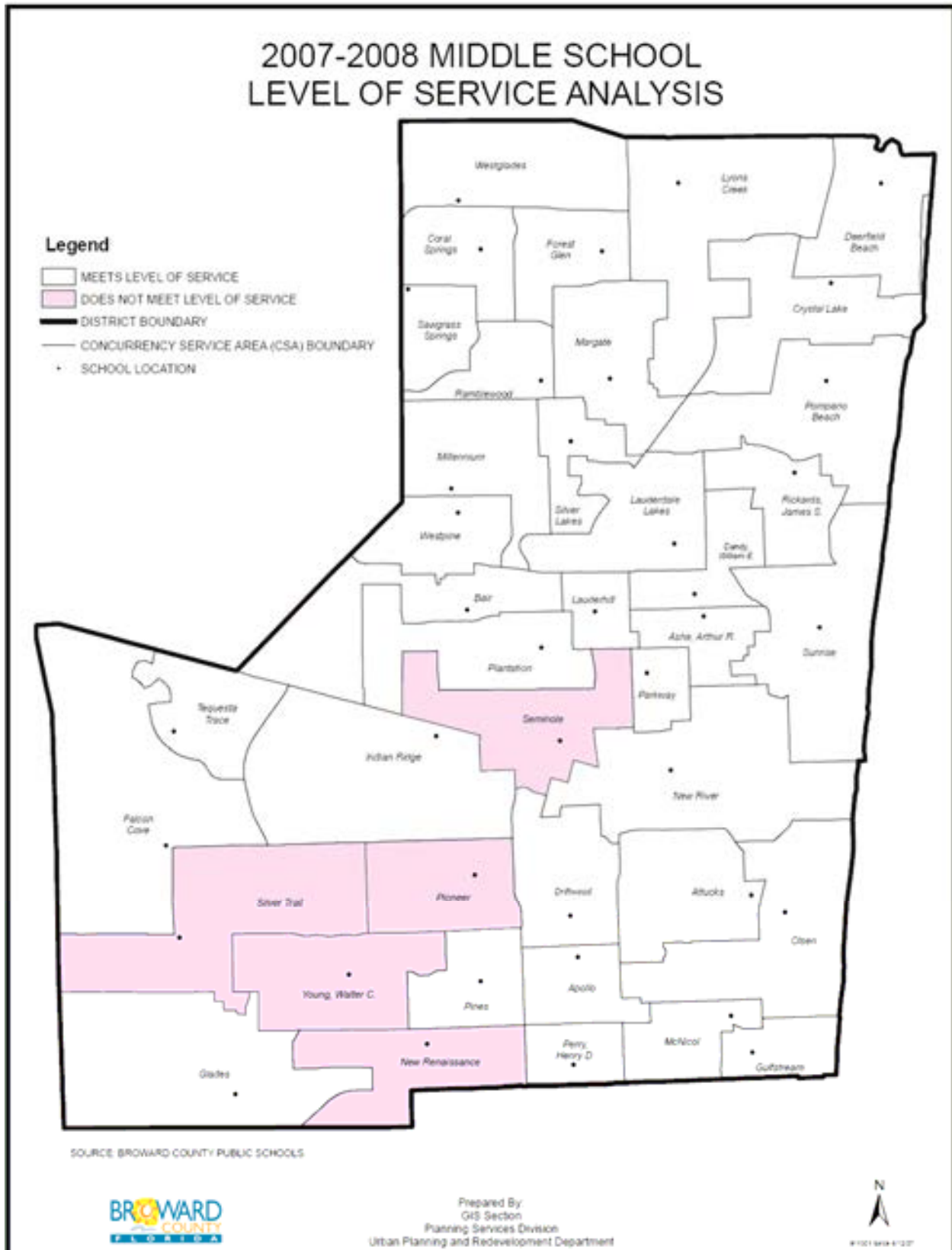
MAP 1: Existing Public Schools & Ancillary Facilities – 2007



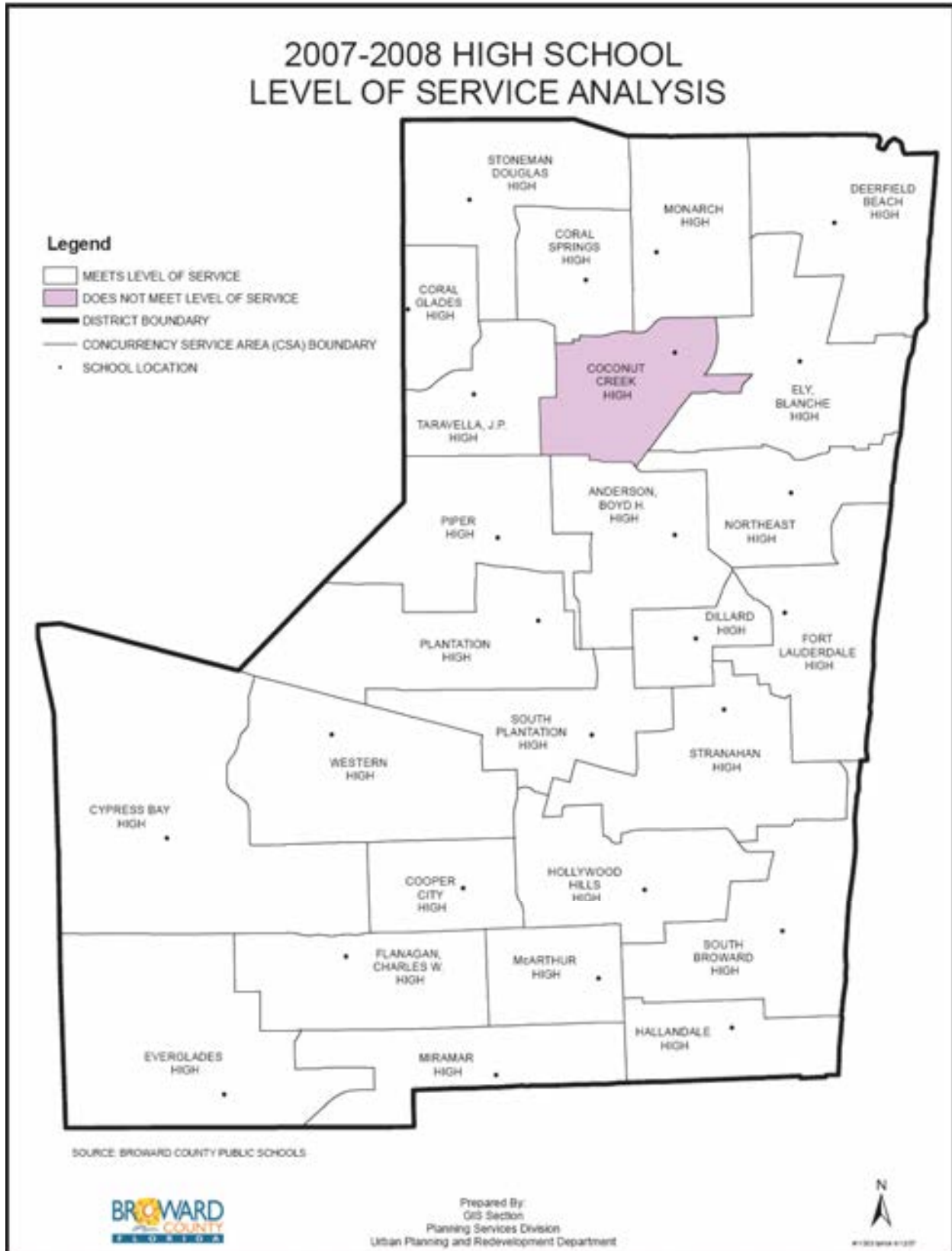
MAP 2: Elementary School LOS – 2007-2008



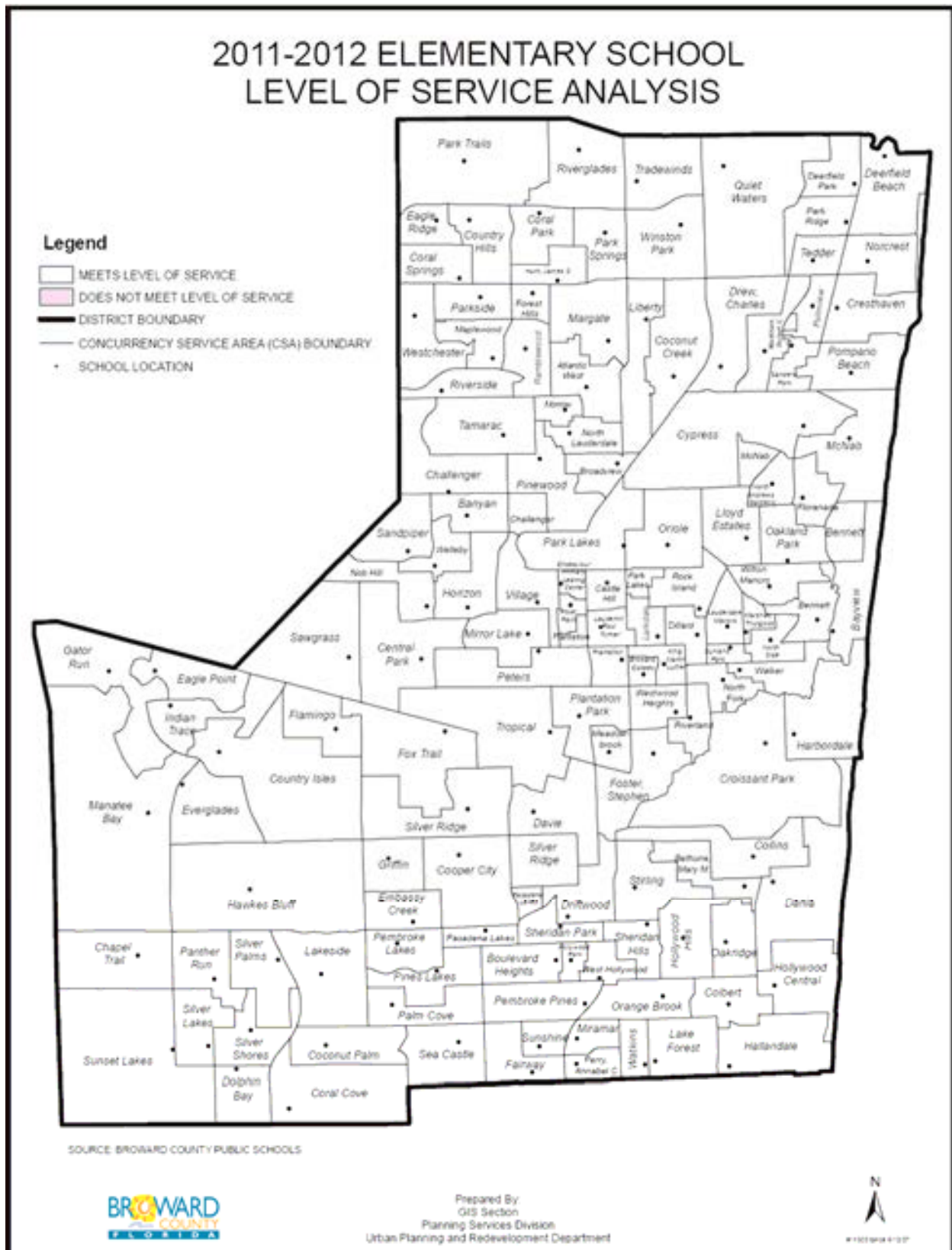
MAP 3: Middle School LOS – 2007- 2008



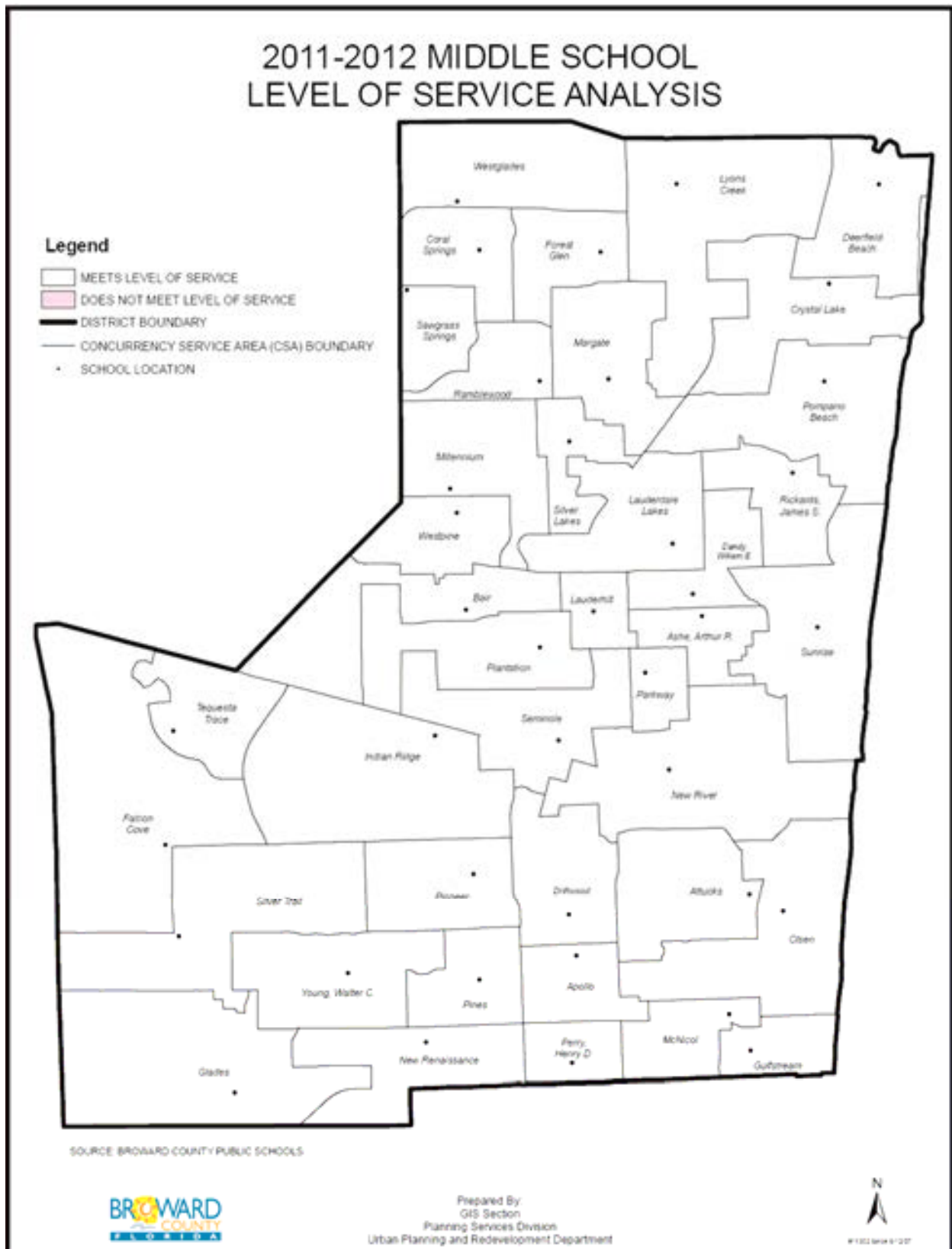
MAP 4: High School LOS – 2007- 2008



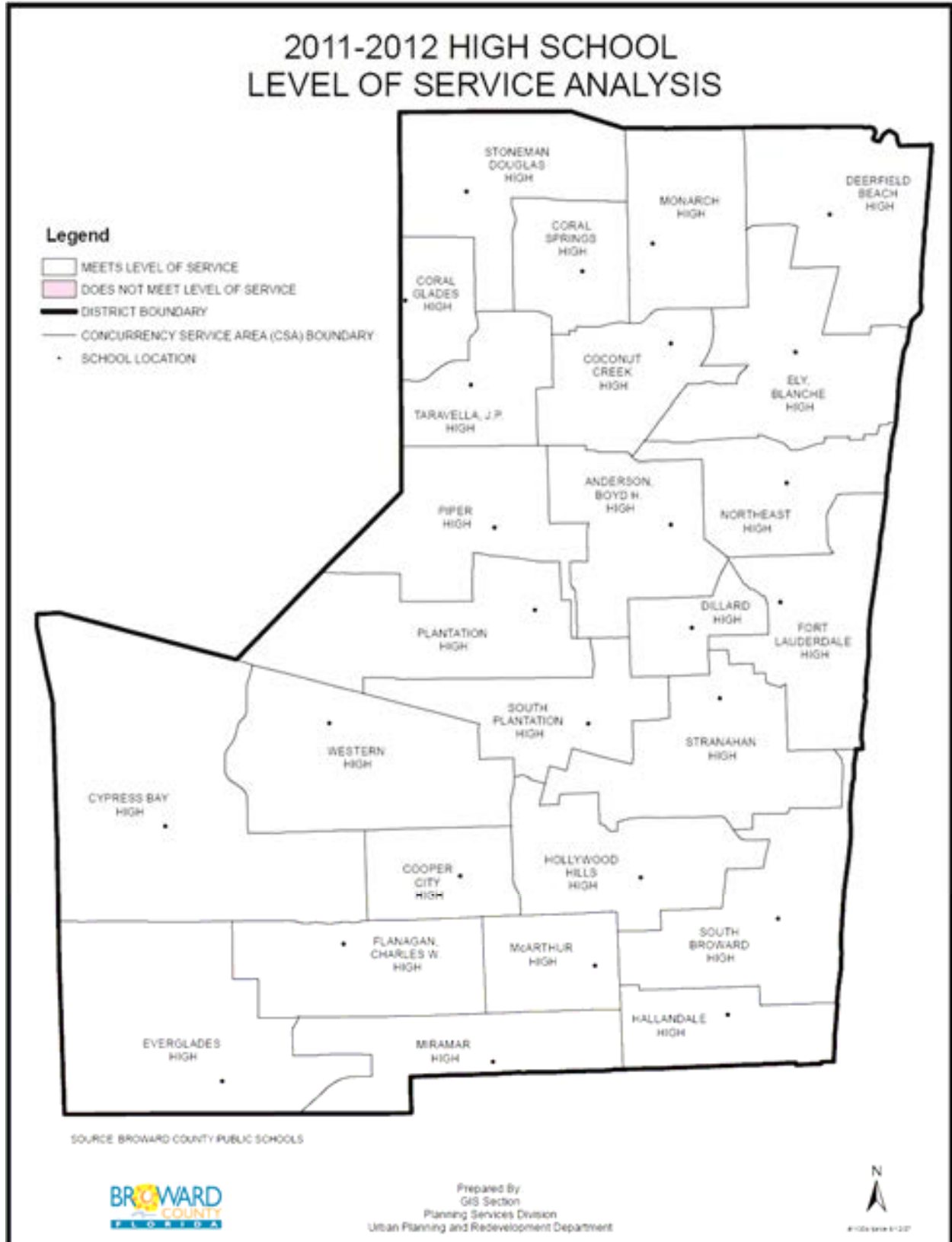
MAP 5: Elementary School LOS - 2011-2012



