City of Tamarac
Comprehensive Plan

Volume I: Goals, Objectives & Policies

Volume II: Data, Inventory & Analysis

Adopted June 11, 2008
Amended July 8, 2009

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City of Tamarac
Comprehensive Plan

Adoption Date & Ordinance for Elements of Volume I: Goals, Objectives & Policies

I. Future Land Use Element - adopted June 11, 2008, Ordinance Number 2008-08
II. Transportation Element - adopted June 11, 2008, Ordinance Number 2008-08
III. Housing Element - adopted June 11, 2008, Ordinance Number 2008-08
IV. Infrastructure Element - adopted July 8, 2009, Ordinance Number 2009-06
V. Conservation Element - adopted July 8, 2009, Ordinance Number 2009-06
VI. Recreation & Open Space Element - adopted June 11, 2008, Ordinance Number 2008-08
VII. Intergovernmental Coordination Element - adopted July 8, 2009, Ordinance Number 2009-06
VIII. Capital Improvements Element - adopted July 8, 2009, Ordinance Number 2009-06
IX. Public School Facilities Element - adopted June 11, 2008, Ordinance Number 2008-08
# TABLE OF CONTENTS

| Introduction..................................................................................................................i |
| Statement of Legislative Intent..................................................................................ii |
| A Vision of Tamarac’s Future....................................................................................iii |

## Volume I: Goals, Objectives & Policies

I. Future Land Use Element  
II. Transportation Element  
III. Housing Element  
IV. Infrastructure Element  
V. Conservation Element  
VI. Recreation & Open Space Element  
VII. Intergovernmental Coordination Element  
VIII. Capital Improvements Element  
IX. Public School Facilities Element

## Volume II: Data, Inventory & Analysis

I. Future Land Use Element  
II. Transportation Element  
III. Housing Element  
IV. Infrastructure Element  
V. Conservation Element  
VI. Recreation & Open Space Element  
VII. Intergovernmental Coordination Element  
VIII. Capital Improvements Element  
IX. Public School Facilities Element  
X. Map Series
CITY OF TAMARAC COMPREHENSIVE PLAN

INTRODUCTION

The Tamarac Comprehensive Plan is prepared in accordance with Chapter 163, Florida Statutes, as amended, and Administrative Rule 9J-5. Each Element is composed of goals, objectives and policies contained in Part 1 which is adopted by the City Commission, and support components which are contained in Part 2 including background data and analysis, inventories of existing conditions, methodologies, projections and other estimates of future conditions. Part 2 of this Comprehensive Plan is not adopted by the Tamarac City Commission pursuant to Chapter 163, Florida Statutes.

This Comprehensive Plan is organized into eight (8) Plan Elements preceded by the Plan's adopted Statement of Legislative Intent which applies to all Elements and a Future City Vision. Each adopted Element includes Goals, Objectives and Policies. The Future Land Use Map (FLUM) contained in the Future Land Use Element is the only map in this Plan which is adopted. The Capital Improvements Element contains Goals, Objectives and Policies, a Five-Year Schedule of Capital Improvements, and a Monitoring and Evaluation Section all of which are adopted.
STATEMENT OF LEGISLATIVE INTENT

This Statement expresses the legislative intent of the City Commission of the City of Tamarac with regard to the Comprehensive Plan. This Statement is applicable to the Tamarac Comprehensive Plan in its entirety and is declared to be incorporated by reference in each element thereof.

1. Nothing in this Plan shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the City of Tamarac Code of Ordinances.

2. This Comprehensive Plan is intended to set general guidelines and principles concerning its purposes and contents. The Plan is not a substitute for specific implementation mechanisms such as land development regulations.

3. The City Commission recognizes that a particular application may bring into conflict, and necessitate a choice between, different goals, objectives, policies, priorities, and provisions of the Plan. While it is the intent of the City Commission that the Future Land Use Element be afforded a high priority, other elements must be taken into consideration given the City Commission’s responsibility to provide for the multitude of needs of the city’s diverse community. Recognizing that the City Commission and city agencies will be required to balance competing goals, objectives and policies of the Plan, it is the intention of the City Commission that such City Commission and city agencies consider the overall intention of the Plan as well as portions particularly applicable to a matter under consideration in order to ensure that the Plan, as applied, will protect the public health, safety and welfare.

4. The terms “shall” and “will” are to be construed as mandatory in this Plan, subject, however, to this Statement of Legislative Intent. The term “should” is construed as directory. Wherever implementation responsibility is not explicitly stated within a particular objective or policy in this Plan, that responsibility lies with the City of Tamarac to the extent that the objective or policy specifies implementation and the City has jurisdiction over the subject matter.
A VISION OF TAMARAC’S FUTURE

The residents of Tamarac have created a high-quality living and working environment in the heart of Broward County. This unique urban city has been built through a strong and dedicated community spirit, good land use planning and prudent management of municipal resources.

The future holds great promise for the enhancement of Tamarac. The new Tamarac Commerce Park has the potential to become a World Class Business Center, providing diversified employment opportunities while strengthening the tax base. The development of quality, affordable residential development, both single family and multiple family, will continue well into the future. With available public lands and selected acquisitions, the City plans to continue development of varied recreational facilities for residents of all ages.

The new millennium holds unique challenges and opportunities for this city. While Tamarac is still growing, it is also a maturing urban community. The amount of vacant land available to further develop the tax base is decreasing and traffic on our roadways, which largely originates in other places, is increasing. However, these challenging trends also provide opportunities for enhanced redevelopment of older commercial areas, and for the development of a “friendlier” transportation system which is safer and more attuned to the travel needs of city residents. Redevelopment and infill development may also give us the exciting opportunity to plan and create vibrant commercial and community centers using public and private resources.

A solid groundwork has been laid to-date by the founders and residents of Tamarac. With this great promise of local human, monetary and land resources at its disposal, Tamarac has the unmatched potential to attain its place as one of south Florida’s premier communities in the 21st century.
I. FUTURE LAND USE ELEMENT

VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
I. FUTURE LAND USE ELEMENT

GOAL
The City of Tamarac will provide land uses which will encourage the orderly growth of the community; maximize economic benefits; conserve and protect the natural environment; and minimize any threats to health, safety, and welfare.

Objective 1
The City of Tamarac intends to promote orderly growth and development through the adoption, maintenance, and implementation of its Future Land Use Element.

Monitoring and Evaluation:

• Administrate and adopt appropriate land development code revisions, amending them as needed to respond to changing conditions.

Policy 1.1 The Future Land Use Map (see Map 1.2) is hereby adopted as an integral component of this Comprehensive Plan and will continue to provide for a mix of residential land use categories including low density, low-medium density, medium density and medium-high density. The Future Land Use Map (FLUM) will continue to provide the nonresidential land use categories of commercial, conservation, recreation, community recreation, community facilities, utilities and industrial as designated on the Map.

Policy 1.2a This Future Land Use Element establishes the following specific density and intensity standards for each future land use category:

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>DENSITY/INTENSITY</th>
<th>ALLOWABLE USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Activity Center</td>
<td>Residential:</td>
<td>Dwelling units from any given category (ex: townhouse, garden apartment, etc.) may be substituted for dwelling units of another type provided that the substitution results in the same or lesser student generation using the county’s adopted student generation rates.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>All nonresidential properties are permitted a maximum FAR of 3.0.</td>
</tr>
<tr>
<td></td>
<td>Non-residential:</td>
<td>Dwelling units, hotels, motels, parks, golf courses, other outdoor recreation, community facilities serving residential areas, public utilities, communication facilities, special residential facilities, and limited offices and retail sales.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Density</td>
<td>Up to 5 du-ac</td>
<td>Dwelling units, hotels, motels, parks, golf courses, other outdoor recreation, community facilities serving residential areas, public utilities, communication facilities, special residential facilities, and limited offices and retail sales.</td>
</tr>
<tr>
<td>Land Use Type</td>
<td>Density</td>
<td>Coverage</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>Low-Medium</td>
<td>Up to 10 du/ac</td>
<td>Same as above.</td>
</tr>
<tr>
<td>Medium</td>
<td>Up to 16 du/ac</td>
<td>Same as above.</td>
</tr>
<tr>
<td>Medium-High</td>
<td>Up to 21 du/ac</td>
<td>Same as above.</td>
</tr>
<tr>
<td>High</td>
<td>Up to 30 du/ac</td>
<td>Same as above.</td>
</tr>
<tr>
<td>Commercial</td>
<td>35% lot coverage maximum</td>
<td>Retail, office and business, wholesale storage, hotels, motels, recreation, community facilities, public utilities, special residential facilities, transportation and communications facilities, and residential mixed use.</td>
</tr>
<tr>
<td>Industrial</td>
<td>30% lot coverage maximum</td>
<td>Light and heavy industrial, heavy commercial, research laboratories and facilities, offices, transportation and communication facilities, recreation, cemeteries, community facilities and utilities, non-residential agriculture, ancillary commercial uses, limited commercial and retail businesses, and hotels/motels.</td>
</tr>
<tr>
<td>Commercial Recreation</td>
<td>1.00 FAR</td>
<td>Indoor and outdoor recreation facilities, accessory facilities, ancillary hotels and motels, and other active/passive recreation uses.</td>
</tr>
<tr>
<td>Recreation</td>
<td>1.00 FAR</td>
<td>Active and passive recreation, golf courses, campgrounds, boat ramps/docks, outdoor cultural, educational and civic facilities, and accessory concessions.</td>
</tr>
<tr>
<td>Conservation</td>
<td>N/A</td>
<td>Passive recreation and open space.</td>
</tr>
<tr>
<td>Utilities</td>
<td>N/A</td>
<td>Utilities, ancillary uses, recreation, non-residential agriculture and communications facilities.</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>1.00 FAR</td>
<td>Community facilities and special residential facilities.</td>
</tr>
<tr>
<td>Major Transportation</td>
<td>N/A</td>
<td>Expressways.</td>
</tr>
</tbody>
</table>

Policy 1.2b The City shall adhere to the following requirements governing the Local Activity Center (“LAC”):
a. Pedestrian mobility shall be a priority. All land uses in the “LAC” shall be directly accessed via pedestrian ways and accessible to existing or planned alternative public transportation modes, including bicycle and transit.

b. Design guidelines shall be maintained in the land development code to ensure that all destinations within the Local Activity Center are fully connected to well-defined pedestrian paths, bicycle routes, and greenways.

c. Park land and open space accessible to the public shall be included as a functional component of the “LAC”.

d. All destinations within the Local Activity Center shall be served by the Tamarac Transit Community Bus Service.

e. Quality, affordable housing opportunities shall be included as a functional component of the Local Activity Center through the utilization of “affordable housing units”, allocation of public housing program funds, density bonuses, or other mechanisms available to the City.

f. To ensure that all properties can be developed within the overall density and intensity limitations of the Local Activity Center, the City shall establish and implement a development monitoring system.

g. Acreage for non-residential land uses shall be assigned on a gross acreage basis to all lands included within the development parcel needed to comply with on-site land development requirements, such as, but not limited to, building footprint, setbacks, parking, outdoor pedestrian circulation, landscaping, drainage, etc. Within mixed use projects, acreage shall be assigned according to the proportion of floor area associated with each use (e.g. if 50 percent of the floor area is used for A, then 50 percent of the gross acreage of the development parcel will be assigned to A).

Policy 1.3 The City will continue to implement its Code of Ordinances and will amend them as required to regulate future land use through proper site planning, subdivision, and zoning provisions; and will regulate signs by implementing the sign code; and will continue to subject land development proposals to an engineering review concerning seasonal or periodic flooding.

Policy 1.4 The Community Development Department will continue to review land use plan amendments, zoning amendments, site plans, and plat approval requests for compatibility with adjacent land uses as currently required in the Code of Ordinances. The Land Development Code revisions should address criteria to be used in reviews for determining whether there is compatibility among adjacent land uses. The Community Development Department will continue to review the Planning Commission Board agendas of surrounding cities to identify land use proposals which might affect the City of Tamarac.

Policy 1.5 The City will continue to promote “quality development” in all land use categories by the establishment and implementation of design criteria and development standards in the Land Development Code (LDC) which promote the highest standards of urban development and community aesthetics.

Policy 1.6 The Community Development, Building, Fire, Utilities and Public Works Departments will continue their efforts to identify areas in which reviews can be streamlined, and in which
criteria for review can be improved, including the establishment of a One-Stop Permitting Center.

Policy 1.7  The City of Tamarac shall continue to have platting regulations enforced through its Land Development Code in accordance with the Broward County Land Use Plan.

Policy 1.8  The City shall continue to permit conservation uses as defined in 9J5.003(19) as activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitat.

Objective 2
Enforce, and update as necessary, the adopted Land Development Regulations to maintain provisions for adequate analysis of soils, natural resources, topography, services and facilities availability before permitting development in the City of Tamarac.

Monitoring and Evaluation:

•  Administrate and adopt appropriate land development code revisions, amending them as needed to respond to changing conditions.

Policy 2.1  The City of Tamarac will maintain Land Development Regulations which incorporate adequate response to soils, natural resources, and topographic constraints. Further, the City’s requirements with respect to the provision of adequate services and facilities before permitting development will be kept sufficient to protect the City’s interest.

Policy 2.2  Facilities and services must meet the level of service standards established by this Comprehensive Plan. Facilities and services must be available concurrent with development or development orders, and permits issued by the City must be specifically conditioned on the availability of facilities and services necessary to serve the proposed development.

Policy 2.3  In order to protect its existing and future potable water supply, the City of Tamarac shall continue to be governed by Broward County’s Wellfield Protection Ordinance. The Ordinance limits land uses within the zone surrounding municipal wellfields.

Policy 2.4  The City will continue to allow Broward County to enforce its Tree Preservation Ordinance.

Policy 2.5  Tamarac will protect and conserve wetlands and the natural functions of wetlands, and direct future land uses which are incompatible with the conservation and protection of wetlands away from identified wetland areas.

Objective 3
The City will provide for sites on the Future Land Use Map for required community facilities.

Monitoring and Evaluation:

•  Implement, and update as needed, the adopted Land Development Regulations to require that development provide, as required by the City of Tamarac or other service providers, adequate
sites for community facilities, including, but not limited to, school sites, parks and recreation sites, public utility sites, and others by December 2009.

Policy 3.1 The Utilities and Community Development Department, through the Development Review Committee, based on utility master plans, will identify utility and community facilities sites required to serve new development.

Policy 3.2 The Development Review Committee, Planning Board and the City Commission will continue to enforce the Land Development Code requirements concerning the dedication of land or fees for park and recreation sites, as well as for local streets.

Policy 3.3 The City shall consider the individual and cumulative impacts of land use plan amendments on existing and planned public elementary and secondary education facilities.

Policy 3.4 The City shall support the development of a local community cultural/performing arts facility readily accessible to residents.

Objective 4
The City will provide for land use categories in the Future Land Use Element and Map which allow for the continued development of housing at a variety of densities, for a variety of lifestyles.

Monitoring and Evaluation:

• This objective shall be implemented by its policies to provide sufficient affordable housing.

Policy 4.1 The City of Tamarac will continue to have a commitment to direct interaction with its citizens. The Planning Board, Public Information Committee, Code Enforcement Board, Parks and Recreation Board, and others all afford direct participation to the public.

Policy 4.2 The Community Development Department will continue to review the zoning, plat, and site plan requirements in order to identify Code improvements which would not limit the variety of housing in the City.

Policy 4.3 The City shall continue existing programs and encourage the development of affordable housing, which assists low and moderate income households to meet the needs of the City’s existing and future residential population and economic activities.

Policy 4.4 The City shall evaluate its land development regulations and permitting processes to support affordable housing, by including incentives, expedited permitting, and/or fee waivers.

Policy 4.5 The City’s land development code shall include provisions to encourage or enable a variety of housing opportunities in varying price ranges, to include housing for low and moderate income families.

Policy 4.6 The City will continue to evaluate its existing housing stock conditions and encourage affordability in identified areas.

Policy 4.7 The City shall encourage developers to make use of the City’s “Affordable Housing Units” as determined by the Broward County Land Use Plan.
Objective 5
The City of Tamarac will continue throughout the planning period to perform adequate maintenance, upkeep, and updating of its utilities, streets, and drainage systems in order to prevent blight. In addition, the City will continue and enhance throughout the planning period, its Code Enforcement Division to prevent and remove blight. The City will continue to monitor through its Community Development Department demographic and economic data concerning all neighborhoods in the City, and will apply for grants in aid for beautification, safe neighborhoods, parks and recreation improvements, and other facilities and service improvements throughout the planning period.

Monitoring and Evaluation:

• This objective shall be implemented by its policies to prevent and remove blight.

Policy 5.1  The City, through its Land Development Code will continue to require that adequate storm water management and drainage facilities be provided before development can be permitted. The City will continue throughout the planning period to operate and maintain parks, recreation, and open space system.

Policy 5.2  The City will throughout the planning period continue to operate an effective Code Compliance Division, which is empowered to enforce the Zoning Code. And will continue to include an assessment of whether proposed land uses are consistent with the City’s character.

Objective 6
The City will continue to monitor and protect natural and historic resources.

Monitoring and Evaluation:

• By December 2009, the City Commission shall review and establish criteria for the future preservation of natural areas and potentially historic properties and resources, so that potential future resources are not lost.

Policy 6.1  The City will continue to implement the Citywide Master Landscape Plan approved by the City Commission.

Policy 6.2  Promote the acquisition, retention and management of unique natural areas in order to preserve their environment, recreational, and other public benefits.

Policy 6.3  The City shall continue to preserve and protect any existing historic resources located in the City and periodically assess environmental, architectural and archaeological resources in need of future preservation.

Policy 6.4  The City shall continue to promote the rehabilitation and use of historic buildings in the City.

Objective 7
Establish land use regulations which improve quality of air, preserve surface waters, enhance ground waters, and protect identified floodplains and areas subject to seasonal or periodic flooding, while eliminating future flood problems through planned growth.

Monitoring and Evaluation:
• The land development code should reflect updated Comprehensive Plan policies by December 2009.

Policy 7.1 The City’s Land Development Code shall provide for the protection and creation of surface waters in conformance with State and South Florida Water Management District Policies.

Policy 7.2 New development adjacent to or in the vicinity of surface waters shall be designed so as to minimize the direct discharge of stormwater runoff into such bodies of water.

Policy 7.3 The City shall coordinate development review and permitting programs with the wetlands permitting and mitigation programs of the appropriate local, state, and federal jurisdictional agencies.

Policy 7.4 Tamarac shall consider the impact of land use plan amendments on wetland resources and minimize those impacts to the maximum extent practicable.

Policy 7.5 The City’s Land Development Code shall contain floodplain protection provisions consistent with the criteria and mapping of the Federal Emergency Management Agency (FEMA).

Policy 7.6 The City shall require redevelopment within identified floodplains to address existing flooding problems.

Policy 7.7 New non-residential developments shall provide pre-treatment for stormwater runoff through grassy swales, wetlands filtration, exfiltration trenches or other means consistent with the Best Management Practices of the South Florida Water Management District.

Policy 7.8 Regulate development on flood prone soils, as defined by the U.S. Department of Agriculture Natural Resource Conservation Service, consistent with the criteria and mapping of the FEMA.

Objective 8
The Community Development Department will include revisions to the Zoning Code which would allow mixed-use transit-oriented type zoning districts for land uses and which would specifically require site plans as part of the approval. Further, the Department will solicit input from the development community in the preparation of all innovative land development regulations.

Monitoring and Evaluation:

• Adopt a mixed-use transit-oriented master plan by December 2009.

Policy 8.1 The Community Development Department will develop a mixed use and transit oriented ordinances in response to changing demographics and characteristics.

Policy 8.2 Encourage mixed use developments to enhance livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Policy 8.3 The City shall encourage the development of a portion of NW 57th Street as a mixed-use zoning district in support of the “Main Street” concept and to promote new economic
Objective 9
The City of Tamarac will continue to keep in place subdivision and other land development regulations which promote well planned, orderly, and attractive development which is consistent with the City’s adopted Capital Improvement Element and with the goals, objectives, and policies of the Broward County Land Use Plan.

Monitoring and Evaluation:

- Identify areas appropriate for mixed use transit-oriented development.

Policy 9.1 City of Tamarac Subdivision and Site Plan Regulations shall continue to incorporate a review process for assessing the adequacy of public services and facilities. New development shall be established only within those areas where adequate public services and facilities exist, or are scheduled to be available, in accordance with the City’s adopted Capital Improvement Element.

Policy 9.2 The City’s Land Development Code shall continue to provide for both timely completion and regular maintenance of all required capital improvements and amenities.

Policy 9.3 The City’s Land Development Code shall protect, whenever possible, existing and planned residential areas, including single family neighborhoods, from disruptive land uses and nuisances.

Policy 9.4 The City shall continue to account for the City’s tourist and seasonal populations when making projections or sizing infrastructure or facilities.

Policy 9.5 The City shall continue to implement its Land Development review procedures to assure that facilities and services meet the City of Tamarac and Broward County level of service standards and that these are available concurrent with the impact of development.

Policy 9.6 The City of Tamarac development review permits shall be consistent with the “Development Review Requirements” section of the Broward County Land Use Plan.

Policy 9.7 The City of Tamarac shall institute procedures to identify the cumulative effect of proposed development on public services and facilities.

Policy 9.8 The City of Tamarac shall encourage source separation and recycling of solid waste in accordance with the Florida Solid Waste Act of 1988, as amended as of 1993.

Policy 9.9 The City shall develop and implement post-disaster redevelopment and hazard mitigation land use controls and develop regulations including strong preventative measures, to protect the health, safety and welfare of Tamarac’s current and future residents.

