

APPENDIX E

Land Use

This Appendix includes a discussion of existing and future land use, used in the development of the Fort Lauderdale-Hollywood International Airport Part 150 Study.

APPENDIX E

Summary of Land Use

1.1 Description of Existing and Future Land Uses

This appendix provides a high-level description of existing land uses near Fort Lauderdale-Hollywood International Airport (FLL or the Airport), as shown on the existing land use map presented in **Figure E-1**. The existing land use information is based on the Broward County parcel layer with assessor's land use codes. The future land use information is based on the Broward County Comprehensive Plan,¹ using more limited underlying land use codes. In both cases the land use category codes have been consolidated into broader categories for use in the FLL Part 150 Study. Descriptions of existing and future land uses are presented for the following Broward County communities:

- City of Cooper City
- City of Dania Beach
- Town of Davie
- City of Hollywood
- City of Fort Lauderdale
- City of Weston
- Town of Southwest Ranches
- City of Plantation

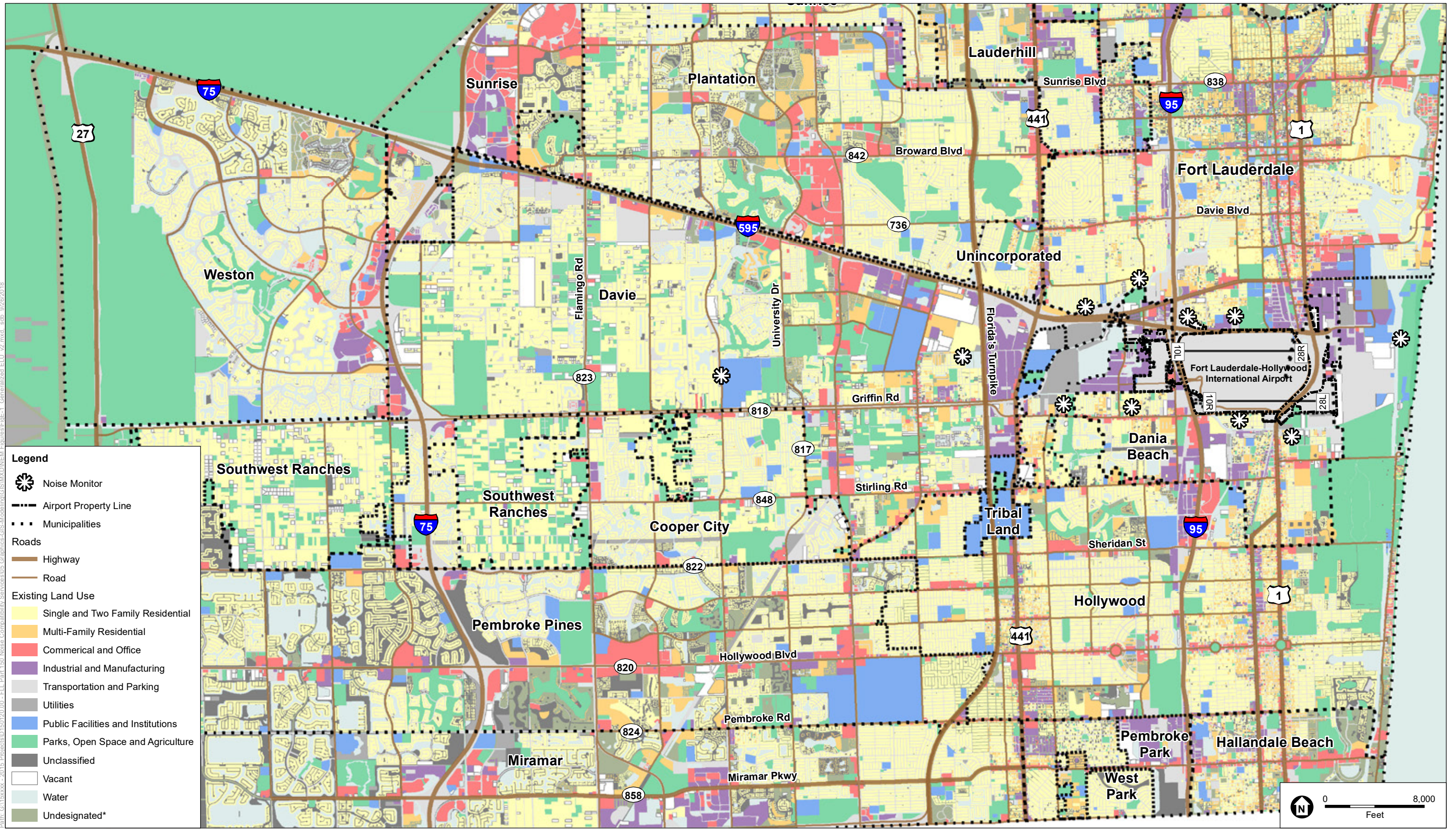
1.2 City of Cooper City

Existing Land Uses

Residential land uses are the predominate land use in the City, encompassing 2,538 acres, or 62%, of the City's total land area. The predominate type of existing residential use is Single Family, with Multi-Family comprising a small portion of that. Commercial development currently encompasses 155 acres, or only 4%, of the City's total land area. Cooper City has primarily been a residential community, reflecting its predominance of residential developments. The City currently does not have a Central Business District. Community retail trades placed along arterial roadways are the typical style of commercial development found in the City, along with service businesses. No regional commercial centers or malls exist within the City. However, a variety of commercial uses

¹ <http://www.broward.org/Planning/ComprehensivePlanning/Pages/Comprehensive-Plan.aspx>

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*Undesignated refers to parcels not populated with a land use code in data provided by Broward County.
SOURCE: Esri; Broward County GIS Parcel Data Set, October 2017; Adapted by Arora Engineers and ESA, 2018

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Figure E-1
Generalized Existing Land Uses
Fort Lauderdale-Hollywood International Airport

have been developed throughout the City along major roadways including Flamingo Road, Griffin Road, Stirling Road, and Sheridan Street. These commercial uses are distributed throughout the City to serve all its residents.