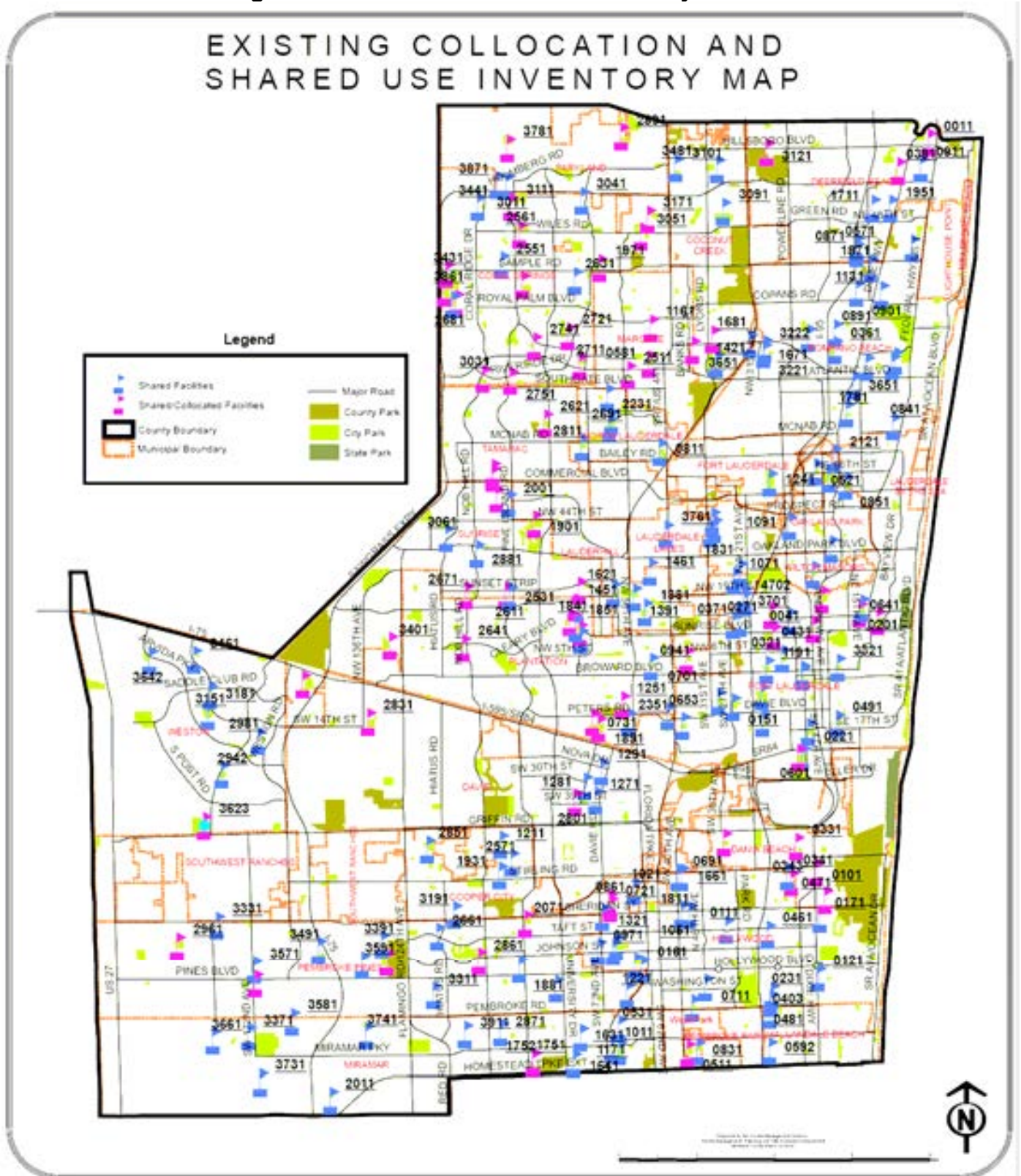
MAP 6: Middle School LOS – 2011 - 2012



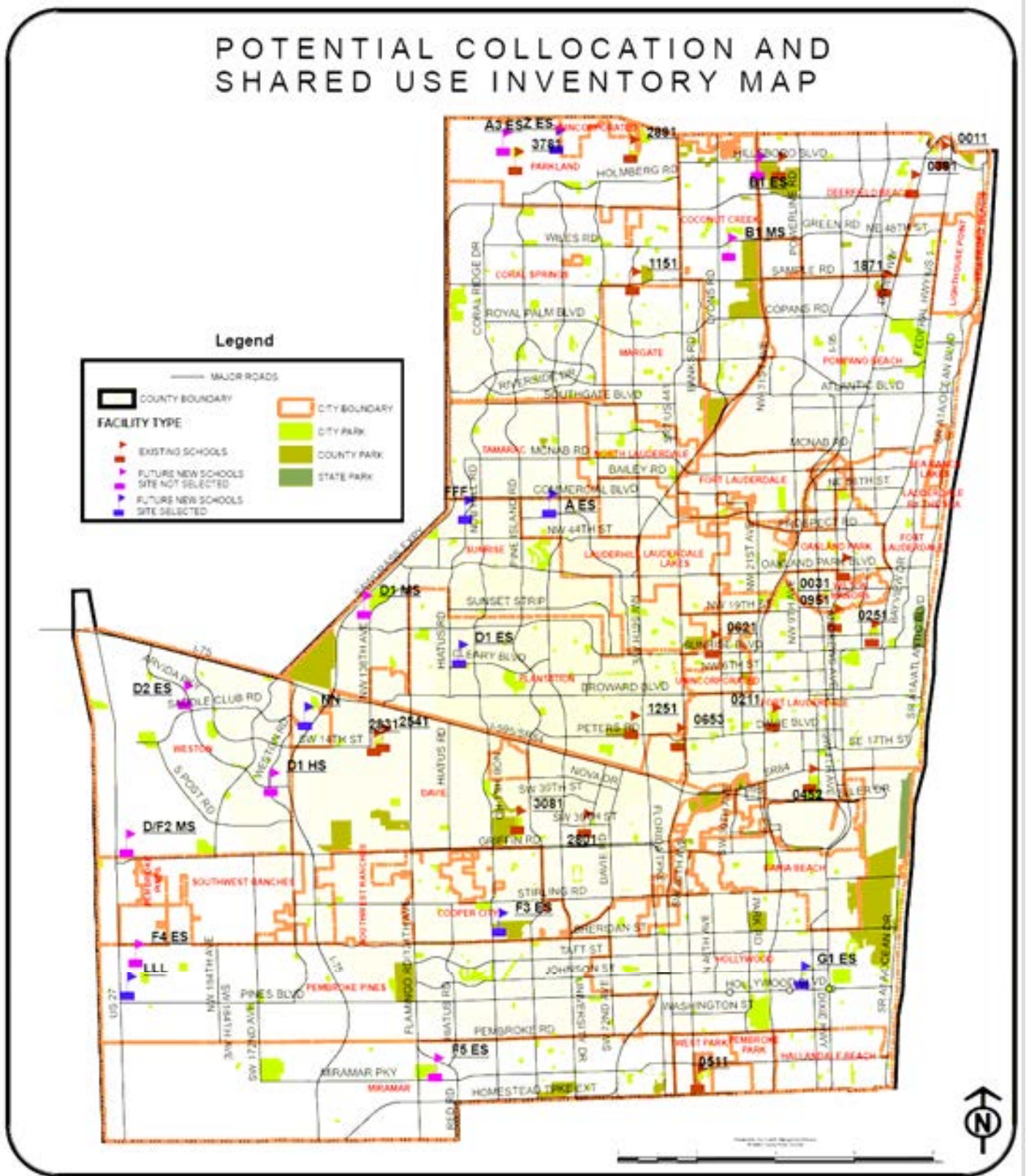
MAP 7: High School LOS – 2011- 2012



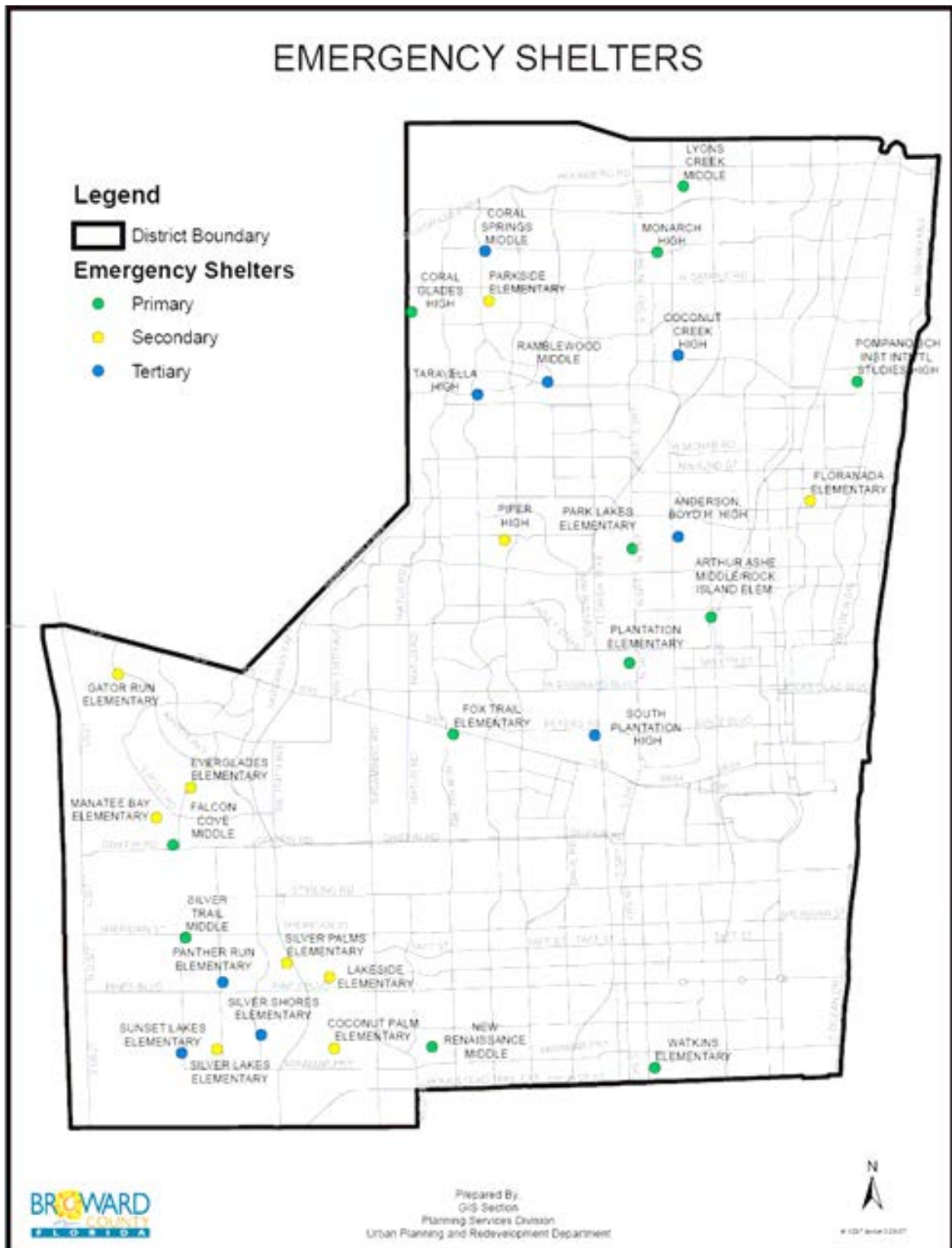
MAP 8: Existing Collocation and Shared Use Inventory



MAP 9: Potential Collocation and Shared Use Inventory



MAP 10: Emergency Shelters



HOUSING ELEMENT

TABLE OF CONTENTS

INTRODUCTION:.....	2
SHIP Program	3
CDBG Program	3
HOME Program	3
 DATA REQUIREMENTS.....	3
Housing Age	4
Housing Type	4
Housing Tenure and Vacancy	5
Housing Value	5
Monthly Housing Rent	6
Owner-Occupied Monthly Costs	7
Owner-Occupied Cost as a Percentage of Income Coral Springs	8
Owner Cost to Income Ratio.....	8
Substandard Housing	9
Federally Subsidized Housing Development	9
Mobile Home Parks	9
Residential Care Facilities	9
Historical Housing.....	10

HOUSING ELEMENT

INTRODUCTION:

This Housing Element (HE) has been prepared as a guide to development in the City of Coral Springs at both the time of Comprehensive Plan adoption, and the present time. Data has been collected from the original Comprehensive Plan, the 1990 Census, 2000 Census, the 2006 American Community Survey, data collected by the City of Coral Springs and Broward County Population Projections.

The purpose of the HE is to provide guidance to develop appropriate plans and policies to meet identified or projected deficits in the supply of housing for very low income, low and moderate-income households, group homes, foster care facilities, and households with special housing needs, including rural and farm worker housing. These plans and policies address government activities as well as provide direction and assistance to the efforts of the private sector. The HE Support Documents provide the data and analysis used as the basis for the goal, objectives and policies included in the HE.

The City has taken the following additional steps to accommodate affordable housing needs:

1. The City instituted a series of Comprehensive Plan Amendments and Land Development Code Amendments to accommodate both townhouse and zero lot line subdivisions. This helped to decrease development costs by reducing the administrative steps necessary for approval of land subdivision for townhouses or zero lot line homes. Since these lots are smaller than the previous sized lots, home prices are lower. Many of the recent housing units permitted are zero lot line units.
2. Mobile home parks are a permitted use in the City of Coral Springs.
3. The City of Coral Springs affordable housing ordinance 2006-107 was adopted by the City Commission to establish guidelines and criteria for a housing assistance program(s) and ensure that future housing developments contribute to the attainment of providing owner-occupied housing or rental housing that is affordable to very low, low and moderate income households within the City of Coral Springs. The ordinance require residential development of five (5) or more units to provide inclusionary units, which may include bonus density units, or payment of an in-lieu fee to the Affordable Housing Trust Fund. For more specific language please reference land development code, Chapter II, Article 2.
4. The City currently has programs, which aid affordable housing initiatives. The Community Development Block Grant Program, the Strategic Housing

HOUSING ELEMENT

Initiative Program and the HOME Program all infuse more that \$2.4 million dollars into the local housing market. In addition, there are approximately 500 Section 8 housing units in Coral Springs as of March 2005.

SHIP Program

The City receives an annual allocation of approximately \$900,000 from the State to administer the SHIP Program. The purpose of this program is to expand the production of and preserve affordable housing. SHIP funds are used to provide home repair to eligible applicants for improving or maintaining owner-occupied housing to correct code violations, prevent further deterioration stop the loss of energy and infiltration of outside elements. Each applicant receives up to \$35,000 (increased on 04/11/2006) in assistance. This allows the City to assist at least 21 households per year with this funding.

Eighty thousand dollars of SHIP funds are used for the Special Needs Barrier Free Program, this is designed to assist in improving accessibility to the elderly (62 years or older) and disabled persons, and to provide for health and safety repairs as needed to maintain their independence.

CDBG Program

As an entitlement community, the City receives approximately one million dollars per year in funding to benefit low to moderate income individuals through housing, public facilities and improvements, expanded public services and economic activities.

HOME Program

As a member of Broward County's HOME Consortium, the City receives yearly funding of \$400,000 to assist eligible applicants. Funding is used to assist households with code violations and home repair issues. Each applicant receives up to \$35,000 (increased on 04/11/2006) in assistance. A portion of the City's funding goes to a Community Housing Development Organization (CHDO) identified by Broward County Housing and Community Development Division.

DATA REQUIREMENTS

This section addresses the housing characteristics in the City of Coral Springs, the conditions of the housing stock, distribution of dwelling units by type, tenure, age, rent, value, monthly cost of owner-occupied units, and rent or cost to income ratio.

HOUSING ELEMENT

The City utilized information from the U.S. Bureau of the Census to compile data and analysis for the City of Coral Springs. Included in this analysis is data from the 1990 and 2000 Census along with the 2006 American Community Survey (ACS). The ACS is the most recent demographic data available for the City. Based on the sample size of this data set and the standard of error for the ACS, some of the specific statistics of the City may not be consistent with the 1990 and 2000 Census.

Housing Age

Table 1 represents the number and percentage change in the age housing in ten-year increments for Coral Springs in 1990 and 2000 and the 2006 American Community Survey. The City of Coral Springs is still relatively new. Housing was predominantly built in the 1980s and 1990s, 72% of the City's housing was built in that period.

Table 1: Housing Age 1990, 2000 and 2006

HOUSING AGE	City of Coral Springs								Broward County	
	1990		2000		Change		2006*		2000	
	number	percent	number	percent	number	percent	number	percent	number	percent
Built 1939 or Earlier	-	-	25	0.1	25	0.1	54	0.1	7,762	1.0
Built 1940-1949	26	0.1	48	0.1	22	0.0	57	0.1	12,615	1.7
Built 1950-1959	94	0.3	223	0.5	129	0.2	555	1.2	70,767	9.5
Built 1960- 1969	788	2.6	1,083	2.6	295	(0.0)	1,515	3.2	127,699	17.2
Built 1970- 1979	11,451	38.4	10,316	25.0	(1,135)	(13.5)	12,527	26.3	220,745	29.8
Built 1980- 1989	17,426	58.5	14,729	35.7	(2,697)	(22.9)	15,694	33.0	157,319	21.2
Built 1990- 1999	N/A	N/A	14,885	36.0	14,855	36.0	12,913	27.2	144,136	19.5
Built 2000- 2004	N/A	N/A	N/A	N/A	N/A	N/A	4,086	8.6	N/A	N/A
Built 2005 or later	N/A	N/A	N/A	N/A	N/A	N/A	160	0.3	N/A	N/A
Total	29,785	100.0	41,309	100.0	11,524	-	47,561	100.0	741,043	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

Housing Type

The City of Coral Springs housing stock consists of 60% single family units and 40% multi-family units whereas Broward County has 48.7% single family units and 47.5% multi-family units.

Over 8,000 more single-family units were built between 1990 and 2000 a 7.8% increase.

Table 2: Housing Type 1990, 2000 and 2006

HOUSING ELEMENT

HOUSING TYPE	City of Coral Springs								Broward County	
	1990		2000		Change		2006*		2000	
	number	percent	number	percent	number	percent	number	percent	number	percent
Single Family	15,400	51.7	24,492	59.3	9,092	7.6	28,214	59.3	360,764	48.7
Multi-family-Total	14,122	47.4	16,797	40.7	2,675	(6.8)	19,347	40.7	352,349	47.5
2 units	826	2.8	846	2.0	20	(0.7)	745	1.6	20,225	2.7
3 or 4 units	1,880	6.3	2,650	6.4	770	0.1	2,850	6.0	33,347	4.5
5 or more units	11,416	38.3	13,301	32.2	1,885	(6.1)	15,752	33.1	298,777	40.3
mobile home,trailer,other	253	0.8	20	0.0	(233)	(0.8)	-	-	27,930	3.8
Total	29,775	100.0	41,309	100.0	11,534	-	47,561	100.0	741,043	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

Housing Tenure and Vacancy

Table 3 shows the number and percentage of housing tenure and vacancy. Ninety-five percent of the housing units were occupied in 2000, while only 4.4 percent units were vacant. Owner-occupied units represent 62.1% of the total units while renter-occupied units represent 4.4% of the total units.

Table 3: Housing Tenure and Vacancy 1990, 2000 and 2006

HOUSING TENURE	City of Coral Springs								Broward County	
	1990		2000		Change		2006*		2000	
	number	percent	number	percent	number	percent	number	percent	number	percent
Owner-Occupied	16,858	56.6	25,681	62.1	8,823	5.5	30,489	64.1	454,625	61.3
Renter-occupied	10,156	34.1	13,841	33.5	3,685	(0.6)	13,826	29.1	199,820	27.0
Total Occupied Units	27,014	90.7	39,522	95.6	12,508	4.9	44,315	93.2	654,445	88.3
Vacant Units	2,771	9.3	1,815	4.4	(956)	(4.9)	3,246	6.8	86,598	11.7
Total Units	29,785	100.0	41,337	100.0	11,552	-	47,561	100.0	741,043	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

Housing Value

Table 4 illustrates the number and percent of housing by housing value. In 2000, the dominant housing values were between \$150,000 and \$199,999, with the values between \$100,000 to \$149,999; and \$200,000 to \$299,999 closely following. According to the American Community Survey in 2006, the values between \$300,000 and \$499,999 represented the highest percentage showing a large increase in housing value.

HOUSING ELEMENT

Table 4: Housing Value 1990, 2000 and 2006

HOUSING VALUE	City of Coral Springs								Broward County	
	1990		2000		Change		2006*		2000	
	number	percent	number	percent	number	percent	number	percent	number	percent
less than \$50,000	56	0.4	89	0.4	33	(0.0)	-	-	5,428	1.8
\$50,000 to \$99,999	1,117	8.6	946	4.4	(171)	(4.2)	502	1.6	90,604	30.3
\$100,000 to \$149,999	4,386	33.8	5,427	25.1	1,041	(8.7)	1,384	4.5	90,622	30.3
\$150,000 to \$199,999	3,921	30.2	7,727	35.7	3,806	5.5	1,817	6.0	54,293	18.2
\$200,000 to \$299,999	2,537	19.5	5,536	25.6	2,999	6.0	3,763	12.3	34,833	11.7
\$300,000 to \$499,999	710	5.5	1,419	6.6	709	1.1	13,721	45.0	15,769	5.3
\$500,000 to \$999,999	262	2.0	449	2.1	187	0.1	8,903	29.2	5,596	1.9
\$1,000,000 or more	N/A	N/A	63	0.3	63	0.3	399	1.3	1,580	0.5
Total	12,989	100.0	21,656	100.0	8,667		30,489	100.0	298,725	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

Monthly Housing Rent

Table 5 shows the number and percent of gross rent paid for renter-occupied housing. In 2000 54.7% of the housing rent was over \$1,000 whereas in 1990 only 9.9% of rents exceeded \$1,000.

Table 5: Housing Monthly Rent 1990 and 2000

HOUSING RENT	City of Coral Springs						Broward County	
	1,990.00		2,000.00		Change		2,000.00	
	number	percent	number	percent	number	percent	number	percent
less than \$100	13	0.1	75	0.5	62	0.4	618	(0.1)
\$100 to \$149	198	2.0	114	0.8	(84)	(1.2)	1,569	(2.0)
\$150 to \$199	124	1.2	110	0.7	(14)	(0.5)	1,705	(1.2)
\$200 to \$249	124	1.2	47	0.3	(77)	(0.9)	1,881	(1.2)
\$250 to \$299	82	0.8	73	0.5	(9)	(0.3)	1,634	(0.8)
\$300 to \$349	101	1.0	119	0.8	18	(0.2)	2,223	(1.0)
\$350 to \$399	75	0.7	58	0.4	(17)	(0.4)	2,948	(0.7)
\$400 to \$449	161	1.6	99	0.7	(62)	(0.9)	5,229	(1.6)
\$450 to \$499	503	5.0	87	0.6	(416)	(4.4)	7,240	(5.0)
\$500 to \$549	777	7.7	288	1.9	(489)	(5.8)	10,937	(7.7)
\$550 to \$599	1,133	11.2	576	3.8	(557)	(7.4)	12,796	(11.2)
\$600 to \$649	1,425	14.1	949	6.3	(476)	(7.8)	14,798	(14.1)
\$650 to \$699	1,266	12.5	1,482	9.8	216	(2.7)	14,441	(12.5)
\$700 to \$749	1,036	10.2	1,279	8.5	243	(1.8)	16,201	(10.2)
\$750 to \$999	1,990	19.6	1,298	8.6	(692)	(11.0)	62,862	(19.6)
\$1000 or more	1,003	9.9	8,273	54.7	7,270	44.8	35,674	(9.9)
no cash rent	131	1.3	194	1.3	63	(0.0)	6,809	(1.3)
Total	10,142	100.0	15,121	100.0	4,979	-	199,565	(100.0)

Source: Bureau of the Census, 1990 and 2000.

2006 data not available

HOUSING ELEMENT

Owner-Occupied Monthly Costs

Table 6 illustrates the monthly cost of 19,246 owner-occupied mortgage housing. In 2000, thirty-four percent of owner-occupied residents pay between \$1,000 and \$1,499 in mortgage payment and 31% paid between \$1,500 and \$1,999. In 2006, fifty percent of owner-occupied residents paid \$2,000 or more for monthly cost.

Table 6: Owner-Occupied Monthly Cost (with a mortgage)

OWNER-OCCUPIED MONTHLY COST (with a mortgage)	City of Coral Springs								Broward County	
	1990		2000		Change		2006*		2000	
	number	percent	number	percent	number	percent	number	percent	number	percent
less than \$200	8	0.1	-	-	(8)	(0.1)	-	-	573	0.2
\$200 to \$299	13	0.1	17	0.1	4	(0.0)	35	0.1	1,918	0.6
\$300 to \$399	48	0.4	30	0.2	(18)	(0.2)	71	0.3	4,873	1.5
\$400 to \$499	147	1.2	31	0.2	(116)	(1.0)	-	-	10,032	3.2
\$500 to \$599	234	1.9	73	0.4	(161)	(1.5)	-	-	14,353	4.5
\$600 to \$699	396	3.3	205	1.1	(191)	(2.2)	207	0.8	18,383	5.8
\$700 to \$799	495	4.1	348	1.8	(147)	(2.3)	417	1.5	22,831	7.2
\$800 to \$899	757	6.2	376	2.0	(381)	(4.3)	426	1.6	26,160	8.2
\$900 to \$999	836	6.9	738	3.8	(98)	(3.0)	747	2.8	26,931	8.5
\$1,000 to \$1,499	4,548	37.4	6,472	33.6	1,924	(3.8)	5,251	19.4	105,027	33.0
\$1,500-\$1,999	2,729	22.4	6,020	31.3	3,291	8.8	6,409	23.7	49,088	15.4
\$2000 or more	1,949	16.0	4,936	25.6	2,987	9.6	13,518	49.9	37,676	11.9
Total	12,160	100.0	19,246	100.0	7,086	-	27,081	100.0	317,845	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

Table 7 shows in 2000, there are 2,410 units without a monthly mortgage payment. The largest number of monthly cost without mortgages fall between \$500 and \$699. Less than one percent of owner-occupied units fall between \$100 to \$149 and less than \$100.

Table 7: Owner-Occupied Monthly Cost Without a Mortgage

OWNER-OCCUPIED MONTHLY COST (without a mortgage)	City of Coral Springs								Broward County	
	1990		2000		Change		2006*		2000	
	number	percent	number	percent	number	percent	number	percent	number	percent
less than \$100	-	-	10	0.41	10	0.4	-	-	3,826	1.5
\$100 to \$149	-	-	17	1	17	0.7	63	2	5,741	2.2
\$150 to \$199	17	1.9	-	-	(17)	(1.9)	-	-	8,489	3.3
\$200 to \$249	49	5.5	36	1.5	(13)	(4.0)	54	1.5	13,627	5.3
\$250 to \$299	145	16.3	84	3.5	(61)	(12.9)	69	2.0	16,643	6.5
\$300 to \$399	252	28.4	356	14.8	104	(13.6)	194	5.5	31,845	12.4
\$400 to \$499	424	47.8	583	24.2	159	(23.6)	352	10.0	22,450	8.7
\$500 to \$699	N/A	N/A	820	34.0	820	34.0	847	24.1	20,798	8.1
\$700 or more	N/A	N/A	504	20.9	504	20.9	1,929	55.0	133,361	51.9
Total	887	100	2,410	100	1,523		3,508	100	256,780	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

HOUSING ELEMENT

Owner-Occupied Cost as a Percentage of Income Coral Springs

Table 8 displays owner occupied costs as a percentage of income. In 2000, more than 68% of owners cost were less than 30% of their income.

Table 8: Owner Cost as Percentage of Income

OWNER COST AS PERCENTAGE OF INCOME	City of Coral Springs						Broward County	
	1990		2000		Change		2000	
	number	percent	number	percent	number	percent	number	percent
less than 30 percent	8,331	63.9	13,120	68.2	4,789	4.3	157,331	64.5
30 percent or more	4,646	35.6	6,003	31.2	1,357	(4.4)	84,540	34.7
Not computed	70	0.5	123	0.6	53	0.1	1,943	0.8
Total	13,047	100.0	19,246	100.0	6,199	-	243,814	100.0

Source: Bureau of the Census, 1990 and 2000

2006 data not available

Owner Cost to Income Ratio

Tables 9 and 10 display the owner-occupied cost to household income ratio by income category in 1999. Sixty-six percent of households with income between \$20,000 and \$34,999 pay more than 35% of their income toward housing, compared to households income over \$50,000 pay less than 20% toward housing cost.

Table 9: Owner Cost to Income Ratio City of Coral Springs

OWNER COST TO INCOME RATIO	Less than \$20,000		\$20,000 to \$34,999		\$35,000 to \$49,999		\$50,000 or more		Total	
	number	percent	number	percent	number	percent	number	percent	Number	Percent
Less than 20 percent	10	1.0	213	13.0	308	12.3	8,066	48.8	8,597	39.7
20 to 24 percent	-	-	98	6.0	186	7.5	3,565	21.6	3,849	17.8
25 to 29 percent	45	4.5	141	8.6	287	11.5	2,271	13.7	2,744	12.7
30 to 34 percent	37	3.7	97	5.9	356	14.3	1,270	7.7	1,760	8.1
35 percent or more	723	72.1	1,089	66.5	1,358	54.4	1,340	8.1	4,510	20.8
Not computed	188	18.7	-	-	-	-	8	0.0	196	0.9
Total	1,003	100.0	1,638	100.0	2,495	100.0	16,520	100.0	21,656	100.0

Source: Bureau of the Census, 2000

Table 10: Owner Cost to Income Ratio Broward County

OWNER COST TO INCOME RATIO	Less than \$20,000		\$20,000 to \$34,999		\$35,000 to \$49,999		\$50,000 or more		Total	
	number	percent	number	percent	number	percent	number	percent	Number	Percent
Less than 20 percent	2,416	7.2	8,314	20.5	10,647	23.1	99,503	55.7	120,880	40.5
20 to 24 percent	1,826	5.5	3,295	8.1	6,525	14.2	35,366	19.8	47,012	15.7
25 to 29 percent	1,748	5.2	3,589	8.8	8,282	18.0	20,977	11.7	34,596	11.6
30 to 34 percent	1,314	3.9	4,297	10.6	6,891	14.5	3,498	2.0	15,800	5.3
35 percent or more	22,864	68.6	21,113	52.0	13,870	30.1	10,785	6.0	68,632	23.0
Not computed	3,170	9.5	-	-	-	-	8,635	4.8	11,805	4.0
Total	33,338	100.0	40,608	100.0	46,015	100.0	178,764	100.0	298,725	100.0

Source: Bureau of the Census, 2000

HOUSING ELEMENT

Substandard Housing

Table 11 shows that 99.7% of all housing units in the City of Coral Springs have complete plumbing and complete kitchen facilities.

Table 11: Substandard Housing

INDICATORS OF SUBSTANDARD HOUSING	City of Coral Springs						Broward County	
	1990		2000		2006*		2000	
	number	percent	number	percent	number	percent	number	percent
Complete plumbing facilities	29,720	99.8	41,200	99.7	47,387	99.6	738,087	99.6
Lacking complete plumbing facilities	65	0.2	109	0.3	174	0.4	2,956	0.4
Total	29,785	100.0	41,309	100.0	47,561	100.0	741,043	100.0
Complete kitchen facilities	29,742	99.9	41,197	99.7	47,266	99.4	736,916	99.4
Lacking complete kitchen facilities	43	0.1	112	0.3	295	0.6	4,127	0.6
Total	29,785	100.0	41,309	100.0	47,561	100.0	741,043	100.0

Source: Bureau of the Census, 1990, 2000 and 2006

*Statistics from the ACS may not be consistent with current conditions.

Federally Subsidized Housing Development

Table 12 depicts the number of federally subsidized housing units in Coral Springs at the time the Comprehensive Plan was adopted. The only federally subsidized units in Coral Springs were located in St. Andrew Towers which contained 432 units.

Table 12: Federally Subsidized Housing Development

Program	Year Built	# of Units	Type
HUD 236- St. Andrew Towers	1974	432	Elderly

Source: Department of Housing and Urban Development

Along with the federally subsidized housing, there are six housing authorities in Broward County, five of the six authorities provide housing assistance in the City of Coral Springs. There are approximately 500 assisted units in the City.

Mobile Home Parks

Mobile homes parks are allowed in the City of Coral Springs in agricultural areas and RM-40 zoning districts as a conditional use.

Residential Care Facilities

According to Section 250152 of the Coral Springs Land Development Regulations, Category 1, 2, and 3 group homes are permitted in most zoning districts within the

HOUSING ELEMENT

City. Category 1 residential care facilities are permitted in every residential district and the medical zoning district. Category 2 and 3 facilities are permitted in numerous residential zoning districts throughout the City with certain restrictions.

Historical Housing

There is no historically significant housing in Coral Springs.

Foreclosure Homes

In 2007 due to the increase in Foreclosure cases, the City of Coral Springs tracks on a monthly basis the number of residential Foreclosure cases.