Policy 9.10 The City of Tamarac shall continue to apply the minimum floor elevation standards for building sites for new constructions defined by the FEMA.

Objective 10
The City will continue to implement land use controls which promote communities that are attractive, well maintained, and that contribute to the health, safety, and welfare of residents and users.
Monitoring and Evaluation:

- This objective shall be implemented by its policies.

Policy 10.1 The Tamarac Future Land Use Element shall continue to contain land use policies for commercial development which will act as the basis for the Land Development Code provisions which are written to protect residential areas.

Policy 10.2 The Tamarac Land Development Code shall continue to provide for differing intensities of commercial development which are compatible with adjacent and surrounding land uses.

Policy 10.3 The Commercial and Industrial Policies of this Land Use Element are the basis for the City’s commercial and industrial zoning categories.

Policy 10.4 The City shall continue to implement its Land Development regulations which address the noise, vibration, air pollution, glare, heat, solid waste, hazardous waste, fire, and explosion impacts of industry.

Policy 10.5 All new commercial and industrial development in the City of Tamarac shall be serviced by centralized wastewater systems.

Policy 10.6 Amendments to the City of Tamarac Future Land Use Map which proposed land use categories within wellfield protection zones of influence which are in conflict with the provisions of the Broward County Wellfield Protection Ordinance shall not be granted.

Policy 10.7 Mining operations, except for onsite dredge and fill for permitted projects in the City of Tamarac, are not permitted in the City of Tamarac.

Policy 10.8 Facilitate the development of commercial, industrial, utilities, and other nonresidential land uses to ensure they are located in a manner compatible with adjacent land uses and does not adversely affect the health, safety, welfare, or aesthetics of existing or future residential areas.

Policy 10.9 The City shall continue and upgrade as necessary its Land Development Code requirements for buffering and setbacks for incompatible uses, including, but not limited to, overhead electric lines and electric substations and power lines.

Policy 10.10 Continue to establish land development regulations that employ Crime Prevention Through Environmental Design (CPTED) principles to reduce the incidence of crime.

Policy 10.11 To allow both the public and private sectors to respond to changing conditions and permit the appropriate location of neighborhood commercial uses within or adjacent to established residential neighborhoods, the City shall use that flexibility outlined in the Broward County Land Use Plan which shall permit up to 5% of the area designated residential within a flexibility zone to be used for neighborhood commercial uses subject to Policy 13.01.10 and the restrictions identified within the Residential Permitted Uses subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.

Policy 10.12 Amendments to the Land Use Plan which would result in the loss of open space, including golf courses, shall not be encouraged. In those cases where necessary and applicable and which support the vitality of the surrounding area, the applicant shall submit a study which demonstrates the necessity and how the recreation and open space needs of the existing and projected residents of the community will be met, including how the
negative impacts of the loss of open space on surrounding neighborhoods will be minimized or mitigated.

Objective 11
The City will continue to enforce its Land Development regulations which address controlled access to adjacent traffic circulation facilities, adequate onsite traffic circulation, and off-street parking for existing and planned commercial development.

Monitoring and Evaluation:

- This objective shall be implemented by its policies.

Policy 11.1 The regional roadway network and the Broward County Trafficways Plan shall be protected in the City of Tamarac by continuing to enforce the City’s Land Development regulations concerning access control to those facilities.

Policy 11.2 The City’s Land Development regulations shall continue to require safe and convenient onsite traffic circulation and adequate off-street parking.

Policy 11.3 Future industrial land uses shall be located with access to major transportation facilities including the arterial streets and the Sawgrass Expressway.

Policy 11.4 The lands designated “industrial” on the City’s Land Use Element Map shall not be utilized for non-industrial uses, except where those uses conform to the “Industrial Permitted Uses” section of the Broward County Land Use Plan.

Policy 11.5 Through provisions in the Land Development Code, public roads and parking lots shall be designed consistent with the criteria of the South Florida Water Management District.

Policy 11.6 The City of Tamarac shall continue to apply the minimum road crown elevation standard of the South Florida Water Management District.

Objective 12
The City shall identify methods of creating a sense of place, enhancing aesthetics, and encouraging citywide implementation of urban design guidelines.

Monitoring and Evaluation:

- Adopt urban design guidelines by December 2009.
- Adoption of corridor plans that address streetscape improvements.

Policy 12.1 By December 2009, the City shall adopt guidelines for unified urban design, architectural, and landscape regulations for major corridors to further assist in creating a sense of place and enhancing aesthetics throughout the City.

Policy 12.2 Parks, plazas, pedestrian access, civic and cultural activities and amenities shall be employed along major corridors.

Policy 12.3 The City shall enhance way finding markers in the City by providing gateway and entrance features to announce arrival into the City—
Policy 12.4  By December 2009, the City should conduct a feasibility study on burying all utility lines.

Policy 12.5  By December 2009, the City shall address landscape and streetscape requirements as it applies to the beautification of the City and existing development and redevelopment.

Policy 12.6  By December 2010 the City will coordinate with the South Florida Regional Planning Council to identify opportunities for Tamarac to participate in the State Road 7 collaboration process.

Policy 12.7  The City should ensure that development proposals utilize design standards in the land development regulations to maintain and enhance the design aesthetic and create a sense of place.

Objective 13
Direct growth through transit-oriented and redevelopment policies in order to discourage urban sprawl, maximize the use of existing public facilities and centralized commercial, governmental, retail, residential, and cultural activities.

Monitoring and Evaluation:

•  This objective shall be implemented by its policies.

Policy 13.1  Except for schools, all allowed regional and community facilities shall be located close to major arterials and mass transit lines which are demonstrated to be adequate to serve these facilities.

Policy 13.2  The City of Tamarac shall encourage parcel assembly, replatting, and higher residential density with design standards in areas identified for mixed use zoning and when a proposed is compatible with adjacent development and maximizes property values to the maximum extent possible.

Policy 13.3  The City of Tamarac shall utilize standards for redevelopment along major thoroughfares, to encourage transit oriented designs and residential densities which will in turn serve as a buffer between major roadways and low density neighborhoods.

Objective 14
Maintain a concurrency management system to assure the availability of facilities and services, which meet the adopted level of service standards as identified in the City’s Comprehensive Plan, concurrent with the impacts of new development.

Monitoring and Evaluation:

•  Ensure adequate facilities and services are available prior to development approval.

Policy 14.1  The City shall continue to ensure that adequate facilities and services are in place to accommodate proposed development and to assess the impacts which proposed development will have on existing public facilities and services and monitor ongoing concurrency findings for cumulative impacts on public services and facilities.

Policy 14.2  The City of Tamarac Land Development Code site plan approval process shall require that the necessary regional and municipal facilities and services are available concurrent with the impacts of development through any of the following scenarios:
1. The necessary facilities are in place at the time the City of Tamarac issues site plan approval; or

2. The necessary facilities are under construction at the time of issuance of a site plan approval; or

3. The necessary facilities are the subject of a binding contract executed for the construction of those necessary facilities at the time the City of Tamarac issues site plan approval; or

4. The necessary facilities have been included in the City of Tamarac or Broward County annual budget at the time the City of Tamarac issues site plan approval, although the facilities are not yet the subject of a binding contract for their construction, the City shall make the determination that it will not remove the budgetary provision for the necessary facilities from its budget. In addition, applicants for development approval will demonstrate such determination from Broward County before the City will approve a site plan in cases where county services or facilities are necessary.

Policy 14.3 The City will discourage any activities in the vicinity of the Local Area of Particular Concern (LAPC) which would have a detrimental effect on it.

Objective 15 The City will ensure that its public facilities and services meet those applicable level of service standards established by the City Comprehensive Plan.

Monitoring and Evaluation:

- Provide for and maintain level of service standards.

Policy 15.1 The following level of service standards are established by the City of Tamarac for each public facility within the municipal boundary.

1. Public Parks, Recreation, and Open Space: 3.0 acres/1,000 population

2. Private Parks, Recreation, and Open Space: 3.5 acres of improved private park land per 1,000 population, exclusive of stormwater management areas; up to fifteen percent of this may be met by golf course land.

3. Potable Water: 125 gpcd, Tamarac Utilities

   131 gpcd, Broward County
   80 gpcd, Fort Lauderdale

4. Sanitary Sewer: 131 gpcd, Tamarac Utilities

   124 gpcd, Broward County

5. Solid Waste: 8.9 pounds per capita per year.
   (Contractually available capacity at the Broward County Landfill and Resource Recovery Facility.)
6. Transportation: In addition to Broward County’s Transit Oriented Concurrency System, the City will maintain the following LOS standards:

**LOS “D” for:**
- Florida Turnpike - two-way peak hour
- Sawgrass Expressway - two-way peak hour
- County collector roadways - two-way peak hour
- City collector roadways - two-way peak hour

**LOS “C” for:**
- City local roadways - two-way peak hour

7. Drainage:

- FEMA criteria for minimum floor elevation and protection of floodplains;

- Standards as established by the Broward County Department of Natural Resources Protection, South Florida Water Management District, Broward County Water Management Division and the City of Tamarac for off-site discharge, on-site retention and best management practices for pollutant discharge; and

- Ten (10) year storm will produce a headwater no higher than four (4”) inches above the lowest catch basin rim in parking lots of two (2”) inches below the edge of pavement in subdivisions.

**Policy 15.2**
Prior to issuance of building permits, the City shall ensure that the public facilities and services necessary to meet the level of service standards established within the City of Tamarac Comprehensive Plan and the Broward County Land Use Plan will be available concurrent with the impact of development, consistent with Chapter 163.3202(g), Florida Statutes, and goal 8.00.00 of the Broward County Land Use Plan.

**Policy 15.3**
The City of Tamarac shall coordinate its land use planning and implementation activities with those of adjacent cities in order to enhance consistency and compatibility among the cities’ plans.

**Policy 15.4**
The City will continue to work with Broward County, other local municipalities, and the School Board of Broward County to establish joint processes for collaborative planning and decision making on population projections and public school siting to accomplish coordination between the City’s adopted Comprehensive Plan and the long range plans of the School Board and in compliance with the Interlocal Agreement.

**Objective 16**
The City of Tamarac Land Use Element and Land Use Plan amendments shall successfully complete the Chapter 163, Florida Statutes, Local Comprehensive Plan requirements and maintain Recertification by the Broward County Planning Council.

**Monitoring and Evaluation:**
• This objective shall be implemented by its policies.

Policy 16.1 The compatibility of existing and future land uses shall be a primary consideration by the Community Development Department in review and approval of amendments to the City Land Use Element.

Policy 16.2 Tamarac's utilization of the Broward County Land Use Plan “Flexibility Rules,” as per Policies 1.01.03, 1.01.04, 1.02.01, 1.02.02, 2.04.04, 2.04.05, 3.01.06, and 3.02.02, shall be subject to a determination by the Broward County Commission that such allocation is compatible with adjacent land uses, and that impacts on public school facilities have been adequately considered. Allocations of “flexibility” for “affordable” housing or “special residential facilities” or “urban infill, urban redevelopment and downtown revitalization areas, “as defined within the Broward County Land Use Plan shall be exempt from this Policy, unless the subject site is located adjacent to a Broward County or regional park, or an Environmentally Sensitive Land, as defined within the Broward County Comprehensive Plan.

Objective 17
Development in the Westpoint DRI project and the Tamarac Commerce Park shall comply with goals and objectives of the City’s Economic Development Strategy.

Monitoring and Evaluation:

• Ensure development in the Westpoint DRI project and the Tamarac Commerce Park complies with goals and objectives of the City’s Economic Development Strategy.

Policy 17.1 The Community Development Department will work with the property owners, developers, Planning Board, City Commission and interested members of the public to ensure the proper planning of this area with the goal of establishing a world class Business Center.

Policy 17.2 The City Commission, Planning Board, City Manager and the Community Development Department will continue to promote the economic development of the Tamarac Commerce Park and Westpoint Centre, by actively recruiting business and industry to provide employment opportunities for Tamarac residents while building the community’s tax base.

Objective 18
Maintain an extensive system of public and private open space areas including natural reservations, parks, and waterways compatible with the tropical character of Broward County.

Monitoring and Evaluation:

• This objective shall be implemented by its policies to preserve open space areas.

Policy 18.1 The City shall pursue programs that will ensure the provisions, of and access to open space areas consistent with the adopted comprehensive plan and the Broward County Land Use Plan.

Objective 19
The City of Tamarac recognizes the over-riding need for the provision of public school facilities equipped to support the existing and future student population and their educational needs, and is committed to working with the Broward County School Board in locating appropriate sites to accommodate these new facilities.
Monitoring and Evaluation:

- Coordinate with the Broward County School Board by City staff’s attendance at Staff Working Group meetings and compliance with the Interlocal Agreement.

Policy 19.1 The City shall utilize the following guidelines for land areas designated for individual school facilities, as identified by the School Board of Broward County:

**Elementary school**

   Student Capacity: 995  
   Site Size:  12 Acres  
   Dimensions (Feet): 720 x 720

   Elementary Schools generally serve a neighborhood or a small group of neighborhoods where students have a short distance to walk. Land uses should be predominantly residential with housing types and densities to meet the school’s enrollment capacity. Playgrounds can be collocated with elementary schools. In higher density areas, neighborhood parks with elderly facilities, neighborhood recreation centers, and library branches can be included.

**Middle school**

   Student Capacity: 1,719  
   Site Size:  20 Acres  
   Dimensions (Feet): 1,250 (front) x 730 (depth)

   Middle schools have a community orientation, and a limited mix of commercial and residential uses nearby is acceptable. Community parks, athletic fields, community centers, and libraries are appropriate for collocation.

**High school**

   Student Capacity: 2,677  
   Site Size:  45 Acres  
   Dimensions (Feet): 1,300 (front) x 1,500 (depth)

   High schools should be buffered from residential areas. The campus should be large enough to encourage students to remain onsite and to ensure sufficient parking and traffic controls to avoid disruptive offsite parking and dangerous driving situations on neighborhood roads. Collocated public facilities can include community centers, community or district parks, athletic fields, and libraries.

Policy 19.2 In order to provide as many siting opportunities for locating new schools as possible, and recognizing public schools as an important community commodity, public schools shall be consistent with the following land use categories:

1. Low (0-5) Residential
2. Low Medium (5-10) Residential
3. Medium (10-16) Residential
4. Medium High (16-21) Residential

5. Commercial

6. Community Facilities

7. Industrial

The City consists of approximately 7,142 total acres, of which 5,481 acres (78 percent) will have a future land use designation that allows public schools upon adoption of the school siting and collocation Future Land Use Element. Given that approximately 78 percent of all lands within Tamarac have future land use designations that permit public schools, it is reasonable to assume that future land use designations will not be an impediment in location and development of new public school sites.

Policy 19.3 The City of Tamarac, in its effort to assist in providing suitable locations for new public schools, shall encourage collocation of new schools with existing and new public facilities, including libraries, parks, and community centers. The following criteria shall be used in selecting appropriate sites:

1. Availability of vacant land and adjacent land use patterns;

2. Demographics;

3. Applicable health, safety, and welfare issues impacting the proposed site(s) (i.e., contaminated sites, wellfield protection);

4. Level of service standards for existing infrastructure and necessary upgrades to accommodate new educational facility; and

5. Proximity to existing residential neighborhoods and mass transit.

Policy 19.4 Any proposed collocation of new schools and public facilities shall be compatible with surrounding land development patterns, and shall be an enhancement to the community as a whole.

Policy 19.5 In assessing its Capital Improvement Plan and project funding schedule, the City shall give consideration to collocation of proposed community facilities with public schools.

Policy 19.6 The City shall incorporate provisions in its Land Development Code to require new residential and non-residential development adjacent to educational facilities to install features which will enhance compatibility, including but not limited to walls, solid hedges or increased building setbacks.

Policy 19.7 The City shall incorporate provisions in its Land Development Code to encourage provision of safe pedestrian and bicycle access to public schools.

Policy 19.8 The City shall encourage siting of new public schools in locations with convenient access to mass transit.

Objective 20
Identify, conserve and protect all water conservation and recharge areas and endangered and threatened species consistent with the requirements of the State Comprehensive Plan.
Monitoring and Evaluation:

- This objective shall be implemented by its policies.

Policy 20.1 No solid-fill transportation facilities or similar structures shall be permitted within the City’s identified water conservation areas without provisions for maintaining the freshwater sheet flow.

Policy 20.2 Protect the minimum seasonal flows and levels of surface watercourses, as established by the South Florida Water Management District.

Policy 20.3 Protect and conserve those areas known to be reproduction, nesting, and feeding areas for animals listed as endangered or threatened species or species of special concern.

Policy 20.4 Protect and conserve those areas known to contain plant species listed in the Regulated Plant Index for protection by the Florida Department of Agriculture and Consumer Services.

Objective 21
Coordinate transportation planning activities with land use decisions to ensure that the regional roadway network levels of service standards are met.

Monitoring and Evaluation:

- This objective shall be implemented by its policies to ensure level of service standards.

Policy 21.1 Portions of the regional roadway network within the City’s jurisdiction shall conform to the adopted levels of service and concurrency management systems consistent with Broward County Transportation Element.

Policy 21.2 The City shall utilize the highway capacity methodology endorsed by the Broward County Metropolitan Planning Organization to determine the capacities and levels of service on the regional roadway network.

Policy 21.3 The City shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the City.

Objective 22
Ensure that rights-of-way within the City are planned as a means of maintaining the availability of land for facilities to support proposed development.

Monitoring and Evaluation:

- This objective shall be implemented by its policies to maintain sufficient rights-of-way.

Policy 22.1 Rights-of-way sufficient to meet the requirements of Broward County Trafficways Plan shall be conveyed to the public by deed, easement or other legal means at the time of plat recordation.

Policy 22.2 In order to protect the transportation corridors identified on the Broward County Trafficways Plan within the City, the City shall require that development is set back from
identified rights-of-way when issuing development orders while providing an administrative relief process to ensure such set back does not deny all beneficial use of the property proposed for development.
**Arrangement of Dwelling Units**

Any arrangement of dwelling units on a parcel of land designated for residential use is compatible with the City’s Land Use Plan as long as the maximum number of dwelling units permitted within the parcel is not exceeded. The distribution of units will be determined by zoning of the parcel and other restrictions imposed by the City of Tamarac Code of Ordinances.

**Flexibility Units**

“Flexibility units” mean the difference between the number of dwelling units permitted within a flexibility zone by the Future Broward County Land Use Plan Map (Series) and the number of dwelling units permitted within the flexibility zone by the City’s Future Land Use Plan Map.

Since the City’s Future Land Use Plan Map may be more restrictive than the Future Broward County Land Use Plan Map (Series), available flexibility units may be utilized by the City government entity to rearrange residential densities.

Rearrangement of residential densities utilizing flexibility units will be administered within “flexibility zones”. The boundaries of and rules governing “flexibility zones” and rearrangement of residential densities therein, will be established within Broward County Planning Council’s “Administrative Rules Document”.

Utilization of the Broward County Land Use Plan “Flexibility Rules”, as per Policies 01.01.03, 01.01.04, 01.02.01, 01.02.02, 02.04.04, 02.04.05, 03.01.06 and 03.02.02, shall be subject to a determination by the Broward County Commission that such allocation is compatible with adjacent land uses, and that impacts on public school facilities have been adequately considered. Allocations of “flexibility” for “affordable housing” or “special residential facilities” or “urban infill, urban redevelopment and downtown revitalization areas”, as defined within the Broward County Land Use Plan shall be exempt from this Policy.

The maximum number of dwelling units permitted in a flexibility zone by the City's Future Land Use Plan Map shall not exceed the number of dwelling units permitted in the flexibility zone by the Future Broward County Land Use Plan Map (Series).

**Reserve Units**

"Reserve units" mean additional permitted dwelling units equal to two percent (2%) of the total number of dwelling units permitted within a flexibility zone by the Future Broward County Land Use Plan Map (Series).

The City may allocate residential densities, utilizing reserve units, which exceed those shown on the local land use plan map.

Allocation of reserve units will be administered within “flexibility zones” and do not require an amendment to the City’s Land Use Plan Map. The boundaries of and rules governing “flexibility zones” and allocation of reserve units therein will be established within the Broward County Planning Council's "Administrative Rules Document”.

Utilization of the Broward County Land Use Plan “Flexibility Rules,” shall be subject to a determination by the Broward County Commission that such allocation is compatible with adjacent land uses, and that impacts on public school facilities have been adequately considered. Allocations of “flexibility” for “affordable housing” or “special residential facilities” or “urban infill, urban redevelopment and downtown revitalization areas”, as defined within the Broward County Land Use Plan shall be exempt.
from this Policy.

The number of reserve units in a flexibility zone will be fixed at the adoption of the Future Broward County Land Use Plan Map (Series). The number of reserve units assigned to a parcel designated for residential use on the Land Use Plan Map may not exceed 100% of the maximum number of dwelling units indicated for the parcel by the City's Land Use Plan Map. However, the City's Land Use Plan, the zoning, and the applicable land development Zoning Regulations shall not permit any density higher than fifty (50) dwelling units per gross acre.

**Broward County Flexibility Rules**

The Broward County Flexibility Rules are hereby incorporated by reference.

**Broward County Reporting Requirements to the Broward County Planning Council**

The City Planning and Zoning Division shall prepare and transmit to the Broward County Planning Council information regarding demolition permits and use of residential and commercial “flexibility” in accordance with Article 6 of the Administrative Rules Document: Broward County Land Use Plan and Section IV.D.7 of the Broward County Land Use Plan.
MONITORING AND EVALUATION

The Tamarac Planning Board, as the designated Local Planning Agency (LPA), is responsible for the preparation and implementation of the Comprehensive Plan. The LPA shall establish a program and procedures for monitoring and evaluating Plan implementation, to facilitate compliance with the five-year Evaluation and Appraisal Report requirement. At a minimum, the City shall update base data and information, analyze the major problems encountered during the review period and assess the success (or failure) of the Plan to address these problems, and evaluate objectives as compared with actual results.