Public Facilities and Institutions encompass 241 acres, or 6%, of City lands. Lands designated community facilities were planned and are distributed throughout the community, assuring adequate acreage for future school demands and the location of public service facilities. Existing utilities encompass approximately 100 acres and represent 2% of municipal lands. Utility acreage includes a major Florida Power & Light (FPL) transmission line traversing the City and the municipal, public works, wastewater, and water treatment facilities. Parks and Open Space acreage within the City totals 317 acres, or 7%, of municipal lands. This acreage is comprised of public parklands owned by the City or Broward County, and private recreation areas. Brian Piccolo Park is a regional park in the City and it consists of 180 acres located on Sheridan Street. Additional park acreages are also leased from the County School Board, which includes recreation fields located at educational facilities in the community.

Future Land Uses

There are several hundred acres of vacant or undeveloped land in the City and most of it is suitable for development. The City's Comprehensive Plan gives specific allocations of residential dwelling units to residentially designated land uses in the City. Development may not exceed the specific allocation of units as adopted by the City Commission and the Broward County Planning Council, which review land use designations.

As the City grows and develops, there will continue to be a need for Commercial and Office uses to provide for the residents' retail and personal services. The City of Cooper City, like other western Broward County Communities, has experienced significant growth compared to the eastern portion of the County. Commercial designations in Cooper City have been located along major traffic ways, particularly at intersections, so traffic flow would not be interrupted by ingress/egress traffic into commercial sites

1.3 City of Dania Beach

Existing Land Uses

The City of Dania Beach consists of approximately 6.25 square miles (4,500 acres) and extends approximately 4 miles east to west and 3 miles north to south. The City includes a portion of oceanfront in the east disconnected from the balance of the City. Dania Beach is situated south of Fort Lauderdale, north of Hollywood, and east of Unincorporated Broward County. It is also the community closest to the Airport

There are several major arterial roadways which transect the City north/south and east/west. The most significant highway is 1-95 in the western portion of the City. The other major roadways within the City include US 1, Dania Beach Boulevard, Griffin Road, Stirling Road, and Sheridan Street. The eastern terminus of 1-595 touches the northeast tip of the City and the northwest tip of

the City intersects with SR 84 and 1-595. Over 80% of the City is in a built condition, with land remaining for future growth and development.