HOUSING NEEDS ASSESSMENT

During the summer of 2004, a housing needs assessment was undertaken by Miami Economic Associates, Inc. on behalf of the City. This survey was attached to the original submittal of the EAR to DCA in order to address objections raised by the South Florida Regional Planning Council. The SFRPC did not concur with the methodology of the Miami Economic Associates Report and advised staff to use the Shimberg Affordable Housing Needs Analysis in order to project the City's affordable housing needs in the future. The affordable housing needs articulated in the Shimberg study has been based on a build-out population projection of 198,000 +/- . Staff did not concur with this projected build-out population and therefore did not concur with the Shimberg housing needs assessment.

F.A.C. Rule 9J-5.005(2)(e) allows a local government to substitute its own population forecasts as long as the methodology is approved by the Department of Community Affairs. The Coral Springs Comprehensive Plan is a working document and it is vital that projections contained within the plan are accurate. Coral Springs has long maintained a very accurate account of present and future population estimates. Staff worked closely with the Broward County Planning Services Division and the South Florida Regional Planning Council to arrive at a more realistic build-out population for Coral Springs. The DCA has approved the Broward County Population Forecast Model. The Broward County Planning Services Division accounted for Coral Springs more accurate population forecast and included it in the County model. Thus the population projections of 131,716 residents in 2007, 137,693 in 2010 and 143,277 in 2015 have been utilized by the City to project future population.

HOUSING ELEMENT

Table 13: Projections

City of Coral Springs/Broward County Projects			
Year	Dwelling Units	Households	Population
2007	46,097	43,940	131,716
2010	47,240	45,162	137,693
2015	48,769	46,860	143,277
2020	50,260	48,511	150,324
2025	51,216	49,621	154,283
2030	51,586	50,125	155,741

Source: Broward County Population Forecasting Model, 2005

The SFRPC, in conjunction with the Shimberg Center for Affordable Housing, is currently using these more accurate projections to ascertain an acceptable housing needs assessment.

The study found that although there is a surplus of housing available to very low, low and moderate-income categories in the Coral Springs area, many of these income groups are living in a cost-burdened status (Table 14 below). The report found that the most severe problem is in renter households. As a group they have a lower income profile than cost-burdened owners. It is quite probable that they are living as renters because they do not have the funds available to make a down payment on a for sale unit and/or the credit rating necessary to qualify for a mortgage.

Table 14: Demand and Supply of Affordable Housing

Income Category	Demand				Supply			
	Coral Springs	Sunrise Land	Sawgrass Mills	Total	For-sale Units	Rental Units	Total	Surplus
Very Low	489	0	180	669	4163	108	4271	3602
Low	506	0	93	599	4860	803	5663	5064
Moderate	1165	0	92	1257	6588	172	6760	5503
Total	2160	0	365	2525	15611	1083	16694	14169

Source: South Florida Regional Planning Council; Broward County Property Appraiser; The Meyers Group; Miami Economic Associates, Inc.

CONSERVATION ELEMENT

INTRODUCTION

As defined by Chapter 9J-5, Florida Administrative Code, conservation uses are "activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats". The following natural resources were identified and analyzed: surface water, floodplains, air quality, soils, minerals, natural vegetation, groundwater recharge areas, wildlife, pollution, and potable water. Of these resources, surface water, floodplains, groundwater recharge areas and potable water are analyzed within the Utilities Sub-Element as well as the Conservation Element. The soils information is found within the Future Land Use Element. To avoid duplication, only those items not contained within other elements are reviewed below.

Within the Utilities Element, surface water is analyzed as Item C; floodplains are shown on Map #2 in Item C; groundwater recharge areas are listed as Item E (with a corresponding Map 1); and potable water is analyzed in Item D. Map #2-4, analyzes the soils of the region.

During staff's analysis of the five measurable objectives contained within the Comprehensive Plan, all except 1.5.0. were found to be accomplished. Objective 1.5.0, "The City shall seek to increase its tree canopy coverage from 17% to 30%." received a major setback as a result of the very busy 2004 and 2005 hurricane season and especially as a result of Hurricane Wilma which destroyed nearly 30% of the existing, mature tree canopy. As a result, this objective had to be modified and additional policies to help in the canopy restoration effort have been added.

The City has more than accomplished its stated goals, regarding the acquisition and protection of environmentally sensitive lands as outlined in Objectives 1.3.0 and 1.4.0. These accomplishments are in large part due to the passage of a city-wide environmental bond referendum which allowed for the purchase of four environmentally sensitive sites totaling 66 acres. In addition the City was able take advantage of a further Broward County bond referendum to purchase a 10-acre vacant lot to be developed with a mitigation wetland and an interpretive environmental walking trail.

1. CONDITION OF THE CONSERVATION ELEMENT AT THE TIME OF ADOPTION (JANUARY 2008):

A. Summary of Data and Analysis

The elements reviewed within the Conservation Element not analyzed as part of the Utilities Element were air quality, minerals, natural vegetation, wildlife, and pollution. A summary of each of these resources is provided below.

1. **Air Quality:** Air quality remained in the good range within the County, due mainly to its flat terrain, nearly constant air movement and sixty inches of rainfall per year. Three air quality factors continue to be monitored by the Broward County Air Quality Division: carbon monoxide, particulate matter, and ozone levels. An ozone monitoring station has been installed within the City limits at Sawgrass Springs Middle School. The ozone measurements from this site can be viewed at <http://www.dep.state.fl.us/Air/flags/county/Broward.htm>

The City protected air quality by minimizing traffic signals and encouraging proper land use patterns to reduce vehicle emissions. When necessary, the City referred projects that impact air quality to the State Department of Environmental Regulations and the Broward County Environmental Quality Control Board (renamed the Biological Resources Division) for review and comment.

The increased use of fuel efficient, alternate fuel and hybrid vehicles in the City vehicle fleet is contributing to a continued improvement of air quality citywide. In conjunction with this the aggressive street tree restoration program is providing the foundation for a future mature tree canopy that will be capable of sequestering carbon and significantly reducing many other airborne pollutants.

2. **Minerals:** There were no known sources of commercially valuable minerals within the City.
3. **Natural Vegetation:** Additional areas of environmental concern within the City not identified by the Broward County Land Use Plan were identified by the City and County, the Environmental Coalition of Broward County, and a local citizens group, the Environmental Preservation and Landscape Advisory group since renamed the Neighborhood and Environmental Committee. This consortium initially identified 36 sites (shown on Table 1 and the accompanying Map 8-1) with 5 additional sites being added subsequently. The City committed to encouraging design that maximized preservation of the natural features identified on the Map 8-1 noted above.

CONSERVATION ELEMENT

With proceeds from a 1994 environmental bond issue, four environmentally sensitive land sites (Sandy Ridge Sanctuary, Red Lichen Sanctuary, Pine Flats Preserve and Cypress Gateway Preserve) totaling 66 acres were identified, purchased and restored. These sites were chosen based on unique natural features already existing on the sites and were restored and enhanced and now are monitored and protected to ensure their ecological integrity.

The City has continued identifying environmentally sensitive sites and protecting them from development or ensuring development that preserves existing natural features to the greatest extent possible. In many cases the relevant natural features include stands of natural vegetation, wetland plant communities or wildlife habitat. When appropriate the City provides wetland mitigation opportunities in City parks thereby adding to the inventory of natural vegetation communities and habitat being created and preserved.

Despite the fact that the City is at residential and commercial build out, opportunities for acquiring additional land with existing natural features do arise from time to time. In 2005, the City was able to purchase a 10-acre vacant lot ("Whispering Woods Park") adjacent to an existing Environmentally Sensitive Land site (Red Lichen Sanctuary) and provide opportunity for a 3-acre wetland mitigation.

Preserved natural vegetation communities on public lands continue to be monitored and managed as necessary through supplemental planting of appropriate, native species and the ongoing removal of non-native, invasive species. The City also provides educational opportunities for residents to learn more about protected natural plant communities and how to incorporate native plants and plant communities in residential and commercial landscaping.

As part of the educational program, the City has prepared and continues to update an extensive survey of both native and non-native natural area plants. These findings are documented in Table 3.

In 2005, the City's Landscape Code underwent a significant revision to incorporate new or update existing landscape best management practices. Among the most significant changes were increasing the percentage of required native plants and trees to 50% for any development or redevelopment project, requiring all wet retention areas 1 acre or more in size to include a littoral shelf and appropriate plants, provide more flexibility in the placement of trees on properties.

CONSERVATION ELEMENT

4. **Wildlife:** There has been an increased interest in many of the residents towards wildlife. More and more wildlife is being treated not as an unavoidable or necessary evil but instead is being embraced as a valuable and important aspect of the City's natural resources. Not only has the City established a preserve for the endangered Gopher Tortoise at Sandy Ridge Sanctuary but through the preservation of native vegetation communities has also provided for appropriate habitat for many forms of wildlife.

The City has embarked on a campaign to promote a culture of coexistence with wildlife through education and the promotion of wildlife habitat creation and certification on public and private property with the goal of being certified by the National Wildlife Federation as a Community Wildlife Habitat. Table 2 showing the occurrence of wildlife in Coral Springs has been extensively revised based on documented field observations from City Staff and wetland mitigation monitoring reports.

Pollution: There were no known water quality or pollution problems with the City at the adoption of the Comprehensive Plan.

CONSERVATION ELEMENT

TABLE 1

TABLE A ENVIRONMENTALLY SENSITIVE LANDS SURVEY CITY OF CORAL SPRINGS 2007

This report is a survey identifying the remaining viable natural areas in Coral Springs. These natural areas include four specific categories:

1. Regionally significant.
2. County Natural Resource Areas - (CNRA's).
3. Municipal Natural Resource Areas - (MNRA's).
4. Parks with significant stands of vegetation.

The designations are broken into the following categories:

1. Regionally significant - County Designation
 - A. Urban Wilderness
 - B. Local Area of Particular Concern (LAPC)
2. County Natural Resource Areas (CNRA) - designated by ordinance by the Board County Commission
3. Municipal Natural Areas - Areas identified as municipally important due to natural features on site.
4. Parks - The only parks noted on this map are those with significant environmental features including wetlands or stands of trees.

These areas are identified on the attached City Map 8-1.

Definitions

County Natural Resource Area (Broward County) (CNRA):

1. "Natural Resource Area" shall mean real property designated by the Board of County Commissioners of Broward County as meeting the criteria for classification of such lands under this ordinance. (These areas are noted on the map as items 8-14.)
2. Local Area of Particular Concern (LAPC)

The criteria for designating an LAPC include: Areas containing plant communities

CONSERVATION ELEMENT

of unique character and/or rare, threatened or endangered species; vegetated communities exceptionally outstanding in growth, structure and/or variety; isolated communities or well-developed, natural vegetation in urban or rapidly urbanized areas; and areas of substantial recreational and/or educational value and/or opportunity. LAPC's are usually recommended immediately for review for Urban Wilderness designation. (These areas are noted on the map as items 4-7.)

3. Municipal Natural Resource Areas (MNRA):

To be designated as an MNRA, the area must contain a natural stand of vegetation, including trees, that is dominated by "native" vegetation, or have other environmental features such as wetlands. These sites were identified by the Environmental Preservation and Landscaping Advisory, Bond Advisory committee the City of Coral Springs Parks and Recreation Department, and City of Coral Springs Community Development Committee. (These areas are noted on the map as items 15-24.)

4. Parks - Natural Areas:

These areas are natural resources set aside for conservation and recreational activities. These sites include freshwater swamps, cypress heads and slash pine stands. Only the parks with significant environmental features are noted on the map. (These areas are noted on the map as items 25-42.)

5. Regionally Significant:

To be regionally significant, a site must have been designated as a Local Area of Particular Concern or an Urban Wilderness by the County.

A Local Area of particular Concern and an Urban Wilderness must satisfy at least three of the following criteria:

- a) Uniqueness - The site contains a significant sample of rare or endangered species, or the site is among a small number of sites in Broward County representing a particular ecological community.
- b) Diversity - A significant sample of two or more ecological communities are contained within the site.
- c) Low Level of Exotic Invasion - The degree and nature of exotic invasion on the site is such that it can be easily managed or mitigated.

CONSERVATION ELEMENT

- d) Potential for Protection - Ownership patterns, development status and other factors make the resources of a site likely for successful protection.
- e) Geography - The site has proximity to other resources that would increase its value as an LAPC (e.g., other environmentally sensitive lands, or public parks or a waterfront). (These areas are noted on the map as items 1-6.)

6. Urban Wilderness Area: Is an area designated by the Broward County Urban Wilderness Advisory Board to be protected and set aside as "Wilderness Areas" in permanent preserves that will be protected from incompatible human activity. The criteria for an Urban Wilderness Area are the same as an LAPC. (These areas are noted on the map as items 1-3.)

Below is the corresponding table to Map 8-1 that describes the environmental areas within the City.

SITE NUMBER / NAME	SITE NAME, LOCATION, APPROXIMATE ACREAGE OF NATURAL FEATURES	DESCRIPTION OF ECOLOGICAL COMMUNITY
REGIONALLY SIGNIFICANT		
1	Parcels 1-4 Whispering Woods. Preserved by plat. Platted private roads. No public access. 12 acres.	Urban Wilderness Bald Cypress & Slash Pine Flatwoods
2 Fern Glen Park	Swamp 22. Tract D Butler Farms. Public access from Wiles Road. 12 acres.	Urban Wilderness Slash Pines, Bald Cypress, Red Maple
3 The Preserve	Woodside Estates. Platted private roads. 65 acres with 11.5 acres in public ownership.	Urban Wilderness Bald Cypress & Cabbage Palm Hammock with 22 species of ferns
4 Red Lichen Sanctuary ESL	Parcel A, Whispering Woods Plaza Plat, 12 acres purchased by the City through City's ESL Bond and County bond funding. Public access off Wiles Road.	LAPC Slash Pines Bald Cypress Swamp, Wetland

CONSERVATION ELEMENT

5 Tall Cypress	Parcel L-1 Turtle Run. County Park. Public access from Sample Road. 32 acres acquired through county S environmental bond.	LAPC Pine Flatwoods Bald Cypress Large Oaks
6 Tall Cypress	Parcel L-3 & L-4, Turtle Run. City Park. Public access 36 acres.	LAPC Pine Flatwoods Bald Cypress Swamp
7 Sandy Ridge Sanctuary ESL	Pinewood Lake Plat. Public access from Cardinal Road. 37.917 acres by the City through City's ESL Bond.	LAPC Slash Pine Bald Cypress & Sable Palms, Regenerating understory, wetland, Gopher Tortoise preserve
COUNTY NATURAL RESOURCE AREA		
8	Tree preserve parcels (T-1, T-2, T-4) preserved through Coral Creek plat. Public access through internal public roadway system. 13 acres.	CNRA 3 Cypress Heads Swamp (Wetlands)
9 Volunteer Park	City Park Parcel Q-3, Coral Creek. Public access from N.W. 66 th Terrace. 13 acres.	CNRA Freshwater swamp Cypress head with bromeliads
10	Tree parcel D (previously T-3), Coral Creek. Public access through internal roadway system. 8 acres.	CNRA Cypress Head with fern understory Swamp (Wetlands)
11	Portion of Parcel R, Turtle Run (North of Sample Road). Public access from Sample Road. 3 acres. Area conserved as part of approved developed site plan for the property.	CNRA Cypress Road
12	Parcel GG-1, Turtle Run (South of Sample Road). Public access from Sample Road. 10 acres.	CNRA Cypress Swamp

CONSERVATION ELEMENT

13 Pine Flats Preserve ESL	Parcels A & B Riverside Commercial. Public access from Riverside Drive. 7 acres. Southerly 5.6 acres acquired into public ownership through city's ESL Bond.	CNRA Pine Flatwood, Slash Pine, Bald Cypress & Laurel Oaks
14	Portion of Parcel A, Lake Point, Eagle's Hammock archeological site & Indian campsite preserved through plat. No public access. 8.5 acres.	CNRS Bald Cypress Strangler Fig
MUNICIPAL NATURAL RESOURCE AREA		
15	Parcel F, Maplewood. Public access from University Drive. 50% of resource preserved through approved site plan.	MNRA Bald Cypress & Sabal Palms
16	Parcel M, Maplewood. Public access from University Drive. 8 acres. 50% of resource preserved through approved site plan.	MNRA Bald Cypress with natural area Red Maple
17	Portion of Block 1, Turtle Run. 3 acres. Land essentially developed with single family house.	MNRA Cypress Head
18	Portion of Parcel M, Ramblewood South. Public access from Ramblewood Drive. 17 acres. 50% of resource preserved through approved site plan.	MNRA Wetlands Bald Cypress & Slash Pines
19	Portion of Parcel J, Ramblewood South. Public access from Ramblewood Drive. 23 acres. 50% of resource preserved through approved plat.	MNRA Bald Cypress & Slash Pines
20	Turtle Run. Portions of Parcels K & J1. Public	MNRA K- Bald Cypress

CONSERVATION ELEMENT

	access from Turtle Creek. Preserved by Plat. 7.9 acres.	J1- Bald Cypress Wetlands
21	Portions of Pine Ridge South Addition access from Wiles Road. 25% of resource preserved by plat.	MNRA Slash Pine Bald Cypress
22	Proposed Ridgeview Crossing. Public access from University Drive. 25% of resource preserved by plat.	MNRA Bald Cypress
23	Parcel A, Park Ridge Plaza. Sawgrass East of University Drive. 5 acres.	MNRA Bald Cypress
24 Cypress Gateway ESL	Portion of Parcel AA. Oakwood. 2 acres acquired by the City through City's ESL Bond-Public access from University Drive. 2 acres.	MNRA Cypress, Strangler Fig
Park*	Acreage reflect the total acreage of the park.	
25	Regional Park – Wetland Marsh 18+ acres of identified wetlands within the 180+ acres park.	Proposed MNRA
26 Kiwanis Park	11 acres.	Park Bald Cypress & Red Maple
27 Sherwood Forest	29 acres.	Park, Slash Pine & Bald Cypress, Wetland
28 Cypress Hammock Park/Orchid Park	T and KK, Cypress Run.	Park Bald Cypress Strangler Fig
29 Oakwood Park	Oakwood 7 acres.	Park Bald Cypress, Wetland
30 Lions Park	Park #1. 7 acres.	Park Slash Pines & Bald Cypress
31 Whispering Oaks	Whispering Oaks 6 acres.	Park Bald Cypress

CONSERVATION ELEMENT

32	Park #19 – University Park 8 acres.	Park Bald Cypress
33 Forest Hills Park	7 acres.	Park Slash Pines
34 Three Mountains Park	21 acres.	Park Cypress Head
35 Jaycee Park	10 acres.	Park Bald Cypress/Slash Pine/Cabbage Palm
36 Three Friends Park	Park #10 –5 acres.	Park Bald Cypress
37	Park 31/35.	Isolated Wetlands
38 “Whispering Woods Park”,	11 acres.	Wetland, Strangler Fig
39 Riverside Park	Portion of Riverside Park 15 acres.	Wetland, Burrowing Owls
40 Volunteer Park	Portion of Volunteer Park, 17 acres.	Wetland
41 Center for the Arts	Portion of Mullins Park, 4 acres.	Cypress Hammock, Native Plantings
42 Poinciana Park	6 acres.	Native Hammock

*All parks have public access, although such access may be limited in environmentally sensitive areas.

The Environmentally Sensitive Lands map has been updated to reflect new acquisitions and conservation related enhancements on existing parks such as wetland or other habitat creation.

CONSERVATION ELEMENT

TABLE 2

Partial List of Wild Life Species Known To Be Present
in Coral Springs in 2007

A.	Mammals	Opossum
		Short-tailed shrew
		Marsh rabbit
		Gray squirrel
		Hispid cotton rat
		Raccoon
		Black rat
		Bobcat
		Nine-banded armadillo
		Grey Fox
		Coyote
		River Otter
B.	Birds	Swallow-tailed kite
		Red-tailed hawk
		Kingfisher
		Osprey
		Anhinga
		Mottled Duck
		Wood Duck
		Muscovy Duck
		Great Blue Heron
		Great Egret
		Cattle Egret
		Tri-colored Heron
		Green Heron
		Limpkin
		Woodstork
		Turkey Vulture
		Black Vulture
		Red Shouldered Hawk
		Coopers Hawk
		American Kestrel
		Great Horned Owl
		Screech Owl
		Burrowing Owl
		Pileated Woodpecker
		Red-bellied woodpecker

CONSERVATION ELEMENT

	Downy Woodpecker Yellow Bellied Sapsucker Cardinal Blue Jay Mockingbird Crow Black and White Warbler Yellow-billed cuckoo Spotted Oriole Chuck-will's widow Common nighthawk Carolina wren Purple Martin
C. Reptiles	Yellow ratsnake Cottonmouth Black Racer Southern Ringneck Snake Gopher Tortoise Eastern Box Turtle Florida Softshelled Turtle Green Anole Southeastern Five-lined Skink Brown Anole Knight Anole Iguana
D. Amphibians	Oak Toad Bufo Toad
E. Insects	Zebra Longwing White Peacock Malachite Julia Gulf Fritillary Monarch Ruddy Daggerwing Phaeon Crescent

Source: Field observation by City's Environmental Coordinator and monitoring reports for wetland mitigation projects.

CONSERVATION ELEMENT

TABLE 3

Plant Species Known To Be Present in ESL sites
in Coral Springs in 2007
(**bold** denotes native species)

Air Potato	Dioscorea bulbifera
Alligator Flag	Thalia geniculata
American Bluehearts	Buchnera americana
American Pokeweed	Phytolacca americana
American White Waterlily	Nymphaea odorata
Arrowhead Vine	Syngonium podophyllum
Australian Pine	Casuarina equisetifolia
Balsam Pear	Momordica charantia
Beach Sunflower	Helianthus debilis
Beauty Berry	Callicarpa americana
Blue Flag Iris	Iris hexagona
Bracken Fern	Pteridium aquilinum
Brazilian Pepper	Schinus terebinthifolius
Button Bush	Cephalanthus occidentalis
Cabbage Palm	Sabal palmetto
Cardinal Air Plant	Tillandsia fasciculata
Ceasar's Weed	Urena lobata
Chara	Chara sp.
Chinaberry Tree	Melia azedarach
Chinese Ladder Brake	Pteris vittata
Climbing Cassia	Senna pendula
Coast Sandspur	Cenchrus incertus
Coastalplain Willow	Salix caroliniana
Cocoplum	Chrysobalanus icaco
Creeping Cucumber	Melothria pendula
Creeping Oxeye	Wedelia trilobita
Bald Cypress	Taxodium distichum
Cypress Vine	Ipomoea quamoclit
Duck Potato	Sagittaria spp.
Durban Crowsfoot Grass	Dactyloctenium aegyptium
Earleaf Acacia	Acacia auriculiformis
Elderberry	Sambucus canadensis
Elliott's Lovegrass	Eragrostis elliottii
Fakahatchee Grass	Tripsacum dactyloides
Fingergrass	Eustachys petraea
Firebush	Hamelia patens

CONSERVATION ELEMENT

Florida Swampprivet

Florida Tasselflower

Frog Fruit**Golden Polypody****Graceful Sandmat****Green Buttonwood****Groundcherry****Gumbo Limbo****Horsetail**

Javanese Bishopwood

Knotroot Foxtail

Lantana

Laurel Oak**Lizards Tail****Love Vine**

Madagascar Periwinkle

Mascarene Island Leafflower

Melaleuca

Milk Pea

Muscadine Grape**Myrsine**

Natal Grass

Native White Plumbago**Necklace Pod****Oceanblue Morningglory****Perennial Marsh Fleabane**

Phasey Bean

Pickrel Weed**Pineland Heliotrop**

Pink Purslane

Poision Ivy**Prickley Pear****Primrose****Purple Lovegrass****Ragweed****Red Bay****Red Maple**

Rosary Pea

Royal Fern**Saltbush****Satinleaf****Saw Greenbrier****Saw Palmetto****Forestiera segregata**

Emilia fosbergii

Phyla sp.**Polypodium aureum****Chamaesyce hypericifolia****Conocarpus erectus****Physalis sp.****Bursera simaruba****Conyza canadensis**

Bischofia javanica

Setaria geniculata

Lantana spp.

Quercus laurifolia**Saururus cernuus****Cassytha filiformis**

Catharanthus roseus

Phyllanthus tenellus

Melaleuca quinquenervia

Galactia volubilis

Vitis rotundifolia**Myrsine quianensis**

Rhynchelytrum repen

Plumbago scandens**Sophora tomentosa****Ipomoea indica var.acuminata****Pluchea rosea**

Macroptilium lathyroides

Pontederia lanceolata**Heliotropium polyphyllum**

Portulaca pilosa

Toxicodendron radicans**Opuntia compressa****Ludwigia sp.****Eragrostis spectabilis****Ambrosia artemisiifolia****Persea borbonia****Acer rubrum**

Abrus precatorius

Osmunda regalis**Baccharis glomeruliflora****Chrysophyllum oliviforme****Smilax bona-nox****Serenoa repens**

CONSERVATION ELEMENT

Scarlet Milkweed	<i>Asclepias curassavica</i>
Schefflera	<i>Schefflera actinophylla</i>
Sea Grape	<i>Coccoloba uvifera</i>
Shoestring Fern	<i>Vittaria lineata</i>
Shrubby False Buttonweed	<i>Spermacoce verticillata</i>
Slash Pine	<i>Pinus elliottii</i> var. <i>densa</i>
Spanish Needles	<i>Bidens alba</i>
St. Andrew's Cross	<i>Hypericum</i> spp.
Strangler Fig	<i>Ficus aurea</i>
Shortleaf Fig	<i>Ficus citrifolia</i>
Surinam Cherry	<i>Eugenia uniflora</i>
Swamp Flatsedge	<i>Cyperus ligularis</i>
Sword Fern	<i>Nephrolepis exaltata</i>
Tickseed	<i>Coreopsis leavenworthii</i>
Torpedo Grass	<i>Panicum repens</i>
Florida Trema	<i>Trema micranthum</i>
Virginia Creeper	<i>Parthenocissus quinquefolia</i>
Wand Loosestrife	<i>Lythrum lineare</i>
Washington Fan Palm	<i>Washingtonia robusta</i>
Wax Myrtle	<i>Myrica cerifera</i>
White Indigo Berry	<i>Randia aculeata</i>
White Vine	<i>Sarcostemma clausum</i>
Wild Coffee	<i>Psychotria nervosa</i>
Wild Coffee	<i>Psychotria sulzneri</i>
Wild Petunia	<i>Ruellia carolinensis</i>
Wild Poinsetta	<i>Poinsettia cyathophora</i>
Yellow Elder	<i>Tecoma stans</i>
Littlebell	<i>Ipomoea triloba</i>
Cuban Jute	<i>Sida rhombifolia</i>

Source: Vegetation Survey by FAU students and City's Environmental Coordinator, 2003

CONSERVATION ELEMENT

Table 4

Park Name	Approximate size of wetland in park (in acres)
Sportsplex	14.50
Riverside Park	2.60
Sherwood Forest	1.00
North Community Park	3.00
Sandy Ridge Sanctuary	0.25
Red Lichen Sanctuary	1.70
Whispering Woods Park	3.40
Volunteer Park	0.50
Oakwood Park	2.75
TOTAL	29.70

The wetlands shown in Table 4 are the result of wetland mitigation projects as mandated by Broward County prior to site development. The impacted wetlands were of poor quality due to changes in hydrology and infestation with invasive plants. The newly created, high quality wetlands are located on public property and serve as wildlife habitat and are an integral part in the regional creation of bird migration resting places along the Atlantic flyway.