The City is limited as to the number of times amendments to the Future Land Use Plan Map may be processed. Pursuant to Section 163.3187(1), amendments may be processed “not more than two times during any calendar year, except in the case of an emergency, comprehensive plan amendments may be made more often than twice during the calendar year if the additional plan amendment received the approval of all the members of the governing body.” The statute further describes an “emergency” as “any occurrence of threat thereof whether accidental or natural, caused by man, in war or peace, which results or may result in substantial injury or harm to the population or substantial damage to or loss of property or public funds.”

Developments of Regional Impact (DRIs) are exempt from the processing limitation. The City shall also abide by the regulations established by the Broward County Planning Council for the processing of amendments to the Plan.

The City shall continuously monitor the cumulative effects of Future Land Use Plan amendments, rezonings, and other land development regulations to determine the consistency with Comprehensive Plan goals and objectives.
II. TRANSPORTATION ELEMENT
VOLUME I: GOALS, OBJECTIVES & POLICIES
City of Tamarac
II. TRANSPORTATION ELEMENT

GOAL
To develop and maintain an overall transportation system that will provide for the transportation needs of all sectors of the community in a safe, efficient, cost effective and aesthetically pleasing manner.

Objective 1
To the extent that the City has control, the City will ensure that transportation facilities and services, identified in this element, meet level of service standards established within the City of Tamarac Comprehensive Plan.

Monitoring and Evaluation:

- Roadway segments operating at an unacceptable level of service.

Policy 1.1  To maintain those level of service standards identified within the City’s Comprehensive Plan, the City shall, prior to final action on amendments to the City of Tamarac Comprehensive Plan, determine whether adequate transportation facilities and services will be available to serve the proposed development.

Policy 1.2  Prior to plat, site plan or other development or use approval, the City and/or County shall evaluate the transportation facilities and services necessary to meet the level of service standards established within the City of Tamarac Comprehensive Plan and will be available concurrent with the impacts of the development consistent with Rule 9J-5.0055(3)(c), F.A.C. and the transit oriented concurrency management policies included within this element and plan.

Policy 1.3  The City shall enforce its land development code and regulations to ensure that all new development in the City of Tamarac meets the level of service standards established within the Comprehensive Plan. The City’s Development Review Committee (DRC) shall evaluate all development applications for compliance with the adopted Transportation Level of Service.

Policy 1.4  The City shall utilize the highway capacity methodology or other approved acceptable methodologies endorsed by the BCMPO and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on appropriate roadways. The City reserves the ability to address detailed capacity determinations by separate link analysis.

Policy 1.5  The City of Tamarac shall uphold the following Level of Service Standards consistent with Broward County’s Transit Oriented Concurrency System:

In areas of Tamarac within the North Central Transit Concurrency District, the level of service is as follows:

1. Achieve headways of 30 minutes or less on 90 percent of routes.

2. Establish at least one neighborhood transit center.

In areas of Tamarac within the Central Transit Concurrency District, the level of service is as follows:
1. Achieve headways of 30 minutes or less on 80 percent of routes.

2. Establish at least one neighborhood transit center.

In all areas of Tamarac, the level of service is as follows:

1. Increase the number of bus shelters by 30 percent, and maintain the maximum service volumes on arterial roadways within each District, as displayed below:
   - Two-lane arterials: 2,555
   - Four-lane arterials: 5,442
   - Six-lane arterials: 8,190
   - Eight-lane arterials: 10,605

Policy 1.6  The City of Tamarac shall maintain the following Level of Service Standards in addition to Broward County’s Transit Oriented Concurrency System:

1. Florida Turnpike - LOS “D” two-way peak hour
2. Sawgrass Expressway - LOS “D” two-way peak hour
3. County collector roadways, LOS “D” two-way peak hour
4. City collector roadways, LOS “D” two-way peak hour
5. City local roadways, LOS “C” two-way peak hour

Policy 1.7  In accordance with the provisions in Chapter 163 F.S. the City may permit projects deemed to have a de minimus impact, which is an impact that would not affect more than 1 percent of the maximum volume at the adopted LOS of the affected transportation facility. No impact will be de minimus if it would exceed 110 percent of the sum of existing volumes and the projected volumes from approved projects on a transportation facility.

Policy 1.8  New development and re-development is required to pay its proportionate share of required improvements for off-site transportation system improvements by constructing facilities or by contributions to the City of Tamarac Local Impact Fee System. This is in addition to the Broward County Regional Transportation system improvements or Broward County transit concurrency assessments.

Policy 1.9  The City shall annually update the Capital Improvement Element (CIE) improvement schedule to address transportation system deficiencies within the purview of the City or in collaboration with other government agencies.

Policy 1.10  Continue to enforce Land Development Code requirements that address the following standards for development:

1. Adequate transition and storage at access driveways;
2. Access to arterial streets from driveways and local roads is limited;
3. State and County approvals for driveway permits are required;
4. Onsite vehicle storage and parking for motorized and non-motorized vehicles is required;
5. Sidewalk, driveway standards and signage are in place to prevent conflicts between street and pedestrian traffic;

Policy 1.11 The City shall coordinate with Broward County and FDOT to eliminate or modify street designs which could lead to hazardous conditions on county and state roadways.

Policy 1.12 The law enforcement provider of the City of Tamarac shall prepare accident summary reports for all streets in the City.

Policy 1.13 Low cost improvements, such as the addition of turn lanes and more effective signage, shall be considered before additional travel lanes are added to any local street. In addition, the impact to the lifestyles of adjacent neighborhoods should also be considered.

Policy 1.14 The City shall maintain a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the City of Tamarac Comprehensive Plan are being constructed in accordance with the schedules in the Plan and to measure the capacity of such transportation facilities in a given area at a given time.

Policy 1.15 The City of Tamarac development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with Rule 9J-5.0055(3)(c)

Policy 1.16 The City will make information available to its citizens regarding ride sharing as an alternative to the single occupant vehicle.

Objective 2
The City will coordinate transportation improvements with the plans and programs of the BCMPO, Broward County Transit Division, FDOT (including its Five-Year Transportation Plan), the plans of adjacent municipalities and any appropriate resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet.

Monitoring and Evaluation:

- The level of coordination between Tamarac and the transportation agencies described above.

Policy 2.1 The City will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.

Policy 2.2 The City will coordinate and cooperate with the State and County to improve roadways within the city. The City will work with the State and County agencies to modify signal timing and other road system features to make roadways safer and more user friendly for
the city’s elderly population.

Policy 2.3 The City will continue to participate in the Broward County Technical Coordinating Committee (TCC).

Policy 2.4 The City shall coordinate with FDOT and/or Broward County to develop action plans for each over capacity roadway within the City of Tamarac.

Policy 2.5 The City shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the City and region.

Consistent with the Broward County Transportation Element, TDM strategies may include:

1. Ridesharing programs - Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or van, to make a trip.

2. Flexible Work Hours - Allows employees to schedule their work hours so as to avoid driving during peak hours.

3. Telecommuting - Home-based employees primarily in information-oriented jobs.

4. Shuttle Services - Buses, vans or cars used to provide transportation from remote parking locations to the workplace.

5. Parking Management - Includes preferred parking, price parking, parking limitations and shared parking.

6. Corridor Studies - Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.

7. Congestion Management Plan (CMP) - Priority strategies serving the County’s Urban Infill Area which is generally east of the Florida Turnpike intended to mitigate congestion and improve operational LOS.

TMS strategies may include:

1. Roadway improvements - In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies recommendations.

2. Intersection Improvements - Turn lane additions or other geometric improvements.

3. Access Management - Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roadways.

4. Signalization - Computerization of signals on roadways to improve traffic flows.
Policy 2.6 Through participation in the MPO and coordination with the County and FDOT, work to reduce the per capita vehicle miles traveled (VMT) by implementing TDM strategies and to improve operational aspects of transportation facilities by implementing TSM strategies.

Policy 2.7 Evaluate and rank proposed City roadway projects in order of priority in preparing improvement programs according to the following guidelines:

1. Whether the project is needed to protect public health and safety, to fulfill the state’s and/or county’s commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;

2. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed area lacking full service, or promotes in-fill development or redevelopment;

3. Whether the project represents a logical extension of facilities and services within a designated service area;

4. Whether the project represents a development requirement for the approval of a project within an undeveloped area.

Policy 2.8 The City shall review, for consistency and compatibility with this Element, the Transportation Plans and programs of the adjacent municipalities as they are amended in the future.

Policy 2.9 The City will coordinate with Broward County and the Broward County School Board concerning special needs, designs and operations at existing and future school sites for bus and automobile traffic, pedestrian, bicycle and other safety features and enhancements.

Policy 2.10 The City will coordinate with Broward County to ensure adequate rights-of-way are available to meet the City’s future transportation needs in accordance with the Broward County Trafficways Plan.

Policy 2.11 In order to protect the rights-of-way necessary for the establishment of the regional mass transit and roadway network, the City will continue to support the implementation of the Broward County Trafficways Plan.

Policy 2.12 In cooperation with the FDOT and appropriate municipalities, initiate and/or continue to implement strategies to facilitate local traffic to use alternatives to the FIHS as a means of protecting its interregional and interstate functions by helping to implement the following strategies:

1. Maintain and, where feasible, improve the Level of Service on City roads and assist the County, if possible, on County roads that are parallel to FIHS roads.

2. Implement the Congestion Management Plan recommendations with emphasis on those roads parallel to FIHS roads.

3. Work with the County to synchronize signalization of roads parallel to FIHS roads.
4. Through membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).

5. Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.

6. Coordinate with FDOT and the County to provide informational Kiosks along roads parallel to FIHS roads.

7. Expand transit service alternatives with the County in areas which would otherwise not qualify under set standards.

8. Improve pedestrian and bicycle access to transit in all roadway improvement projects.


10. Promote transit oriented design on roads parallel to FIHS roads.

11. Monitor FIHS LOS and work with the FDOT and County to identify additional strategies.

Objective 3
The City will actively promote the provision bicycle and walking transportation facilities in Tamarac.

Monitoring and Evaluation:

- The number and scale of improvements made to promote bicycling and walking in Tamarac.

Policy 3.1 The City will continue the implementation of a safe and enjoyable bikeway/walkway system that will include land use and other strategies to promote the use of bicycles and walking.

Policy 3.2 The City Commission shall develop an Integrated Bikeway/Walkway System which will include components from the County’s Bikeways and Greenways Master Plan.

Policy 3.3 The Integrated Bikeway/Walkway System, once developed, will be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the City Commission for adoption.

Policy 3.4 At the time of plat or site plan approval, developers shall be required to dedicate, construct and/or resurface adjacent bikeways/walkways in accordance with the Land Development Code.

Policy 3.5 At the time of plat or site plan approval, the City Commission may require additional bikeways and/or walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.

Policy 3.6 Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas and commercial areas.
Policy 3.7 At time of site plan review, the City may require or encourage the provision of ample and secure bicycle parking at schools, libraries, recreational facilities, and significant commercial and multi-family developments.

Policy 3.8 The City will continue to pursue the construction of the walkway/bikeway system planned for the open space area between Southgate Boulevard and the C-14 Canal from the Sawgrass Expressway to the eastern City Limits.

Policy 3.9 The City shall require or provide pedestrian displays at signal installations and signal modifications where crosswalks are provided.

Policy 3.10 The City shall provide or require bicycle and pedestrian ways connecting all new residential areas to recreational areas, schools, and shopping areas within neighborhoods; and pedestrian ways for access to major transit stops.

Policy 3.11 The City shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs and said review shall be consistent with the pathway network of the Integrated Bikeway/Walkway System.

Policy 3.12 The City shall require the construction of missing links in the existing sidewalk system as appropriate (adjacent to or in close proximity to) new and or redevelopment in conjunction with the issuance of development permits for new and/or redevelopment.

Objective 4
The City will actively promote the provision of mass transit facilities in Tamarac.

Monitoring and Evaluation:

• The number and scale of improvements made to promote mass transit in Tamarac.

Policy 4.1 The City, with financial assistance from the County, will make special efforts to increase transit ridership by providing bus shelters, benches, detailed signage, and other amenities at high transit usage bus stops.

Policy 4.2 The City shall support the Broward County and the FDOT continued funding of local mass transit service consistent with existing service standards.

Policy 4.3 The City shall coordinate with the Broward County MPO, Broward County Division of Mass Transit and South Florida Rail Transit Authority (SFRTA) to ensure the required transit services are available to meet the level of service criteria.

Policy 4.4 The City shall coordinate with BCT to determine the feasibility of locating a feeder parking lot and associated County bus service within or in proximity to Tamarac to complement the South Florida Rail Transit Authority (SFRTA).

Policy 4.5 The City shall request Broward County to modify the County Land Development Code to implement local design criteria to improve the aesthetics and comfort at transit facilities.

Policy 4.6 Support funding of the Broward County Mass Transit Division and South Florida Rail Transit Authority (SFRTA) to maintain local transit facilities.

Policy 4.7 Continue to coordinate with BCT to adjust local and regional bus service to better meet the transit needs of residents, employees and shoppers for increased headways, improved
route alignments and additional intermodal terminals such as park-n-ride facilities.

Policy 4.8 Continue to meet the bus shelter needs in the City through the implementation of the existing program under contract with the selected bus shelter company. This program will include adequate provisions for disabled transit riders to access the shelters and buses.

Policy 4.9 The City shall support County requests for transit-related improvements as part of the development permitting process.

Policy 4.10 The City will work to retain and enhance the bus routes serving the City.

Policy 4.11 The City will support the Broward County Transit Development Plan (TDP).

Policy 4.12 The City shall encourage the incorporation of exclusive or shared bus drop off/pick up areas at major public facilities.

Policy 4.13 The City shall support integration of the transit system and facilities such as bus pull out bays with the road system, particularly in congested areas.

Policy 4.14 The City will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within, the City which may service transit services, such as the South Florida Rail Transit Authority (SFRTA) and Express Bus Services.

Policy 4.15 The City will continue to provide service schedules at City Hall and implement the Land Development Regulations concerning providing mass transit stops for major traffic generators and attractors.

Policy 4.16 The City will continue to make information regarding ride sharing, mass transit, and commuter rail services available to its citizens.

Objective 5
The City shall plan for the mobility needs of the elderly, handicapped, and other transportation disadvantaged groups.

Monitoring and Evaluation:

- The efforts of the City to implement programs and services directly targeted at the above mentioned groups.

Policy 5.1 The City shall encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.

Policy 5.2 The City shall encourage the County to continue and expand, as appropriate, the ADA Para-Transit Program and facilities.

Policy 5.3 The City shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped.

Objective 6
The City will coordinate transportation planning activities with land use decisions, ensuring that
transportation planning and land use planning activities are properly coordinated in the City

Monitoring and Evaluation:

- The level of implementation of the below policies.

Policy 6.1 The City shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the City.

Policy 6.2 To minimize the impact on locally-maintained transportation facilities, land uses which generate or attract high traffic volumes will be located adjacent to, or have safe and adequate access to, principal arterials, expressways, or other regionally-significant roadway facilities.

Policy 6.3 Transportation facilities will be planned and located in a manner that minimizes the potential for adverse impacts on adjacent land uses.

Policy 6.4 Residential densities below 10 DUA should be located with access to existing or proposed minor arterial, collector and local streets.

Policy 6.5 Residential densities above 10 DUA should be located with adequate access to major or minor arterial roadways, expressways and public transit routes.

Policy 6.6 The City shall designate sufficient acreage on the FLUM to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within close proximity to employment areas and public transit routes.

Policy 6.7 Regional or community facilities and other public facilities shall be located in areas of concentrated activities in order to provide easy access by public transit and to economize on parking facilities.

Policy 6.8 Commercial and/or Industrial development shall be located with adequate access to major transportation facilities.

Policy 6.9 The City shall maintain its highest intensities of land use along major transportation routes and encourage the clustering of parking areas near major routes and transit stops. The City will coordinate with and will participate in providing data to the County and/or FDOT and coordinate land use decisions, TDM and TSM parking strategies and alternatives to utilizing the FIHS by local traffic.

Policy 6.10 Transportation facilities and services shall be developed in a manner that encourages infill development and/or redevelopment and that promotes the efficient use of urban services.

Policy 6.11 The City shall continue to request that Broward County provide transit service to all present and future major trip generators and attractors within Tamarac.

Objective 7
The existing transportation system will be well-maintained and continue to meet operational and safety standards.

Monitoring and Evaluation:
• The level of implementation of the below policies.

Policy 7.1  Traffic signalization, roadway signage and operational capacities (including curb cuts and turn lanes) shall be designed to optimize traffic flows and levels of service. These improvements shall always be considered prior to adding travel lanes.

Policy 7.2  The City shall prohibit on-street parking on all arterial and major collector roads unless on-street parking is utilized as a traffic calming device to compliment downtown district and encourage pedestrian activity.

Policy 7.3  The City will promote timely resurfacing and repair of roads to minimize costly reconstruction and to enhance safety.

Policy 7.4  At a minimum, the City will continue normal annual roadway maintenance budget funding at existing levels (major resurfacing project now underway).

Policy 7.5  On an annual basis, the City’s Public Works Department will produce an inventory of municipal roadways which are in need of resurfacing.

Policy 7.6  The inventory of roadways requiring resurfacing, along with the funding necessary to complete the desired projects, will be forwarded to the City Commission for determination of which projects may be included in a resurfacing program.

Policy 7.7  The formal resurfacing program will continue to be implemented as directed by the City Commission.

Objective 8
The City will enforce existing regulations to:

1) reduce the number of access points onto adjacent roads;

2) provide adequate on-site motorized and non-motorized circulation; and

3) provide adequate off-street parking relative to existing and planned commercial, industrial and multiple family development.

Monitoring and Evaluation:

• Number of site plans approved annually that meet existing Land Development Regulation standards.

Policy 8.1  The City will apply regulations relating to the location of driveways, access points and connections to roadways which are at least as strict as Broward County and State standards. This shall not prohibit the approval of connections and access points not totally consistent with those standards based upon a traffic study.

Policy 8.2  The City shall enforce the off-street parking requirements contained in the Land Development Code for all land uses, particularly industrial, commercial and multi-family developments. The City will monitor the issuance of Business Licenses and approved site plans to ensure adequate off-street parking will meet the needs of the users and are not at overcapacity.

Policy 8.3  The City shall enforce design criteria for on-site motorized and non-motorized circulation.
Objective 9
The City will enforce a concurrency management system that monitors and manages new growth in conformance with Florida’s Local Government Comprehensive Planning and Land Development Regulation Act.

Monitoring and Evaluation:

- Percentage of developments with facilities in place concurrent with the impacts of development pursuant to Policy 9.1 a-e below.

Policy 9.1 The City of Tamarac development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with Rule 9J-5.0055(3)(c) through any of the following situations. Development Action includes any land use change, site plan approval, building permit, zoning permit, subdivision plat approval, rezoning, special exception, variance, or any other official action of the City Commission or other appropriate City official.

   a) the necessary transportation facilities are in place at the time a Development Action is approved by the City Commission or other appropriate City officials or the Development Action is approved subject to the condition that the necessary transportation facilities will be in place consistent with City Code provisions;

   b) the necessary transportation facilities are under construction at the time a Development Action is approved by the City Commission, or other appropriate City officials.

   c) the necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Action is approved by the City Commission, or other appropriate City officials.

   d) the necessary transportation facilities have been included in the Municipal, County or State 5-year capital plan at the time a Development Action is approved by the City Commission as provided in proportionate fair share agreements

   e) at the time a Development Action is approved by the City Commission, or other appropriate City officials, the City is able to assure that the necessary transportation facilities will be in place within a reasonable period of time consistent with the requirements of Rule 9J-5.0055(3)(c), F.A.C. At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element and supported by all necessary implementing land development regulations and a concurrency monitoring system.

   f) the impact of the development can be constituted as de minimis

Policy 9.2 The City shall maintain a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the City of Tamarac Comprehensive Plan are being constructed in accordance with the schedules in
the Plan and to measure the capacity of such transportation facilities in a given area at a given time.
III. HOUSING ELEMENT

VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
III. HOUSING ELEMENT

GOAL
The City of Tamarac will ensure adequate and affordable housing, in a full range of types and lifestyles options, is provided to existing and future residents of the City of Tamarac.

Objective 1
The City will assist the private sector in providing a variety of housing unit types to meet the varying needs and lifestyles of its residents.

Monitoring and Evaluation:

- By 2010, assist 25 families through the purchase assistance program using local and State funds.
- By 2010, create a feasibility study on community land trusts and a shared appreciation model.

Policy 1.1 The Community Development Department and the Building Department will continue to maintain, during the planning period, a demographic database and a housing inventory which can assist the development community in providing housing.

Policy 1.2 The Community Development, Building, Fire, Utilities and Public Works Departments will monitor and update the development permitting process, primarily by clarifying the schedule and internal processing system and by applying proposed flexible design standards for PUD-type residential and nonresidential development.

Policy 1.3 The City will continue, during the planning period and through its Community Development Department, to require the submittal and review of building elevations for all development in the City as part of the Site Planning process.

Policy 1.4 The City will continue to allow the use of residential flexibility units in residential and nonresidential land use categories, as described in the Land Use Element, as incentives to provide housing for such special populations as the elders and handicapped persons.

Policy 1.5 The Community Development Department shall continue to monitor programs which could assist the City in any future redevelopment efforts during the planning period.