Residential uses account for approximately 35% of the land in the City, with the clear majority of that being Single or Two Family Residential and located south and southwest of the Airport. A portion of the residential uses in the City (such as Avon Park) are located directly west of the Airport's Runway 10R/28L. A major Commercial and Office land use occurs along US 1, which also has a mix of Single/Two Family Residential and Multi-Family Residential scattered throughout.

The land uses west of Runway 10L/28R include Industrial/Manufacturing and Utilities (including the Pond Apple Slough and FPL).

Future Land Uses

Based on the future land use map for the City of Dania Beach, the predominant land use will continue to be residential, although this is expected to be a mixture (i.e., co-mingling) of Residential and Commercial, especially south of the Airport. Single and Two Family Residential will continue to comprise most of areas in the City of Dania Beach located Southwest of the Airport.

The corridors along I-95, Griffin Road, and Stirling Road will continue to be Commercial and Office uses.

1.4 Town of Davie

Existing Land Uses

The Town of Davie has established small geographic planning areas within the Town limits. The areas are based upon generally identifiable development patterns which are unique to the area. In total there are 11 planning areas established within the Town.

Planning Area 1 constitutes the southwestern most portion of the Town, encompassing all the land south of Griffin Road and west of Southwest 148th Avenue. This planning area is bisected by I-75 which is accessed at Griffin Road and Sheridan Street. The Ivanhoe development constitutes most of this planning area, which is essentially programmed for low density (3 dwellings per acre) residential development. There are parcels designated for commercial use located in the northern and southern ends of the Ivanhoe development at the intersections of I-75 with Sheridan and Griffin roads, and Orange Drive. Over 100 acres at the northwest intersection of I-75 and Orange Drive have been developed as the ICW West business park.

Planning Area 2 includes the westernmost section of the Town north of Stirling Road to include the annexed area of United Ranches and south of SW 14 Street, and bound on the west by I-75 and on the east by the southern portion of Pine Island Road. The predominant existing land use is single-family residential at a density of one dwelling per acre. The Broward County Landfill site, now closed, has been developed as Vista View Park. The Boy Scout Camp is located to the north of Vista View Park and is also used for recreational and open space purposes. This planning area

contains numerous large and small subdivisions of one-acre lots. Several larger parcels are currently being platted, in preparation for marketing or development as estate residences. A substantial FPL transmission corridor exists in this Planning Area as well as Planning Areas 1 and 3. The corridor runs parallel to I-75, through residential land. The corridor crosses I-75 around Southwest 36th Street and connects with the FPL substation on Orange Drive.

Planning Area 3 is bound by I-595 on the north side, I-75 on the west side, SW 14th Street on the south side, and Flamingo Road on the east side. The planning area consists of residential uses developed at a density of 3 to 10 dwellings per acre, including the Shenandoah development, which occupies the western half of the planning area. Commercial development lines the SR 84 corridor.

Planning Area 4 is bordered by SR 84 on its north, University Drive on its east, Flamingo Road on its west, and a nonlinear border on its south that corresponds to Nova Drive and SW 14th Street and the Village of Harmony Lakes development. A portion of the University Drive and SR 84 commercial corridors are included in this area, as are several planned residential communities typically developed at five dwellings per acre, including Arrowhead Golf Course and Country Club, Village of Harmony Lakes, Westridge, the Ridgeview Lakes developments, Scarborough, Village at Pine Lakes, and the Pine Island Ridge, Park City and Rexmere Village developments.

Planning Area 5 is bounded by Nova Drive on the north, University Drive on the east, and Nob Hill Road on the west. The southern limits are SW 36th Street, on the western portion of this planning area, and Orange Drive on the eastern portion. This area is comprised of residential uses developed at a density of 3-22 dwelling units per acre and commercial development, existing and proposed, along the University Drive and Orange Drive corridors. The Pine Island Ridge has been preserved within this planning area by joint efforts with local, county, and state jurisdictions. The single-family residential development within this planning area generally falls within larger scale communities such as Forest Ridge, Rolling Hills, Arrowhead Golf and Tennis Club, and Pine Island Bay communities. The multi-family residential development tends to be smaller in scale and includes such developments as The Harvest, Isla Merita, Old Country Manor, Alpine Woods, and Reflections. The commercial development along University Drive is comprised of retail stores and office parks.