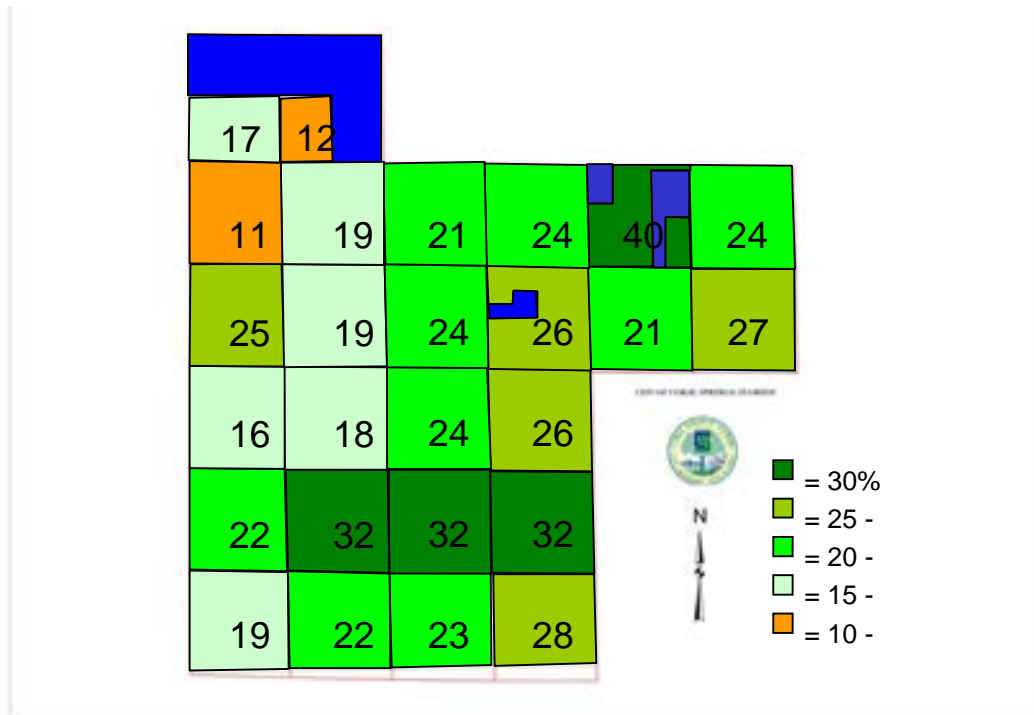
IV. COMPARISON OF CONSERVATION ELEMENT'S ADOPTED OBJECTIVES WITH ACTUAL RESULTS:

For Objective 1.1.0, the City reviewed the number of times the ozone level exceeded (known as "exceedences") a predefined number. Objective 1.2.0 identifies the city's actions to protect potable water supplies. This is measured by compliance with Consumptive Use Permits issued by South Florida Water Management District for water draws. Objectives 1.3.0 and 1.4.0 identify the City's actions in protecting the natural environment. Objective 1.5.0 was added to identify the City's goal of increasing its tree canopy from 17% to 30%. According to the report, "the point at which trees become a functioning canopy is between thirty to sixty percent (30% to 60%)". In 1994, the Division of Forestry completed a "Tree Canopy Analysis" for Coral Springs that demonstrated that the city had a 17% tree canopy at that time. This was followed up by a "Tree Canopy Analysis" conducted by the City in 2004 which determined the tree canopy to be 23%. Unfortunately, Hurricane Wilma in 2005 reduced the City's tree canopy by an estimated 30% putting the new canopy

CONSERVATION ELEMENT

coverage in 2007 at an estimated 16%. The original 30% tree canopy target by build-out (2010) to provide for lower ambient air temperature, cleaner air, noise absorption, reduction of reflected light and glare and other factors cannot be met and a new goal of 2020 has been established.

Figure 1: 2004 tree canopy survey showing average citywide canopy coverage of 23%. Also shown is the percentage coverage over individual sectors throughout the City.



V. EFFECT ON THE CONSERVATION ELEMENT:

A. Changes to the State Comprehensive Plan since 1985

None of the changes to the State Comprehensive plan, Chapter 187, F.S., since 1985 require amendments to this element.

B. Changes to the Strategic Regional Policy Plan for South Florida

Strategic Goal 3.1 adds utilizing land acquisition where necessary so that the quality and connectedness of regionally significant natural resources were improved.

These areas as well as other publicly owned Environmentally Sensitive Land's are being enhanced through various mitigation techniques. The City has coordinated

CONSERVATION ELEMENT

these efforts to include public/private partnerships to extend taxpayer monies. Examples would include exotic vegetation removals utilizing developer resources combined with other complementary municipal efforts.

In 1989, Broward County passed a \$75 million bond for the acquisition and preservation of Environmentally Sensitive Land properties. City residents overwhelmingly supported this measure. Proceeds from those monies were used within the City to purchase 32 acres of pristine wetlands that were immediately adjacent to an existing 36 acre park (Turtle Run Park). \$500,000 was also contributed by the County towards the City's purchase of Red Lichen Sanctuary, a 14.145 acre Cypress Wetland.

On December 7, 1993, the City forwarded Resolution #93-285 to City voters for a referendum authorizing the issuance of General Obligation Bonds providing for the acquisition, preservation and enhancement of City Environmentally Sensitive Lands. The electorate overwhelmingly approved this in March of 1994.

The City has since issued \$7.5 million of bonds to provide for this acquisition program. As a result, the City has purchased four sites since 1995 totaling 66.00 acres. The four sites are Red Lichen Sanctuary, a 14.15 acre Cypress wetland, Pine Flats Preserve, a 5.66 acre upland resource area, Sandy Ridge Sanctuary a 38.00 acre Pine Flatwoods ecosystem and Gopher Tortoise preserve and Cypress Gateway Preserve a 2.50 acre cypress wetland.

In 1993, Broward County passed Ordinance #93-49 requiring all development actions within the County to be approved by the Environmental Protection Department. That agency provides an initial assessment of the presence or absence of wetlands. The City works cooperatively with Broward County to preserve and protect all wetlands within its jurisdiction. As a result, the City has benefited from the creation of 8 wetland mitigation areas in City parks totaling approximately 35 acres.

C. Changes to Rule 9J-5, F.A.C.

There were no significant changes to Section 9J-5.003, F.A.C.,.

D. Changes to Chapter 163, Part II., F.S.

Chapter 163.3177(6)(d) requires the consideration of the regional water supply plan in the preparation of the conservation element. This regional water supply plan is currently still under development and will be incorporated in future updates to the conservation element.

VI. IDENTIFICATION OF PROPOSED OR ANTICIPATED AMENDMENTS TO THE CONSERVATION ELEMENT

The Goals, Objectives and Policies (GOPs) and the Environmentally Sensitive Lands Map are the only adopted information for this element. Staff has prepared a current version of the Environmentally Sensitive Lands Map for adoption (see attached). Staff believes the majority of the GOPs are still relevant. Due to the City having reached build out several GOPs have been modified to reflect future emphasis on redevelopment as opposed to development efforts.

1. Goal 2.0.0 along with Objective 2.1.0 and Policies 2.1.1 – 2.1.6 were added to the Conservation Element to reflect the increased awareness and concern for the development of environmentally sustainable practices. The policies reflect measures that will reduce the use of toxic materials, increase energy efficiency and promote recycling.
2. Policy 1.2.8 reflecting the City's compliance with the MS4 permitting process was added.
3. Policy 1.4.6 was added to reflect the City's increased commitment to including wildlife habitat protection.
4. Objective 1.5.0 was significantly modified to reflect the damage caused to the City's tree canopy by Hurricane Wilma in 2005. Due to this event, a new target date of 2020 for 30% canopy coverage has been established. In addition, several policies have been added to emphasize educating residents and business owners on the benefits of correctly planting suitable trees. The measure for this objective has been modified to require a regular canopy coverage analysis every five years beginning in 2010. This analysis is essential to track the success of the post-Hurricane Wilma canopy recovery efforts.
5. Although Objective 1.2.0 does include measures and policies related to the protection of future potable water supply a regional water supply plan is currently still under development and changes to this Objective will be incorporated in future updates to the Conservation Element.

Staff continues to monitor State, regional and local regulations in relation to all issues within the Conservation Element in order to remain consistent with the Conservation Element of Broward County Comprehensive Plan.

VII. SUMMARY:

CONSERVATION ELEMENT

The City is actively working to protect the environment in order to provide a better quality of life for its citizens. The County continues to be an attainment zone for ozone. The City has contributed to this effort by converting its fleet to run on liquid propane, bio diesel and the increased use of hybrid vehicles. The 7.5 million dollar environmental bond passed overwhelmingly by Coral Springs voters, has enabled the City to aggressively protect the remaining natural resources by purchasing, enhancing and preserving 66 acres of environmentally significant and unique land. Through the study period, the City has improved its conservation efforts as well as the environmental quality of life. These things have been accomplished by thoughtful stewardship of the natural and built environments.

III. INTERGOVERNMENTAL COORDINATION ELEMENT

TABLE OF CONTENTS

Part 1		<u>PAGE</u>
1.	Purpose	10-2
2.	Existing Conditions/Data	10-3
1.	Inventory of entities within the area of concern	10-3
b.	Description of existing coordination mechanisms	10-5
i.	City of Parkland	10-5
ii.	All Municipalities	10-6
iii.	Broward County	10-7
iv.	State	10-14
22.	Federal	10-15
vi.	Special Districts	10-16
vii.	Other	10-17
3.	Analysis of Existing Mechanisms	10-18
a.	Effectiveness of existing coordination mechanisms	
b.	Problems identified in the plan which would benefit from improved coordination	
c.	Need for additional planning coordination based on the comparison of growth proposed in the plan with the regional policy plan	
d.	Coordination with any designated area of critical state concern	
4.	Summary	10-20
Part II		
5.	Goals, Objectives and Policies	10-21

Part I

INTERGOVERNMENTAL COORDINATION ELEMENT

1. PURPOSE

The purpose of the Intergovernmental Coordination element is to determine and respond to the need for coordination mechanisms between the City of Coral Springs, Broward County, adjacent cities, regional and state agencies, and independent agencies or special districts which provide services to the City of Coral Springs. This element is also required to identify and resolve incompatible goals, objectives, and policies among the various local government comprehensive plans.

There are many documented coordination mechanisms in effect. Generally, there is a high level of coordination with the State, Broward County, other governmental agencies and independent districts in the development and operation of the City of Coral Springs.

2. EXISTING CONDITIONS/DATA

a. inventory of entities within the area of concern

Adjacent Cities

City of Parkland
City of Coconut Creek
City of Margate
City of North Lauderdale
City of Tamarac

All municipalities within Broward County

Broward County

Broward Alliance
Broward County Aviation Department
Broward County Board of County Commissioners
Broward County Civil Defense Department
Broward County Committee for Community Development
Broward County Department of Planning and Environmental Protection
Broward County Division of Parks and Recreation
Broward County Emergency Management Division
Broward County Emergency Medical Services
Broward County Engineering Division
Broward County Libraries Division
Broward County Mass Transit Division
Broward County Metropolitan Planning Organization
Broward County North District Regional Wastewater Advisory Board
Broward County Office of Economic Development
Broward County Office of Environmental Services, Utilities Division
Broward County Office of Housing Finance
Broward County Office of Integrated Waste Management
Broward County Office of Urban Affairs
Broward County Planning Council
Broward County Property Appraiser
Broward County Public Health Department
Broward County School Board
Broward County Sheriff's Office
Broward County Solid Waste Disposal District
Broward County Tax Collector
Broward County Technical Advisory Committee
Broward County Technical Coordinating Committee
Broward County Tourist Development Council
Broward County Traffic Engineering Division
Broward County Water Resources Management Board

Broward County Water Supply Advisory Board

State

Agency for Health Care Administration
Building Officials Association
Enterprise Florida, Inc.
Department of Community Affairs
Department of Education
Department of Environmental Protection
Department of Environmental Regulation
Department of Health and Rehabilitation Services
Department of Hotels and Restaurants
Department of Labor and Employment Security, Bureau of Labor Market and Performance Information
Department of Professional Regulation
Department of State Division of Historic Resources
Department of Transportation
Fire Marshall
Governor's Office of Tourism, Trade and Economic Development
Legislature
Sterling Council
University of Florida - Bureau of Economic and Business Research

Federal

U.S. Army Corps of Engineers
U.S. Department of Commerce, Census Bureau
U.S. Department of Housing and Urban Development
U.S. Department of Interior
U.S. Environmental Protection Agency
U.S. Postal Service

Special Districts

Coral Springs Improvement District
North Broward Hospital District
North Springs Improvement District
Pine Tree Water Control District
Royal Utilities
South Florida Water Management District
Sunshine Water Control District
Turtle Run Community Development District

Other

Advanced Cable Communications
Charter Schools U.S.A.
Florida Power and Light

Florida Sterling Council
South Florida Regional Planning Council
Bell South
Waste Management Inc. of Florida

b. description of existing coordination mechanisms

- Coordination mechanisms among governmental agencies include formal and informal agreements.
- Many relationships and their mechanisms are required by Federal and State statutes and are virtually identical for all cities throughout the state.
- Any agreements, mechanisms, or relationships unique to the City of Coral Springs or otherwise beyond the norm are described.
- Unless specifically noted, there are no identified problems associated with the coordination.

i. CITY OF PARKLAND

The City of Coral Springs maintains a higher degree of coordination with the City of Parkland due to mutual aid agreements. Coordinating mechanisms are as follows:

Fire Protection

- The Coral Springs Volunteer Fire Department has a Mutual Aid Agreement with the City of Parkland relative to response to fire calls within the City of Parkland. (Fire Department)
- Fire training Agreement between City of Coral Springs and City of Parkland. Provides for the City of Coral Springs to train City of Parkland in fire tactics and techniques. Initially, this agreement is to last three months, ending September 30, 1999, but can be renewed for twelve month periods. (Fire Department)

Law Enforcement

- The City of Coral Springs has an understanding with the City of Parkland to provide all radio communication for Police and Fire activities. The City of Coral Springs Police Department has the primary responsibility of dispatching routine and emergency police and fire calls for service for the City of Parkland. All personnel are employed by the City of Coral Springs and a written contract is renewed annually. (Police Department Field Services)
- Police Department has primary responsibility for coordination of Law Enforcement Mutual Aid Agreement for voluntary cooperation and operational assistance among all participating Broward County municipalities which provide law enforcement

activities across jurisdictional lines in certain defined instances for the purpose of protecting the public peace and safety and the preservation of the lives and property of the citizens of each entity. The City of Coral Springs entered into the Broward County Law Enforcement Mutual Aid Agreement for Voluntary Cooperation and Operational Assistance in January 1992, which was recently renewed in 1998. The activation of this plan is included in the Comprehensive Emergency Management Plan - Basic and Emergency Support Function 16 - Law Enforcement, as well as the police department general orders. (Police Department Field Services)

ii. ALL MUNICIPALITIES

Emergency or Disasters

- The City of Coral Springs entered the Consolidated Mutual Fire, Rescue, Emergency or Disaster Interlocal Agreement in June 1984. This agreement consolidates fire, rescue and emergency or disaster resources and capabilities within Broward County. When events place demands on an agency greater than the capabilities of that agency, additional resources become available through this agreement. This agreement is incorporated in Emergency Support Function (ESF) 4 - Fire Services, ESF - 6 Mass Care, ESF - 9 Search and Rescue, and ESF 10 - Hazardous Materials. (Police Department Field Services)

Fire Protection

- Volunteer Fire Department participates in the Broward County Fire Chiefs Association "Consolidated" Mutual Fire Aid Interlocal Agreement for mutual aid on a countywide basis for all communities in Broward County. All cities within Broward County have signed this agreement. (Fire Department)

Law Enforcement

- Metropolitan Intelligence Unit is a multi-agency unit comprised of federal, state, county and municipal law enforcement agencies investigating organized crime in South Florida. Broward County Sheriff's Office is responsible for coordinating the unit without a formal agreement. Participating agencies supply personnel and monetary support for the unit. Chief Arigo is on the board of this task force. Coordination is ongoing, renewed annually, and can be terminated at any time. The agreement is working effectively at this time. (Police Department Criminal Investigations) (Police Department Field Services)
- Anti-Auto Theft Task Unit comprised of federal, state, county and municipal law enforcement agencies investigating auto theft operations in South Florida. Participating agencies supply personnel support for the unit. Supervision for the unit is provided by the Broward Sheriff's Office. We are not currently involved, but have an open invitation to assign someone to the unit. We are still able to use their assistance if needed. (Police Department Criminal Investigations) (Police Department Field Services)
- Ninth Regional Narcotic Unit is comprised of federal, state, county and municipal law

enforcement agencies investigating and enforcing violations of narcotic and other drug laws as well as other organized crime activities in northern Broward County. Participating agencies are responsible for their own operation. This is an equitable sharing agreement with the Department of Justice, Drug Enforcement Administration as the office with primary responsibility. This agreement runs in two year increments, through 2001. (Police Department Criminal Investigations) (Police Department Field Services)

- Multi-agency Gang Unit comprised of state, county and municipal law enforcement agencies investigating and preventing gang activities on a regional basis. Participating agencies supply personnel support for the unit. The unit is supervised by the Broward Sheriff's Office. Coordination of this Memorandum of Understanding can be terminated at any time, however it is working effectively at this time. (Police Department Criminal Investigations) (Police Department Field Services)

Public Works

- The City of Coral Springs entered the Public Works Mutual Aid Agreement in June 1993. This agreement provides a means for communities to receive and provide assistance regarding disasters that cause severe property damage to public roadways, utilities, building, parks, and other governmentally owned facilities. The Public Works Mutual Aid Agreement is incorporated in the Comprehensive Emergency Management Plan Emergency Support Function (ESF) 3 - Public Works and ESF 12 Utilities. (Police Department Field Services)

iii. BROWARD COUNTY AGENCIES

Broward Alliance

- The Coral Springs Economic Development Foundation Board of Advisors primarily coordinates in mutual activities with the Broward Alliance in order to provide mutual support of each other. (Coral Springs Economic Development Foundation)

Broward County Aviation Department

- There are no plans for an airport to be placed within or immediately adjacent to the City, therefore, there is no regular coordination with this agency.
- In a non-emergency event, Coral Springs Police Department coordinates helicopter landings meeting Federal Aviation Administration requirements for landing zones. Coral Springs Fire Department must be on scene as a precautionary measure.

Broward County Board of Rules and Appeals

- The Building Division coordinates any necessary interpretations and/or appeals that may affect the City as it related to the South Florida Building Code.

Broward County Department of Planning and Environmental Protection

- Building Division coordinates with DPEP in processing development review procedure forms.
- Public Works coordinates with DPEP as a co-applicant for National Pollutant Discharge Elimination System permit.
- Coordination through the Parks and Recreation Department to enforce the County requirements placed on local developers concerning the preservation of Urban Wilderness Areas and Local Areas of Particular Concern. The Department assists Broward County in monitoring these areas by providing appropriate specifications and on-site inspections.
- City Community Development Department coordinates with DPEP to protect Local Areas of Particular Concern and Urban Wilderness Areas located within the City. In its review of development proposals within these areas the City is guided by the County's Environmental Impact Report conditions of plat approval.
- Currently developing land within Whispering Woods for Red Lichen Sanctuary. The City was approved in 1995 to preserve, improve, enhance, and operate and manage environmentally sensitive lands. (Parks and Recreation)

Broward County Division of Parks and Recreation

- Coordination is achieved through the City Parks and Recreation Department via formal and informal agreements relative to development and operations of recreational facilities located within the City limits.
- The Executive Director of the Sportsplex also coordinates between the City's regional park and this department.
- Turtle Run Park is being developed and will be managed as a county park. As part of developing the park the County will eradicate all exotic pest tree species. Development is continuing as approved in 1993. (Parks and Recreation)

Broward County Emergency Management Division

- Representative of Police Department is a member of Broward County Emergency Coordinating Council. The Council meets once a month. Presently, the Coral Springs representative serves as the Chair of the Council and has held the position as Chair and Vice Chair for the past twelve years. The information shared with the Council is reflected on the Comprehensive Emergency Management Plan (CEMP) for the City of Coral Springs. (Police Department Field Services)
- In addition to the City of Coral Springs participating in the Emergency Coordinating Council, the City of Coral Springs has been active in the co-hosting of the Annual South Florida Hurricane Conference. The City of Coral Springs was the initial host and sponsor of this conference in 1993. In the event of local disasters or events, the

City's Emergency Management Coordinator informs Broward County Emergency Management (BCEMD) of the event and keeps the BCEMD informed throughout the event and its conclusion. In the event of a hazardous material incident, the State Warning Point is contacted through Fire Central. When the Broward County Emergency Management Division activates the Broward County Comprehensive Weather Emergency Operations Plan and the Emergency Operating Center (EOC), the City's Emergency Management Coordinator participates in all communications related to the incident. A police officer is also assigned to the EOC for the duration of the event to insure communications between the City and the County. Coordinating efforts with Broward County are included in the Comprehensive Emergency Management Plan Basic Plan and all Emergency Support Functions. (Police Department Field Services)

- Interlocal agreement with Broward County for additional resources in the event of an emergency within Broward County. This agreement has since been superceded by the Statewide Mutual Aid Agreement in September 1995.
- State Mutual Aid Agreement for additional resources in the event of an emergency with the Florida Department of Community Affairs. The City entered into the Agreement in September 1995 with the State of Florida. The purpose of this agreement is for catastrophic disaster response and recovery. The parties to this agreement recognize that additional labor and equipment may be needed to mitigate further damage and to restore vital services to the citizens of Coral Springs and other communities within the State of Florida. The Statewide Mutual Aid Agreement is incorporated in the Comprehensive Emergency Management Plan Basic Plan and Emergency Support Function 5 - Information and Planning. (Police Department Field Services)
- Coral Springs Emergency Management Plan incorporates Broward County's Emergency Support Function (ESF) format with the 1997 Comprehensive Emergency Management Plan. Each ESF is designed to guide city staff in the response to catastrophic disasters. The City staff operate within their limitations. Therefore, each ESF concludes with the incorporation of the Broward County Comprehensive Weather Emergency Operations Plan (BCCWEOP). Once city staff reaches their limitations, staff will seek the assistance of Broward County Emergency Management Division. (Police Department Field Services)

Broward County Emergency Medical Service

- Interlocal Agreement between Broward County and the City of Coral Springs for provision of fire and EMS services in the unincorporated areas in and around Coral Springs. This is a three-year agreement ending September 30th, 2002 for Coral Springs to provide fire rescue service to unincorporated areas around Coral Springs.

Broward County Engineering Division

- City Engineering Division coordinates transportation issues and needs through a

combination of mechanisms that range from meetings between affected parties to interlocal agreements as required. (Public Works - Utilities/Engineering Division)

Broward County Libraries Division

- Coordination between the City and the County regarding the design-build, construction, operation, and maintenance of the Broward County Northwest Regional Library adjacent to the Coral Springs Charter School. The City's Director of Public Works is the Project Administrator through the completion of the issuance of the Certificate of Occupancy.

Broward County Mass Transit Division

- Coordination of any changes or additions to bus scheduling and routing is primarily coordinated through the Community Development Department.

Broward County Metropolitan Planning Organization

- The Metropolitan Planning Organization (MPO) was established pursuant to Chapter 334, Florida Statutes in order to qualify for the receipt of federal transportation funds.
- The MPO is a policy board of local elected officials representing the urbanized areas of Broward County. The City is represented by a City Commissioner for this organization.

Broward County North District Regional Wastewater Advisory Board

- A representative from the Public Works/City Engineering Department serves as City's representative as provided for in the "Large User Wastewater Agreement" between Broward County and the City of Coral Springs, approved by the City on January 25, 1978, amended April 9th, 1996. It is a fully functional continuous agreement. (Public Works - Utilities/Engineering Division)

Broward County Office of Environmental Services Utilities Division

- NSID, Royal Utilities and the City's Utilities Division each maintain separate "Large User Agreements" with the County reserving a specified amount of transmission, treatment and disposal capacity on an average daily basis. (Public Works - Utilities/Engineering Division)
- City Engineer serves as City representative on Large Users Committee. (Public Works - Utilities/Engineering Division)

Broward County Office of Housing Finance Community Development Division

- Through an interlocal agreement, the Broward County Office of Urban Affairs, coordinates the screening of applicants and the disbursement of funds through the State Housing Initiatives Program (SHIP) relative to rehabilitation and renovations of affordable housing.

- Staff is currently negotiating for administrative aide with the County Community Development Division in preparation of becoming an Entitlement City.