Policy 1.6 The City should actively pursue innovative strategies to preserve the existing housing stock through tools such as a community land trust, shared appreciation model program and other strategies as needed to continue to preserve the City’s housing stock.

Policy 1.7 The City shall increase the average number of families assisted yearly through the purchase assistance program by assisting 25 families by 2010, and increasing outreach and education on the City’s housing assistance programs.

Objective 2
The City will continue to provide throughout the planning period a fully staffed Code Enforcement Division in order to provide for the general welfare, safety, good order, and appearance of the City of Tamarac.

Monitoring and Evaluation:

- Create an inventory of substandard homes in the City by 2010.
- Create a property tracking system by 2010.
- Create educational pamphlets on community and housing appearance by 2010.

Policy 2.1  The Building Department will continue to monitor the City demolition program and recommend changes as appropriate.

Policy 2.2  The Code Enforcement Department shall create an inventory of housing that does not meet minimum code requirements, classifying such homes as substandard and requiring the compliance of such units.

Policy 2.3  The Code Enforcement Department shall create a property tracking system to monitor code violations, tax arrearages, buildings at risk of abandonment, and crime complaints.

Policy 2.4  The Code Enforcement Department shall promote the general appearance of the City by encouraging community aesthetic improvements, such as swale and sidewalk maintenance, enhanced landscaping, and community cleanups, which sustain the vitality of the neighborhoods.

Policy 2.5  The Code Enforcement Department, the Utility Department, and the Community Development Department should coordinate with the applicable agencies to promote housing unit sustainability and conservation by advising on topics such as energy conservation measures in the home, water use conservation, and efficient recycling measures.

Objective 3
The City of Tamarac will continue to provide throughout the planning period on its Future Land Use Map a variety of housing sites at a full range of densities, which can accommodate housing for very low, low and moderate income families.

Monitoring and Evaluation:
- By 2009, conduct a study analyzing demographic trends and the number of housing units and housing types needed to meet the demographic shift in population.
- Bi-annually monitor housing demand and supply by tracking cost burden, income, housing price and market conditions.

Policy 3.1  The City shall continue to maintain a map of the vacant parcels within the City. Infrastructure information on these vacant parcels shall be made available by the Utilities Department and the Public Works Department. This information may be provided to the person seeking to develop infill or “skipped over” parcels.

Policy 3.2  The City Commission shall consider proposals to use any future surplus public lands in the City for public housing sites when such proposal is brought forth by the Broward County Housing Finance Authority or the Broward County Community Development Block Grant Program.

Policy 3.3  The Community Development Department is directed to consider proposals for reduced impact fees, density bonuses, and fast track permitting for persons proposing housing for very low, low and moderate income housing and continue to allow permitting incentives for Community Development Block Grant (CDBG) and State Housing Initiatives Partnership
Policy 3.4 Housing projects which are Federally and State funded and which seek to locate within the City of Tamarac will not be discriminated against in the permitting and approval process. The City will continue to apply for Federal and State grant, loan and subsidy programs which can be used for affordable housing and neighborhood improvements, including the State Housing Initiatives Program (SHIP), the Community Development Block Grant (CDBG) program and the HOME program.

Policy 3.5 The City will examine the feasibility of providing for increased unit densities and reduced minimum unit sizes for elderly residents in order to provide additional incentives and cost reductions for affordable housing.

Policy 3.6 By 2009, the Community Development Department shall conduct a demographic needs assessment identifying target population for housing development and quantify number of housing units and housing types needed to accommodate the existing and future population.

Policy 3.7 The City shall consider the feasibility of ordinances for job/housing linkages, density bonuses and inclusionary zoning in an effort to create affordable and workforce housing.

Policy 3.8 The City should bi-annually assess housing affordability by analyzing housing demand and supply in the City, viewing indicators such as housing price, income and local market conditions.

Policy 3.9 The City shall encourage a variety of housing types in the redevelopment process, and encourage mixed income housing developments.

Policy 3.10 The City may apply flexibility and reserve units to targeted commercial properties, thereby creating mixed-use districts, in an effort to increase the potential for housing development.

Policy 3.11 The City should consider the creation of urban design guidelines, specifically to encourage well-planned, compact, mixed-use communities that provide a variety of housing, that are designed with consideration of existing and planned infrastructure, including recreation and open space.

Objective 4
The City will continue to allow throughout the planning period and through its Future Land Use Map and Zoning Map adequate sites for special needs housing and group homes and foster care facilities which are licensed by the Florida Department of Health and Rehabilitative Services (HRS).

Monitoring and Evaluation:

- Maintain zoning classifications that allow special needs housing.

Policy 4.1 The Community Development Department shall monitor the Tamarac Zoning Ordinance to identify any revisions which might be needed to accommodate group homes and foster care facilities licensed by the Florida Department of HRS.
Policy 4.2 The City should adequately address locations for housing special needs populations, including those with disabilities, the homeless, those earning very low incomes, seasonal workers, the elderly, and those previously institutionalized for mental or health concerns.

Objective 5
The City will continue to provide for the conservation, rehabilitation, and demolition of housing through its Community Development and Building Departments.

Monitoring and Evaluation:

- Rehabilitate 50 homes using local, State and Federal funds (SHIP, CDBG) by 2010.

- In conjunction with Future Land Use Element Objective 6, by December 2009, the City Commission shall review and establish criteria for the future preservation of natural areas and potentially historic properties and resources, so that potential future resources are not lost.

- By December 2010, make determination as to the historical significance of units which are at least 50 years of age or older.

Policy 5.1 The City Commission shall establish a committee to review and establish criteria for the future preservation of potentially historic properties, so that potential future structures are not lost.

Policy 5.2 The City will apply for Broward County Community Development Division Housing Rehabilitation Program for the funding of eligible units in the City of Tamarac when housing needs rehabilitation.

Policy 5.3 The City will continue to implement rehabilitation programs to preserve the existing housing stock and assist property owners in making necessary repairs to their homes.

Policy 5.4 The City should pursue and maintain funding for disaster mitigation response and repair in the event that the housing stock is severely comprised as a result of a natural or catastrophic disaster. The City should ensure that adequate funding exists to assist the very low, low and moderate income households in adequately repairing their homes post-disaster in a timely fashion.

Policy 5.5 Recognizing that 610 properties in the City are more than 50 years old or approaching fifty, the City will assess the historical significance of the properties using the National Register’s criteria for evaluation. Upon the determination of structures as historically significant, the City shall implement procedures to ensure the continued conservation of said historic units.

Objective 6
The City will continue to enforce, during the planning period, all State and Federal regulations concerning the provision of relocation housing for redevelopment projects which utilize State and/or Federal funding.

Monitoring and Evaluation:

- By 2010, conduct a business retention and relocation strategy study.

Policy 6.1 Tamarac will utilize the Broward County Relocation Policy in order to mitigate any
adverse effects of housing displacement under State and Federal programs.

Policy 6.2 The City shall consider the feasibility of a business retention and/or relocation strategy for businesses displaced as a result of redevelopment.

Objective 7
The City’s Community Development Department will implement and coordinate a housing monitoring program which will describe, monitor, and enforce the goals, objectives, and policies contained in this Housing Element.

Monitoring and Evaluation:

- Conduct a public workshop with City staff, residents, private developers and other housing stakeholders to assess housing needs in the City.

Policy 7.1 The City will monitor the housing programs described in this Element using its evaluation and monitoring procedures during the planning period.

Policy 7.2 The City will include the public in the housing monitoring process by conducting a public workshop to assess the effectiveness of the City’s housing programs and target areas in need of improvement.

Objective 8
The City will continue, during the planning period, to respond to the special housing needs of resident populations for adequate and affordable housing by allowing Broward County Housing Finance Authority projects and other special housing projects to locate in the City.

Monitoring and Evaluation:

- Identify strategies to encourage the creation of affordable housing

Policy 8.1 The City will continue, during the planning period, to participate in and/or monitor the Broward County Community Development Block Grant Committee, as appropriate.

Objective 9
The City should partner with local housing agencies, the South Florida Regional Planning Council and other State housing organizations to continue to identify housing needs and strategies for housing attainment and affordability.

Monitoring and Evaluation:

- By September 2008, appoint a member of City staff to act as the designated liaison to coordinate with local and regional housing agencies.

Policy 9.1 The City should actively participate and coordinate with local housing agencies in identifying local and regional needs and collaborate toward the creation of a Local and Regional Housing Trust fund to assist in the provision of adequate shelter for the local population.

Policy 9.2 Monitor the progress of SFRPC and Broward County in creating a regional affordable housing policy, and, when complete evaluate how the regional strategy could be supported by the City of Tamarac.
IV. INFRASTRUCTURE ELEMENT

VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
IV. INFRASTRUCTURE

GOAL
The City will provide, or cause to be provided, and maintain essential public facilities serving all areas of the City and meeting all public health and safety standards for the following: the collection, transmission and treatment of sanitary sewage; the drainage of surface water; potable water supply, treatment, and transmission; the collection and disposal of solid waste including hazardous wastes, and for recharge of the natural groundwater aquifer.

Objective 1
The City will correct existing facility deficiencies, maintain adequate levels-of-service, and provide for future growth.

Monitoring and Evaluation:

- Each facility has been assigned a specific and measurable Level of Service (LOS) Standard. Population projections and LOS standards are used in combination to determine if any facility deficiencies are likely to exist in the five and ten year planning horizon. Any facility deficiencies identified which require capital improvements are addressed in a Capital Improvements Schedule contained in the Capital Improvement Element (CIE). The CIE is updated annually and sent to the State Planning Agency along with a citywide Capital Improvement Plan to demonstrate the financial feasibility of the CIE.

Policy 1.1 Through its concurrency management system, as adopted in its Land Development Code, the City will monitor the growth of population, building permits and certificates of occupancy, and available capacities. The concurrency management system identifies the specific procedures for measuring facility capacity and for evaluating service availability against demand.

Policy 1.2 The City of Tamarac shall use the following LOS standards:

1. SANITARY SEWER
   - Western Service Area (Broward County Wastewater Treatment Facilities) 124 gallons per capita per day.
   - Eastern Service Area (Fort Lauderdale Wastewater Treatment Facilities) 131 gallons per capita per day.

2. SOLID WASTE
   - Broward County Disposal Facilities (BIC Landfill and Resource Recovery Facility) 8.9 pounds per capita per day.
   - Tamarac Collection (Contractual Service Providers) All solid waste collection provided by City contracted service providers.

3. DRAINAGE
   - FEMA criteria for minimum floor elevation and protection of floodplains;
• Standards as established by the Broward County Department of Natural Resources, South Florida Water Management District, Broward County Water Management Division, and the City of Tamarac for off-site discharge, on-site retention, and best management practices for pollutant discharge; and

• Ten (10) year storm will produce a headwater no higher than four (4) inches above the lowest catch basin rim in parking lots or two (2) inches below the edge of pavement in subdivisions.

4. POTABLE WATER

• Western Service Area (Tamarac Water Treatment Plant)
  107 gallons per capita per day.

• Eastern Service Area (Fort Lauderdale Water Treatment Plants)
  80 gallons per capita per day.

• BCU Service Area (Broward County Water Treatment Plants)
  131 gallons per capita per day.

Policy 1.3 The City shall ensure that all city funded projects included in the schedule of capital improvements are also included in the City’s five-year Capital Improvement Program and annual capital budget if appropriate.

Policy 1.4 All improvements for repair or replacement of facilities to correct existing deficiencies shall be consistent with the adopted level of service (LOS) standards for those facilities.

Policy 1.5 All improvements for expansion or increase in capacity of facilities to meet demand shall be consistent with the adopted level of service (LOS) standards for those facilities.

Policy 1.6 The City will continue to require that developers provide basic water distribution and wastewater collection systems and drainage to serve their development prior to issuance of a Certificate of Occupancy and provide a fair share of the capital costs of major system improvements necessary to serve development.

Policy 1.7 Prior to approving a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

Policy 1.8 The City will continue to collect the stormwater utility fee, enforce the Development Standards and Criteria and other code requirements pertaining to drainage. Development orders may be issued only if facilities and services are available to meet the adopted level of service standards concurrent with the impacts of development, as required by SS. 163.3202(2)(g), F.S.

Objective 2
The City of Tamarac will ensure that capacity is available at all shared facilities by coordinating with other local governments and appropriate government agencies.

Monitoring and Evaluation:
• At least once a year, the City shall review all infrastructure related interlocal agreements to ensure that all entities are in compliance with the terms of the agreement and that the agreements are up-to-date.

Policy 2.1 All interlocal agreements will always be kept current and upheld according to the terms specified in the agreement.

Policy 2.2 The City will cooperate and coordinate with Broward County, adjoining municipalities, the South Florida Water Management District, and any other units or agencies of government with planning, management, maintenance, or monitoring responsibilities for sanitary sewers, solid waste including hazardous waste, potable water, or drainage and in the extension of or increase in capacity of facilities to meet future needs.

Policy 2.3 The City hereby adopts by reference the City of Tamarac’s 10-Year Water Supply Facilities Work Plan, 2008, and the capital improvement projects contained therein.

Policy 2.4 The City hereby adopts by reference the Fort Lauderdale Water Supply Facilities Work Plan, 2008, and the capital improvement projects contained therein.


Policy 2.6 The City hereby adopts by reference the South Florida Water Management District’s Lower East Coast Water Supply Plan, 2005-2006 Update.

Objective 3
The City will maximize the use of existing facilities, and will take appropriate actions to extend the useful life of existing public facilities in order to reduce capital expenditures, conserve public financial resources, and maintain the level of service of existing facilities.

Monitoring and Evaluation:

• The City shall monitor and evaluate the condition and use of each facility as it is appropriate.

Policy 3.1 The City will regularly monitor the operation and effectiveness of all elements of the system for which it is responsible, and repair, upgrade and maintain existing public facilities as necessary.

Policy 3.2 The City will continue to fund capital improvements needed to maintain the level of service for all facilities.

Policy 3.3 The City will continue to inspect sanitary sewer mains and repair or replace faulty mains in order to prevent increased infiltration and inflow of stormwater and debris into the gravity collection system for the purposes of reducing cost to the City and users and extend the present level of service for sanitary sewers.

Objective 4
The City will continue to ensure, through development review at the time of site plan approval, that adequate facility capacity is available, or will be available when needed, to serve development.

Monitoring and Evaluation:
• The City shall periodically monitor its concurrency management system to make sure that it is current and accurate. Further, the City shall review its capital improvement schedule to ensure that capacity expansions will be available to served new development when appropriate.

Policy 4.1  The City will maintain a five-year schedule of capital improvement needs for all infrastructure related facilities as consistent with the Capital Improvements Element of this Plan.

Policy 4.2  The City shall issue no development permit or order which results in a reduction of the level of service for the affected public facilities below the level of service provided for and adopted in this Comprehensive Plan.

Policy 4.3  The City will continually monitor federal, State and local grant programs for infrastructure planning, design and construction funding which Tamarac could utilize to build necessary public facilities.

Policy 4.4  The City will update its 10-Year Water Supply Facilities Work Plan within 18 months after any update to South Florida Water Management District’s Lower East Coast Water Supply Plan as required by state law.

Objective 5
The City shall take appropriate steps to ensure the conservation and protection of both the quality and quantity of the City’s potable water resources for present and future residents of the City through water use conservation, the protection of wells currently in use by the City for residential, commercial, industrial, and emergency purposes, and their cones of influence; and protection and expansion of the natural groundwater recharge area within urban development.

Monitoring and Evaluation:

• The City shall evaluate its conservation programs on an annual basis to ensure that they are effective.

Policy 5.1  The City will continue to require, in wellfield protection areas as part of development review or other permitting including Occupational Licensing, disclosure by all business and industry of materials, processes, and waste byproducts which may be introduced into the environment and which may be potentially harmful to life and health or interfere with the effective treatment and disposal of waterborne wastes. Substances which cannot be effectively managed or treated within acceptable public health and environmental standards, or safely and legally disposed of by the business or industry as certified by the disposal agency, will be prohibited.

Policy 5.2  The City will continue to participate in the enforcement of the Broward County Wellfield Protection Ordinance and will prohibit through zoning, site design and other review and permitting procedures, uses and activities which potentially threaten water quality.

Policy 5.3  The City will continue to monitor its water production and distributive systems to ensure minimum water loss and the maintenance of acceptable ratios of raw water pumped in to water treated and distributed.

Policy 5.4  The City will continue to monitor and enforce ordinances requiring water conserving fixtures in new construction and major renovation, and will maintain other policies directed toward water conservation such as pressure reduction in the potable water distribution system.
Policy 5.5  The City will maintain its landscape ordinance and landscape irrigation systems ordinance which requires that a minimum of 50% water conserving native plant material be used in all landscape plans.

Policy 5.6  In the interest of protecting surface waters from pollutants carried by storm runoff and increasing infiltration and recharge of the groundwater aquifer, the City will require in its development regulations a minimum percentage of pervious surface area, and promote the development of stormwater retention systems which contribute to recharge of the ground water aquifer.

Policy 5.7  The City will support the SFWMD, the Lower East Coast Water Supply Plan, its conservation initiatives, and other relevant jurisdictions’ water reuse projects and the implementation of new regulations or programs designed to increase the volume of reclaimed water used.

Policy 5.8  The City shall continue to coordinate future water planning and conservation efforts with the City of Fort Lauderdale, Broward County, and the South Florida Water Management District.

Policy 5.9  The City shall continue to support and improve programs that promote water conservation in a cost-effective manner.

Objective 6
The City will continue to maintain the public waterways, lakes, and canals within its jurisdiction now and in the future, and cooperate with the SFWMD in maintaining the function of the public canal system and the water quality of the primary drainage system under its jurisdiction.

Monitoring and Evaluation:

- The City will monitor its Code, administrative policies and programs concerning stormwater retention, and the extension and maintenance of the waterway system under its jurisdiction.

Policy 6.1  The City will prevent actions which would reduce the quality of water in its waterways below Class III.

Policy 6.2  The City will maintain and update as necessary its stormwater utility fee ordinance which provides for the extension, restoration, and maintenance of the City’s waterway drainage system.

Policy 6.3  The City will continue to enforce, as a part of this Land Development Code, requirements regulating land clearance and site grading activity in order to control non-point source pollution and filtration of the City’s stormwater retention areas and waterways.
V. CONSERVATION ELEMENT

VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
V. CONSERVATION ELEMENT

GOAL
Conserve, protect, and appropriately manage the City’s natural resources.

Objective 1
The City will monitor and maintain its codes and ordinances, especially those dealing with platting, site planning, and subdivision design for the impact of their enforcement on the physical environment and to ensure that maximum practical protection is afforded thereby to the principal elements of the environment.

Monitoring and Evaluation:

- Record of enforcement of applicable City codes and ordinances.

Policy 1.1 During the planning period, the Community Development, Utilities and the Public Works Departments will review the land development regulations to identify any ways in which the codes require actions which are not sensitive to the environment and ways in which actions to protect the environment can be improved. This analysis will result in appropriate amendments to the Codes during the planning period.

Objective 2
The City will maintain and update (as necessary) its administrative procedures, especially those dealing with water supply and use, to ensure that optimum conservation of the ground water resource is achieved in concert with Broward County, the South Florida Water Management District (SFWMD), and other local government agencies.

Monitoring and Evaluation:

- Maintain and update applicable administrative procedures.

Policy 2.1 The Utilities, Building and Public Works Departments will review codes and procedures to identify ways to increase water conservation and ways in which the codes and procedures might be inhibiting water conservation. The analysis will result, during the planning period, in appropriate amendments to the codes and procedures.

Policy 2.2 The City shall utilize measures such as those outlined in the SFWMD’s Model Water Shortage Ordinance, and the Florida Department of Environmental Protection’s (FDEP) Florida Water Conservation Initiative to address water usage so that a reduction in the per capita use of water is realized.

Policy 2.3 The City shall enforce lawn irrigation restrictions established by SFWMD and Broward County as updated.

Policy 2.4 The City will continue to prohibit through land use, zoning, and site design and other review and permitting procedures, uses and activities which potentially threaten water quality.

Policy 2.5 The City shall consider the adoption of an ordinance that will encourage water conservation initiatives as recommended by Broward County such as, Naturescape Irrigation, Naturescape Broward and Know the Flow, the SFWMD, the Florida Department
of Environmental Protection and the City’s Utilities Department to reduce the average daily water consumption in the City.

**Objective 3**
The City of Tamarac will act to improve air quality in Tamarac during the planning period by continuing to participate with the Broward County Department of Natural Resource Protection (DNRP) Environmental Protection Department (EPD) in regional air quality monitoring.

**Monitoring and Evaluation:**
- Maintain permit records reviewed by the Broward County Environmental Protection Department (EPD).

**Policy 3.1** The City will increase by 10 percent its enforcement of its anti-burning ordinance, especially in conjunction with construction activities and the disposal by incineration of hazardous waste through its Code Enforcement Department during the planning period.

**Policy 3.2** The City will continue to have plats reviewed by the Broward County Department of Natural Resource Protection (DNRP) Environmental Protection Department (EPD) to determine whether all air quality standards, including ozone, are being met by plats and proposed DRIs.

**Objective 4**
The City will continue to enforce its noise ordinance during the planning period through the Community Development Department.

**Monitoring and Evaluation:**
- Record of enforcement of the City noise ordinance.

**Policy 4.1** The City will review its development regulations, especially those concerning site planning, to ensure that suitable separation and buffers between living areas and nonresidential structures and arterial streets are required. Revisions to codes will consider such other noise reducing measures in site design such as earth berms, walls, and landscaping.

**Policy 4.2** The City will also evaluate the impact of noise caused by nonresidential traffic on residential neighborhoods and will consider site plan or traffic control measures which will reduce the number of residential streets on which trucks are permitted to travel.