Planning Area 6 includes lands located south of SR 84, east of University Drive and north of Nova Drive, together with lands located east of the Florida Turnpike and west of SR 7/441, south of SR 84 and north of the south Town limits. The northwestern portion of this planning area has a zoning district of Regional Activity Center – Research and Technology and a land use designation of Regional Activity Center. There are small commercial parcels along the SR 7 corridor with one large retail center located on the southeast corner of University Drive and SR 84. Commercial flexibility has been applied to previous industrial land use plan designated lands on both sides of the Davie Road corridor between SR 84 and Nova Drive. The Town is encouraging development and redevelopment of properties within this area to strengthen the Town's nonresidential tax base for the future.

Planning Area 7 encompasses what was once Hacienda Village. The Town annexed this area in the late 1980s. Bordered on the north by the North New River Canal and on the south by SR 84, the

area stretches approximately one mile east of SR 7/441 and includes the Hacienda Flores and Pond Apple Sough wetland mitigation sites, owned by Broward County and FDOT, respectively. The wetland mitigation sites were required to offset the loss and degradation of wetlands from the construction of the County resource recovery facility and I-595. Most of the planning area is designated for conservation use due to the large mitigation site area. A portion of the North New River Canal frontage is designated and used for marine industrial development. A multi-family development occupies the western 20 acres of the planning area.

Planning Area 8 is the most diverse, characterized by older, small-scale commercial development, older single-family residential neighborhoods, and new, large-scale multi-family residential developments that serve the rapidly growing South Florida Education Center. Residential uses in the southeastern portion of this planning area are not included in the Regional Activity Center land use category, and therefore their existing densities are maintained. The planning area also encompasses the downtown Regional Activity Center – Transit Corridor District (where western-theme architecture is required), the Davie Town Hall and Rodeo Arena, and mobile home communities. Residential development east of the Davie Road corridor has been the subject of community redevelopment efforts.

Planning Area 9 is south of Griffin Road, generally north of Stirling Road, east of SW 76th Avenue and west of the Florida Turnpike. This area is predominantly agricultural with scattered low-density single-family residential development. Commercial development lines the Griffin Road, Davie Road, and Stirling Road corridors. Agricultural uses have diminished over the years, succumbing to increased residential demands given the enhanced accessibility provided by the roadway expansion and easy access to the Florida Turnpike.

Planning Area 10 is located north of Stirling Road, south of Griffin Road, east of Pine Island Road, and west of SW 76th Avenue. Commercial development of retail centers and office buildings line the east and west sides of the University Drive corridor. The east side of this corridor consists of multi-family residential development on the northern half of the corridor, and commerce park development on the southern half. Commercial development also exists along Griffin Road within this planning area. Several small-scale single family residential communities, mobile home parks totaling approximately 30 acres in area, and an 8-acre industrial park are located within this area. These include a regional library, multiple church uses of varying scales, a Girl Scout campground facility, and a private school. The Town is anticipating potential expansion of commercial uses within this planning area.

Planning Area 11 boundaries are Stirling Road on the north, Davie Road Extension on the southeast, and University Drive on the west. The area is characterized by multi-family residential development on the south side of Stirling Road, ranging from 8 to 16 dwellings per acre. There is one single-family residential subdivision, developed at five dwellings per acre. Housing in this area is generally in stable condition. Small commercial developments line Davie Road Extension and University Drive.

Future Land Uses

The Town of Davie will continue to have a large Residential makeup (single and two family), and Open Space, especially west of South University Drive. Commercial and Office uses will continue to be predominant along the I-595 corridor, along most of South University Avenue, and in the southwest corner of Davie at the intersection of I-75 and Griffin Road. Mixed Residential and Commercial uses will continue to be heavy in the easternmost portion of Davie, framed by I-595 on the north, SR 7/441 on the east, Griffin Road on the south, and South University Avenue on the west.