Broward County Office of Integrated Waste Management

- The County Recycling and Contract Administration Division administers Waste Tire Grants. The City may apply for matching grants on a yearly basis. The 1999 application is for the second phase of the Pour in Place Playground at the Slide and Glide facility at Betti Stradling Park. (Public Works Administration)

Broward County Planning Council

City Community Development Department provides comprehensive plan documentation for re-certification by the Planning Council as mandated by the County Charter. This includes such items as all local and county plan amendments, text amendments relative to Future Land Use Element and related backup materials such as park requirements, Density System Monitoring System Report, etc.

The City coordinates with the Planning Council in order to amend the Broward County Traffic-Ways Plan.

Broward County Property Appraiser

- Building Division provides monthly reports relative to new building permits, and any annexation information that may be relevant. (Building Division)
- City is provided an annual tax assessment of all property within the City.

Broward County Public Health Department

- The City's water utilities each test, report to and coordinate with the Department on matters of potable water quality. (Public Works - Utilities/Engineering Division)
- Building Division coordinates review with this department, for example, special events.

Broward County School Board

The Coral Springs has an intergovernmental agreement for coordination with the School Board for the construction of a Charter middle and senior high school. The City has contracted with Charter Schools U.S.A. for the management of the school.

The City of Coral Springs has leased the M-91 ten acre school site to the School Board for the construction and maintenance of an elementary school.

School Resource Officer Agreement within the two high schools and three middle schools within the City. Agreement describes S.R.O.'s responsibilities and financial responsibilities of the City and the School Board.

Parks and Recreation Department coordinates joint-use agreements and lease agreements with the School Board. This agreement allows the City of Coral Springs to use School Board facilities and allow the various schools within the City of Coral Springs to use City facilities. The agreement lasts for five years, beginning December 16, 1997. Joint development of future school recreational areas would be coordinated between the school's administrative personnel and the City.

Broward County Sheriff's Office

- Communications agreement authorizing the Broward County Sheriff's Office and the Coral Springs Police Department to program law enforcement radios with each others talk-groups in the event of a mutual law enforcement operation. The agreement is incorporated in the Comprehensive Emergency Management Plan Emergency Support Function 2- Communications and the Communications Center SOP Manual. (Police Department Field Services)
- In the event of an emergency medical airlift, the Coral Springs Police Department and the Coral Springs Fire Department coordinates helicopter landings with BSO and the Broward County Fire Rescue under the guidelines of the Federal Aviation Administration. This agreement provides for emergency medical airlift in incidents involving trauma injuries to all minors and for adults that meet described criteria. Emergency medical airlift is utilized to expedite transportation of trauma patients to North Broward Medical Center and Broward General Medical Center, both serving as the closest trauma centers. This agreement is incorporated in the Comprehensive Emergency Management Plan Emergency Support Function (ESF) 6 - Mass Care, ESF 4 - Fire Service, and ESF 9 - Search and Rescue. (Police Department Field Services)

Broward County Solid Waste Disposal District

- Coordination with the District for flow control of waste from the City to District facilities through an interlocal agreement including the City as a member of the Broward County Solid Waste Disposal District. The Assistant Director of Public Works is on the Technical Advisory Committee. The agreement is for twenty years and is fully functional for disposal but pricing is a matter of concern. (Public Works Administration)

Broward County Technical Coordinating Committee

- The Director of Community Development represents the City on this committee that makes technical recommendations to the Metropolitan Planning Organization.

Broward County Traffic Engineering Division

Coordination between the City's Public Works Administration Division and the Broward Traffic Engineering Division for traffic control signals, signage and marking on City streets through the Traffic Engineering Agreement. This fully functional

agreement is ongoing and has had one amendment. (Public Works - Utilities/Engineering Division)

Broward County Water Resources Management Board

- The City's water utilities each coordinate with the Board on matters of wellfield protection. (Public Works - Utilities/Engineering Division)

Broward County Water Supply Advisory Board

- Director of Public Works represents the City on this County Board which addresses Countywide water supply needs, cost-effective means for meeting those needs, protecting the potable water supply and any items of special interest. (Public Works - Utilities/Engineering Division)

iv. STATE AGENCIES

Agency for Health Care Administration

Facility licensing for group homes located in the City are issued through this agency.

Building Officials Association

Mutual Aid Committee of the BOAF to address the problems faced by Building Officials before, during, and after a disaster and to prepare the manual "A Disaster Mitigation and Response Plan for The Florida Building Official" of information, recommendations, and appropriate actions for them to take in preparing and responding to disasters such as hurricanes and tornadoes which are prone to occur in the state. (Building Division)

Division of Hotels and Restaurants

- Building Division sent monthly information to this entity in order to provide an accurate inventory of multi-family and commercial projects for Coral Springs, which are categorized and published for State and County purposes. (Building Division)

Department of Community Affairs

The Department of Community Affairs is the state land planning agency. The Community Development Department submits proposed amendments to the City Comprehensive Plan to the Department of Community Affairs which ensures compliance.

Department of Environmental Protection

- City coordinates grant applications with the Corps to protect remaining wetlands located within the City. When applicable, the City Community Development Department refers projects which impact wetlands to the Corps for review, comment and permitting.

Department of Professional Regulation

- Building Division coordinated this function on an "as-needed" basis.

Department of Transportation

- Engineering Division of the Public Works Department is primarily responsible for coordinating agreement with FDOT, and any agreements relative to requests within the public rights-of-way, such as driveway permitting and landscaping. (Public Works - Utilities/Engineering Division)
- An informal agreement is understood between the City (Police Department) and Florida Department of Transportation that any criminal acts committed within the Sawgrass Expressway boundaries within the city limits would be investigated by the Coral Springs Police Department. In change, all traffic crashes occurring on the portions of the Sawgrass Expressway that are within the boundaries of Coral Springs are the responsibility of the Florida Highway Patrol. This is a perpetuating agreement due to the expertise and functions of each agency. (Police Department Field Services)

Fire Marshall

- Fire Administrator was primarily responsible for coordinating activities which included training seminars and investigating arson as needed.

Governor's Office for Tourism, Trade, and Economic Development

The Coral Springs Economic Development Foundation prepares grant applications on behalf of eligible companies for purposes of funding transportation projects through Governor's Office for Tourism, Trade, and Economic Development and Enterprise Florida funds.

Sterling Council

The City has been a principle promoter of the Sterling Process in local government. Typically, there are five examiners on staff to review other cities. The City sponsors events and presents at the annual conference. (Human Resources)

v. FEDERAL AGENCIES

U.S. Department of Commerce, Census Bureau

- Community Development Department responds to annual Boundary Area Surveys required by the Census Bureau for annexation purposes.
- Community Development Department coordinates all involvement in preparation of the decennial census (Neighborhood Statistics Program and other special committee work), as well as evaluating the results of a decennial census.

U.S. Department of Housing and Urban Development

- Building Division provided Housing and Urban Development monthly data reports relative to building permits which were initially prepared for the Bureau.

City Community Development Department, in conjunction with Broward County, is preparing a five year consolidated plan in order to become eligible for entitlement funding.

- Elderly subsidized housing is processed between St. Andrews Towers Inc. and the Federal Department of Housing and Urban Development.

U.S. Environmental Protection Agency

The City Public Works Department represents the City as a Co-applicant with twenty eight Broward County municipalities, Broward County as a metropolitan organization, and Florida Department of Transportation for the National Pollutant Discharge Elimination System Federal Stormwater Permit. The County is responsible for coordination. (Public Works - Utilities/Engineering Division)

vi. SPECIAL DISTRICTS

Coral Springs Improvement District, North Springs Improvement District and Royal Utilities

- The NSID, CSID and Royal Utilities provide potable water and sanitary sewer services to those portions of Coral Springs outside the service area of the City's Utilities Division.
- City's Utilities Division maintains interconnections with the NSID, CSID, and Royal Utilities for emergency use. (Public Works - Utilities/Engineering Division)
- City policy requires that all development projects have approval by the appropriate utility provider before City approval and permitting. (Public Works - Utilities/Engineering Division)
- The City's Department of Public Works Streets Division operates and maintains the storm sewers which convey storm waters from the public streets into the several drainage canals and lakes that are operated by the various drainage districts. (Public Works - Utilities/Engineering Division)
- NSID, CSID, Sunshine Water Control District, Pine Tree Water Control District, and Turtle Run Community Control District are responsible for maintenance of drainage canals throughout the City. (Public Works - Utilities/Engineering Division)
- City policy requires that all development projects have approval by the appropriate drainage district before City approval and permitting. (Public Works - Utilities/Engineering Division)

North Broward Hospital District

- Coordination with the Coral Springs Medical Center, as well as other hospitals in the area in order to respond to emergency situations. The Police Department assigns two officers to the Corals Springs Medical Center in the event of a local disaster, or threat thereof. The officers serve as security for hospital staff and emergency room patients. The Coral Springs Fire Rescue supports the Coral Springs Medical Center with preparations and response to a local disaster. These coordinating efforts are included in the Comprehensive Emergency Management Plan - Basic Plan, Emergency Support Function (ESF) 16 - Law Enforcement and ESF 6 - Mass Care. (Police Department Field Services)

South Florida Water Management District

- SFWMD has jurisdiction over issuance of permits for potable water supply wells and provides Consumptive Use Permits. (Public Works - Utilities/Engineering Division)
- NSID, the CSID, Royal Utilities and the City's Utilities Division each coordinate separately with the SFWMD on these matters. (Public Works - Utilities/Engineering Division)
- City Public Works Department coordinates with South Florida Water Management District in achieving consistency in the permitting of drainage facilities. (Public Works - Utilities/Engineering Division)
- Building Division enforces minimum first floor building elevations to be constructed above the 100 Year Flood Plain Elevation. (Building Division)

vii. OTHER

Waste Management Inc. of Florida - Private Firm

- Solid Waste and Disposal Services Franchise Agreement, which is monitored by the Public Works Administration. The agreement is a five year agreement, currently through September 30, 2003. Waste Management has exclusive rights to collect and dispose of all commercial and residential trash with the exception of residential construction and demolition debris. In addition, they have exclusive rights to single and multi-family recycling services. Commercial recycling is an open competitive market. The effectiveness of the existing mechanism is measured through an annual customer satisfaction survey, which has historically measured 90% customer satisfaction.

South Florida Regional Planning Council

- Meetings are held monthly, with advance public notice, in varying locations throughout the Region to enhance public interest and participation.
- Community Development Department has primary responsibility in responding to

SFRPC relative to any comprehensive plan re-certifications.

3. ANALYSIS

a. effectiveness of existing coordination mechanisms

Existing coordination mechanisms are generally serving the City well. Coral Springs continues to have effective, ongoing working relationships with adjacent cities, the State, Broward County, the School Board and the independent agencies or special districts with regulatory or service obligations to the City.

The nature of the agency and the relationship have dictated the type of coordination mechanism required. In the case of essential service provision and delivery where agencies overlap i.e. law enforcement, fire protection, sanitation and water treatment, the formal written agreement has proven effective. Formal agreements have been effective also in non-essential circumstances such as reciprocal use of facilities with the Broward County Parks and Recreation Department and the Broward County School Board.

On the many intergovernmental boards and committees the City generally participates as a member. This coordination mechanism provides a means to effectively represent the interests of the City throughout decision making processes.

Additional coordination mechanisms are required for regulatory compliance for county, state and federal agencies. Compliance issues generally require reporting of activity within the City limits, i.e., building permit activity, water quality testing reports. The City of Coral Springs complies with reporting procedures as required.

b. problems identified in the plan which would benefit from improved coordination

No problems identified at time of adoption.

c. need for additional planning coordination based on the comparison of growth proposed in the plan with the regional policy plan

At the time of adoption, coordination was appropriate in comparison with the regional policy plan.

d. coordination with any designated area of critical state concern

Not applicable

4. SUMMARY

Within Coral Springs there are a multitude of independent agencies and special purpose districts providing services. In a City containing such districts, with overlapping jurisdictions and areas of responsibilities, the need for coordination is essential in the attempt to maintain a high level of service and quality of life.

The diverse number of governmental agencies and public corporations responsible for the delivery of services in Coral Springs have the potential for ineffective management and administration of state and local resources which could handicap efforts to successfully accommodate the continued growth of the City. The City has enjoyed a high degree of coordination with adjacent municipalities, the county, region and state offices. As a result, a high degree of service and quality of life have been afforded the residents of the City of Coral Springs and the surrounding area.

Part II

INTERGOVERNMENTAL COORDINATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1.0.0: ~~To initiate and/or participate in processes and procedures necessary to ensure coordination, effectiveness and efficiency in decisions regarding development activities and service provision in Coral Springs.~~

Provide accessible, effective and frequent intergovernmental coordination opportunities to identify and implement compatible goals, objectives and policies regarding development activities and service provision in Broward County.

Objective 1.1.0: ~~The City Commission of Coral Springs, or its designee, shall coordinate the City's Comprehensive Plan and its implementation with the State, the region, Broward County and adjacent cities as well as the Broward County School Board and the special districts with the plans of the School Board of Broward County with the comprehensive plans of adjacent municipalities and adjacent counties and with other units of local government providing services to the City but not having regulatory authority over the use of land through such mechanisms as interlocal agreements, dispute resolution processes, intergovernmental review of comprehensive plans, plan amendments, and special district plans, and joint work groups and meetings.~~

~~Measure - The extent to which the City's Comprehensive Plan has been evaluated for consistency with the goals, objectives, and policies of other public agencies.~~

Policy 1.1.1: ~~The City shall maintain the most current copies of Comprehensive Plans or other Master Plans of the State, the region, Broward County and adjacent cities, as well as the Broward County School Board and the special districts.~~

The City shall use the Broward County League of Cities Technical Advisory Committee, a work group that meets monthly, to coordinate planning activities mandated by the various elements of the Comprehensive Plan with other local governments, the School Board of Broward County, other governmental units providing services but not having regulatory authority over the use of land, the region, and the state.

Policy 1.1.2: ~~The City shall review the elements of these Comprehensive Plans or other Master Plans as adopted, and if in the best interests of the City of Coral Springs, support the policies contained within. The City shall resolve any conflicts through the regional planning council's informal mediation process.~~

The City shall use the South Florida Regional Planning Council's informal mediation processes to resolve conflicts with other local governments, when agreed to by all affected parties.

Policy 1.1.3:

~~The City shall continue to participate in the Broward County League of Cities Technical Advisory Committee to ensure that Comprehensive Plan implementation is coordinated.~~

The City shall use the Broward County Planning Council's map

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- Policy 1.1.4: ~~The City shall keep abreast of all legislation being proposed by the State Legislature, through the Florida League of Cities, the Broward League of Cities and other appropriate means, in order to review and submit comments on legislation that might affect the City of Coral Springs.~~
The City shall work cooperatively with Broward County Legislative Delegation and other municipalities to help resolve or facilitate the annexation or incorporation of unincorporated areas consistent with annexation and incorporation policies through coordination of special bills, joint meetings or work groups and other mechanisms.
- Policy 1.1.5: ~~The City will continue to notify the Broward County School Board when there is a possibility that a rezoning, replatting or change in land use within the City may effect public education.~~
The City shall use the intergovernmental review procedures prescribed in Chapter 163, Part II, Florida Statutes and its implementing administrative rules to review and provide comments on, or objections to, proposed comprehensive plan and plan amendments of adjacent counties.
- Policy 1.1.6: ~~The City will continue to provide, on an annual basis, anticipated construction activity for the next twelve (12) month period as it relates to the generation of public school students within Coral Springs.~~
- Policy 1.1.7: ~~The City shall request the opportunity to review and amend if necessary, in order to maintain compatible development standards, the site plans of all public schools proposed in the City.~~
- Policy 1.1.8: ~~The City shall establish maintain a geographic information system, to store, retrieve and display existing data related to the growth management needs of the Comprehensive Plan and its implementation.~~
- Policy 1.1.9: ~~The City shall initiate and participate in interlocal agreements where the City Commission determines that such agreements are the most appropriate method of delivering public service.~~
- Objective 1.2.0: ~~The City, in cooperation with the appropriate federal, state, county and other local governmental agencies, shall encourage coordinated level of service (LOS) standards for essential public facilities and services.~~

~~Measure – The consistency of LOS standards utilized by public agencies in their planning activities.~~

The City shall utilize coordinating mechanisms to ensure that the potential development impacts allowed by the City of Coral Springs Comprehensive Plan upon development in adjacent local governments, the School Board of Broward County, the region and the state are addressed.

Policy 1.2.1: ~~The City, through its membership on the Broward County Metropolitan Planning Organization, will urge the responsible State and County implementing agencies to plan their roadway systems to achieve and maintain a level of service (LOS) of "D" during peak hour.~~

The Community Development Department shall ensure the potential development impacts allowed by the Coral Springs Comprehensive Plan on adjacent jurisdictions are addressed as follows:

6. The platting procedure, which considers the future impact of a proposed plat or replat (county-wide) on the facilities and services provided by the local government within which it is located as well as those of adjacent governments; if any,
7. The site plan procedure, which considers the future impact of a proposed site plan on the facilities and services provided by the City and Broward County and those of adjacent local governments, if any.
8. The compatibility and public school impacts procedure, which considers land use compatibility and public school impacts of applications for the use of the Broward County Land Use Plan's flexibility provision.

1. The Broward County Planning Council's map amendment review process, to coordinate review with and to provide comm

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5. The intergovernmental review procedures prescribed in Chapter 163, Part II, Florida Statutes and its implementing administrative rules to review and provide comments on, or objections to, proposed comprehensive plan and plan amendments of adjacent municipalities.

6. The goals, objectives and policies contained within the comprehensive plans of adjacent governments, when reviewing proposed site-specific map amendments to the City of Coral Springs Land Use Map.

Policy 1. 2.2: ~~The City of Coral Springs will cooperate and coordinate with the FDOT in developing alternative means of maintaining and improving the LOS on State transportation facilities determined to be below adopted Standards and "backlogged" or constrained (FDOT).~~

The Community Development Department shall during the

evaluation and appraisal report preparation process, seek the input of the Broward County School Board and other local governments whose borders are adjacent to the City of Coral Springs regarding changes which may be considered to promote compatibility of land uses and ensure the availability of public facilities and services.

Policy 1.2.3: ~~The City shall continue to rely upon the special districts that provide water, sewer and drainage facilities and services to provide same at levels of service compliant with the latest standards of the applicable federal, State, County or other local regulatory agencies.~~

The Community Development Department shall coordinate the City's comprehensive plan, plan amendments, and development activities with the South Florida Water Management District.

Policy 1.2.4 ~~The City shall continue to request the opportunity to review, for information purposes, plans of the districts that call for physical improvements, such as water, sewer and drainage or other facilities.~~

The Community Development Department shall work with task force composed of county, regional, state and affected representatives to cooperatively develop a Local Hazard Mitigation Strategy.

Policy 1.2.5: The Community Development Department shall provide the Broward County School Board with population projections and other demographic socio-economic data to assist in public school siting.

Objective 1.3.0: ~~The City shall continue to provide for coordination in the development approval process and in the review of development proposals which may impact the City and adjacent municipalities and other public agencies.~~

~~Measure -- The number of coordination, mechanisms used or developed.~~

The City shall ensure the coordinated establishment of level of service standards for public facilities with agencies having operational and maintenance responsibilities for such facilities.

Policy 1.3.1 ~~The City shall continue to participate in the certification and recertification process established within the Broward County Charter to ensure the City of Coral Springs Comprehensive Plan is in substantial conformity with the Broward County Land Use Plan.~~

The Community Development Department shall ensure coordinated establishment of level of services as follows:

1. For transportation, the level of service standard shall be coordinated through the City's Engineering Division and the Broward County Transportation Planning Division which serves as staff to the Metropolitan Planning Organization.
2. For drainage and sanitary sewer facilities, the level of service standard shall be coordinated through the special districts as specified in the City's Comprehensive Plan.
2. For solid waste facilities, the level of service standard shall be coordinated through Waste Management of Florida, Inc. as specified in the City's Comprehensive Plan.

Policy 1.3.2: ~~To assure that development in Coral Springs falls within the framework of the County Plan, the City shall continue to utilize the Density Monitoring System Report.~~

The Public Works Department shall ensure the coordinated establishment of the level of service standards as follows:

1. For potable water facilities the level of service shall be coordinated through the special district as articulated in the Comprehensive Plan.
2. For solid waste facilities, the level of service standard shall be coordinated through the interlocal agreement with Waste Management Inc. of Florida.

Policy 1.3.3: ~~The City shall investigate the establishment of a joint planning agreement with the County to ensure compatibility in the area of site design standards (with respect to aesthetics and improvements) in the area of platting, and in land use and zoning (with respect to density) for those unincorporated lands in the reserve annexation area that are now informally a part of the Coral Springs Planning Area.~~

The Parks and Recreation Department shall ensure coordinated level of service standards for city parks and regional parks as required within the City's Comprehensive Plan.

Policy 1.3.4: ~~Referral of all new development projects by the City to the appropriate districts, shall be continued so as to ensure proper water, sewer, drainage and flood control within Coral Springs.~~

Policy 1.3.5: ~~The City shall consider requests for voluntary annexation into the City when those lands are logical extensions of the existing City Limits, when services can be properly provided and when proposed uses are compatible with the City's Comprehensive Plan.~~

Objective 1.4.0: The City shall ensure that the goals, objectives and policies

articulated with the
City's Public
Education Element
are consistent with
the Broward County
Public Facilities
Element and
concurrency
management
system.

Policy 1.4.1: The City shall support establishment by interlocal agreement between Broward County and the Broward County School Board joint processes for collaborative planning and decision making on population projections and public school siting.

Policy 1.4.2: Through site plan and platting processes the City shall monitor and report to the Broward County School Board residential development proposals in Coral Springs that will significantly affect public school facilities in or serving Coral Springs residents.

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CAPITAL IMPROVEMENTS ELEMENT

TABLE OF CONTENTS

INTRODUCTION	1
CONSISTENCY	1
Transportation	1
Potable Water	1
Public School Facilities Improvement	1
CAPITAL IMPROVEMENT PLAN SCHEDULES	2
Fleet Replacement	3
Computer Replacement	3
Capital Improvement Projects	3
CAPITAL PROJECTS FUNDING	3
General Fund, Fire Fund, and Water & Sewer Fund Operating Revenues	4
Franchise Revenue Bonds	4
Water & Sewer Revenue Bonds	4
General Obligation Bonds	4
Variable Rate Debt	4
Equity Financing	4
Florida Department of Environmental Protection (DEP) Loan	4
Tax Incremental Financing (TIF)	4
Grant	5
Renewal & Replacement	5
Impact Fees	5
FUND NAMES	5
General Fund	5
Fire Fund	5
Water & Sewer Fund	5
Health and General Insurance Funds	5
Coral Springs Charter School Fund	5
Coral Springs Center for the Arts Fund	6
Equipment Services Fund	6
Public Art Fund	6
FUND TYPE	6
Operating Fund	6
Special Revenue Funds	6
Enterprise Funds	6
Internal Service Funds	6
CAPITAL IMPROVEMENT ANALYSIS	7
CIP Selection Process	7
Strategic Planning Process	8

CAPITAL IMPROVEMENTS ELEMENT

ENVIRONMENTAL SCAN -----	8
Mixed-Use Properties-----	8
Single-Use Commercial and Industrial Properties -----	9
Commercial Redevelopment and Revitalization-----	9
 FINANCIAL CONDITION -----	 9
Financial Reserves -----	9
Bond Ratings -----	10
 REVENUES -----	 10
Ad Valorem Taxes-----	10
Utility Franchise Fees-----	10
Utility Service Taxes -----	10
State Revenue Sharing-----	10
Building Permits-----	10
Local Option Gas Tax -----	11
Charges for Services—Recreation -----	11
Fines and Forfeitures -----	11
Charter School Lease -----	11
Interest -----	11
 MANAGEMENT OF DEBT AND EQUITY -----	 11
Impact of the Capital Improvement Plan on Operating Budget -----	11
Net Operating Costs -----	11
Operating Capital -----	11
Debt Service -----	12
 APPENDIX A -----	 13
Broward County Metropolitan Planning Organization Transportation Improvement Program-----	13
 APPENDIX B- -----	 14
10 Year Water Supply -----	14
 APPENDIX C- -----	 15
Capital Improvement Plan Draft Summary Sheet FY2009-FY 2014 -----	15

CAPITAL IMPROVEMENT DATA REQUIREMENTS

INTRODUCTION

The purpose of this Capital Improvements Element (Element) is to provide the schedule of capital improvement projects as identified in other elements of this comprehensive plan so that improvements are made in a timely manner to meet the needs of the City within the financial capabilities of the City.

This element is intended to demonstrate the financial feasibility of the City of Coral Springs Comprehensive Plan. The schedule identified in this Element identifies the cost feasible plan for the time period from October 1, 2008 to September 30, 2014. For the purpose of the element, the long-term planning timeframe will be 2014, unless other stated.

CONSISTENCY

The information provided in this Data Analysis section was obtained from the City's 2009 draft Capital Improvement Plan Budget. Once adopted by the City Commission City staff shall revise the GOPs and Data and Analysis prior to adoption of the amendment and associated ordinance.

Transportation

This Element is consistent and compatible with the Future Land Use Element and Transportation Element and the Broward County Metropolitan Planning Organization (MPO) FY 2007/2008- FY 2011/2012 Transportation Improvement Program (see Appendix A). (Note: the MPO will adopt the FY 2008/2009-2012/2013 TIP in September 2008. The City will incorporate this revised information during adoption).

Potable Water

The City is covered by four water service districts including the City of Coral Springs Utilities, Coral Springs Improvement District, North Springs Improvement District and Royal Utilities. As part of the Comprehensive Plan Amendment for Water Supply Planning, the City has updated its Capital Improvements, Intergovernmental Coordination and Potable Water sub-element to ensure consistency between growth within the Comprehensive Plan and the 10-year water supply plan in accordance with State Statutes and the Administrative Code. Funding for the water districts are attached to this Data and Analysis section of this Element. (see Appendix B).

Public School Facilities Improvement

The City of Coral Springs adopted the Public School Facilities Element to create Public School Concurrency within the City. As part of this amendment, the City has included the School Board of Broward County's District Educational Facilities Plan (DEFP) and associated documents which identify the capital improvements necessary to maintain level of service standards with respect to Public School

CAPITAL IMPROVEMENTS ELEMENT

Concurrency. This information is included as attachment B in the Data and Analysis section of the Public School facilities Element.