**Objective 5**
The City will continue to maintain the public waterways, lakes, and canals in Tamarac now and in the future and will cooperate with South Florida Water Management District (SFWMD) in the maintenance of water quality of the primary drainage system.

**Monitoring and Evaluation:**
- Conduct frequent sampling and monitoring of surface waters based upon local, regional and state regulations.

**Policy 5.1** The City Public Works Department will continue to monitor and maintain, during the planning period, the Code, its administrative procedures, and its implementation
programs for stormwater retention, extension, and maintenance of the waterway system under its jurisdiction to ensure adequate stormwater management and to prevent, through appropriate ordinances, actions which would reduce the quality of water in its waterways to below Class III. All development in the city must be consistent with the applicable SFWMD rules and regulations for maintenance and enhancement of surface water quality.

Policy 5.2 The City will maintain the stormwater utility fee ordinance which provides for the extension, restoration, and maintenance of the City’s waterway drainage system.

Policy 5.3 The City will continue to enforce its ordinance regulating land clearance and site grading activity to control non-point source pollution and filtration of the City’s waterways.

Policy 5.4 The City will continue to enforce existing Land Development Code provisions for extended use of semi-pervious paving materials within parking areas and emergency internal circulation ways in order to reduce the quantity of contaminants reaching the surface drainage system.

Objective 6
The City will continue to protect native vegetation through compliance with, and enforcement of, Broward County regulations concerning Local Areas of Particular Concern (LAPC), Environmentally Sensitive Lands (ESL), Upland Tree Resources (UTR) and Natural Resource Areas (NRA) designated by the Broward County Commission.

Monitoring and Evaluation:

-Annual recordation of development permits issued in the LAPCs, ESLs, and NRAs.

Policy 6.1 The City will require approval of a site development plan prior to commencement of site clearance and grading activities.

Policy 6.2 In order to reduce the amount of water drawn from the aquifer for irrigation of ornamental landscaping, the City should strengthen the current landscape ordinance (Section 11-7(a)(8)) to provide for a minimum of 35 percent native plant material in landscape plans until 2010 when a minimum of 50 percent will be required.

Policy 6.3 The City will implement its adopted landscape ordinance to provide that a minimum of 20 percent of plant material used in required landscaping shall provide habitats for native wildlife and birds.

Policy 6.4 The City will protect native vegetative communities from destruction by development activities by implementing the requirements of the County’s Local Areas of Particular Concern (LAPC) environmental legislation. The Community Development Department will during the planning period review its site plan and landscape plan requirements to identify additional means of protecting native vegetative communities, such as: no more than 30 percent of the native vegetation on a site may be destroyed during the development process; applicant shall relocate native vegetation to other locations on the site plan during the development process and will ensure that it is protected and maintained.

Policy 6.5 Tamarac will protect and conserve wetlands and the natural functions of wetlands, and direct future land uses which are incompatible with the conservation and protection of wetlands away from identified wetland areas.
Policy 6.6  The City shall continue to protect native vegetation through code enforcement of Broward County’s Tree Preservation Ordinance.

Policy 6.7  The City should incorporate provisions into the land development regulations which preserve existing wetlands. The preservation of existing wetlands shall serve as a proactive approach to lessen the need for wetlands mitigation steps.

Policy 6.8  Tamarac shall maximize the use of native plants in City landscaping projects to provide and improve urban habitat and connectivity for native species.

Policy 6.9  The City shall increase the tree canopy through streetscape and free-tree programs throughout City parks and facilities.

Policy 6.10  Property owners should be educated about the environmental benefits of landscaping with drought-tolerant, native plants – known as Xeriscaping. The City shall support the efforts of property owners to do so.

Policy 6.11  The City shall continue to require water conserving fixtures for new construction, enforce adopted Xeriscaping standards, and other water conservation methods as recommended by Broward County, the SFWMD, the Department of Environmental Protection, and other relevant jurisdictions.

Objective 7
The City shall conserve and protect the quantity and quality of the City’s water resources by requiring the protection of wells currently in use by the City for residential, commercial, industrial, and emergency purposes; their cones of influence and future wells and wellfields.

Monitoring and Evaluation:

- Documentation of monitoring program of City wellhead protection areas.

Policy 7.1  The City will continue to enforce the Broward County Wellfield Protection Ordinance and will prohibit through zoning, site planning, and occupational licensing, uses and activities which threaten water quality.

Policy 7.2  The City will continue to monitor its water production and distribution systems to ensure a minimum of water loss and to maintain acceptable ratios (raw water pumped: water treated and distributed).

Policy 7.3  The City will continue to monitor and enforce ordinances requiring water conserving fixtures in new construction and major renovation.

Policy 7.4  The City will provide in its development regulations for increasing the amount of pervious surface included in site plans. Methods to be considered include the use of partially pervious paving materials such as turf blocks in employee parking areas and fire lanes; and the development of stormwater retention systems which recharge the groundwater aquifer rather than channel stormwater to surface waters.

Policy 7.5  The City will continue to participate in the adopted SFWMD Emergency Water Conservation Plan and Program and in the Water Shortage Plan during periods of drought as declared by the District.

Policy 7.6  The City shall continue to actively support the SFWMD in the implementation of programs
that are designed to conserve water.

Objective 8
The City will continue to include consideration of wildlife, soils and other natural features of the land as part of the site plan and development review process.

Monitoring and Evaluation:

- Ensure site plan and development review performed by proper departments and/or agencies.

Policy 8.1 The City includes in its development review requirements a provision for the restriction of development activities which adversely affect the survival of endangered and threatened wildlife. These requirements rely on Broward County EPD programs to help restrict development in certain wildlife habitats and mitigate usage of environmentally-sensitive lands.

Policy 8.2 The City will continue to cooperate with adjacent cities and the county in order to conserve unique vegetative communities. The mechanism is the mutual review of zoning and land use plan amendments proposed for areas adjacent to municipal boundaries.

Policy 8.3 The City’s Land Development Code will continue to include a procedure for the preservation or mitigation of environmentally sensitive lands should any be identified during the platting or site plan processes. Developers will be required to identify any environmentally sensitive sites, as defined in the Broward County Land Use Plan and by the Broward County EPD as Local Areas of Particular Concern (LAPC) and/or Environmentally Sensitive Land (ESL).

Policy 8.4 By 2010, the ordinance providing for occupational licensing shall be amended to provide for consequences should license holder mismanage any hazardous wastes on the licensed area or which would emanate from the licensed area.

Policy 8.5 The City shall reduce the volume of solid waste requiring disposal by an additional five percent by the year 2010. Ordinances which address the packaging of products sold in Tamarac will be among those considered by the City for implementing this requirement.

Policy 8.6 The City shall encourage residents to participate in the Broward County Waste and Recycling Services Department’s Household Hazardous Waste (HHW) Program in an effort to prevent the improper disposal of hazardous materials.

Policy 8.7 The City will provide for the conservation and protection of the natural functions of existing soils, wildlife habitats, rivers, lakes, floodplains, wetlands, freshwater shores, and marine habitats.
VI. RECREATION AND OPEN SPACE ELEMENT

VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
VI. RECREATION AND OPEN SPACE ELEMENT

GOAL
The City of Tamarac will provide and maintain an adequate and diversified inventory of parks, recreation, and open space facilities that will meet the recreation and leisure time needs and interests of all current and future residents and visitors to the City.

Objective 1
The City will continue to maintain a diverse system of parks, recreation, and open space facilities throughout the City that adequately and efficiently provide recreation opportunities at the adopted level of service standard.

Monitoring and Evaluation:

- The provision of parks, recreation, and open space at the adopted level of service.
- Annual update of the public and private recreation facilities inventory.
- Annual inventory characterizing demand for and use of recreation facilities, programs, and events.
- Require any development or redevelopment to provide adequate recreation facilities to maintain the adopted LOS.

Policy 1.1 The Parks, Recreation, and Open Space level of service (LOS) standards for the City of Tamarac shall be the following:

1. Public Parks, Recreation, and Open Space shall be provided at a LOS of 3.0 acres per 1,000 population.

2. Private Parks, Recreation, and Open Space shall be provided at a LOS of 3.5 acres per 1,000 population, exclusive of stormwater management areas; up to fifteen percent of this requirement may be met by golf course land.

Policy 1.2 The Parks and Recreation Department will continue to maintain an inventory of all public and private recreational lands and facilities.

Policy 1.3 The City will continue with existing, and consider new opportunities for, contracts, agreements, and leases with applicable agencies and organizations, including the Broward County School Board and the South Florida Water Management District, for joint use of public parks, recreation, and open space facilities.

Policy 1.4 In order to plan effectively for public parks, open space, and recreational facilities and programs, the Community Development Department will monitor the population and demographics of Tamarac. Special surveys of the characteristics for resident use of, and demand for, recreation and open space sites and facilities will be conducted during the planning period by the Parks and Recreation Department.

Policy 1.5 The City’s Parks and Recreation staff will work in conjunction with the Parks and Recreation Board to develop new programs and facilities to meet the findings of the survey needs referenced in Policy 1.4 of this Element.
Policy 1.6  The City recognizes the need for diverse recreational facilities and will develop prototypical park and recreational facility designs for future planning to accommodate this need.

Policy 1.7  Tamarac will plan, finance and construct improvements and/or expansions to existing facilities, as deemed necessary by the City.

Policy 1.8  The City will attempt to include land with significant vegetative cover and/or wetlands in acquiring open space.

Policy 1.9  The City will coordinate with appropriate agencies, including the Broward County School Board, to pursue the co-location of parks, schools, and other public facilities where appropriate for use and access.

Policy 1.10 The City will preserve existing parks, recreation, and open space lands and facilities to the greatest extent feasible, including but not limited to golf courses, passive areas, natural resource areas, and active recreation areas.

Objective 2
The City will continue to ensure that the provision of resources is coordinated between the public and private sectors.

Monitoring and Evaluation:

- The number of recreation facilities provided by private development and redevelopment.

- The amount of land acquired and/or developed as a result of in lieu of payments for development and redevelopment.

Policy 2.1  The City will continue to require private development and redevelopment to pay and supply its fair share of providing parks, open space, and recreation facilities in accordance with the adopted LOS of service standards stated in Policy 1.1 of this Element.

All cash payments in lieu of land dedication and for park development shall be deposited and held in an appropriate trust account; and moneys shall be expended therefrom by the City for the purpose of acquiring park land and developing parks or other recreational facilities.

Policy 2.2  The City will continue to ensure that open space and buffering of uses is provided for residential development, schools, churches, commercial development, utilities, and industrial development according to the Land Development Code (LDC) definitions and standards.

Policy 2.3  The City will continue to require the private sector provide active and passive recreation and open space in residential developments internal to its projects in accordance with the LDC.

Policy 2.4  Where Local Areas of Particular Concern exist, the City will encourage through its Land Development Code, the conservation of the vegetative resource.

Objective 3
The City will maintain a high standard of aesthetic quality and continue to improve the appearance of municipal recreation areas and public open space.

Monitoring and Evaluation:

- On a continuous basis City staff will monitor the appearance of municipal facilities and include prioritize deficiencies in the Parks and Recreation and Five-Year Program.

Policy 3.1 The City will continue to maintain the appearance of parks, recreation, and open space facilities, including entrance gates, fountains and plazas.

Objective 4
The City of Tamarac will continue to maintain a Parks and Recreation Board to recommend recreational activities and needs for the City.

Monitoring and Evaluation:

- Annual report from the Parks and Recreation Board presenting the survey findings and recommendations for park and recreation programming.

Policy 4.1 The Parks and Recreation Board will make recommendations at least annually concerning recreational needs, implementation, and residents surveys.

Objective 5
The Parks and Recreation Department will maintain a high level of management efficiency, cost effectiveness and community participation to successfully maintain the City’s parks, open space, and recreation facilities, including events and programs.

Monitoring and Evaluation:

- The dollars appropriated for the Parks and Recreation within the City budget.
- The annual update of the Parks and Recreation Department’s Five-Year Capital Program.

Policy 5.1 The City will maintain a staff of qualified maintenance personnel on a continuous basis, to the greatest extent feasible.

Policy 5.2 The City will continue to provide special events for the community on occasions where special programming is appropriate such as, Fourth of July and Veteran’s Day (former Policy 3.1 as amended).

Policy 5.3 The City will apply for appropriate Federal and State grants to aid in park and open space land acquisition and development.

Policy 5.4 The City will maintain a Five-Year Program and annual capital budget for the development, acquisition, and maintenance of facilities and programs.

Policy 5.5 The Parks and Recreation Department will promote ongoing programs and special events to gain maximum use of the City’s facilities.

Objective 6
The City will make all parks, open space, and recreational facilities, including water resources and
events, accessible to all citizens in accordance with Federal and State standards.

Monitoring and Evaluation:

- Maintain and annually update an inventory of the accessibility of all recreational facilities by 2010.
- The annual number of corrected accessibility deficiencies.

Policy 6.1 The City will continue to maintain and retrofit existing recreation sites and facilities so that they are accessible to the disabled and elderly, consistent with the American with Disabilities Act (ADA). All new recreation projects must meet ADA standards. Accessibility may include ramps, sidewalks, parking, access easements, and water access.

Policy 6.2 The City’s site plan review and platting processes will continue to be utilized to identify ways of improving public access to public waterways and canal maintenance areas.
VII. INTERGOVERNMENTAL COORDINATION ELEMENT

VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
VII. INTERGOVERNMENTAL COORDINATION ELEMENT

GOAL
The City of Tamarac will coordinate with all appropriate agencies and units of government in order to successfully implement its Comprehensive Plan, to ensure that land development decisions made by the City are consistent with the plans of adjacent municipalities and applicable governmental entities, and to assist in the implementation of the plans of other units of government.

Objective 1
The City will continue and improve coordination activities among government agencies with planning and impact assessment duties affecting the City; with other units of local government providing services but not having regulatory authority over the use of land, and with the comprehensive plans of adjacent municipalities, the county, and other appropriate state, regional, and local agencies.

Monitoring and Evaluation:

• Upon completion of Comprehensive Plan updates and amendments, the City shall transmit the Plan to appropriate agencies within 60 days.

• Attendance and participation of City staff at appropriate meetings and workshops.

Policy 1.1 The City will continue to work at the staff level with the following agencies: the Broward County School Board (through interlocal agreement); the South Florida Water Management District (SFWMD); the South Florida Regional Planning Council (SFRPC); Broward County and its agencies; the Department of Community Affairs (DCA); agencies of the State of Florida and adjacent municipalities.

Policy 1.2 The City will transmit the Comprehensive Plan to all adjoining municipalities, to the Broward County Planning Council (BCPC) as the county certifying agency, to the Broward County School Board, to the South Florida Regional Planning Council (SFRPC), to the South Florida Water Management District (SFWMD), and to the Department of Community Affairs (DCA), which is the state’s land planning agency, as provided in the State law for review and comment (as amended this language formerly included in Objective 1).

Policy 1.3 The City will improve communication and coordination between the office of the Mayor, City departments, Florida Power and Light (FPL), Broward County Water and Wastewater Services, the City of Fort Lauderdale Water Services, and other utilities which site utilities facilities and lines in Tamarac. This coordination will be done in order to provide improved service, demonstrate service needs, coordinate level of service standards, implement joint conservation activities and programs, and to minimize negative land use and environmental impacts from utilities facilities siting and location. These efforts will include the exchange of information including population and housing projections, service demands, and formal and informal review of proposed plans of service and site plans.

Policy 1.4 The City, through the Public Works, Utilities and Community Development Departments, will improve communication and coordination with the South Florida Water Management District (SFWMD). This coordination will be achieved by the exchange of information and technical assistance with regard to development of a local water supply facilities work plan, water conservation and drainage. Joint use by the City and the South Florida Water Management District (SFWMD) of District property for recreational as well as drainage purposes will also be sought.
Policy 1.5 The Community Development Department will submit information on proposed land use amendments, rezonings, annexations, and traffic improvements in a timely manner, both formally and informally, to the appropriate local government agencies of adjacent units of government including the School Board, Broward County, State agencies and cities.

Policy 1.6 The City will annually review the plans of the Broward County School Board, the South Florida Water Management District (SFWMD), Broward County Metropolitan Planning Organization (MPO), and the Florida Department of Transportation (FDOT) to identify impacts to or conflicts with the City's Comprehensive Plan. The City will provide written comments identifying these impacts or conflicts and coordinate as necessary with the appropriate officials of the respective agency to address the conflicts or impacts, and/or consider amendment of the City's Comprehensive Plan to maintain consistency.

Policy 1.7 The Tamarac Public Works Department and Utilities Department will continue to participate in countywide planning for sanitary sewers, solid waste, potable water, water management, and drainage at coordinating committee meetings and special workshops.

Policy 1.8 The City will improve communication and coordination with all agencies of county and local municipal government, regional, state, and federal agencies whose plans and programs affect or are affected by those of the City of Tamarac. These improvements will include exchanging information, sharing proposed plans, technical assistance, and participating in formulation of regional implementation programs including transportation, drainage, water supply and conservation, sanitary sewers and solid waste management.

Policy 1.9 In the event of any conflict between the City of Tamarac and other units or agencies of government regarding the Future Land Use Plan, amendments to it, or other Comprehensive Plan issues or their implementation, the City will seek first a negotiated settlement between the parties. In the event the conflict cannot be resolved directly between the units of local government, the City will use the South Florida Regional Planning Council’s informal mediation process as provided by state law.

Policy 1.10 The City will ensure that the development review process provides for full disclosure and assessment of any potential development proposal impacts on adjoining jurisdictions, and identified regional or state resources or facilities. In addition, all affected entities will be notified of application development proposals and hearings, and measures will be required to ensure mitigation of any adverse impacts and compatibility of proposed development with the development patterns of neighboring cities, and identified regional and state resources and facilities.

Policy 1.11 The City will continue to both provide review and comment to and seek review and comment from other appropriate units of government on all development proposals, proposed plan amendments, proposed rezoning, annexation, and other matters which affect or may be affected by the plans of the City of Tamarac. Particular attention will be given to coordination in the development and adoption of levels of service (LOS) standards for public facilities with state, regional, and local agencies with monitoring, operational, or maintenance responsibilities for public facilities in Tamarac (as amended this language formerly included in Objective 1).

Policy 1.12 The City of Tamarac will promote coordination with adjacent municipalities regarding large redevelopment projects, to monitor synchronous projects, and to evaluate how such projects may be made mutually beneficial.
Policy 1.13 The City, Broward County, adjacent municipalities, and other appropriate agencies will coordinate to identify any joint planning areas for the purposes of annexation, municipal incorporation and joint infrastructure service areas.

Policy 1.14 The City will coordinate road and transit improvements in Tamarac through City representation on the Metropolitan Planning Organization (MPO) Board and the Technical Coordinating Committee (TCC).

Policy 1.15 The City will coordinate with the South Florida Water Management District (SFWMD) to ensure that the City’s plans, requirements and related actions are consistent with the Lower East Coast Regional Water Supply Plan.

Policy 1.16 The City will continue to coordinate with the Broward County Environmental Protection Department (EDP) as necessary to comply with the requirements of the Broward County Joint Municipal National Pollutant Discharge Elimination System (NPDES) Permit.

Policy 1.17 The City will coordinate with local housing agencies, the South Florida Regional Planning Council (SFPRC), and appropriate State housing organizations to identify housing needs and strategies for housing attainment and affordability.

Policy 1.18 The City will monitor the progress of the South Florida Regional Planning Council (SFRPC) and Broward County in creating a regional affordable housing policy and, when complete, evaluate how the regional strategy could be supported by the City of Tamarac.

Policy 1.19 The City will coordinate with the U.S. Department of Housing and Urban Development (HUD) in the administration of the City’s Community Development Block Grant (CDBG) program and/or other programs, which may benefit the City.

Policy 1.20 The City will use the State Housing Initiatives Partnership (SHIP) program allocations to help maintain existing housing stock by providing financial assistance for minor home repairs, and provide opportunities for home ownership through home purchase loans as available through the City’s Local Housing Assistance Program (LHAP).

Policy 1.21 The City will participate in coordination efforts with Broward County municipalities, Broward County, FDOT, and other appropriate federal, state, regional, and county transportation agencies to ensure, to the greatest extent feasible, roadways maintain their respective levels of service.

Policy 1.22 The City will continue to coordinate with appropriate local, county, state, regional, and federal agencies to create a common and cohesive vision for the redevelopment of State Road 7 (aka 441).

Policy 1.23 The City shall support agencies which supply potable water to the City in the development of alternative water supply sources as recommended by the SFWMD in its Lower East Coast Water Supply Work Plan 2005-2006 Update.

Objective 2
The City will communicate and coordinate with the Broward County School Board to implement, update, and/or ensure the continuance of interlocal agreements and joint use agreements, and to ensure the adoption of the Public School Facilities Element.

Monitoring and Evaluation:
• The City will sign the appropriate interlocal agreements within the state mandated timeframes.
• City staff participation and attendance to meetings, workgroups, and committees regarding public school concurrency, siting, and joint use.
• The City will adopt the Public School Facilities Element by February 1, 2008.

Policy 2.1  The City and School Board should, at a minimum, address the following in the agreements:

1. School concurrency;
2. Student enrollment and population projections;
3. Coordination of population projections;
4. Assessment and upgrading of school infrastructure;
5. Selection of appropriate school sites and site plan review;
6. Comprehensive plan amendments, rezonings, development approvals;
7. Traffic impacts;
8. Periodic review of the educational facilities impact fee ordinance to ensure that capital costs associated with the development of public school capacity are identified appropriately;
9. Joint meetings between the City of Tamarac and the School Board to discuss and formulate policies and recommendations regarding school planning;
10. Coordination and sharing of information;
11. Representation from the School Board at the City’s public meetings that address residential projects and affect school capacity issues; and
12. Dispute resolution process.