The eastern portion of Planning Area 6 includes SR7/US441, which has been designated as an area of redevelopment and for which there is a Corridor Master Plan. The Town is anticipating potential expansion of commercial uses within Planning Area 8.

1.5 City of Hollywood

Existing Land Uses

Hollywood is a planned city with diverse land uses throughout, located largely south of the Airport, but with some portions of the City located to the east and west of the Airport. The City recognizes 50 distinct neighborhoods and communities within its borders. The City of Hollywood's primary existing land use is Single and Two Family Residential, making up approximately 41% of the total land area. Parks and Open Spaces (including conservation areas) make up nearly 22% of the total land area. Commercial and Office uses are approximately 5% of the total land area. The most significant undeveloped areas are on SR 7/441 – two areas near Griffin and Sterling Road near the Seminole Tribe/Hard Rock Casino area.

In terms of location of predominant land uses, Single and Two Family Residential comprises a large area near the center of Hollywood, and well as those portions of Hollywood east of I-95. Commercial /Office and Industrial/Manufacturing are scattered throughout the City with a large cluster along I-95. West of A1A is a large amount of land devoted to Parks and Open Space.

Future Land Uses

Single and Two Family Residential will continue to be a predominant use throughout the City, including the large residential area in the center of the City. Commercial and Office will continue to be focused on the major roads in the City, including corridors along I-95 and Hollywood Boulevard. Areas that are currently Open Spaces and Outdoor Recreation, most notably those in the easternmost portion of the City will remain in those uses.

1.6 City of Fort Lauderdale

Existing Land Uses

The City of Fort Lauderdale is generally located north of the Airport. The City encompasses approximately 36.29 square miles, and shares boundaries with nine municipalities, the Atlantic Ocean, and unincorporated sections of Broward County. Fort Lauderdale is a mature urban environment that is nearly at build-out. At present, only 4% of the City land area is vacant, most of

which is zoned for industrial, institutional, or commercial land uses. The City has a traditional mix of uses with residential and commercial/business representing the majority of the City's land use. However, unlike many older cities of comparable size, Fort Lauderdale's general development pattern is that of sprawling, low density downzoning efforts that occurred between 1969 and 1977. More than 1,200 acres were down-zoned city-wide to preserve the City's single-family neighborhoods and low-density image in the face of large scale development occurring in surrounding municipalities and unincorporated Broward County. Later, the City removed density restrictions for residential development in the downtown to attract quality, high density residential development in the City's downtown where sewer and water facilities are adequate to support growth.

Future Land Uses

In its Comprehensive Plan, the City of Fort Lauderdale strives to plan for the City to create an economically, environmentally and socially sustainable development in the future. Balancing the need to protect natural systems with the need to provide opportunities to enhance the economic and social well-being of the City's present and future residents requires a well-articulated vision of land use. Due to the lack of vacant land in Broward County, Fort Lauderdale has become the primary location for redevelopment. Deteriorating commercial centers and residential neighborhoods are being revitalized through redevelopment in regional activity centers, the implementation of community redevelopment plans and other programs.

According to the City's Plan, support for redevelopment should consider public safety and disaster preparedness. Public safety should be enhanced by establishing a policy of no net increase of residential and hotel densities in areas requiring evacuation from a Category 3 or greater storm event, by placing the financial burden of replacing structures destroyed in a hurricane on the property owner rather than the public, and by evaluating alternatives for parcels where property in a coastal high-hazard area has been destroyed during hurricanes, such as public acquisition or other options that protect both public safety and property rights. As Fort Lauderdale is nearing build-out, there is little vacant land remaining to accommodate new development. The patterns and pressures for development are of redevelopment and revitalization.

1.7 City of Weston

Existing Land Uses

The City of Weston lies approximately 22 miles west of the Airport, west of I-75, and south of I-75 where it turns west. The City of Weston consists of approximately 27 square miles. Weston incorporated as a municipality in September 1996. In April 1997, Weston annexed Bonaventure, an approximately 1,300-acre community to form what now exists as the City of Weston.