CAPITAL IMPROVEMENT PLAN SCHEDULES

The combined six-year Capital Expenditure Program includes Fiscal Year 2009 Budget and expenditure projections for the next five years; the total capital expenditure for Fiscal Years 2009 through Fiscal Year 2014 is \$87,421,563.00. The Capital expenditure for Fiscal Year 2009 is programmed at \$13,291,852.00 (See Appendix C). This total breaks down as follows:

Fund Expenditures	Total
General Fund (includes EMS)	\$6,207,352.00
Fire Fund	\$228,570.00
Water & Sewer Fund	\$4,293,200.00
Center for the Arts Fund	\$32,000.00
Equipment Services Fund	\$2,257,730.00
Tree Trust Fund	\$120,000.00
Public Art Fund	\$153,000.00
TOTAL	\$13,291,852.00

CIP Funding Sources	Total
Equity Financing	\$3,938,243.00
Operating	\$3,401,402.00
SRF Loan	\$2,513,800.00
Grant Funding (CDBG)	\$1,294,714.00
Grant/Load Dependent	\$950,000.00
Grant Funding (UASI)	\$406,293.00
R&R	\$260,000.00
Capital Revenues (W&S)	\$254,400.00
Public Art Fund	\$153,000.00
Tree Trust Fund	\$120,000.00
TOTAL	\$13,291,852.00

The Capital Improvement Program (CIP) procedure is used to plan, budget, and finance the purchase and/or construction of large capital infrastructure, facilities, equipment, and other fixed assets. The City uses this process to ensure these expensive, long-lived projects are aligned with its strategic direction and that the funding is consistent with the future land use planning and development.

CAPITAL IMPROVEMENTS ELEMENT

The following policy guidelines are used to define a capital project and steer the management of the process:

- A capital improvement project is defined as a major construction, expansion, purchase, or major repair/replacement of buildings, utility systems, streets, or other physical structure or property which has an estimated total expenditure of \$5,000 or more and generally has an expected life of at least five years.
- The addition of another Fiscal Year plus the current year in order to insure a true Five-Year Forecast.
- Capital items under \$5,000 are generally included in the various Fiscal Year 2008 funds' operating budgets.
- Capital improvements are programmed and scheduled based on the City's projected financial ability to purchase and maintain the capital project. All projects are prioritized and ranked based on criteria including the strength of the linkage of undertaking the capital expenditure to support the City's strategic priorities.
- General Fund debt service expenditures will not exceed 12.5% of the total annual General Fund budget.
- Voter approved general obligation debt will not exceed 5.0% of the City's total taxable assessed valuation.

CIP projects are divided into one of three primary categories:

Fleet Replacement

The Equipment Services Fund provides for the purchase, replacement, and maintenance of the City's fleet and other large equipment. This is an Internal Service Fund in which departments are charged for the usage or depreciation of the equipment. This recurring source of money makes the Fund self-sufficient. Existing assets are replaced on a life cycle replacement schedule. New equipment can be added through a new initiative if it can be shown to support the Strategic Plan.

Computer Replacement

The Computer Replacement Fund is used to purchase and maintain computer hardware (including scanners, lap-tops, and desktops) and software. This is also a self-sufficient, Internal Service Fund. Existing computer technologies are replaced on a standardized replacement schedule that considers legacy as well as usage.

Capital Improvement Projects

The purchase, replacement, maintenance, and repair of all other infrastructure and fixed assets are accomplished through the Capital Improvement Program.

CAPITAL PROJECTS FUNDING

CAPITAL IMPROVEMENTS ELEMENT

Funding for capital projects can be obtained from any of the following sources:

General Fund, Fire Fund, and Water & Sewer Fund Operating Revenues

These appropriated revenues will generally be used to purchase modest, routine operating capital items.

Franchise Revenue Bonds

This consists of debt that is secured through the City's General Fund franchise revenues.

Water & Sewer Revenue Bonds

The Water & Sewer Fund is an enterprise fund which is supported by fees for service rather than by taxes. Revenue bonds are a type of loan in which the loan is repaid with revenues from the enterprise not by contributions from the General Fund. These loans are used to increase plant capacity and modernize the system.

General Obligation Bonds

This funding source requires voter approval and is used to finance major capital projects with an expected life of 15-20 years. Debt retirement is achieved through a special Ad Valorem tax debt millage separate from the General Fund Ad Valorem operating millage.

Variable Rate Debt

This funding source will be used to purchase capital items through the Florida Intergovernmental Financing Commission (FIFC) with a contractual obligation specifying payment terms, including principal and interest to be paid over a period of time.

Equity Financing

This is generally known as "pay-as-you-go" financing and involves dedicating budget surpluses that are generated in previous years to capital purchases. When the City equity finances some of its CIP, it reduces the amount of debt that needs to be issued.

Florida Department of Environmental Protection (DEP) Loan

This program provides low interest loans for planning, designing and constructing water pollution control projects as well as water conservation projects. The City will use this source to fund the Water & Sewer Master Plan and to install an artificial turf football field.

Tax Incremental Financing (TIF)

This captures the future tax benefits of real estate improvements in a designated area to pay the present cost of these improvements.

CAPITAL IMPROVEMENTS ELEMENT

Grant

A contribution usually by one governmental unit to another unit. The contribution is made to aid in the support of a specified function.

Renewal & Replacement

In the Water & Sewer operating fund Renewal & Replacement is an expense line item and each year the budgeted amount is transferred into the Renewal & Replacement Fund(s) to Renew and Replace Utility capital assets based on a life-cycle cost approach.

Impact Fees

Impact fees are collected from developers to be used to pay for new infrastructure made necessary because of the new development. Therefore, impact fees are used to fund some of the City's infrastructure capital projects.

FUND NAMES

The City's budget is structured on the basis of individual funds. This approach represents the financial structure of the City as a municipal corporation and is consistent with the State of Florida Uniform Accounting System. Each fund is a distinct financial entity with its own revenues and expenses

General Fund

This fund accounts for general services such as police, code enforcement, parks & recreation, public works, building, emergency medical services and administrative services.

Fire Fund

Provides for the Fire Department, consisting of administration, prevention, suppression, inspection, training and communications.

Water & Sewer Fund

This accounts for the provision of water and wastewater facilities and services to approximately 60% of the residents of Coral Springs (the remainder of the community is serviced by special water districts). This is an enterprise or proprietary fund, which is financed through water/wastewater user charges.

Health and General Insurance Funds

The City's insured general liability, property, workers' compensation, life and employee medical benefits. The General Fund, Fire Fund, Center for the Arts Fund, Water & Sewer Fund and Equipment Services Fund are billed to cover actual premium costs and claims to maintain adequate reserve balances.

Coral Springs Charter School Fund

The revenues and expenses incurred in the operation of the Coral Springs Charter School, which began operation on August 30, 1999. Funds are received

CAPITAL IMPROVEMENTS ELEMENT

from the state and through grants to teach approximately 1,617 students in grades six through twelve.

Coral Springs Center for the Arts Fund

The management and operation of the multi-purpose 1,471 seat Coral Springs Center for the Arts Theater and the Coral Springs Museum of Art. This is an enterprise fund, managed under a contract with Professional Facilities Management, Inc. since October 1, 1994, and financed through a transfer subsidy from the General Fund.

Equipment Services Fund

The costs of maintaining the City's fleet. The General, Water & Sewer, and Fire Funds are billed to cover salaries, fuel, repairs, supplies, and other maintenance costs.

Public Art Fund

Public Art fee receipts collected during the permitting process for new construction and renovations of existing structures. The fee only applies to structures in excess of 12,500 square feet, except residences on less than one acre. Revenues are collected only from those developers who choose not to purchase and maintain public art on their own property.

FUND TYPE

Operating Fund

This section describes capital projects for departments that are in the General Fund.

Special Revenue Funds

These funds account for the proceeds of specific revenue sources that are legally restricted for specific purposes. This section describes capital projects for Fire Funds, Coral Springs Charter School Funds, Enterprise Funds, Conference Center, Public Art Fund and Tree Trust Funds.

Enterprise Funds

Enterprise funds account for those operations that are financed and operated in a manner similar to private business or where the Commission has decided that the determination of revenue earned, costs incurred and/or net income is necessary for management accountability. This section describes capital projects for the Water & Sewer Fund and the Coral Springs Center for the Arts Fund.

Internal Service Funds

The Internal Service Funds are used to account for goods and services provided by one department to other departments of the City on a cost reimbursement basis. This section describes capital projects for the Equipment Services funds and detailed descriptions of Fleet purchases by department.

CAPITAL IMPROVEMENTS ELEMENT

FUND NAMES	FUND TYPE
General Fund	City of Operating Fund
Fire Fund	Special Revenue Fund
Water & Sewer Fund	Enterprise Fund
Coral Springs Charter School Fund	Special Revenue Fund
Coral Springs Center for the Arts Funds	Enterprise Fund
Equipment Services Fund	Internal Service Fund
Conference Center Fund	Special Revenue Fund
Public Art Fund	Special Revenue Fund

CAPITAL IMPROVEMENT ANALYSIS

CIP Selection Process

The CIP provides detailed information for all CIP projects/items with capital outlays greater than \$5,000 that the City plans to construct or purchase during Fiscal Years 2009 through 2014. Each department submitting a capital acquisition request completes a Project Description Form. The request should include the following information: Project title, department/division, strategic priority, additional operating cost, additional revenue or income, contingencies, description, update, alternatives, impact to other departments and justification.

The CIP is updated annually to make adjustments for changing capital needs, changes in availability and cost of funds, and to add a year of programming to replace the year just completed.

The CIP process begins in early January with a review of the process to determine if there are any changes that will make the process more user-friendly, efficient, and effective. Next, departments conduct a fixed assets inventory including an inventory of vehicles, computers, and printers.

One of the key improvements to the process has been to link the Capital Improvement Program to the Strategic Plan. In the spring, capital requirements flowing from the adopted Strategic Plan and Business Plan are identified. Each project in FY 2009 is linked to the Strategic Plan as it relates to the City Commission's seven priorities. The CIP also takes into consideration department needs, the Comprehensive Plan Capital Improvement Element, all state statutory requirements and the Water & Wastewater 1991, 1996 and 2007 Master Plan Updates.

Prior to being included in the six-year Capital Improvement Program, each potential project is analyzed to determine its financial impact on operations, operating expenditures, and revenues. The total cost of each recommended

CAPITAL IMPROVEMENTS ELEMENT

project is identified as part of the capital budgeting process and associated operating expenses are included in the operating budget. In the CIP, the Project Description Form for each project identifies expected debt service costs, including interest rate and life expectancy assumptions, as well as operating and maintenance costs for new equipment.

Strategic Planning Process

The Strategic Planning process is the cornerstone of the City of Coral Springs business model. It is the foundation upon which the Business Plan and the Annual Budget are based. Prior to allocating available resources, the City completes a strategic planning process to better understand the needs and desires of the residents of Coral Springs and the environmental factors that will affect the City in the future.

The local practices that guide the timing and location of construction, extension or increases in capacity of each public facility is determined through the Strategic Planning Process. This process culminates in the City Commission's Strategic Planning Workshop, however research is conducted and data is assembled prior to the workshop for the Commission to review and assist in their decision making.

ENVIRONMENTAL SCAN

After experiencing rapid residential growth in the 1990s, development on the City's remaining residential parcels has been canceled or delayed. There are approximately 50 residential vacant acres remaining throughout the City. With the annexation of Ramblewood East in 2005, the City has reached near maximum population under current zoning regulations. The updated populations as of April 1, 2007 was 129,766 with 23,978 single-family homes and 21,585 multi-family units. Any significant future residential development will be the result if the redevelopment of existing sites, increased density per acre and/or mixed use.

Mixed-Use Properties

In 2006, the first mixed-use property in the City's history was built with the 84 townhouses and retail/commercial at Heron Bay. Mixed-use is defined as residential combined with other uses such as office and/or retail. The last remaining under-developed property with Community Business zones, Hawks Crossing at Wiles Road and 441, will become a Super Target without any of the allowed residential use. Downtown Coral Springs, located at the four corners of the Sample Road and University Drive intersection, is the City's largest mixed-use project. The Downtown Development of Regional Impact (DRI) encompasses 4.3 million square feet of mixed-use development program including residential, commercial office, retail, entertainment and other related uses.

Single-Use Commercial and Industrial Properties

Coral Springs continues to head toward complete build-out on single use commercial and industrial properties. During Fiscal Year 2007, 18 new commercial buildings received certificates of occupancy for a total of 807,582 square feet. For Fiscal Year 2008 almost 767,850 square feet are anticipated to receive certificates of occupancy on 21 properties. Three additional properties are expected to receive certificates of occupancy during Fiscal Year 2009, adding approximately 66,682 commercial/industrial square feet within the City.

Commercial Redevelopment and Revitalization

A number of commercial properties throughout the City are in the process of being redeveloped or revitalized. On Sample Road in Downtown, a number of buildings have undergone storefront improvement and redevelopment. Other commercial areas and retail developments throughout the City are making significant updates to their developments including repainting, remodeling, new awnings, signage, and landscaping. These investment projects provide an increase in the taxable value of the City and strengthen the City's overall financial health and vitality

FINANCIAL CONDITION

Despite three years of continuing pressure on development and growth-related revenues due to residential build-out and the slow rate of economic recovery, Coral Springs continues to lead the nation in fiscal management and stability. The General Obligation Bonds are rated "AAA" by Standard & Poor's, Moody's, and Fitch Ratings. We join an elite group of cities nationwide that are rated "AAA" by all three rating agencies. The City's Water Utility is also rated "AAA" by Fitch Ratings.

During the late 1990's and early 2000's the City was able to capitalize on some "low hanging fruit" by restructuring the capital financing program, leveraging variable rate debt, and implementing pay-as-you-go financing for routine equipment replacement. For many years, fund balances improved as a result of growth related revenues, improved productivity, and prudent financial management policies. Those fund balances have been leveraged to avoid future debt service by equity financing capital purchases for FY 2009.

Financial Reserves

Another indicator of a city's financial strength is the level of its financial reserves. On an annual basis, after the year-end audit is completed, Financial Services produces a schedule of all fund surpluses and deficits, with projections of reserve requirements and a plan for the use of an excess surplus for the current year in accordance with Use of Financial Reserve Policies and Use of Surplus Policies referenced in the Budget Overview section in this document.

CAPITAL IMPROVEMENTS ELEMENT

In FY 2006, the City used \$9.5 million from the General Fund Reserve to pay for Hurricane Wilma related costs. In FY 2007, \$2 million was added to the reserve. With a \$1.9 million budget appropriation from FY 2008 budget along with reimbursements from FEMA, Federal Highway Administration, and the state we expect to fully restore our emergency reserve this year.

Bond Ratings

The City is very proud of achieving the highest financial honor bestowed on any municipality—earning a “AAA” from Standard & Poors, “Aaa” rating from Moody’s Investor Services, and “AAA” rating from Fitch Ratings. Such ratings mean the City’s general obligation bonds are considered to be of excellent investment quality, meaning lower interest rates on bonds with corresponding lower interest payments. The principle reasons for these excellent bond ratings are our strong financial position, excellent financial management and long-range planning.

REVENUES

Ad Valorem Taxes

The FY 2009 adopted general operating tax millage rate is \$3.3651. This is a decrease for the operating tax millage rate in Fiscal Year 2009. The Ad Valorem revenues generated by the FY 2009 tax millage rate are based on the July 1, 2008 assessed value provided by the Broward County Property Appraiser’s Office.

Utility Franchise Fees

Franchise Fees are charges to service providers for the right to operate within the municipal boundaries of the City. The charge is levied on a percentage of gross receipts basis.

Utility Service Taxes

The City charges a ten percent Utility Service Taxes on all utility payments made in the City.

State Revenue Sharing

State revenue sharing is provided to local municipalities by the state on a predetermined allocation methodology. Anticipated revenues to be received include: sales tax, communication, State Revenue proceeds, Alcoholic Beverage License, Municipal Rebate,

Building Permits

Building permit revenues are charges for permit and inspection services related to any construction, alteration, repair, or other activity required by the City Code and South Florida Building Code.

CAPITAL IMPROVEMENTS ELEMENT

Local Option Gas Tax

Local governments are authorized to tax gasoline, diesel, and other fuels sold at the retail level, as provided for in Florida Statutes Section 336.025.

Charges for Services—Recreation

Recreation revenues are generated from user fees at the City's parks, pools, and athletic complexes.

Fines and Forfeitures

Fines and Forfeitures are revenues generated by enforcement and prosecution of municipal ordinances and state statutes.

Charter School Lease

This revenue represents a lease of the Charter School facility and grounds valued at \$8.4507 per square foot.

Interest

Interest earnings are generated by investment earnings on that portion of cash reserve investments attributable to the General Fund.

MANAGEMENT OF DEBT AND EQUITY

The City is recommending a decrease in the Debt Service millage rate from \$0.1774 to \$0.1763, a decrease of less than one percent.

The City will seek opportunities to take advantage of declining interest rates and utilizing excess funds to equity-fund our capital needs. Over the past few years, the Federal Reserve has increased the Federal funds rate 17 times, bringing the targeted rate from a low of 1% to 5.25% and has indicated that it will continue to monitor over the next quarter or two if warranted to control inflation.

Impact of the Capital Improvement Plan on Operating Budget

It is important to note that 59% of Fiscal Year 2009 Capital will be equity funded which reduces the amount of debt in the operating budget. The City's Five-Year Forecasts illustrates the debt impact of Capital Improvement Program (CIP) on the overall budgets.

Net Operating Costs

Net Operating Costs include all additional operating expenditures associated with a capital project, offset by any new revenues generated by that project.

Operating Capital

Operating capital is for projects that are funded through appropriated revenues. Each fund has money reserved to make appropriate purchases. Normally this funding source is used for projects that have a short life expectancy. All equipment replacement is funded by operating capital.

CAPITAL IMPROVEMENTS ELEMENT

Debt Service

Debt Service refers to the amount of interest and principal the City will pay during a fiscal year. On the CIP Project Description Form, Debt Service is reported for the current fiscal year only. The cost of existing debt will continue based on the amortization schedule of each respective bond issue, usually 15 to 20 years.

CAPITAL IMPROVEMENTS ELEMENT

APPENDIX A

Broward County Metropolitan Planning Organization Transportation Improvement Program

CAPITAL IMPROVEMENTS ELEMENT

**Appendix A - Broward County Metropolitan Planning Organization Transportation Improvement Program
5-Year Listing of Federal, State, County, and Local Roadway Funding**

Broward County Metropolitan Planning Organization													
Tip #/ IS #	Project Name MPO District	Description or Limits, and Type of Work	Total Cost (\$000)	FUND SRC	Phase	Prior	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	Comments	Categories
1399	Coral Springs, City of MPO District 1	City Wide Resurfacing	\$ 5,684	MUN	CST	\$ 894	\$ 922	\$ 951	\$ 979	\$ 969	\$ 969	City of Coral Springs	ROWF
1401	Coral Springs, City of MPO District 1	Install Bus Shelters	\$ 418	MUN	CST	\$ 118	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	City of Coral Springs	ED
945 4138381	Sample Road MPO District 1	Rock Island Rd to Perimeter Rd Resurfacing	\$ 6,136	ACXA XU	CST CST		\$ 1,151 \$ 4,985					City of Coral Springs, Margate and Coconut	ROWF
1173	SR7	Cypress Creek Canal to Sample Road South Approach Resurfacing	 \$ 7,157	DDR DIH XA XA				\$ 3,315 \$ 158 \$ 3,384			\$ 300	City of Coral Springs	
935 4137971	University Drive MPO District 1	C-14 Canal to Sample Road Resurfacing	\$ 10,712	DDR XA	CST CST	\$ 150 \$ 10,562						City of Coral Springs	ROWF
98	Wiles Rd MPO District 1	SR7 to Rock Island Rd Add 2L (6LD)	\$ 13,732	BC BC	CST PE				\$ 2,941	\$ 10,791		City of Coral Springs	ADFG

Fund SRC

Code	Name	Source
BC	Broward County	County
DDR	District Dedicated Revenues	State
FTPK	Florida's Turnpike	State
MUN	Municipal	Local
XA	Surface Transportation Program (any urban or rural area)	County
XU	Surface Transportation Program (Urban areas 200K and up population)	Federal/State or Local

Phase

CST
RRU
DSB
ENV

Categories

ED	Existing Deficiencies
ADFG	Accommodate Desired Future Growth
ROWF	Replace Obsolete or Worn Out Facilities

APPENDIX B-
10 Year Water Supply

CAPITAL IMPROVEMENTS ELEMENT
Appendix B - 10 Year Water Supply - List of Capital Projects

CSID Capital Projects
City of Coral Springs

Project Description	Estimated Cost	Estimated Construction Start	Estimated Construction Completion	Funding Source
WATER				
7.4 MGD Nanofiltration WTP & Floridan Well	\$24,804,000	March 2009	September 2010	Bonds
Operations Building Expansion	\$1,710,000	January 2011	November 2011	Bonds

CSPU Capital Projects
City of Coral Springs

Project Name	Water Savings (mgd)	Cost	Estimated Construction Dates		Funding Source
			Start	Finish	
New Water Filters	.75	\$2,100,000	4/08	4/09	SRF Loan
Washwater Recovery	.174	\$100,000	4/09	4/10	SRF Loan
Remove Public Irrigation from Domestic Water	.06	\$200,000	4/09	12/12	Operating Budget
Broward County Naturescape	.04	\$10,000	3/06	12/15	Operating Budget
Total	1.024	\$2,410,000			

The North Springs Improvement District (NSID) has identified the need to increase water supply to meet the proposed population increases within their district and maintain level of service for their service area. The City of Parkland's Water Supply Plan identifies the potential of constructing a 3 million gallon per day Floridan Aquifer well and water treatment plant. NSID is currently working on an aquifer modeling project to identify whether the well and water treatment plant or other capital projects will be necessary to maintain level of service with the projected increase in population. Within six months of completion of this aquifer modeling project, NSID will adopt a Capital Improvement Program based on their level of service identified within each City's Water Supply and Comprehensive Plans. The City of Coral Springs will update its Capital Improvement Element (CIE) to include NSID's Capital Improvement Program through the City's annual update of the CIE in 2009.

There are no improvements required by Royal Utility to meet their water system growth demands in the City of Coral Springs.

CAPITAL IMPROVEMENTS ELEMENT

APPENDIX C- **Capital Improvement Plan Summary Sheet FY2009-FY 2014**

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

Categories: ED= Existing Deficiencies; ADFG= Accommodate Desired Future Growth;

ROWF= Replace Obsolete or Worn Out Facilities

Expenditures shown by Department, Revenues shown by Fund.

Department: Development Services								
							Total Cost	
Description	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY'S 2009-14	Categories
Funding Source: Equity Financing								
NPDES Permit	\$69,000	\$0	\$0	\$0	\$0	\$0	\$69,000	ROWF
Traffic Calming	37,000	0	0	0	0	0	37,000	ROWF
Street Indexing Signage	2,650	0	0	0	0	0	2,650	ADFG
Subtotal	108,650	0	0	0	0	0	108,650	
Funding Source: Franchise Revenue Bond								
Mullins Park Access Improvement	0	650,000	650,000	0	0	0	1,300,000	ROWF
NPDES Permit	0	69,000	69,000	69,000	69,000	0	276,000	ROWF
Subtotal	0	719,000	869,000	69,000	69,000	0	1,726,000	
Funding Source: Grant Funding (CDBG)								
Traffic Calming	50,000	47,000	55,000	62,000	60,000	60,000	334,000	ADFG
Sidewalk/Bikepath Feasibility Study	25,000	0	0	0	0	0	25,000	ADFG
Subtotal	814,714	356,416	339,416	346,416	344,416	344,416	2,545,794	
Total	\$923,364	\$1,075,416	\$1,208,416	\$415,416	\$413,416	\$344,416	\$4,380,444	

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

Categories: ED= Existing Deficiencies; ADFG= Accommodate Desired Future Growth;

ROWF= Replace Obsolete or Worn Out Facilities

Expenditures shown by Department, Revenues shown by Fund.

Department: Sportsplex/Tennis								
							Total Cost	
Description	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY'S 2009-14	Categories
Funding Source: Equity Financing								
Athletic Complex Equipment	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	ROWF
Clay Court Conversion	17,000	0	0	0	0	0	17,000	ROWF
Resurface Tennis Courts	22,400	0	0	0	0	0	22,400	ROWF
Tennis Court Lighting (Exterior)	25,000	0	0	0	0	0	25,000	ROWF
Paint/Recushion Courts—Tennis Center	18,500	0	0	0	0	0	18,500	ROWF
Seal Coating Parking Lot	10,000	0	0	0	0	0	10,000	ROWF
Subtotal	102,900	0	0	0	0	0	102,900	
Funding Source: Franchise Revenue Bond								
Tennis Court Lighting (Exterior)	0	50,000	0	0	0	0	50,000	ROWF
Resurface Tennis Courts	0	0	0	39,000	0	0	39,000	ROWF
Paint/Recushion Courts—Tennis Center	0	0	0	22,000	0	0	22,000	ROWF
Resurfacing Track and Courts	0	50,000	0	0	0	0	50,000	ROWF
Athletic Complex Equipment	0	30,000	0	0	0	0	30,000	ROWF
Dog Park Exercise Equipment	0	17,000	0	0	0	0	17,000	ROWF
Exterior Painting—Athletics	0	10,000	0	0	0	0	10,000	ROWF
Lake Fountain Aquatics/Tennis	0	7,000	0	0	0	0	7,000	ROWF
Shade Shelters	0	6,000	0	0	0	0	6,000	ROWF
Brick Paver Recondition	0	0	0	6,800	0	0	6,800	ROWF
Subtotal	0	170,000	0	67,800	0	0	237,800	
Total	\$102,900	\$170,000	\$0	\$67,800	\$0	\$0	\$340,700	

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

Categories: ED= Existing Deficiencies; ADFG= Accommodate Desired Future Growth;

ROWF= Replace Obsolete or Worn Out Facilities

Expenditures shown by Department, Revenues shown by Fund.