Policy 2.2  The City will work at the staff level with the School Board to successfully implement and continue the joint use agreements of facilities at Tamarac Elementary School and Tamarac Park, as well as explore other opportunities for additional joint use agreements (formerly Policy 1.2 amended).

Policy 2.3  The City will coordinate with Broward County and the School Board to develop and adopt the Public School Facilities Element (PSFE) by the February 1, 2008 deadline.

The PSFE should address the following:

1. Updating of the public school interlocal agreement;
2. School concurrency, including a concurrency management system and concurrency service areas;
3. Level of service standards for maximum permissible school utilization rates relative to capacity;

4. A financially feasible Public School Capital Facilities Program; and

5. Proportionate-share mitigation methodology and options.
VIII. CAPITAL IMPROVEMENTS ELEMENT
VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
VIII. CAPITAL IMPROVEMENTS ELEMENT

GOAL
The City of Tamarac shall provide, or cause to be provided, the infrastructure necessary to provide for the health, welfare, and safety of its residents. The City will correct existing deficiencies and maintain needed public facilities and provide or require the provision of facilities concurrent with the impact of development.

Objective 1
The City will use the Capital Improvement Element (CIE) as the means to establish needs and to develop programs for essential public improvements. Funds will be provided for capital improvements as outlined in the other elements of the comprehensive plan. Capital improvements will be directed toward correcting existing deficiencies, maintenance of all existing facilities, and to provide for future growth.

Monitoring and Evaluation:

- Objective can be evaluated in terms of its implementing policies.

Policy 1.1 The City of Tamarac shall revise and adopt annually a Capital Improvement Program (CIP) that addresses the existing and projected deficiencies as outlined in the Capital Improvement Element and those items listed in the five-year schedule of improvements.

Policy 1.2 The City of Tamarac shall update its Capital Improvement Element (CIE) on an annual basis after the adoption of the Capital Improvement Program and submit the CIE to the State Planning Agency, DCA, annually as a Comprehensive Plan Amendment.

Policy 1.3 The City of Tamarac shall identify those projects in the other plan elements which will maintain or expand facilities. These projects shall be included in the five-year Schedule of Improvements and incorporated into the annual Capital Budget.

Policy 1.4 The City shall continue using the Needs Assessment Committee composed of the Director of Public Works, Financial Services, Utilities and Community Development which shall prioritize projects for the CIE, those projects in the five-year Schedule of Improvements, and the annual proposed capital budget.

Policy 1.5 The City shall adopt annually a Capital Budget which shall include at a minimum the first year Improvements of the CIE.

Policy 1.6 Proposed Capital Improvements shall be evaluated and ranked in priority according to the following guidelines:

1. Does the project contribute to or further the achievements of specific objectives contained in Elements of the Comprehensive Plan?

2. Does the project eliminate possible hazards and protect the public health, safety, and welfare of the City’s residents, provide the necessary infrastructure as part of a legal requirement or prior commitment, and use, to the fullest extent, existing facilities?

3. Will the project eliminate or correct existing deficiencies, increase capacity of existing facilities, or reduce the necessity for or cost of future improvements or provide for future needs?
4. Will the project provide services to developed areas lacking services, or be a logical extension or expansion of facilities or services within designated service areas?

5. Will or can funds be available for the project? Can operating and maintenance costs associated with the improvement be provided from the annual operating budget?

Objective 2
Future development shall be responsible for bearing a proportionate fair share of the cost for improvements in order to maintain adopted Level of Service (LOS) standards.

Monitoring and Evaluation:
- The balance of development revenues collected versus the cost of improvements.

Policy 2.1 The City of Tamarac shall continue its policy of collecting impact fees from future development for traffic, recreation, open space, drainage retention, water, and sewers.

Policy 2.2 The City of Tamarac shall continue its policy of mandatory dedications or fees in lieu of dedications as a condition of plat or site plan approval for recreation open sites and development of recreation facilities for residential developments.

Policy 2.3 The City of Tamarac shall continue to require the dedication, deeding by separate instrument or grant of easement or necessary rights-of-way for public streets as shown on the Broward County Trafficways Plan and in the Transportation Element of the Tamarac Comprehensive Plan.

Policy 2.4 The City shall conduct an impact fee rate study by the year 2009 to ensure that new development and redevelopment pays its fair share of capital improvements needed to serve the development/redevelopment.

Objective 3
The City of Tamarac shall exercise sound fiscal management to ensure that needed capital improvements are provided for existing and future development.

Monitoring and Evaluation:
- Evaluated at the time of creating the five year capital improvements plan and schedule of capital improvements needed to maintain LOS standards.

Policy 3.1 Section 7.16 of the City Charter states, “The City shall have full power and authority to issue municipal bonds or to borrow funds for municipal purposes to the extent authorized by and subject to the limitations provided in the Constitution of the State of Florida, the Municipal Home Rule Law, other statutes and this Charter; provided further that bonds intended for the funding or refunding of an acquisition or construction of a capital project shall not be issued until such project and such issuance has been approved by a majority of the qualified electors voting on the issue at a special or general election.”

Policy 3.2 The Financial Services Director recommends that the City maintain a debt burden, defined as debt service payments, of less than fifteen percent (15%) of combined operating and debt service expenditures.
Policy 3.3 The City shall adopt as part of its annual budget, a schedule for the depreciation and periodic replacement of capital facilities from current revenues.

Policy 3.4 The City Manager shall submit to the City Commission an updated five-year Capital Improvement Program annually. The capital program shall include a summary of its contents and a list of all capital improvements which are proposed for the next five (5) fiscal years with appropriate detailed information. Whenever so requested by the Commission or otherwise required, the manager shall make recommendations for revisions of the program.

Policy 3.5 The City of Tamarac shall require to be installed or install, all needed public facilities for development prior to the issuance of a Certificate of Occupancy. “Development orders shall be issued by the City in accordance with the adopted concurrency management system and with 163.3202(2)(g) F.S.

Objective 4
Development orders and permits shall be issued only when it is demonstrated by the applicant that the land development proposal conforms with the development requirements of this Comprehensive Plan, with land development regulations, and that sufficient public facilities or service capacity to support such development will exist at the time a building permit is issued for the project.

Monitoring and Evaluation:

• Monitored through the City’s Concurrency Management System and permit review process.

Policy 4.1 The City of Tamarac shall use the following LOS standards in reviewing impacts of development upon public facilities:

1. SANITARY SEWER
   • Western Service Area (Broward County Wastewater Treatment Facilities)
     124 gallons per capita per day.
   • Eastern Service Area (Fort Lauderdale Wastewater Treatment Facilities)
     131 gallons per capita per day.

2. SOLID WASTE
   • Broward County Disposal Facilities (BIC Landfill and Resource Recovery Facility)
     8.9 pounds per capita per day.
   • Tamarac Collection (Contractual Service Providers)
     All solid waste collection provided by City contracted service providers.

3. DRAINAGE - CANALS

   FEMA criteria for minimum floor elevation and protection of floodplains;

   Standards as established by the Broward County Department of Natural Resources Protection, South Florida Water Management District, Broward County Water Management Division, and the City of Tamarac for off-site discharge, on-site retention, and best management practices for pollutant discharge; and
Ten (10) year storm will produce a headwater no higher than four (4) inches above the lowest catchbasin rim in parking lots or two (2) inches below the edge of pavement in subdivisions.

4. POTABLE WATER

- Western Service Area (Tamarac Water Treatment Plant)
  107 gallons per capita per day.

- Eastern Service Area (Fort Lauderdale Water Treatment Plants)
  80 gallons per capita per day.

- BCU Service Area (Broward County Water Treatment Plants)
  131 gallons per capita per day

5. TRANSPORTATION

The City of Tamarac shall uphold the following Level of Service Standards consistent with Broward County’s Transit Oriented Concurrency System:

In areas of Tamarac within the North Central Transit Concurrency District, the level of service is as follows:

- Achieve headways of 30 minutes or less on 90 percent of routes.
- Establish at least one neighborhood transit center

In areas of Tamarac within the Central Transit Concurrency District, the level of service is as follows:

- Achieve headways of 30 minutes or less on 80 percent of routes.
- Establish at least one neighborhood transit center.

In all areas of Tamarac, the level of service is as follows:

- Increase the number of bus shelters by 30 percent, and maintain the maximum service volumes on arterial roadways within each District, as displayed below:

  Two-lane arterials: 2,555
  Four-lane arterials: 5,442
  Six-lane arterials: 8,190
  Eight-lane arterials: 10,605

The City of Tamarac shall maintain the following Level of Service Standards in addition to Broward County’s Transit Oriented Concurrency System:

- Florida Turnpike - LOS “D” two-way peak hour
- Sawgrass Expressway - LOS “D” two-way peak hour
- County collector roadways, LOS “D” two-way peak hour
- City collector roadways, LOS “D” two-way peak hour
- City local roadways, LOS “C” two-way peak hour
6. RECREATION AND OPEN SPACE

Public parks, recreation, and open space shall be provided at a LOS of 3.0 acres per 1,000 population.

Private parks, recreation, and open space shall be provided at a LOS of 3.5 acres per 1,000 population; exclusive of stormwater management areas; up to fifteen percent of this may be met by golf course land.

Policy 4.2 The City of Tamarac shall ensure adequate facility capacity is available or will be available when needed prior to the issuance of a development order. Developments orders shall be issued by the City in accordance with the adopted concurrency management system and with 163.3202(2)(g), F.S. To do so, the City may approve a proposal, reject a proposal, or require that a development be phased in accordance with availability of specific facilities or services as provided in this element.

Policy 4.3 Requests for development permit or Land Use Plan amendments shall be reviewed to examine what affect upon the public facilities the request shall have per the following criteria:

1. Whether the proposal is consistent with, supports, or contributes to the achievement of the goals and objectives in this plan.


3. Can the plan amendment or proposed development be provided with the necessary public facilities that are planned in the five-year schedule of improvements.

4. Whether the proposal conforms to the Future Land Use Map of the Future Land Use Element.

5. Whether the plan amendment or development is in conformity with county, state agencies, water management district’s plans, and those of other regulatory agencies with management or regulatory authority.

Development orders shall be issued by the City in accordance with the adopted concurrency management system and with 163.3202(2)(g), F.S.

Policy 4.4 The Public Works, Utilities and Community Development Departments will continue to monitor and improve the established criteria the City employs to evaluate capital improvement projects to accommodate new development and redevelopment needs. These criteria will be used by the City during its annual capital budgeting process.

Policy 4.5 The Public Works and Utilities Departments will continue to maintain and improve the adopted LOS standards for potable water as guided by the City’s 10-Year Water Supply Facilities Work Plan and other relevant jurisdictions.

Policy 4.6 The City will maintain its water supply system through improvements to water facilities as needed when identified in the Capital Improvements Program.
Policy 4.7 The Financial Services Director will review all proposals for capital projects and make a recommendation to the City Manager concerning the City’s ability to finance such proposals. The recommendation shall include a review of the following:

1. Ability to use impact fees.
2. Ability to use an existing revenue stream.
3. Assessment of likelihood of getting a bond approved by Tamarac voters.
4. Availability of grant funds.

Policy 4.8 During the planning period, the City shall use the following criteria for the consideration of the plans of state agencies and the South Florida Water Management District during the City’s evaluation of capital improvement projects.” These criteria include the following:

1. Project is needed by the city;
2. Project is funded by appropriate agency; and
3. City has funds available to meet any required local match.

Policy 4.9 Public facilities to serve developments for which development orders were issued prior to the adoption of the Tamarac Comprehensive Plan, provided those development orders meet all provisions of the Land Development regulations, shall be available. The Concurrency Management System, as identified in the Tamarac Code of Ordinances, already provides for facilities monitoring and development permit monitoring which will ensure availability as required during the planning period.

Policy 4.10 City of Tamarac traffic impact fees shall only be used for city streets. Since Broward County collects regional traffic impact fees (for the County road system) the city shall not collect fees for those same roads. Any state roads in Tamarac are covered by the regional road system and not eligible for city impact fees.

Objective 5
The City, in collaboration with the School Board, Broward County and non-exempt municipalities shall ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted LOS.

Monitoring and Evaluation:

- School enrollment projections compared to the School District’s Adopted Five-Year District Educational Facilities Plan, as adopted by reference into the Capital Improvement Element.

Policy 5.1 Consistent with policies and procedures within the ILA, the DEFP shall contain a 5-year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all CSAs.

Policy 5.2 The uniform, district-wide LOS shall be 110% of the permanent FISH capacity for each public elementary, middle, and high school.

Policy 5.3 The adopted LOS shall be applied consistently by Broward County, the municipalities and
the School Board, district-wide to all schools of the same type.

**Objective 6**
To formally adopt the capital improvement plans/schedules of all governmental agencies which schedule and fund improvements needed to maintain City-adopted level of service standards.

Monitoring and Evaluation:

- Periodic review of all interlocal agreements and related capital improvements work plans to ensure that they are current.


**Policy 6.3** The City of Tamarac hereby adopts the City of Tamarac’s 2007-2011 Capital Improvements Program as originally adopted on September 26, 2007.


# CITY OF TAMARAC 2007-2011 CAPITAL IMPROVEMENTS PROGRAM

(as adopted on September 26, 2007)

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IX. PUBLIC SCHOOL FACILITIES ELEMENT
VOLUME I: GOALS, OBJECTIVES & POLICIES

City of Tamarac
IX. PUBLIC EDUCATION FACILITIES ELEMENT

PUBLIC SCHOOL CONCURRENCE

GOAL 1
The City of Tamarac (City) in collaboration with the School Board of Broward County (School Board), Broward County Board of County Commissioners (Broward County) and non-exempt municipalities (municipalities) shall ensure that public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards (LOS). This will be accomplished recognizing the School Board’s statutory and constitutional responsibility to provide a uniform system of adequate public school facilities and the authority of City for development permitting and comprehensive planning.

FINANCIALLY FEASIBLE DISTRICT EDUCATIONAL FACILITIES PLAN

Objective 1.1
Pursuant to Chapters 163.3177 and 163.3180 F.S. and the Interlocal Agreement for Public School Facility Planning (ILA), the City shall provide comments to the School Board during its annual preparation, update, and adoption of the Five-Year District Educational Facilities Plan (DEFP). The School Board shall also ensure that school facilities are planned to meet the long-term planning period of the Public School Facility Element (PSFE) of the City of Tamarac Comprehensive Plan, consistent with the provisions of the ILA.

Monitoring and Evaluation:

- City review of number of residential building permits issued with annual update of DEFP.

Policy 1.1.1 The financially feasible schedule of the DEFP shall be annually adopted into the City of Tamarac Comprehensive Plan Capital Improvements Element (CIE) by reference.

Policy 1.1.2 The School Board, through the Adopted DEFP, shall depict the capacity needed to achieve and maintain the adopted LOS for each CSA within the five-year planning period. These projections are included in the supporting documents of the PSFE.

Policy 1.1.3 The School Board, through the DEFP, shall provide a five-year financially feasible schedule for the remodeling/renovation of existing schools to meet the identified needs of aging schools and replace worn facilities.

Policy 1.1.4 The School Board, shall amend the DEFP, on an annual basis to:

1. add a new fifth year;
2. reflect changes in estimated capital revenues, planned capital appropriations costs, planned capital facilities projects, CSAs and school usage; and,
3. ensure the DEFP continues to be financially feasible for the five-year planning period.

Policy 1.1.5 Annual updates to the CIE shall be coordinated with adopted updates to the DEFP and CSA maps. The annual plan amendments shall ensure that the schedule of capital improvements with the CIE continues to be financially feasible and the LOS will be
CONCURRENCY MANAGEMENT SYSTEM

Objective 1.2
The City shall participate in the Broward County county-wide public school facilities concurrency management system for implementation of public school concurrency to ensure that public school facilities are available at the adopted level of service standard concurrent with the impact of proposed residential development.

Monitoring and Evaluation:

- City review of number of residential building permits issued with annual update of the DEFP.

Policy 1.2.1 The City of Tamarac in collaboration with the School Board and Broward County shall implement concurrency management systems consistent with the policies included in the Broward County’s and the City’s Public School Facilities Element with procedures and requirements included within the City’s Land Development Code and the ILA.

Policy 1.2.2 The CSAs shall be the annually adopted school attendance boundaries for each elementary, middle and high school. The maps of the CSAs are maintained in the data and analysis section of this Element.

Policy 1.2.3 The Level of Service standard shall be 110 percent of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.

Policy 1.2.4 If adequate capacity is not available in a CSA for a proposed residential development, but capacity exists in one or more contiguous CSAs, the development may proceed consistent with the provisions and procedures in the City’s Land Development Code and the ILA.

Policy 1.2.5 If adequate capacity is not currently available in a CSA or contiguous CSA, for a proposed residential development, but capacity is scheduled in the DEFP to be available within 3 years after the issuance of final subdivision or site plan approval, (or functional equivalent), development of the project may proceed in accordance with the provisions and procedures in the City’s Land Development Code and the ILA.

Policy 1.2.6 The CSAs shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards and the permanent capacity, taking into account special considerations such as core capacity, special programs, transportation costs, geographic impediments, diversity programs, and class size reduction requirements to prevent disparate enrollment levels between schools of the same type (elementary, middle, high) and provide an equitable distribution of student enrollment District-wide.

Policy 1.2.7 The City shall not approve a residential plat or site plan or functional equivalent until the School Board has reported that the school concurrency requirement has been satisfied consistent with the provisions and procedures in the City’s Land development Code and the ILA.

Policy 1.2.8 The projected student impact of a proposed residential development shall be determined using the student generation rates approved by the School Board and adopted within the City’s Land Development Code. The student generation rates shall be reviewed and
Policy 1.2.9 The public school concurrency approval for residential plats shall expire if development within the plat does not commence within five (5) years following the date of County Commission approval. Public school concurrency approval for residential site plans shall expire subject to the issuance of a building permit development with (1) year following the date of City Commission approval.

PROPORTIONATE SHARE MITIGATION

Objective 1.3
The School Board, pursuant to Chapter 163.3180 F.S. and the ILA, shall include proportionate share mitigation alternatives that provide an option for residential developments unable to meet the public school concurrency requirement.

Monitoring and Evaluation:

- Number of residential developments that require proportionate share mitigation alternatives.

Policy 1.3.1 A residential development’s proportionate share mitigation value shall be determined by multiplying the number of additional student stations needed to mitigate the impact of the proposed development on schools within the affected CSA(s) not meeting the adopted LOS standards by the State cost per student station for each school type plus a land impact cost share, if applicable. Pursuant to Section 163.3180(13)(e)(2), F.S., the applicant’s proportionate share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

Policy 1.3.2 Proportionate share mitigation shall enhance the capacity of the schools (or provide for the construction of new schools) serving the proposed residential development. The mitigation shall equate to at least one permanent classroom, which may be funded by one or more residential developments, or other identified funding sources. Mitigation that results in the need for school site(s) shall primarily be the dedication of land. Proportionate share mitigation shall include the following options, as further defined and subject to, procedures and requirements in the ILA;

1. Purchase or dedication of needed elementary, middle or high school sites.

2. Construction of capacity improvements identified in years four (4) or five (5) of the DEFP including advancement of such improvements into the first three years of the DEFP.

3. Construction of previously unplanned schools, classroom additions, modular classrooms or similar facilities. Such facility capacity shall be included in the first three years of the DEFP through an amendment approved by the School Board.

4. Construction of the needed capacity at one or more charter schools.

5. Other mitigation options approved by the School Board on a case by case basis contingent upon a School Board finding that the option mitigates the impact of the proposed development.

Policy 1.3.3 Mitigation shall be assured by a legally binding agreement between the School Board, the
applicant and the City executed prior to the issuance of the final subdivision plat or the final site plan approval (or functional equivalent). The School Board must commit in the agreement to placing the improvement required for mitigation in the first three (3) years of the DEFP.

COLLABORATE & COORDINATE TO MAXIMIZE QUALITY EDUCATION

GOAL 2
The City, the School, Broward County, and municipalities shall maximize collaboration and coordination to effectively plan for public elementary and secondary school facilities to meet the current and future needs of Broward County's public school population.

Monitoring and Evaluation:

- Annual review of properties owned by School Board, Broward County, and City.
- Annual review and comment on the School District’s Tentative Five-Year DEFP.
- Attendance to pertinent Superintendent’s Site Review Committee Meetings and the Oversight Committee and Staff Working Group meetings regularly to ensure compatibility with land uses and future school sites.

LAND USE CONSISTENCY, COMPATIBILITY & ADEQUATE INFRASTRUCTURE

Objective 2.1
The City shall coordinate with the School Board and Broward County to ensure that the locations of existing and proposed school sites are compatible with and proximate to the existing and planned land uses they serve.

Policy 2.1.1 The City will coordinate through the procedures established in the ILA that existing and proposed public school facility sites are consistent and compatible with the City of Tamarac Comprehensive Plan.

Policy 2.1.2 The City will coordinate with the School Board and Broward County to prepare projections of future development and public school enrollment growth and to ensure such projections are consistent with the City’s future land use map and the School Board’s Long Range Public School Facilities Map, and procedures and requirements identified in the ILA.

Policy 2.1.3 Consistent with Section 163.3177 (12) (g), F.S., the City shall adopt by reference the Broward County PSFE that include future conditions maps showing existing and anticipated school facilities for the short-term (5 year) and long-term (10 year) planning time frames. Maps 1 through 12 depict of the PSFE depict the short and long term existing and anticipated public school facilities and ancillary plants.