Weston is generally a low intensity residential community with vibrant, compact commercial areas and employment centers. The existing land use patterns in the City of Weston were largely developed prior to incorporation. The Bonaventure community in Weston began development in the mid-1970s consisting of 6,388 units, as well as two golf courses and a resort hotel. Residential

and non-residential development is largely complete in the Bonaventure community. A majority of the City of Weston was developed in the 1990s-2000s as a master-planned community.

A substantial portion of the City of Weston is made up of existing single family residential land uses (24%). Nearly 35% of the total land area consists of conservation lands making up the westernmost areas of the City. The City of Weston is mostly built-out and less than 1% of the developable land area is vacant.

Areas designated as Commercial/Office and Industrial/Manufacturing are located west of (the north-south portion of) I-75, to a great degree along Weston Road. There are also Commercial and Office uses at the southeast intersection of Royal Palm and Bonaventure Boulevards; and at the Weston Lakes Plaza in the northeast quadrant of Saddle Club Road and Indian Terrace.

Future Land Uses

According to their Comprehensive Plan, The City of Weston contains no areas which require redevelopment. A majority of the residential and non-residential development has occurred in the past 25 years and redevelopment would be unsuitable for such consideration. The City of Weston will continue to monitor neighborhoods and make determinations relative to needed redevelopment activities as they become necessary. There exists a need to eliminate and prevent land uses and specific characteristics of development inconsistent with Weston's unique character and planned future uses. These inconsistencies are monitored in the permit and review process which are, to a great degree, further regulated by land use and zoning constraints.

Development and redevelopment in flood prone areas must be based upon suitability determined from Flood Insurance Rate Maps, Flood Hazard Boundary Maps or other accurate data to assure the preservation of flood protection to the subject property and the entire community dependent on the overall area.

1.8 Town of Southwest Ranches

Existing Land Uses

The Town of Southwest Ranches was founded in 2000, and comprises 13 square miles located on the eastern edge of the Florida Everglades, west of the Airport. The Town was incorporated to avoid annexation into Pembroke Pines and to preserve its semi-rural lifestyle, which is focused on equestrian use. As shown in Figure 1, it is comprised largely of low-density residential, interspersed with parks and open spaces.

At the northeast intersection of Sheridan Street and Dykes Road, there is an area of Commercial and Office uses. Public Facilities and Parks/Open Space uses occur in a few places within Southwest Ranches, notably along Griffin Road and Flamingo Road.

Future Land Uses

Future land use designations are characterized by specific sub-groups of residential – notably Rural Ranch (1 dwelling unit per 2.5 acres) and Rural Estate (1 dwelling unit per acre). There is a small

portion of the Town, located north of Sheridan Street and west of SW 188th Avenue, that is designated for future medium density residential use.

The Public Facilities and Parks/Open Space areas that exist in the Town of Southwest Ranches are expected to remain into the future.

1.9 City of Plantation

Existing Land Uses

The City of Plantation, located northwest of the Airport and north of I-595, is largely a residential community, with supporting land uses such as Commercial, Industrial, and Public Facilities. Residential comprises approximately 73% of the City land, with Commercial at 8%, Commercial Recreation at 7%, and Community Facilities at approximately 4%.

Multi Family is a dominant use along Cleary Boulevard (including at the intersection with Hiatus Road) and North University Drive with many large-scale developments. There are several athletic fields along Cleary Boulevard in the central and western parts of the City (Sunset Park and Central Park) and Pop Travers Park in the south portion of the City. Commercial and Office uses are heavy west of South University Drive and East of South Pine Island Road.

There are also several golf courses located in the City of Plantation, located in a band north of I-595 and south of West Broward Boulevard.

Future Land Uses

The goals, objectives and policies of the City of Plantation call for future development to be done thoughtfully. They specifically cite the western half of the City to allow new development only if services are available to support it. Further, they encourage innovation in land planning and site development techniques by achieving an on-site mix of residential and commercial uses and by promoting multi-story commercial/office/residential mixed-use development in certain areas. To a large degree, however, the land use patterns for the future case do not vary considerably from the existing land use patterns.