Department: Parks & Recreation								
Description	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total Cost FY'S 2009-14	Categories
Funding Source: Operating								
Artificial Turf for Fields	\$525,000	\$0	\$0	\$0	\$0	\$0	\$525,000	ROWF
Subtotal	525,000	0	0	0	0	0	525,000	
Funding Source: Equity Financing								
Neighborhood Parks Renovations	100,000	0	0	0	0	0	100,000	ROWF
Mullins Park Renovations	100,000	0	0	0	0	0	100,000	ROWF
Bike Trailhead Way	145,000	0	0	0	0	0	145,000	ROWF
North Community Park Renovations	100,000	0	0	0	0	0	100,000	ROWF
Park Amenities	10,000	0	0	0	0	0	10,000	ROWF
Cypress Hall Amenities	8,000	0	0	0	0	0	8,000	ROWF
Subtotal	519,000	0	0	0	0	0	519,000	
Funding Source: Franchise Revenue Bond								
Light Fixture Replacement Program	0	400,000	200,000	200,000	200,000	0	1,000,000	ROWF
Linear Renovations	0	125,000	0	0	0	0	125,000	ROWF
Neighborhood Parks Renovations	0	100,000	150,000	150,000	150,000	0	550,000	ROWF
Cypress Park Renovations	0	0	125,000	0	0	0	125,000	ROWF
Fencing	0	18,000	20,000	20,000	20,000	0	78,000	ROWF
Bike Trailhead Way	0	70,000	0	0	0	0	70,000	ROWF
Paint Buildings	0	9,400	2,770	40,000	30,000	0	82,170	ROWF
MIR 5000 Irrigation System	0	25,000	25,000	25,000	10,000	0	85,000	ROWF
Park Amenities	0	15,000	25,000	25,000	25,000	0	90,000	ROWF
Parking Lot Resurfacing	0	50,000	50,000	50,000	25,000	0	175,000	ROWF
Safety Town Building	0	800,000	0	0	0	0	800,000	ROWF
Resurfacing Basketball/Tennis/Roller Hockey	0	170,000	0	0	200,000	0	370,000	ROWF
Building Furniture	0	0	20,200	0	30,000	0	50,200	ROWF
Mullins Park Renovations	0	0	125,000	0	125,000	0	250,000	ROWF
North Community Park Renovations	0	0	125,000	0	125,000	0	250,000	ROWF
Field Renovations—Mullins/Cypress	0	201,500	150,000	213,800	0	0	565,300	ROWF
Subtotal	0	1,983,900	1,017,970	723,800	940,000	0	4,665,670	ROWF
Total	\$1,094,000	\$2,033,900	\$1,067,970	\$773,800	\$990,000	\$50,000	\$6,009,670	

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

Categories: ED= Existing Deficiencies; ADFG= Accommodate Desired Future Growth;

ROWF= Replace Obsolete or Worn Out Facilities

Expenditures shown by Department, Revenues shown by Fund.

Department: Transportation								
Description	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Total Cost	Categories
Funding Source: Operating								
Road Resurfacing Program	\$210,302	\$0	\$0	\$0	\$0	\$0	\$210,302	ROWF
Subtotal	210,302	0	0	0	0	0	210,302	
Funding Source: Equity Financing								
Road Resurfacing Program	725,000	0	0	0	0	0	725,000	ROWF
Coral Hills 41st-42nd ST Drainage Repairs	127,000	0	0	0	0	0	127,000	ED
Bus Shelters	60,000	0	0	0	0	0	60,000	ADFG
Royal Palm Bike Lanes	60,000	0	0	0	0	0	60,000	ADFG
New Bike Path Plan	50,000	0	0	0	0	0	50,000	ADFG
Turn Lane on Westview/N.Community Park	25,000	0	0	0	0	0	25,000	ED
Existing Walkways Renovation	25,000	0	0	0	0	0	25,000	ROWF
Subtotal	1,072,000	0	0	0	0	0	1,072,000	
Funding Source: CDBG Grant								
Meadows and Dells Drainage Improvement	260,000	0	0	0	0	0	260,000	ED
44th CT—East of Woodside Improvement	30,000	0	0	0	0	0	30,000	ROWF
Subtotal	290,000	0	0	0	0	0	290,000	
Funding Source: Franchise Revenue Bond								
Road Resurfacing Program	0	890,000	979,000	999,800	1,040,000	1,040,000	4,948,800	ROWF
University Drive North Resurfacing	0	425,000	0	0	690,000	0	1,115,000	ROWF
Alley Refurbishment Program	0	200,100	413,200	423,000	433,000	342,000	1,811,300	ROWF
Meadows and Dells Drainage Improvement	0	300,000	400,000	450,000	450,000	450,000	2,050,000	ED
110th Ave—Sidewalk & Drainage Study	0	0	50,000	248,000	248,000	0	546,000	ADFG
85th Ave—South of Sample Improvement	0	30,000	240,000	130,000	0	0	400,000	ROWF
Existing Walkways Renovation	0	232,320	116,160	232,320	174,240	261,360	1,016,400	ROWF
Royal Palm Bike Lanes	0	60,000	200,000	200,000	0	0	460,000	ROWF
44th CT—East of Woodside Improvement	0	150,000	150,000	0	0	0	300,000	ADFG
New Bike Path Plan	0	100,000	150,000	200,000	200,000	200,000	850,000	ROWF
Guard Rail Installation and Management	0	25,000	0	0	0	0	25,000	ADFG
Bus Shelters	0	60,000	80,000	80,000	100,000	100,000	420,000	ROWF
Turn Lane on Westview/N.Community Park	0	127,000	0	0	0	0	127,000	ED
Illuminated Intersection Signs	0	122,200	122,200	127,000	130,000	0	501,400	ADFG
Computerized Survey of Roadway Conditions	0	0	0	122,000	0	0	122,000	ADFG
City Hall Parking Lot Resurfacing	0	0	96,100	0	0	0	96,100	ROWF
Master Parking Lot Refurbishing	0	230,000	240,000	240,000	120,000	220,000	1,050,000	ROWF
Reseal & Restripe City Parking Lots	0	31,500	22,000	0	0	0	53,500	ROWF
Subtotal	0	2,983,120	3,258,660	3,452,120	3,585,240	2,613,360	15,892,500	
Total	\$1,572,302	\$2,983,120	\$3,258,660	\$3,452,120	\$3,585,240	\$2,613,360	\$17,464,802	

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

Categories: ED= Existing Deficiencies; ADFG= Accommodate Desired Future Growth;

ROWF= Replace Obsolete or Worn Out Facilities

Expenditures shown by Department, Revenues shown by Fund.

<u>General Fund By Department</u>							
	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>Total Cost</u>
							<u>FY'S 2009-14</u>
City Manager's Office	\$9,850	\$0	\$0	\$0	\$0	\$0	\$9,850
Human Resources	19,520	9,901	10,297	10,709	0	0	50,427
Financial Services	0	13,500	0	0	0	0	13,500
Information Services	515,674	597,900	329,000	119,000	353,501	0	1,915,075
Development Services	923,364	1,075,416	1,208,416	415,416	413,416	344,416	4,380,444
Police	416,865	713,930	5,811,268	1,011,100	364,100	89,225	8,406,488
Public Works	1,234,784	1,314,050	1,033,400	943,500	747,140	480,200	5,753,074
Economic Development	0	0	0	0	0	0	0
Sportsplex/Tennis	102,900	170,000	0	67,800	0	0	340,700
Aquatics	159,000	332,500	139,500	216,000	166,500	189,500	1,203,000
Parks & Recreation	1,094,000	2,033,900	1,067,970	773,800	990,000	50,000	6,009,670
Transportation	1,572,302	2,983,120	3,258,660	3,452,120	3,585,240	2,613,360	17,464,802
Emergency Medical Services	0	0	70,200	40,126	0	0	110,326
Subtotal All Departments	\$6,048,259	\$9,244,217	\$12,928,711	\$7,049,571	\$6,619,897	\$3,766,701	\$45,657,356
General Fund AHP (UASI)	159,093	0	0	0	0	0	159,093
Subtotal	159,093	0	0	0	0		159,093
Total General Fund	\$6,207,352	\$9,244,217	\$12,928,711	\$7,049,571	\$6,619,897	\$3,766,701	\$45,816,449

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

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Expenditures shown by Department, Revenues shown by Fund.

<u>Water and Sewer Fund</u>							
<u>Water Distribution/Wastewater Collection</u>							
<u>Description</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>Total Cost</u>
<u>Funding Source: Capital Reserves</u>							
Lift Station Evaluation & Capacity Analysis	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Subtotal	150,000	0	0	0	0	0	150,000
<u>Funding Source: CDBG Grant</u>							
Generator for Lift Station 17E	140,000	0	0	0	0	0	140,000
	140,000	0	0	0	0	0	140,000
<u>Funding Source: SRF Loan</u>							
Galvanized Water Service Replacement	500,000	500,000	300,000	0	0	0	1,300,000
Water Distribution System Improvements	125,000	750,000	750,000	0	0	0	1,625,000
Subtotal	625,000	1,250,000	1,050,000	0	0	0	2,925,000
<u>Funding Source: Loan Dependent</u>							
Infiltration/Inflow Correction Program	400,000	300,000	300,000	0	0	0	1,000,000
<u>Funding Source: Revenue Bond</u>							
Infiltration/Inflow Correction Program	0	0	0	200,000	200,000	200,000	600,000
Galvanized Water Service Replacement	0	0	0	300,000	300,000	300,000	900,000
Lift Station Rehab Program	0	980,000	150,000	1,049,000	150,000	1,137,000	3,466,000
Water Meter Replacement Program	0	150,000	150,000	150,000	150,000	150,000	750,000
Generator Storage & Maintenance Building	0	0	45,000	302,000	0	0	347,000
CMOM Report	0	0	70,000	0	0	0	70,000
Subtotal	0	1,130,000	415,000	2,001,000	800,000	1,787,000	6,133,000
Total	\$1,315,000	\$2,680,000	\$1,765,000	\$2,001,000	\$800,000	\$1,787,000	\$10,348,000

CAPITAL IMPROVEMENTS ELEMENT
Appendix C- CIP Summary Sheet- FY 2009- FY 2014

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Expenditures shown by Department, Revenues shown by Fund.

Water Treatment							
<u>Description</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>Total Cost FY'S 2009-14</u>
Funding Source: Capital Reserves							
SRF Consultant Services	\$30,000	\$31,500	\$33,075	\$0	\$0	\$0	\$94,575
Water Storage Tank Cleaning	65,000	0	0	0	0	75,000	140,000
Workman	9,400	0	0	0	0	0	9,400
Master Plan Update/Triennial Report	0	0	41,000	0	0	0	41,000
Subtotal	104,400	31,500	74,075	0	0	75,000	284,975
Funding Source: R&R							
Fire Hydrant Replacement Program	50,000	50,000	25,000	25,000	25,000	0	175,000
Spare Pumps and Replacement Pumps	110,000	75,000	75,000	0	0	0	260,000
Booster Station Repairs	100,000	0	0	0	0	0	100,000
Subtotal	260,000	125,000	100,000	25,000	25,000	0	535,000
Funding Source: SRF Loan							
Water Treatment Plant Imp.Phase 2	590,000	0	0	0	0	0	590,000
New Raw Water Supply Wells	160,000	740,000	0	0	0	0	900,000
Wellheads/Raw Water Trans. System	850,000	750,000	500,000	0	0	0	2,100,000
Utility Interconnects	288,800	0	0	0	0	0	288,800
Subtotal	1,888,800	1,490,000	500,000	0	0	0	3,878,800
Funding Source: Revenue Bond							
New Raw Water Supply Wells	0	0	160,000	740,000	160,000	740,000	1,800,000
Water Treatment Plant Sec. Improvements	0	25,000	25,000	25,000	0	0	75,000
Utility Interconnects	0	50,000	272,300	0	0	0	322,300
Booster Station Rehab	0	0	0	150,000	1,500,000	0	1,650,000
Subtotal	0	75,000	457,300	915,000	1,660,000	740,000	3,847,300
Funding Source: Loan Dependent							
Water Treatment Plant Sec. Improvements	550,000	0	0	0	0	0	550,000
Funding Source: Grant Funding—UASI							
Recovery Phase Emerg Generator Equip.	175,000	85,000	90,000	90,000	95,000	0	535,000
Subtotal	175,000	85,000	90,000	90,000	95,000	0	535,000
Total	\$2,978,200	\$1,806,500	\$1,221,375	\$1,030,000	\$1,780,000	\$815,000	\$9,631,075

CAPITAL IMPROVEMENTS ELEMENT
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Expenditures shown by Department, Revenues shown by Fund.

<u>Water and Sewer Fund Summary</u>							
							<u>Total Cost</u>
<u>Description</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY'S 2009-14</u>
<u>Water Distribution/Wastewater Collection</u>	<u>\$1,315,000</u>	<u>\$2,680,000</u>	<u>\$1,765,000</u>	<u>\$2,001,000</u>	<u>\$800,000</u>	<u>\$1,787,000</u>	<u>\$10,348,000</u>
<u>Water Treatment</u>	<u>2,978,200</u>	<u>1,806,500</u>	<u>1,221,375</u>	<u>1,030,000</u>	<u>1,780,000</u>	<u>815,000</u>	<u>9,631,075</u>
<u>Subtotal</u>	<u>4,293,200</u>	<u>4,486,500</u>	<u>2,986,375</u>	<u>3,031,000</u>	<u>2,580,000</u>	<u>2,602,000</u>	<u>19,979,075</u>
<u>Total</u>	<u>\$4,293,200</u>	<u>\$4,486,500</u>	<u>\$2,986,375</u>	<u>\$3,031,000</u>	<u>\$2,580,000</u>	<u>\$2,602,000</u>	<u>\$19,979,075</u>

TABLE OF CONTENTS

I. Introduction

II. Condition of Element at the time of adoption

Required by 9J-5.0053(6)(a)1

- A. Population
- B. Labor Force Characteristics
- C. Current Conditions Analysis
- D. Target Industries Analysis
- E. Economic Development Strategies

III. Condition of Element at the date of EAR

Required by 9J-5.0053(6)(a)2

- Population
- Labor Force Characteristics
- Current Conditions Analysis
- Target Industries Analysis
- Economic Development Strategies

IV. Comparison of Element's adopted Objectives with actual results

Required by 9J-5.0053(6)(a)3

V. Effect on Element from:

Required by 9J-5.0053(6)(a)6

- Changes to the State Comprehensive Plan since 1985;
- Changes to the appropriate strategic regional policy plan;
- Changes to Rule 9J-5, F.A.C.; and
- Changes to Chapter 163, Part II, F.S.

VI. Identification of proposed or anticipated plan amendments

Required by 9J-5.0053(6)(a)8

VII. Summary

ECONOMIC DEVELOPMENT ELEMENT

LIST OF TABLES

Table 1:	Population Trend by Age Groups
Table 2:	Geographic Distribution of Coral Springs Population
Table 3:	Employment by Occupation
Table 4:	Employment by SIC Code
Table 5:	Unemployment Rates
Table 6:	Coral Springs Businesses by SIC Code
Table 7:	Acreage of Existing Land Uses in Coral Springs
Table 8:	Prime Undeveloped Commercial and Industrial Property
Table 9:	Target Industries List
Table 10:	Development Incentives
Table 11:	Suggested Capital Improvements Plan for the Park of Industry
Table 12:	Population Trend by Age Groups
Table 13:	Geographic Distribution of Coral Springs Population
Table 14:	Unemployment Rates
Table 15:	Acreage of Existing Land Uses in Coral Springs
Table 16:	Prime Undeveloped Commercial and Industrial Property
Table 17:	Expansions/Relocations/Retentions To Date

Note: Tables 1-11 are from the adopted element.

Tables 12 - 17 represent current data. The table identification numbers in this document are not consistent with the identification numbers in the element.

LIST OF MAPS

Map 1:	Prime Undeveloped Commercial/Industrial Development Locations (1991)
Map 2:	Prime Undeveloped Commercial/Industrial Development Locations (1995)

I. INTRODUCTION:

- A. General. The importance of economic development activities as a component of the overall comprehensive planning process has increased as communities realize that their ability to grow in a controlled and balanced fashion has a dramatic impact on future land use, the demand for municipal services, and other important aspects of the health and vitality of a community.

The Economic Development Element includes principles and guidelines for commercial and industrial development, employment and manpower utilization within Coral Springs, and identifies any adjacent market areas that significantly impact the City's jurisdiction. This element includes analysis comparing the types of existing commercial and industrial development and sets forth methods by which a balanced and stable economic base can be achieved.

This element is an optional element of the Comprehensive Plan that was adopted by the City and certified by the State in 1991, two years after the Comprehensive Plan was adopted. The Economic Development Element is consistent with all elements of the Comprehensive Plan. The initial economic development effort was led by an appointed advisory board and by City staff. In 1993, the City Commission shifted the economic development effort to a private, not-for-profit corporation, the Economic Development Foundation (EDF), on the advisory board's recommendation. The Commission also approved a financial incentives package in 1993 after voters approved a property tax abatement referendum. City funds supplement the budget of the EDF and the current City Manager serves as the EDF Financial Advisor.

The adopted goals, objectives and policies need to be amended to reflect five years of experience. Some of the data necessary to measure the objectives were never collected because of changes in personnel and the shift in control of the economic development effort to the EDF. Most of the data that exists were collected by the EDF after it began operations in late 1993. Staff and the EDF believe most of the objectives are still valid and will work to create formal data collection methods to ensure all the necessary information is tracked.

The data that have been collected show that the economic development efforts have been extremely successful. The EDF data indicate the City has added 1,763 new jobs and retained 526 jobs in 1993-95. More than 809,000 square feet of office and industrial space have been developed or absorbed in the two years the EDF has led the economic development effort. This commercial and industrial growth exceeds the measures set forth in the adopted objectives.

II. CONDITION OF ECONOMIC DEVELOPMENT ELEMENT AT TIME OF ORIGINAL ADOPTION (JUNE 1989):

- A. Population: In 1991, Coral Springs was one of the fastest growing cities in Broward County and was the 13th largest city in Florida.

The 1991 population was estimated at approximately 83,000, more than double the City's population of 37,349 in 1980. This represented a compound annual average growth rate of 6.8% over that 11-year period.

The population was projected to reach 138,099 by the year 2016, the assumed year of build-out. The projected growth would represent a 2.4% compound annual average growth rate.

Coral Springs was characterized as a community of young families because the City had the lowest median age of all municipalities in Broward County, and it ranked first in the percentage of households that contain families, at 86%, and first in number of persons per household, at 3.27.

Table 1 lists population trends by age group.

Florida is known as a major tourist destination with a significant number of seasonal residents during the winter months. However, the seasonal population of the City was relatively small compared to other south Florida communities and was expected to remain approximately 2% of the total population of the city.

The geographic distribution of the City's population can be measured by changes in the population per census tract. Table 2 shows population projections by census tract. As expected, the data indicated that the population would be increasing most in the tracts that contain the majority of the remaining developable residential land.

- B. Labor Force Characteristics: The City's labor force constituted approximately 44% of the City's population in 1980, which is comparable to a 45% figure for Broward County for the same year. 1990 figures were not available at the time this element was written.

Because the City's population was projected to increase at over twice the rate of Broward County during the 1980's, the City's labor force was expected to have experienced considerable growth during the 1980's and to continue that trend into the 1990's.

Table 3 lists employment in the City and Broward County, categorized by occupation and projected to the year 2000. Table 4 lists employment by SIC code.

ECONOMIC DEVELOPMENT ELEMENT

Coral Springs had a considerably greater percentage of executive/administrative and professional occupations than Broward County as a whole and relatively fewer production workers and laborers. This was a reflection of Coral Springs' service industry orientation.

Employment projections by SIC code/industry showed the same trend. Service industries had grown from 22.6% of industries employment in 1980 to 28.5% in the year 1990, and growth was projected to continue through the year 2000 in Broward County.

Since service industries were expected to grow at higher rates than other industries, it was recommended that economic development strategies focus on efforts to diversify the City's economy from a dependence on this segment of the economy.

Table 5 is a comparison of the unemployment rates of Broward County, Florida and the United States from 1987-1990. During this period, Broward County had stayed at levels at or below both Florida and the total U.S. labor force.

C. Current Conditions Analysis:

Table 6 contains a list of the percentage of Coral Springs businesses for each SIC code. Health services accounted for 26.5% of all companies, business services were 19.6%, technical services were 14% and personal services were 10.6%. No other category exceeded 7% of all businesses.

The City's economy was heavily oriented toward service industries, with over 600 service establishments of the 649 business establishments surveyed for the element.

One commercial establishment had over 450 employees. Approximately 14% of the City's property tax base was from commercial/industrial properties, compared to 20% for Broward County.

Coral Springs got 56.3% of its property tax base from single family residential homes compared to 38.5% for Broward County.

The dominance of residential property in the City's assessed value base indicated the historical development character of the City as a residential community.

Table 7 is a summary of land uses by acreage. Coral Springs contained approximately 14,560 acres. Approximately 1,000 acres of land designated for commercial/industrial use were vacant. 650 acres were considered prime properties of sufficient size to have potential for major development.

ECONOMIC DEVELOPMENT ELEMENT

Table 8 describes the location of these 650 acres. Map 1 shows the location of the prime properties.

The remaining 350 acres should become more desirable as recognizable employers become corporate citizens of Coral Springs.

The 1991 supply of vacant land zoned for commercial and industrial uses was considered adequate for meeting the goal of doubling the non-residential tax base by build out. The largest industrial tract was the Park of Industry. The Park of Industry included approximately 340,000 square feet under roof in 1991.

The Park of Industry was estimated to be approximately 35% - 40% developed. Overall, the City contained approximately 3.5 million square feet of office space, with a vacancy rate of approximately 27%. Additionally, the City contained about 1.5 million square feet of retail space.

The element included summarized results of surveys of local employers and competitive office/industrial projects. The respondents perceived the City as a beautiful community with an abundance of middle and upper-income housing. However, the City did not have a reputation as a location for industrial and office uses. Improvements to the physical appearance of the Park of Industry and the provision of technical assistance, including a guide to city services, were suggested.

Coral Springs was compared to 15 cities to analyze business location factors. These factors are traditionally examined by facility locators in their initial screening of communities to determine potential locations for their companies or clients. These 8 factors are listed below:

General economic indicators Local business/government climate Existing manufacturing environment Labor force
Transportation linkages Real estate factors Cost of utilities Quality of life
Coral Springs had advantages or was competitive in all these factors with the exception of existing manufacturing environment. The City did not have a significant concentration of existing manufacturing firms to attract other firms.
Target Industry Analysis:

ECONOMIC DEVELOPMENT ELEMENT

Target industries, those types or groups of industries that should be encouraged to locate and/or grow in the City in an effort to diversify and expand the local economy, were defined using a two-step process: 1) identify growth industries using historical and projected industry growth by industry type (SIC code) and 2) identify locational preferences to find industries with a strong local presence.

Local leaders and the Economic Development Task Force identified a smaller number of industries for particular strategic targeting. These industries held the most promise for compatibility between the characteristics of the City and locating firms.

Table 9 is the final 1991 target industry list.

Many of the targeted industries involved electronic data transmission or other networked information services. At the time of element adoption, the City's lack of the most advanced form of telecommunication links to national networks was seen as a problem the City would have in competing with other communities' corporate parks.

- C. Economic Development Strategies: The Coral Springs mission statement for economic development was "to create and implement a program through careful planning and public/private sector cooperation to diversify our economic base, consistent with the high quality of life we now enjoy."

The ability to create an effective public/private partnership between the community and its business interests was emphasized. Because most of the available land in Coral Springs was owned by Coral Ridge Properties, or a limited number of other investors, the success of the initiative would be greatly dependent on their commitment to the effort.

Principal strategies for economic development were:

ECONOMIC DEVELOPMENT ELEMENT

Attraction - bringing new employers and jobs into a community

Creation - providing the assistance necessary to create new companies

Retention/expansion - emphasize efforts that help companies grow and prosper

ATTRACTION:

Three main strategies were identified in the area of attracting new businesses: 1) prospect identification; 2) development of incentives; and 3) marketing program.

Specific strategies to increase the number of successful prospects were to 1) improve the City's ability to handle "cold calls" from prospects for information about the community, 2) undertake a marketing effort for the target industries identified in Table 9, 3) target suppliers and support services of existing south Florida industries, and 4) begin a process to convince executives who live in Coral Springs but do not work here to consider moving to, or expanding in, Coral Springs.

Table 10 lists recommended development incentives to aid in attracting new employers. These incentives were based, in part, on the findings of comparative fiscal impact analyses, cash flow impacts on the City's general fund and incentives offered by competing cities.

A combined special assessment district and tax increment financing district for the Park of Industry was proposed to help reposition the Park as a prime location for office and industrial development. Table 11 is a suggested Capital Improvements Program for the Park as of 1991.

An Economic Development Overlay District was proposed for all areas up to 400 acres zoned industrial or commercial. It was proposed that property in this district would be available for development incentives on a first-come, first-served basis.

The three main forms of incentive qualifying development activity were: 1) new industrial/commercial uses occupied at opening; 2) new speculative buildings; and 3) existing buildings.

New uses would have to be a minimum of 50,000 square feet (25,000 in the Park of Industry) for tenants: with a minimum 10,000 square feet and 50 jobs, from outside of Coral Springs, with a five-year lease, and at least 50% of space occupied by qualified tenants. Incentives would terminate if the tenant vacated the premise during the incentive period.

New speculative buildings would be eligible for incentives when 50% or more of the space was occupied by tenants meeting the characteristics described above. Existing buildings of 25,000 square feet or more would receive a property tax abatement for two years. Other incentives would be based on the percent of the building occupied by tenants meeting the above characteristics.

ECONOMIC DEVELOPMENT ELEMENT

CREATION:

The element recommended encouraging support for creation activities, such as business incubators, which encourage small-scale "start up" facilities.

The high cost and absence of other key characteristics necessary to develop a successful creation effort did not suggest this as a priority strategy for Coral Springs economic development efforts.