Policy 2.1.4 Consistent with provisions and procedures in the ILA, the School Board will advise the City of inconsistencies in the City’s Comprehensive Plan and Comprehensive Plan Amendments with the DEFP and Long-Range School Facilities Plan.

Policy 2.1.5 The School Board shall monitor and participate in the City’s plat review and site plan review processes, the Development of Regional Impact (DRI) process, the land use plan amendment process and other development order/permit processes.
Policy 2.1.6  The City shall utilize the procedures identified within the ILA, including the Staff Working Group and Oversight Committee established by the ILA, to coordinate the annual review of school enrollment projections in addition to the preparation and annual reviews of public school facilities elements and ensure that the elements are consistent with each other.

Policy 2.1.7  The City shall annually amend its CIE after the School Board annually updates and adopts the DEFP and transmit it to the City consistent with the provisions and procedures of the ILA, including any supplemental amendments.

Policy 2.1.8  The City shall share and coordinate information with the School Board and Broward County through the municipal platting, site plan and school siting processes and procedures identified in the ILA to ensure the location, phasing, and development of public school facilities, including additions to existing facilities, is coordinated with the provision of necessary public facilities.

Policy 2.1.9  The City, pursuant, shall coordinate the location of public school facilities with the School Board and Broward County relative to the location of other public facilities such as parks, libraries and communities centers and promote schools to be focal points within the community.

SCHOOL FACILITY SITING, COLLOCATION & DESIGN

Objective 2.2
The City pursuant to the ILA, shall coordinate the location of public school facilities, with the School Board and Broward County relative to the location of other public facilities such as parks, libraries and community centers and promote schools to be focal points within the community.

Policy 2.2.1  In the planning, siting, land acquisition, permitting and development of a new school facility or significant renovation or expansion, the School Board shall coordinate with the City on the availability of public facilities, services and.

Policy 2.2.2  The City shall pursue shared-use and co-location of school sites with School Board and County facilities having similar facility needs, such as libraries, parks, ball fields, other recreation facilities.

Policy 2.2.3  Through the design of school facilities, establishment of school siting standards and pursuit of collocation opportunities, the School Board is encouraged to promote school facilities to serve as community focal points.

Policy 2.2.4  The City will coordinate with the School Board and Broward County, on efforts to build new school facilities, which are designed to serve as emergency shelters as required by Section 1013.372, F.S.
LIST OF ADOPTED MAPS

Short-Range Maps: (2007-2012)

Map 9.1: Future Conditions - Elementary Schools - Five Year Plan
Map 9.2: Future Conditions - Middle Schools - Five Year Plan
Map 9.3: Future Conditions - High Schools - Five Year Plan
Map 9.4: Future Conditions - Charter Schools - Five Year Plan
Map 9.5: Future Conditions - Special Schools - Five Year Plan
Map 9.6: Future Conditions - Ancillary Plant Locations - Five Year Plan


Map 9.7: Future Conditions - Elementary Schools - Ten Year Plan
Map 9.8: Future Conditions - Middle Schools - Ten Year Plan
Map 9.9: Future Conditions - High Schools - Ten Year Plan
Map 9.10: Future Conditions - Charter Schools - Ten Year Plan
Map 9.11: Future Conditions - Special Schools - Ten Year Plan
Map 9.12: Future Conditions - Ancillary Plant Locations - Ten Year Plan
MAP 9.1: Future Conditions - Elementary Schools - Five Year Plan
MAP 9.2: Future Conditions - Middle Schools - Five Year Plan
MAP 9.3: Future Conditions - High Schools - Five Year Plan

FUTURE CONDITIONS - HIGH SCHOOLS - FIVE YEAR PLAN

Legend
- High School
- New High School
- High School Boundary/CSA
  (2007-08 adopted boundaries)

Source: Broward County Public Schools

Prepared By:
GIS Section
Planning Services Division
Urban Planning and Redevelopment Department
MAP 9.4: Future Conditions - Charter Schools - Five Year Plan

FUTURE CONDITIONS - CHARTER SCHOOLS - FIVE YEAR PLAN

Legend
- District Boundary
- Charter Schools
- New Charter School

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS

Prepared By:
G & S Services
Planning Services Division
Urban Planning and Redevelopment Department
MAP 9.6: Future Conditions - Ancillary Plant Locations - Five Year Plan

Legend
- □ District Boundary
- ★ Ancillary Plants
- ○ New Ancillary Plant

FUTURE CONDITIONS - ANCILLARY PLANT LOCATIONS - FIVE YEAR PLAN

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS

Prepared By:
GIS Section
Planning Services Division
Urban Planning and Redevelopment Department
MAP 9.7: Future Conditions - Elementary Schools - Ten Year Plan

FUTURE CONDITIONS - ELEMENTARY SCHOOLS - TEN YEAR PLAN

Legend
- Elementary School
- New Elementary School
- Elementary School Boundary/CSA
  (2007-08 adopted boundaries)
- Planning Area Boundary

A Elementary School to relieve Charnier, Banyan, Hinton, and others

B Elementary School to relieve Park Trails and River Glades

C Elementary School to relieve Winston Park and others

D1 Elementary School to relieve Central Park and others

D2 Elementary School to relieve Country Isles, Eagle Point, El Dorado, and others

D Elementary School to relieve Cooper City and others

F Elementary School to relieve Hollywood Central

F Elementary School to relieve Hollywood Central, Oakridge, and others

Hawk Bluff

F4 Elementary School to relieve Hawk Bluff, Manatee Bay, and Chapel Trail

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS

Prepared By:
GIS Section
Planning Services Division
Urban Planning and Redevelopment Department

BRIDWARD COUNTY, FLORIDA
MAP 9.8: Future Conditions - Middle Schools - Ten Year Plan

FUTURE CONDITIONS - MIDDLE SCHOOLS - TEN YEAR PLAN

Legend

- Middle School
- New Middle School
- Middle School Boundary/CSA (2007-08 adopted boundaries)
- Planning Area Boundary

Middle School to relieve Lyons Creek

Middle School to relieve Millennium, Westpine, and Blair

Middle School to relieve Falcon Cove, Tequesta Trace, Indian Ridge, and others

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS

Prepared By:
GIS Section
Planning Services Division
Urban Planning and Redevelopment Department
MAP 9.11: Future Conditions - Special Schools - Ten Year Plan

FUTURE CONDITIONS - SPECIAL SCHOOLS - TEN YEAR PLAN

Legend
- District Boundary
- Special Schools
- New Special School
- Planning Area Boundary

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS

Prepared By:
GIS Section
Planning Services Division
Urban Planning and Redevelopment Department
MAP 9.12: Future Conditions - Ancillary Plant Locations - Ten Year Plan

FUTURE CONDITIONS - ANCILLARY PLANT LOCATIONS - TEN YEAR PLAN

Legend
- District Boundary
- Ancillary Plants
- New Ancillary Plant
- Planning Area Boundary

SOURCE: BROWARD COUNTY PUBLIC SCHOOLS
Prepared By:
GIS Section
Planning Services Division
Urban Planning and Redevelopment Department
I. FUTURE LAND USE ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

EXISTING LAND USE ............................................................................................................. 1
Broward County Land Use Plan (BCLUP) ............................................................................. 1
Residential Development ....................................................................................................... 2
Commercial Development ................................................................................................... 2
Industrial Development ....................................................................................................... 2
Recreation/Conservation Development ............................................................................. 2
Other Land Uses .................................................................................................................. 3
Historic Resources ............................................................................................................... 4
ANALYSIS OF CHARACTER AND MAGNITUDE OF EXISTING VACANT LAND ....... 4
Land Requirements ............................................................................................................... 5
Redevelopment ..................................................................................................................... 6
Population Estimates and Projections ............................................................................... 6
Dwelling Unit Estimates and Projections ............................................................................. 7
Population per Unit Factor ................................................................................................... 9
Seasonal and Vacant Units Rate .................................................................................................. 9
ANALYSIS OF AVAILABLE FACILITIES ...................................................................... 9
Traffic Circulation ................................................................................................................. 9
Wastewater (Sanitary Sewer and Septic Tanks) ................................................................... 10
Solid Waste ......................................................................................................................... 10
Drainage ............................................................................................................................... 10
Potable Water ........................................................................................................................ 11
Natural Groundwater Aquifer Recharge ............................................................................. 11
Natural Resources ............................................................................................................... 12
Climate .................................................................................................................................... 12
Wetlands ................................................................................................................................. 12
Topography and Soils ............................................................................................................. 13
Land and Vegetation Cover ................................................................................................. 13
Wellfields ............................................................................................................................... 13
NEED FOR REDEVELOPMENT ......................................................................................... 14
List of Tables

Table 1.1: Existing City of Tamarac Land Use by Flex Zones (in acres) ................. 3
Table 1.2: Vacant Land by Use Designation....................................................... 4
Table 1.3: Population Projections, Tamarac, 2000-2030 ..................................... 7
Table 1.4: Dwelling Unit and Resident Population Estimates and Projections ....... 7
Table 1.5: Housing Unit Estimates/Projections ................................................... 8
I. FUTURE LAND USE ELEMENT

Existing Land Use

Originally a retirement community when it was incorporated in the 1960’s, the City of Tamarac has steadily grown. The City is now over 99 percent built-out. It is approximately 12 square miles (7,794 acres) in size, extending approximately nine miles east to west and two miles north to south. The City lies in the central part of Broward County, sharing boundaries with Oakland Park, Fort Lauderdale, Lauderdale Lakes, Coral Springs, Sunrise, Lauderhill and North Lauderdale. The majority of the City lies between State Road 7 (U.S. 441) and the Sawgrass Expressway.

Existing development consists of a broad mix of uses, including residential, commercial, industrial, and recreation. Map 1.1 shows the existing land uses in Tamarac (the Future Land Use is shown on Map 1.2). Approximately 99.2 percent of the City is developed, while 0.8 percent is vacant land.

Tamarac is primarily a residential community, with some commercial and industrial running along its major east-west corridor, Commercial Boulevard. Some of these residential communities and developments include Kings Point and Colony West Estates (in the western portion), Avalon Estates and Southgate (in the central portion), and the Woodlands and the Mainlands at Tamarac (in the western portion). Notable commercial sites within Tamarac include the Shops of Tamarac, the Sunflower Shopping Plaza, Sunshine Plaza and, Camino Square.

Broward County Land Use Plan (BCLUP)

The Broward County Charter provides that the County has county-wide land use and platting authority. The Broward County Planning Council prepares and implements the BCLUP, which is adopted by the County Commission. The Plan established 125 flexibility zones, six (6) of which are in the City of Tamarac. A flex zone is a geographic sub-area of the County for which the Planning Council has adopted specific
rules governing the rearrangement of land uses therein. This flexibility enables local
governments and developers to intensify density on specific sites without
amendments to the BCLUP. Table 1.1 below shows the total number of acres in each
Flex Zone located in the City of Tamarac.

**Residential Development**
Residential uses comprise 4,849.05 acres or 62 percent of the City. Over the past 10
years, development of multi-family acreage has kept pace with single family parcels.
During that period, multi-family development grew by 6 percent while developed
single family acreage increased by 5 percent. Today multi-family development
represents 58 percent of the total developed residential acreage in Tamarac.

**Commercial Development**
Commercial land uses represent 715.64 acres or 9 percent of the City. This constitutes
a 35 percent growth in commercial acreage in Tamarac since 1995. Commercial uses
are primarily retail and include wholesale trade, office, services and automobile
services.

**Industrial Development**
The existing industrial land use in the City totals 399.64 acres, comprising 5 percent
of the entire municipal area. These uses are concentrated near the eastern and
western borders of the City.

**Recreation/Conservation Development**
The City of Tamarac has substantial private and public recreation facilities,
comprising 1,510 acres or 19 percent of the total land area. These facilities include
over 1,000 acres of commercial recreational golf courses representing about 14
percent of the City's total land area. Many private clubhouses, tennis courts,
shuffleboard courts and other facilities exist within communities which provide
recreational opportunities for residents. There are also over 55 acres of public
recreation facilities in the City. The City has recently added Tamarac Commons, a
half-acre pocket park.

**Other Land Uses**

Other land uses provided for in the City are Transportation Facilities, Community Facilities, and Utilities. Each of these categories represents a small percentage of total land use. Transportation Facilities equals about 2.4 percent of Tamarac’s total land area. Community Facilities, such as schools and hospitals within the City (Maps 1.3 and 1.4 respectively), make up about one percent of the City’s total land area. The smallest total land area in Tamarac is comprised of Utilities, which is less than one percent of the municipality’s total land area.

**Table 1.1: Existing City of Tamarac Land Use by Flex Zones (in acres)**

<table>
<thead>
<tr>
<th>Use/Flex Zone</th>
<th>F. Z. 42°</th>
<th>F. Z. 60°</th>
<th>F. Z. 61°</th>
<th>F. Z. 62°</th>
<th>F. Z. 64°</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential, Low (0-5)</td>
<td>4.13</td>
<td>399.63</td>
<td>1,160.64</td>
<td>128.45</td>
<td>353.87</td>
<td>2,046.72</td>
</tr>
<tr>
<td>Residential, Low/Medium (5-10)</td>
<td>120.07</td>
<td>421.17</td>
<td>265.7</td>
<td>376.43</td>
<td>416.04</td>
<td>1,599.41</td>
</tr>
<tr>
<td>Residential, Medium (10-16)</td>
<td>-0-</td>
<td>32.93</td>
<td>672.67</td>
<td>114.89</td>
<td>174.93</td>
<td>995.42</td>
</tr>
<tr>
<td>Residential, Medium/High (16-21)</td>
<td>-0-</td>
<td>-0-</td>
<td>-0-</td>
<td>104.89</td>
<td>91.59</td>
<td>196.48</td>
</tr>
<tr>
<td>Residential, High (16-30)</td>
<td>-0-</td>
<td>-0-</td>
<td>-0-</td>
<td>-0-</td>
<td>11.02</td>
<td>11.02</td>
</tr>
<tr>
<td>Residential Total</td>
<td>124.2</td>
<td>853.73</td>
<td>2,099.01</td>
<td>724.66</td>
<td>1,047.45</td>
<td>4,849.05</td>
</tr>
<tr>
<td>Commercial</td>
<td>56.95</td>
<td>161.75</td>
<td>184.76</td>
<td>232.99</td>
<td>79.19</td>
<td>715.64</td>
</tr>
<tr>
<td>Industrial</td>
<td>15.61</td>
<td>-0-</td>
<td>-0-</td>
<td>384.03</td>
<td>-0-</td>
<td>399.64</td>
</tr>
<tr>
<td>Recreation</td>
<td>53.04</td>
<td>78.95</td>
<td>199.4</td>
<td>53.12</td>
<td>49.05</td>
<td>433.56</td>
</tr>
</tbody>
</table>
I. Future Land Use Element  
Data, Inventory & Analysis  

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1995 Acreage</th>
<th>1995 Percentage of Total</th>
<th>2005 Acreage</th>
<th>2005 Percentage of Total</th>
<th>Change in actual Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Recreation</td>
<td>8.49</td>
<td>-0-</td>
<td>343.93</td>
<td>243.31</td>
<td>1,077.34</td>
</tr>
<tr>
<td>Utilities</td>
<td>-0-</td>
<td>1.6</td>
<td>5.93</td>
<td>35.35</td>
<td>54.82</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>-0-</td>
<td>13.31</td>
<td>47.73</td>
<td>8.72</td>
<td>77.33</td>
</tr>
<tr>
<td>Transportation</td>
<td>-0-</td>
<td>-0-</td>
<td>50.51</td>
<td>56.69</td>
<td>186.63</td>
</tr>
<tr>
<td>Total</td>
<td>258.29</td>
<td>1.109.34</td>
<td>2,931.27</td>
<td>1,756.24</td>
<td>7,794.01</td>
</tr>
</tbody>
</table>

Source: Broward County Planning Council and the Tamarac Community Development Department. *current as of 2003, current as of 2004, current as of 2005

Historic Resources
According to the Florida Master Site File, the City presently has two recorded historic resources within its corporate limits - one of which the Department of State believes to be destroyed, the remaining resource is intact. The remaining historic resource is an archaeological site that contains habitation (prehistoric) and is generally located approximately 750 feet to the northwest of the intersection of Commercial Blvd and Pine Island Road, known as Wedgewood. The site has not yet been evaluated by a Florida State Historic Preservation Officer (SHPO).

Analysis of Character and Magnitude of Existing Vacant Land
The following table (Table 1.2) shows the amount of vacant land remaining in Tamarac by future land use category. Additionally, Map 1.5 shows the vacant and undeveloped land within the City.

Table 1.2: Vacant Land by Use Designation
In 1995, there were 1,231 acres available as vacant land. By 2005, that number has decreased to less than 70 acres. This is a loss or usage of 94 percent of vacant developable land over an 11 year period. There are only 69.6 acres left in Tamarac until the City is completely built-out. In 1995, a large portion (approximately 29 percent) of the vacant land was slated for industrial use while approximately 18 percent was designated for commercial uses and about 40 percent was designated for residential development. Almost 13 percent of the land was designated for recreation and community facilities. In 2005, about 52 percent of the remaining developable land was designated for either residential or commercial use, while less than 2 percent of the remaining developable land was designated for (recreation and) community facilities. It is anticipated that build-out will be reached by the year 2010.

**Land Requirements**

The Tamarac resident population in 2000 was 55,680 (source: U.S. Census) and the 2005 population is estimated at 58,674. The projected population through the planning period (2030) is projected to be between 68,000 and 70,000 (source: BCCNPD/Shimberg Center). This represents an increase of approximately 10,000
people through the year 2030.

There is a total of nearly 70 acres of vacant land today as shown in Table 1.2 and Map 1.5. Densities on the vacant residential land (5.8 acres) average 10 dwelling units (du)/acre and would yield approximately 58 additional residential units. In addition to being well-served by nearby commercial land uses in the urban area, Tamarac has sufficient vacant commercial and industrial lands located in the City to accommodate future growth in the planning period.

**Redevelopment**

Tamarac has no blighted areas. Most of the City is developed in large planned communities, which have maintenance programs for residential buildings. The City funds an aggressive Code Enforcement Program. There are no areas within the City where redevelopment is required because of excessive flooding.

In 2003, the City conducted the NW 5th Street/Main Street Study, which recommended the creation of a master-planned vision and the designation of an overlay district to guide streetscape enhancement and future mixed-use redevelopment.

**Population Estimates and Projections**

Population forecasts for each jurisdiction in Broward County have been prepared by the Comprehensive and Neighborhood Planning Division of the County. These estimates and projections were developed using the Broward County Population Forecasting Model. The model methodology began with the preparation of countywide population forecasts by age, race and sex. Birth and death rates from the 1990 Census were used initially but are adjusted every five (5) years based on demographic trend information received from the U.S. Department of Commerce and other sources. Broward County projections are based on determining the anticipated population for the County as a whole and then assigning the growth to Traffic Analysis Zones (TAZs). Projections for TAZs are then aggregated into municipal projections.
Broward County anticipates build-out (i.e. having no vacant land for new development) in 2010, with, however, an assumption that the population will continue to rise, beyond natural increase, in spite of build-out; that is, that municipal governments will amend the Broward County Land Use Plan (BCLUP) to increase residential capacity due to market pressures for new housing. Therefore, the Broward County model makes assumptions in regards to where redevelopment and, presumably, increases in residential density, will occur. These are anticipated to occur mainly in areas east of the Turnpike, closer to urban centers.

The following table (Table 1.3) shows current projections provided by the Broward County Planning Services Division.\(^1\) The Broward County projections do not take into account the effects of annexation. However, the possible annexation areas, though several, are small and, if annexation occurs, may not add many residents. For the purpose of this analysis, the population projections prepared by Broward County are utilized. Specifically, the long-term planning timeframe is considered to be the 10-year timeframe, 2015, when the population of the City is expected to be 63,419.

**Table 1.3: Population Projections, Tamarac, 2000-2030**

<table>
<thead>
<tr>
<th>Year</th>
<th>Broward County Projections</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>55,680</td>
</tr>
<tr>
<td>2005</td>
<td>58,674</td>
</tr>
<tr>
<td>2007</td>
<td>59,949</td>
</tr>
<tr>
<td>2010</td>
<td>61,026</td>
</tr>
<tr>
<td>2015</td>
<td>63,419</td>
</tr>
<tr>
<td>2020</td>
<td>65,535</td>
</tr>
<tr>
<td>2025</td>
<td>67,378</td>
</tr>
<tr>
<td>2030</td>
<td>68,787</td>
</tr>
</tbody>
</table>


**Dwelling Unit Estimates and Projections**

**Table 1.4: Dwelling Unit and Resident Population Estimates and Projections**

<table>
<thead>
<tr>
<th>Year</th>
<th>Units</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>29,732</td>
<td>55,680</td>
</tr>
</tbody>
</table>

\(^1\) Broward County population projections created with the Broward County Population Forecasting Model, 2006.
## Table 1.4: Projected Population and Dwelling Unit Totals

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Units</th>
<th>Seasonal and Vacant Units</th>
<th>Total Occupied Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>30,510</td>
<td>2,312</td>
<td>27,420</td>
</tr>
<tr>
<td>2010</td>
<td>30,992</td>
<td>1,862</td>
<td>29,130</td>
</tr>
<tr>
<td>2015</td>
<td>31,460</td>
<td>1,814</td>
<td>29,646</td>
</tr>
<tr>
<td>2020</td>
<td>31,902</td>
<td>1,766</td>
<td>30,136</td>
</tr>
<tr>
<td>2025</td>
<td>32,318</td>
<td>1,595</td>
<td>31,723</td>
</tr>
<tr>
<td>2030</td>
<td>32,668</td>
<td>1,292</td>
<td>31,376</td>
</tr>
</tbody>
</table>


Forecasts of householders and household size are then developed. This produces total households countywide, vacancy rates and seasonality factors. Households are then assigned to census tracts and to traffic analysis zones (TAZs) within each tract. The TAZs are then assigned to municipalities. The model uses dwelling unit capacities from municipal and county land use plans by TAZ as a control total check against the household figures derived by the model chain. Table 1.4 presents the estimated and projected population and dwelling unit totals for Tamarac through the year 2030.