RETENTION/EXPANSION:

Suggested strategies for retention/expansion of existing businesses included conducting periodic surveys of the needs of local companies, incentives for existing companies undergoing major expansion, redevelopment of the Park of Industry, and review of the administrative procedures effecting economic development.

The following criteria were suggested as incentives for existing companies:

1) establish a level of financial support based on the number of primary jobs created or assessed value created, 2) granting of an incentive should be determined by a review committee in a public hearing, and 3) the company must agree to remain in Coral Springs for a set time period or repay the incentive.

Several respondents to a survey considered the City a "tough town to do business in". However, the element recommended continuing the standards and procedures that resulted in the City's favorable current character.

Interviews conducted as research for the element indicated a concern with the "seemingly arbitrary application of procedures and difficult to interpret rules" that might have been discouraging development from occurring or even considering Coral Springs. The element suggested this issue be addressed through concerted City action.

The element recommended the following initiatives to support retention and expansion of City businesses as part of a "buy in our city" campaign: the production of a reference book outlining local services offered in Coral Springs and conducting a market study to determine if the City is doing an effective job in circulating and capturing revenues or if there was a significant leakage of Coral Springs' income outside of the City.

D. CONDITION OF ECONOMIC DEVELOPMENT ELEMENT AT THE DATE OF THE EAR (1995):

Population: Coral Springs continues to be one of the fastest growing cities in Broward County and is the 13th largest city in Florida.

The year-end 1994 population was estimated to be approximately 93,711. This represents a compound annual average growth rate of 3.43% over the past 5 years. The current population estimate (Coral Springs Projection Methodology: March 31,

1995) is 94,410.

The population is now projected to reach 121,953 by the year 2010, the effective year of build-out. The projected growth would represent a 2.24% compound annual average growth rate.

Coral Springs can still be characterized as a community of young families because the City has the second lowest median age of all municipalities in Broward County at 31.6, and it ranks third in the percentage of households that contain families, at 78%, and third in number of persons per household, at 2.94.

Table 12 contains new estimates of population trends by age group through anticipated build out in 2010. These projections were created during the preliminary research for a potential Growth Management Element using the same assumptions used with the 1988 data. The projected total population in each year reflects current land use and zoning patterns. These projections have not been officially adopted as part of the Comprehensive Plan.

The geographic distribution of the City's population can be measured by changes in the population per census tract. Table 13 shows that the population grew in the expected areas and is expected to continue to grow in those areas with extensive undeveloped land designated residential.

Labor Force Characteristics:

The City's labor force constituted approximately 55% of the City's population in 1990, which is comparable to a 53% figure for Broward County for the same year.

Tables 3,4, and 6 described employment trends in the City and Broward County at the time of plan adoption. The data contained in these tables was compiled from several sources by a consultant. Updates for some of this information is available on the state and county level. The City has not updated the local level information since the plan was adopted. The data in these tables was used to determine which industries should be the focus of the City's economic development efforts. Because employment trends do not change dramatically in the very short term, the City considers the existing target industries list to be valid. Additional data will need to be collected in the future.

According to data published by the Florida Department of Labor and Employment Security (FDD in December 1994, trade and service industries will generate more than two-thirds of the new jobs in Florida. Professional, paraprofessional, and technical occupations will be the second fastest-growing occupational division and will add the greatest number of new jobs to the work force.

FDL states that, between 1992 and 2005, more jobs will be generated by economic

growth than by job replacement due to death and retirement.

Table 14 is a comparison of the unemployment rates of Broward County, Florida and the United States from 1990-1993. After years of being at or below the rate of the total U.S. labor force, Broward County unemployment, reflecting a statewide trend, exceeded the U.S. rate in 1991 and 1992. However, the County unemployment rate returned to approximately the national rate in 1993.

Current Conditions Analysis:

Coral Springs now has one commercial establishment with 600 employees, two with 250 employees and one with 100 employees. The addition of more major commercial employers is anticipated.

Approximately 15.6% of the City's property tax base is from commercial/industrial properties.

Coral Springs gets 60% of its property tax base from single family residential homes. The dominance of residential property in the City's assessed value base indicates the continuing historical development character of the City as a residential community.

Table 15 is a summary of land uses by acreage. Coral Springs contains approximately 14,980 acres. Approximately 751 acres of land designated for commercial/industrial use are currently vacant.

The majority of the original 650 acres, considered prime properties of sufficient size to have potential for major development are still available. The land use for approximately 20 acres was changed to accommodate a public school and 16 acres became part of the Regional Park. An additional 38 acres was developed as a retail shopping center anchored by Builders Square and Sam's. There are still 570 acres of prime undeveloped commercial or industrial land. Table 16 describes the location of the remaining prime sites and Map 2 shows the location of these sites.

Seven of the nine original prime commercial/industrial areas were unplatted in 1991. In preparation for development, four of these areas have now been platted. Only the areas along Coral Ridge Drive, the south side of Sample Road at State Road 7 and portions of the Park of Industry (now called the Corporate Park of Coral Springs) remain unplatted.

ECONOMIC DEVELOPMENT ELEMENT

Because there has been an increase in commercial land and only a 10 acre net loss of industrial land through land use changes, the supply of vacant land zoned for commercial and industrial uses is still adequate for the purposes of doubling the non-residential tax base by build out.

The largest industrial tract is the Corporate Park of Coral Springs. The Corporate Park now includes approximately 1,200,000 square feet under roof.

The Corporate Park is now estimated to be approximately 45% - 50% developed. Overall, the City contains approximately 3.5 million square feet of office space, with a vacancy rate of approximately 12%. Additionally, the City contains about 1.5 million square feet of retail space.

Conceptual designs for new and improved entrances, landscaping and identification signs for the Corporate Park will be completed by the end of the summer of 1995.

Target Industries Analysis:

The City continues to seek the target industries identified in Table 9. However, the City has successfully secured businesses that were not on the initial list including manufacturing assemblers and steel fabricators as well as entertainment services

Many of the targeted industries involve electronic data transmission or other networked information services. Southern Bell and Coral Springs Cable have improved the city's telecommunication links since the adoption of the Economic Development Element. These enhancements, including digital switching and fiber optic transmission, benefit the City's efforts to recruit the target industries. The ongoing telecommunications improvements mean the City has advantages or is competitive in this area.

Economic Development Strategies:

The City's initial economic development initiative was led by an economic development advisory board and a budgeted department of City staff.

After a series of community workshops, the economic advisory board recommended the formation of a not-for-profit economic development organization to be run as a public/private partnership between the City, the Chamber of Commerce and the economic development organization.

The Coral Springs Economic Development Foundation (EDF) was incorporated as a not-for-profit corporation in March 1993.

Also in March 1993, the voters of Coral Springs approved a referendum permitting property tax abatement as an incentive. The City Commission also approved an

ECONOMIC DEVELOPMENT ELEMENT

additional incentive package including waiver or deferral of certain impact fees, inspection fees and development fees.

The Coral Springs Economic Development Foundation mission statement for economic development is only slightly different from the original City mission. The fiscal year 1996 Business Plan mission is "to implement a program which, through careful economic planning and public/private sector cooperation, will diversify our economic base, consistent with the City's quest to become the premier city in Florida to live, work and raise a family."

The ability to create an effective public/private partnership between the community and its business interests is still emphasized. Because most of the available land in Coral Springs is owned by Coral Ridge Properties (now called Coral Ridge Communities), or a limited number of other investors, the success of the initiative is still greatly dependent on their commitment to the effort. An employee of Coral Ridge Communities serves on the EDF Board of Directors.

Principal strategies for economic development continue to be attraction and retention/expansion. Creation of new businesses continues to be a low priority because of the high cost and the absence of other key characteristics necessary to develop a successful creation effort.

ECONOMIC DEVELOPMENT ELEMENT

ATTRACTION:

The City continues to support the three general strategies for attracting new businesses:

1) prospect identification; 2) development of incentives; and 3) a marketing program. The EDF is focusing on the "Resident Executive Initiative", a process to convince executives who live in Coral Springs but do not work here to consider moving to, or expanding in, Coral Springs, as the primary strategy to increase the number of successful prospects. This strategy resulted in the addition of two new businesses and 700 jobs to Coral Springs in 1994.

The EDF estimates at least 60% of the business relocations can be attributed to community resources (executives who lived in Coral Springs or who new knew someone who lived in Coral Springs).

The EDF has also trained staff and delineated responsibilities to improve the City's ability to handle "cold calls" from prospects for information about the community. The EDF has not begun any efforts to target suppliers and support services of existing south Florida industries.

The EDF is now looking to the Florida Department of Commerce and the Broward Economic Development Council to lead the national marketing effort to attract new businesses to the area.

The EDF will be increasing reliance on the Broward Economic Development Council and Enterprise Florida to fund and provide marketing and corporate recruitment services. The marketing/advertising initiatives will be concentrated within south Florida. The list of recommended development incentives from the 1991 Element (Table 10) is still valid. These incentives are now determined on a case by case basis.

The City did not create a special assessment district and tax increment financing district to help reposition the Corporate Park as a prime location for office and industrial development. Instead, financing for this project came from the Series 1994 Franchise Revenue Bond. One million dollars has been allocated for this project but no specific capital improvements plan has been created pending finalization of design.

ECONOMIC DEVELOPMENT ELEMENT

The City did not create an Economic Development Overlay District to define eligibility for development incentives. The creation of the EDF and privatization of the economic development effort made granting of incentives on a case by case basis the most efficient method. The EDF uses a Fiscal Impact Model to determine eligibility for and amount of incentives for each prospect. Due diligence is completed by the EDF and approved by the Financial Advisory Board. City Commission approval is only necessary if public incentives are offered. The City is considered a "lender of last resort". Property tax abatement is only available for new development projects.

RETENTION/EXPANSION:

Continuing strategies for retention/expansion of existing businesses include conducting periodic surveys of the needs of local companies, incentives for existing companies undergoing major expansion, redevelopment of the Corporate Park, and review of the administrative procedures effecting economic development.

ECONOMIC DEVELOPMENT ELEMENT

The EDF, in cooperation with the Chamber of Commerce, conducts an "Early Warning" business survey to alert the City to potential loss of businesses. This strategy has saved 276 jobs through the retention of two businesses.

As with attraction strategies, the creation of the EDF and privatization of the economic development effort made granting of incentives on a case by case basis the most efficient method. The EDF uses a Fiscal Impact Model to determine eligibility for and amount of incentives for each prospect. Due diligence is completed by the EDF and approved by the Financial Advisory Board. City Commission approval is necessary if public incentives are offered.

The City has processed several code amendments to streamline the development process including revisions to general zoning regulations, additional permitted uses, signs, and landscaping. The City has also instituted a "one-stop" shopping of development services in which the City guides EDF prospects through the development process.

The Chamber of Commerce publishes a Relocation Guide, outlining local services offered in Coral Springs, and a Retail Survey to determine if the city is doing an effective job in circulating and capturing revenues or if there is a significant leakage of Coral Springs' income outside of the City.

The EDF will be increasing reliance on the Chamber of Commerce to program and fund the Business Retention Program and the Early Warning System. The EDF will implement the International Affairs Program to assist local corporations in protocol matters relating to their international efforts.

PUBLIC PARTICIPATION ELEMENT

PUBLIC PARTICIPATION

CITIZEN PARTICIPATION ELEMENT OF THE CORAL SPRINGS COMPREHENSIVE PLAN

A. PURPOSE

The Citizen Participation Element of the Coral Springs Comprehensive Plan is developed around the following goals:

1. Provide all residents of the City the opportunity to participate in their government to the fullest extent possible to promote their health, safety, welfare and general well being.
2. Promote efficiency in the governmental process by streamlining actions involving public participation whenever possible.
3. Conform to all applicable local, state and federal laws relative to public notice and citizen participation requirements.

These goals will be achieved by following the procedures provided within this citizen participation element.

B. COMPREHENSIVE PLAN

1. **BACKGROUND:** Applicable laws and regulations - Citizen participation is actively encouraged in the comprehensive planning process. The Local Government Comprehensive Planning and Land Development Regulation Act, as amended from time to time, sets forth minimum citizen participation procedures. That law directs local governments to adopt procedures designed to provide effective public participation in the planning process and to provide real property owners with notice of all official actions that will regulate use of their property. The Broward County Comprehensive Plan, with its associated administrative rules and procedures, sets forth the citizen participation process in countywide land use planning matters. All other elements of the Comprehensive Plan are the responsibility of the cities under the Local Government Comprehensive Planning and Land Development Regulation Act so long as those elements are consistent with County, Regional and State Plans.

PUBLIC PARTICIPATION ELEMENT

2. CORAL SPRINGS CITIZEN PARTICIPATION

- a. The Local Planning Agency - City Ordinance number 76-116 designated the 5 member Planning and Zoning Board as the Citizen Advisory Committee (CAC) in the comprehensive planning process. City Ordinance number 87-144 designated the Planning and Zoning Board as the Local Planning Agency (LPA). This change was made to accommodate amendments to the State Law and to promote more effective and streamlined citizen participation in the planning process. The Planning and Zoning Board, when sitting as the Local Planning Agency, has the following duties and functions:
 - (1) Shall be responsible for the conduct of the comprehensive planning program and preparation of the Comprehensive Plan, or elements or portions thereof, required by the Act.
 - (2) Shall prepare the Comprehensive Plan and conduct hearings after due public notice.
 - (3) In the formulation of the Comprehensive Plan or its elements or portions thereof, the Local Planning Agency, relying on the Community Development director and Community Development Department for technical and professional expertise, shall conduct such hearings as may be required to assure broad dissemination and discussions of proposals and alternatives.
 - (4) Shall encourage written comments from the public as well as open discussion with the public at its hearings.
 - (5) Shall make a recommendation to the City Commission of the City of Coral Springs regarding the adoption of such Plan or element or portion thereof, which the Commission shall have the final authority as to adoption of the Comprehensive Plan.
 - (6) Shall monitor and oversee the effectiveness and status of the Comprehensive Plan.

PUBLIC PARTICIPATION ELEMENT

- (7) Shall recommend to the City Commission such changes in the Comprehensive Plan as may, from time to time, be required.
- (8) Shall prepare periodic reports on the Plan for submission to the City Commission as the Local Planning Agency deems appropriate or upon the request of the City Commission.
- (9) Shall perform all other functions, duties, powers and responsibilities of the Local Planning Agency as set forth and established in the Act.
- (10) Shall keep official public records of its activities, including minutes, attendance, written or oral comments or objections and formal Board action.
- (11) During the last meeting of any plan preparation or amendment period, the Planning and Zoning Board shall evaluate its own operation and effectiveness. A report of such evaluation, shall be forwarded to the City Commission at the end of the planning period, or as deemed necessary by the Planning and Zoning Board.

C. ADOPTION OF THE COMPREHENSIVE PLAN

The Comprehensive Plan shall be adopted by the following process:

- 1. As the Community Development Department prepares various elements of the Plan, the Local Planning Agency shall hold a public hearing to receive input and to discuss the element. A minimum of 1 such public hearing will be held, which is what the Local Government Comprehensive Planning and Land Development Regulation Act requires.
- 2. Prior to each Local Planning Agency hearing, notice of the time, place and purpose of such hearing shall be published at least twice in a newspaper of general circulation in the area with the first publication 14 days prior to the hearing date and the second to be at least 5 days prior to the hearing. In addition, all public and private agencies, firms and organizations currently listed or requesting to be listed on the Community Development Department mailing list, will be notified and if requested, will be provided with a copy of the documents to be considered at each such public hearing, before each public hearing.

PUBLIC PARTICIPATION ELEMENT

3. The City Commission must adopt the Comprehensive Plan by ordinance after providing legal public notice, citizen participation, and holding two (2) public hearings. The first public hearing shall be held at the transmittal stage on a weekday approximately fourteen (14) days after the first advertisement is published as required by all applicable laws and regulations. The intent to hold a second public hearing must be announced at the first hearing. The second public hearing shall be held at the adoption stage on a weekday, approximately 5 days after the day the second advertisement is published.
4. Advertisements for adoption or amendment of this Plan, element or amendment shall state at least the date, time, place of the meeting, the subject of the meeting, the place or places where the proposed Comprehensive Plan or Plan amendment may be inspected by the public. The advertisement shall also advise that interested parties may appear and be heard and/or submit written comments on the items to be considered. The advertisement shall contain a geographic location map indicating the areas covered by the proposals.
5. All advertisements relating to City Commission meetings concerning adoption of the Comprehensive Plan or plan amendments (regardless of whether or not the subject of the advertisement is a permitted use or land use category change) shall be placed in a newspaper of general circulation delineated in Statute 166.041. The advertisement shall not be placed with legal notices or classified advertisements but rather in a general readership section so as to reach the widest possible audience.
6. Adoption of the Plan or Plan amendment shall be by affirmative vote or not less than a majority of the total members of the City Commission.

D. AMENDMENT OF THE COMPREHENSIVE PLAN

For the purpose of Comprehensive Plan amendments, it is the policy of the City of Coral Springs to follow public notice and citizen participation procedures as required by State and County laws, ordinances and regulations.

E. PUBLIC PARTICIPATION IN THE COMPREHENSIVE PLANNING PROCESS

During consideration of the Plan, or any amendments thereto, by the Local Planning Agency or by the City Commission, the following procedures shall be implemented, in addition to those established for adoption or amendment as indicated above to provide effective public participation in the comprehensive planning process:

PUBLIC PARTICIPATION ELEMENT

1. Notice

- (a) Prior to adopting the Comprehensive Plan an announcement of the LPA public hearing will be distributed by bulk mail to every address or through utility billings to every account. When a specific Land Use amendment affects fifty percent (50%) or less of the land area of the community, an announcement of the LPA public hearing and separate announcements for the City Commission public hearings will be distributed by first class mail to all owners of property within four hundred (400) feet of each affected site. Public agencies and other interested parties will also be notified prior to adopting or amending the Comprehensive Plan according to a list maintained in the Community Development Department. The City Clerk is responsible for property owner notifications. The Community Development Department will provide a schedule, notification materials and a mailing list.
- (b) At a minimum, each notice relating to the adoption of the Comprehensive Plan or Comprehensive Plan Amendment shall include a statement of the change request; time, date, place of the public hearing; times and location where petition documents may be inspected; rights and responsibilities of anyone wishing to appeal any decision made; location map (if applicable); and a Community Development Department contact person and phone number.

2. Consideration of and response to public comments

- (a) All notices and advertisements relative to adoption of or amendments to the Comprehensive Plan shall include a statement encouraging written comments and indicate as forwarding address. Such comments will be accepted prior to or at any hearing.
- (b) All written comments received relating to the adoption of or amendments to the Comprehensive Plan shall be filed with the respective petition and plan element documents. Those comments received prior to Planning and Zoning or City Commission Agenda mail out shall be included in the staff report or if presented at a public hearing in subsequent staff report agenda mail out.
- (c) Any questions and comments relating to the Comprehensive Plan shall be responded to, in writing, if requested. Such response shall be mailed first class.

3. Information and Communications

- (a) In addition to all the above, the Community Development Department shall prepare a fact sheet of whole Plan elements, summaries of the technical analysis

PUBLIC PARTICIPATION ELEMENT

and complete policy documents which shall be available for public review prior to any public meeting.

4. Open Discussion

- (a) All persons shall have the opportunity at any hearings to comment verbally and to enter written statements into the record. This shall occur after staff and/or the petitioner's presentation.
- (b) Community Development staff will be available during normal working hours to talk or meet with any citizen requesting additional information or clarification relative to a petition or proposed Plan element. Files will be available for public inspection.

5. Dissemination

- (a) All of the procedures noted above, individually and collectively, shall serve to satisfy this objective.
- (b) In addition, staff will place the appropriate documents and maps in a public place such as a public library in order to further disseminate information and encourage public participation.

F. CORAL SPRINGS POLICY OF CITIZEN PARTICIPATION IN LAND DEVELOPMENT

- 1. **BACKGROUND** - It is the policy of the City of Coral Springs to provide citizens the opportunity to participate in various phases of the City's development process as indicated below:

- 2. **ZONING**

- (a) Amendments to the Zoning Code: Zoning Amendments:

Any citizen may petition the City to amend the Zoning Code for a legitimate reason. The petitioner must state the specific section of the Zoning Code to be changed and the effect the change would promote. Consideration must be given by the petitioner, to the effect of the change on property owners in similar and adjacent districts as well as the effect on the Comprehensive Plan of the City. The Community Development Department should be "consulted prior to any petition being filed.

- (b) Amendments to the Zoning Maps: Rezoning:

PUBLIC PARTICIPATION ELEMENT

Citizen participation is an integral part of the rezoning process. Citizen participation in the zoning process serves an even more important function. Planning and Zoning Board and City Commission consideration of re-zonings initiated either by the private property owner; an adjacent property owner or the City is governed by Municipal Code Section 145.

3. PLATTING AND VACATION OF EASEMENTS AND RIGHTS-OF-WAY

Platting, like zoning, has a more important status under the Local Government Comprehensive Planning and Land Development Regulation Act. Similarly, the importance of public participation is heightened. Platting is regulated by section 202 of the Municipal Code. Vacation of streets, alleys or other public places is regulated by section 146 of the Municipal Code.

4. ADDITIONAL AVENUES OF CITIZEN PARTICIPATION

Coral Springs Boards and Agencies - Citizens are able to participate in the planning of other aspects of Coral Springs as well. Below are listed the names of the official boards within the City that have either advisory or final authority, their function, meeting time and whom to contact for further information.

- (a) Coral Springs City Commission - The legislative body of the City is elected for staggered terms of two and four years by residents of Coral Springs with elections held on the 2nd Tuesday of March of every even year. This body is responsible for all municipal functions including taxation, police, fire planning, public works, parks and recreation, and water and sewer services in certain areas of the City. The Commission meets regularly at 6:30 P.M. on the first and third Tuesday of each month at the City Hall. For further information, contact the office of the City Manager in City Hall.
- (b) Planning and Zoning Board - The members of this Board are residents of the community. This Board is advisory to the City Commission in the areas of planning, zoning and development standards and regulations. It also serves as the Local Planning Agency. The Board meets regularly on the second Monday of each month at 7:00 P.M. in the City Hall. For further information contact the office of the Director of Community Development in City Hall.
- (c) Board of Adjustment - This Board is a quasi-judicial body empowered to grant or deny dimensional variances to the Zoning Code. This Board meets at the call of the Chair and at such regular times as the Board may determine. For further information contact the office of the Director of Community Development in City Hall.

G. NON-CITY BOARDS AND AGENCIES

(1) Drainage Districts

- Coral Springs Improvement District: South of Royal Palm Boulevard and north of the C-14 Canal.
- North Springs Improvement District: North of Wiles Road and west of Riverside Drive.
- Sunshine Water Control District: Between Wiles Road and Royal Palm Boulevard.
- Pine Tree Water Control District: North of Wiles Road and east of Riverside Drive.
- Turtle Run Community Development District: Between Wiles Road and Sample Road.
- Crossing District: South of Wiles Road

Each District is governed by a Board of Supervisors, each of whom must be a landowner within the District. The Supervisors are elected to the Board by the district's landowners. The Boards meet regularly once a month and conduct special meetings when necessary and appropriate.

All of the several districts utilize the same management staff, which achieves the full coordination of their utilities. For further information, call the District offices at (954) 753-0729. District offices are located at 10300 N.W. 11th Manor, Coral Springs.

(2) Water and Sewer Districts

All of Coral Springs has public water supply available for use. Sanitary sewers have also been provided. Generally, the area south of Wiles Road and north of Royal Palm Boulevard receives water and wastewater service from the City's Utilities Division. However, the remaining City area falls within the jurisdiction of two (2) improvement districts:

Coral Springs Improvement District: South of Royal Palm Boulevard and north of the C-14 Canal.

PUBLIC PARTICIPATION ELEMENT

North Springs Improvement District: North of Wiles Road and west of Riverside Drive.

Each District is governed by a Board of Supervisors, each of whom is a landowner within the District. The Supervisors are elected to the Board by the district landowners.

The Districts utilize the same management staff, which achieves the full coordination of their utilities. For further information, call the District offices at (954) 753-0729. District offices are located at 10300 N.W. 11th Manor, Coral Springs.

(3) Broward County

Broward County has numerous opportunities for citizen Participation in the form of various boards and agencies. Primary among them is the Board of County Commissioners that meets each Tuesday in the Broward County Governmental Center. Other boards such as the Charter Review Commission, Council of the Arts, Energy Conservation Committee and numerous others serve as public participation formats. For additional information concerning citizen participation at the county level, phone (954) 357-7585.

(4) Broward County MPO

This group, including technical, policy, and citizen committees, with memberships representing various jurisdictions throughout Broward County, is charged with the development of long and short-range transportation plans for the County.

The Broward County Metropolitan Planning Organization (MPO) annually prepares and keeps the five (5) year Transportation Improvement Program. This document records the major improvements in highway, public transit, air and water transportation completed in Broward County in the past year, and outlines the improvements to be undertaken during the coming five (5) years.

This program is referred to by the federal, state and local governments as the officially adopted Transportation Improvement Program for Broward County.

The MPO meets on the second Thursday of each month. For further information, call the MPO offices at (954) 357-6608.

(5) Broward County School Board

PUBLIC PARTICIPATION ELEMENT

The public schools in Broward County are owned and operated by the Broward County School Board, an independent countywide agency. The Board meets on the 1st and 3rd Thursday of each month at 10:00 A.M. at School Board offices located at 600 SE 3 Avenue, Ft. Lauderdale. Citizens may speak to the Board as a "delegation" if they phone the Superintendent's office at (954) 321-0000 at least one day before the meeting.

H. FURTHER SOURCES OF INFORMATION

Numerous other less direct avenues of citizen participation exist. Among these are the South Florida Regional Planning Council, South Florida Water Management District and the governments of cities adjacent to Coral Springs. The Intergovernmental Coordination Element of the Comprehensive Plan will indicate additional agencies and board of significance to the City of Coral Springs.

I. OTHER ELEMENTS OF THE COMPREHENSIVE PLAN WHICH ADDRESS CITIZEN PARTICIPATION

Future Land Use Element
Conservation Element

Intergovernmental Coordination Element concerning jurisdiction of various agencies and functions affecting Coral Springs.

See all other elements in regard to Further Sources of Information.