The total estimated and projected dwelling units for the City of Tamarac is shown in the following table (Table 1.5).

## Table 1.5: Housing Unit Estimates/Projections

<table>
<thead>
<tr>
<th>Year</th>
<th>2000*</th>
<th>2005*</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Units</td>
<td>29,732</td>
<td>30,510</td>
<td>30,992</td>
<td>31,460</td>
<td>31,902</td>
<td>32,318</td>
<td>32,668</td>
</tr>
<tr>
<td>Seasonal and Vacant Units</td>
<td>2,312</td>
<td>1,862</td>
<td>1,814</td>
<td>1,766</td>
<td>1,595</td>
<td>1,292</td>
<td>1,146</td>
</tr>
<tr>
<td>Total Occupied Units</td>
<td>27,420</td>
<td>28,648</td>
<td>29,178</td>
<td>29,694</td>
<td>30,307</td>
<td>31,026</td>
<td>31,522</td>
</tr>
</tbody>
</table>

Sources: 2000 U.S. Census; Broward County Population Forecasting Model, 2006, Michele Mellgren and Associates.  
*Official US Census Estimates
Population per Unit Factor
Based on the 2000 Census, the resident population per unit (using total housing units) was 2.10. There were 1.95 persons per occupied household. Based on future projections, there will be 2.28 persons per occupied household by the year 2030. This is an increase of 17 percent.

Seasonal and Vacant Units Rate
According to U.S. Census figures, 7.7 percent of the housing units in Tamarac were vacant in 2000. In 2030, the number of vacant units will decrease 54 percent to 3.5 percent.

Analysis of Available Facilities

Traffic Circulation
The regional roadway system handles approximately 86 percent of the total traffic demand in Tamarac while 14 percent is accommodated by city collectors and local streets. The City's Traffic Engineer states that there are no current deficiencies on the local roadway system. The existing land uses, including those with development permits but not yet built, are adequately served. However there are traffic circulation deficiencies on the regional transportation system.

Previously, the City of Tamarac was subject to transportation concurrency in all areas except for a portion of the City east of the Florida Turnpike. This was because the City east of the Florida Turnpike was within a Transportation Concurrency Exception Area (TCEA) as designated by Broward County. In 2005, Broward County eliminated the TCEA and replaced it with a Transit Oriented Concurrency Management System. The Transit Oriented Concurrency Management System divides the County into ten Concurrency Districts. Two of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system, and the remaining eight districts are Transit Oriented Concurrency (TOC) Districts. All of Tamarac lies within two of the TOC Districts, the North Central District and the Central District. The City of Tamarac is subject to meeting the LOS standards within these two transit districts.
Wastewater (Sanitary Sewer and Septic Tanks)
The development, expansion, and maintenance of the wastewater collection and transmission system are the responsibility of Tamarac. The City of Tamarac has two wastewater service areas; the Western Service area and the Eastern Service Area. The Western Service Area is serviced at the Broward County North Regional Wastewater Plant, in Pompano Beach. The Eastern Service area is serviced by the City of Fort Lauderdale’s G.T. Lohmeyer Wastewater Treatment Plant (through contractual agreement with the City of Tamarac).

Solid Waste
Broward County has constructed two resource recovery plants for municipal waste. The north facility, located off of Sample Road, near west Pompano Beach, receives solid waste from Tamarac. All Service Refuse Company Inc. collects single family residential solid waste in Tamarac while Southern Sanitation picks up multi-family units in the City under separate franchise agreements. The City and County have an adequate and committed collection and disposal system for existing and future development. The remaining useful life at the Broward Resource Recovery plants is a minimum of 14 years before expansion may be needed.

Solid waste disposal is the responsibility of Broward County pursuant to contracts between the City and the County. Municipal collection of residential and non-residential solid waste is accomplished through three separate franchise agreements. Solid waste is collected for single family residences throughout the City by compactor trucks owned by All Service Refuse, Inc. Solid waste for multi-family units is picked up by Waste Management, Inc. Commercial, industrial and rental unit services are provided by seven companies which have franchise agreements with Tamarac.

Drainage
The C-13 and C-14 canals serving Tamarac are extensions of an overall canal system which is used to regulate the water level of Lake Okeechobee and the Everglades. The South Florida Water Management District (SFWMD) regulates the quantity and
quality of water discharged to its primary canal system, namely C-14 (Cypress Creek Canal), the C-13 (Middle River) Canal, and the C-42 Canal (L-36 Borrow Canal). Discharge limitations have required development of a secondary lake and canal system and a tertiary drainage system consisting of roadside swales, which are capable of storing excess stormwater. The City's Code provides for a positive system of drainage in all development. Specific plans and related data are required to be approved by the City Engineer and Stormwater Engineer prior to final site plan approval. The City has assessed its stormwater management needs for the next five years to correct existing deficiencies, repair the system and meet new demands.

**Potable Water**
The City of Tamarac has three water service providers. The western area of Tamarac is provided with water service by Tamarac Utilities. This area is generally bounded to the west by Conservation Area 2A, to the north by the C-14 Canal, to the south by N.W. 44 Street, and to the east by N.W. 31 Avenue. The eastern area of Tamarac is provided with potable water by the City of Fort Lauderdale through a large-user agreement. The eastern area is generally located west of N.W. 31 Avenue, and north and south of Commercial Boulevard. Finally, there is a small part of Tamarac (total of 38 acres) located between 31st Avenue and S.R. 7 which is served by Broward County Utilities. Current information is based on the year 2005. As required by Florida Statutes in the recent Senate Bill 360, the City must adopt a 10-year water supply facilities work plan within 18 months of the release of the Lower East Coast Water Supply Plan from the SFWMD (August 2008).

**Natural Groundwater Aquifer Recharge**
Tamarac fully participates in Broward County's wellfield protection program, which prohibits and regulates hazardous substances in areas which may affect water supply wellfields. Due to its proximity to Conservation Areas 2A and 2B, the City's groundwater is maintained at a constant level. The City's golf courses provide large pervious areas to accept rainfall for replenishment of the aquifer. Tamarac requires implementation of water emergency plans when drought conditions warrant,
conforming to the SFWMD’s plans and policies.

**Natural Resources**

Tamarac is a non-coastal community. All water bodies area identified on the existing land use map. There is one remaining wetland area in the City. Isolated wetlands are identified and regulated by the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection, and the Broward County Department of Natural Resource Protection, as development occurs. The primary mineral resources within the community are limestone and peat, however, peat deposits have been substantially removed through land development activities.

**Climate**

Tamarac’s climate, characterized by long, warm, humid summers and mild winters, is considered to be an important natural resource for the City. Average rainfall is 64 inches with nearly 65 percent of that total falling in the June-October rainy season. A maximum rainfall event of nine inches is expected to occur once every 10 years. Map 1.7 presents FEMA Flood Zones. Hurricanes and tropical storms can strike the area during the rainy season. Hurricane force winds near Tamarac normally occur once every seven years. Tamarac’s sub-tropical climate makes it a popular destination for many residents and vacationers.

**Wetlands**

Currently, there is one large wetland tract and two mitigation sites in the City. Maps 1.8 and 1.10 show wetlands and other environmentally-sensitive areas in Tamarac. The triangular-shaped wetland tract is County-owned and located approximately 3000' north of McNab Road on the east side of N.W. 80 Avenue. It is designated as a wetland area on Broward County environmental lands maps and as a Conservation Area on the City’s FLUM. While the tract itself is about 20 acres in size, Broward County environmental planners indicate that there are only 3-4 acres of viable wetlands within the larger site. The two mitigation sites are located in the southwest corner of the city and are also designated as Conservation Areas on the FLUM. No
other identified wetland areas exist currently in the City. Goals, objectives and policies in the Conservation Element provide for the protection of these environmentally-sensitive areas.

**Topography and Soils**
The current topographic profile of the City is shown in Map 1.11. as shown in Map 1.9, the predominant soil types in Tamarac include Matlasha and Hallandale, while the secondary soils include Lauderhill, Plantation, Basinger, Udorthents shaped, and Urban land. These finer, organic, or sandy soils generally drain poorly. Hallandale is the most common soil type in the City and is generally located in the western and central portions of the City.

**Land and Vegetation Cover**
The land and vegetation cover of Tamarac can be grouped into four categories: upland plant communities, wetland plant communities, aquatic, and disturbed communities. The upland plant communities include evergreen, slash pine, and tropical hardwoods. The wetland plant communities include marsh, swamp, forest, and woodlands. Aquatic coverage includes open water. Disturbed communities include agriculture, exotic plants, and urban areas. The upland plant communities cover approximately ten percent of Tamarac, the wetland plant communities cover just over 25 percent, and the disturbed communities cover almost 65 percent of Tamarac, 64 percent which is urban. The aquatic cover of Tamarac is a negligible amount. Most of the non-urban communities are in the south-west corner of the western portion of Tamarac.

**Wellfields**
The City of Tamarac operates two wellfields (Map 1.6) which are protected by the Broward County Wellfield Protection Ordinance, which states that all local plans protect their groundwater source for drinking water. This means that there is no industrial zoning or other zoning which permits use of hazardous materials within one mile of either the existing or proposed well sites within the prohibited areas. There
are also thirteen wells just outside the City limits. The outer limits of the wells encompass approximately 1,170 acres in total within the City’s limits.

**Need for Redevelopment**

**Renewal of blighted area**
According to the Code Enforcement Department, there do not appear to be any blighted areas within Tamarac. There are also no designated Community Redevelopment Areas. However, areas noted that could be improved upon include Academy Hills, near the intersection of McNab Road and University Drive, which is primarily multi-family units and renter occupied, and the Eastgate Sunflower Areas, near the intersection of University Drive and Southgate Boulevard, which contains predominantly older homes.

**Elimination or reduction of inconsistent uses**
There do not appear to be any inconsistent uses within the City of Tamarac, therefore no reduction is required.

**Growing Population**
After taking into consideration the population projections for Tamarac, it appears that redevelopment and infill development will help address the growing population. As it has already been designated, altering the land uses to accommodate mixed use, as well as re-designating underutilized areas (as in the case of the golf course), will help in mitigating the issue.

**Adjacent Areas**

**Existing Conditions**
There are several municipalities surrounding the uniquely shaped City of Tamarac.
These include (starting from the north, going clock-wise): Coral Springs, North Lauderdale, Fort Lauderdale, Oakland Park, Lauderdale Lakes, Lauderhill and Sunrise. The Everglades lays just the west of Tamarac, beyond the Sawgrass Expressway. There are no unincorporated areas of Broward County directly adjacent to the City, therefore, it is highly unlikely than any annexation will directly affect Tamarac.

Due to its unique shape, the City of Tamarac will be described by its West and East portions. The western portion of Tamarac is bound by Coral Springs to the north, North Lauderdale to the east, Lauderhill and Sunrise to the south, and the Everglades to the west. The eastern portion of Tamarac is bound by North Lauderdale to the north, Fort Lauderdale and Oakland Park to the east, Lauderdale Lakes to the south, and Lauderhill to the west.

**Generalized land uses and conflicts**

*The Western portion*
The north side is dominated mostly by residential units with the exception of a golf course. Just north of Southgate Boulevard, in Coral Springs, lie mostly residential units with the exception of a few parks. The east side is entirely residential, as is the adjacent portion of North Lauderdale. The south side of the western portion’s commercial units, facing both Lauderhill and Sunrise are more commercial units. Finally, to the west of the western portion lies the Everglades, which is considered a conservation area and is adjacent to Tamarac’s Commerce Park. None of these adjacent areas appear to be incompatible in regards to land-usage.

*The Eastern portion*
The north side of the eastern portion of the City is entirely residential, while North Lauderdale’s facing land strip includes a mix of multi-family, residential, and institutional (the Star of David Cemetery). To the east, Tamarac’s residents face multiple commercial areas, including the Headway Office Park and the Modern Shop Center. The southern border assembles residential to residential and golf courses to
golf courses. Those same golf courses border the residential areas of Lauderhill to the west.

In total, the only inconsistent uses are in the Eastern portion of Tamarac, to the north (institutional facing residential) and east (commercial facing residential).
II. TRANSPORTATION ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

INTRODUCTION.................................................................................................................. 1

DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM ........................................ 2

Roadway System .................................................................................................................. 3

  Limited Access Highways ............................................................................................. 3

  Major Roads (Arterial and County Collectors) .............................................................. 3

  Minor Roads (City Collectors) ..................................................................................... 4

  Local Access Roads ..................................................................................................... 4

Public Transit System ......................................................................................................... 5

  Public Transit Rights of Way and Exclusive Public Transit Corridors ........................ 8

Significant Bicycle and Pedestrian Ways ......................................................................... 8

  Bicycle Traffic .............................................................................................................. 9

  Pedestrian Traffic ........................................................................................................ 9

Ports, Airport Facilities, Railways and Intermodal Facilities ........................................... 11

  Port Facilities ............................................................................................................... 11

  Airport Facilities Including Clear Zones and Obstructions .......................................... 11

Intermodal Terminals and Access to Intermodal Facilities .............................................. 15

EXISTING FUNCTIONAL CLASSIFICATION AND MAINTENANCE RESPONSIBILITIES.... 15

NUMBER OF EXISTING THROUGH LANES FOR EACH ROADWAY ............................. 20

MAJOR PUBLIC TRANSIT GENERATORS AND ATTRACTORS .................................. 22

DESIGNATED LOCAL AND REGIONAL TRANSPORTATION FACILITIES CRITICAL TO THE
EVACUATION OF THE COASTAL POPULATION............................................................. 25

EXISTING AVERAGE DAILY TRAFFIC, PEAK HOUR, PEAK DIRECTION, LEVELS OF
SERVICE FOR ROADS, MASS TRANSIT FACILITIES AND CORRIDORS/ROUTES .... 27

Mass Transit Facilities/Routes ......................................................................................... 32

  Bus Service .................................................................................................................... 32

TRANSPORTATION ANALYSIS ..................................................................................... 37

Limited Access Highways ................................................................................................. 37
<table>
<thead>
<tr>
<th>Roadway Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sawgrass Expressway (SR 869)</td>
<td>37</td>
</tr>
<tr>
<td>Florida Turnpike (SR91)</td>
<td>39</td>
</tr>
<tr>
<td>Arterial and County Collector Roadways</td>
<td>41</td>
</tr>
<tr>
<td>Nob Hill Road (NW 100th Avenue)</td>
<td>41</td>
</tr>
<tr>
<td>Pine Island Road (NW 88th Avenue)</td>
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<tr>
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<td>City Collector Roadways</td>
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<td>72</td>
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<td>Hiatus Road</td>
<td>75</td>
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<tr>
<td>NW 94th Avenue/Westwood Drive West</td>
<td>76</td>
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<tr>
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<td>78</td>
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<td>81</td>
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<td>Southgate Boulevard</td>
<td>83</td>
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<td>NW 82nd Street</td>
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<td>NW 81st Street</td>
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</tr>
<tr>
<td>NW 75th Street</td>
<td>91</td>
</tr>
</tbody>
</table>
Lagos De Campo Boulevard .......................................................................................................................... 92
NW 57th Street ............................................................................................................................................. 92
AVERAGE DAILY AND PEAK HOUR TRIPS ................................................................................................... 93
MODAL SPLIT AND VEHICLE OCCUPANCY RATES .................................................................................. 94
EXISTING PUBLIC TRANSIT FACILITIES .................................................................................................. 94
POPULATION CHARACTERISTICS INCLUDING TRANSPORTATION DISADVANTAGE .................................... 97
CHARACTERISTICS OF MAJOR TRIP GENERATORS AND ATTRACTORS ........................................... 98
AVAILABILITY OF TRANSPORTATION FACILITIES AND SERVICES TO SERVE EXISTING LAND USES .................................................................................................................................................. 102
ADEQUACY OF EXISTING AND PROPOSED TRANSPORTATION SYSTEM TO EVACUATE THE COASTAL POPULATION PRIOR TO AN IMPENDING NATURAL DISASTER ........................................................................................................ 108
GROWTH TRENDS, TRAVEL PATTERNS, INTERACTIONS BETWEEN LAND USE AND TRANSPORTATION FACILITIES AND COMPATIBILITY BETWEEN FUTURE LAND USES AND TRANSPORTATION ELEMENTS .................................................................................................................. 109
EXISTING AND PROJECTED INTERMODAL DEFICIENCIES AND NEEDS ............................................. 110
PROJECTED TRANSPORTATION LEVEL OF SERVICE AND SYSTEM NEEDS ........................................... 111
ITE Trip Generation Method .......................................................................................................................... 111
Florida Standard Transportation Model Structure ......................................................................................... 112
MAINTENANCE OF ADOPTED LEVEL OF SERVICE (LOS) STANDARDS .............................................. 119
Transportation Level of Service Standard for Tamarac .................................................................................. 120
Facilities within the Strategic Intermodal System (SIS) .................................................................................. 120
In Broward County ....................................................................................................................................... 121
Broward County’s North Central Transit Oriented Concurrency District ....................................................... 121
Broward County’s Central Transit Oriented Concurrency District ................................................................. 121
All County and Local Collectors ................................................................................................................... 121
Concluding Analysis of Forecasted Traffic Information .................................................................................. 121
PROJ ECTS PLANNED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION’S
ADOPTED WORK PROGRAM, METROPOLITAN PLANNING ORGANIZATION AND LOCAL
TRANSPORTATION AUTHORITY. ................................................................. 123
SIGNIFICANT ACCIDENT AND FATALITY ANALYSIS ........................................ 124
INTERNAL CONSISTENCY BETWEEN ELEMENTS ........................................... 125
TRANSPORTATION MANAGEMENT PROGRAMS NECESSARY TO PROMOTE AND
SUPPORT PUBLIC TRANSPORTATION SYSTEMS.......................................... 126
CITY ROADWAY MAINTENANCE .................................................................. 126
FUTURE MAP SERIES ............................................................................... 127

List of Tables
Table 2.1: Significant Parking Facilities ....................................................... 5
Table 2.2: Functional Classification of Roadways ......................................... 16
Table 2.3: Number of Through Lanes .......................................................... 20
Table 2.4: Capacity Analysis of Existing Roadway System-2005 AADT Traffic Volumes 27
Table 2.5: Capacity Analysis of Existing Roadway System-2005 Two-Way Peak Hour Volumes ................................................................. 29
Table 2.6: City of Tamarac Analysis of Residents Ages ................................. 97
Table 2.7: City of Tamarac Transit Dependency Demographics ................. 107
Table 2.8: Capacity Analysis of Projected Roadway System, 2030 AADT Traffic Volumes ................................................................. 113
Table 2.9: Capacity Analysis of Projected Roadway System, 2030 Peak Hour Bi-
Directional Traffic Volumes ................................................................. 115
Table 2.10: Overcapacity Roadway Segments, 2005 Bi-Directional Peak Hour .......... 118
Table 2.11: Five-Year Roadway System Improvements within Tamarac .......... 123
Table 2.12: Five-Year Transit System Improvements within Tamarac .......... 123
Table 2.13: Long-Range Roadway System Improvements .......................... 124
APPENDIX A

Methodology to Determine Level of Service

A-1
II. TRANSPORTATION ELEMENT

Introduction

The City of Tamarac adopted its current Comprehensive Plan in December 1990. The Comprehensive Plan contained all of the mandatory elements required at that time by Chapter 163, Florida Statutes (F.S.) and Rule 9J-5, Florida Administration Code (F.A.C.). One of the original elements in 1990 was the Traffic Circulation Element. Because of the City’s population at that time, the City was not required to prepare and adopt a Mass Transit Element. Likewise, the City did not prepare or adopt a Ports, Aviation and Related Facilities Element as none of those facilities were located within the City.

In 1993, the Florida Legislature amended Chapter 163 F.S. to require each local government within the urbanized area of a Metropolitan Planning Organization (MPO) to prepare a Transportation Element to replace the Traffic Circulation Element, Mass Transit Element and Ports, Aviation and Related Facilities Element. The purpose of the Transportation Element is to analyze and plan for all modes of transportation and to plan for a multi-modal transportation system that places more emphasis on public transportation systems.

The City of Tamarac prepared and adopted a Transportation Element in accordance with the requirements of Chapter 163.3177 (6)(b) Florida Statutes (F.S.) and Rule 9J-5.007 Florida Administrative Code on May 13, 1998. The Florida Department of Community Affairs (DCA) found the City’s element “In Compliance” on July 7, 1998. However, the DCA approval was conditioned upon the City updating the element after Broward County finalized the preparation and adoption of their Transportation Element. The County adopted their Transportation Element in November 1998 and DCA found the County’s element “In Compliance” in January 1999. The City
subsequently sought the services of a consulting firm familiar with State requirements, the Broward County Transportation Element, and the City of Tamarac to assist in the preparation of the updated element.

The City transmitted a proposed new Transportation Element to DCA and other review agencies in October 2001. DCA issued an ORC Report on December 13th, 2001. The ORC Report contained three (3) Objections as well as several recommendations and comments. The City quickly addressed 2 of the Objections but the third related to the data set. The data set was deemed to be out of date, as the future traffic count projections and LOS were obtained from the 1998 Broward County Transportation Element and were not deemed sufficient to project short-term and long-term forecasts. The finalization of the element was delayed because of the time involved in creating new forecasts data, coordinating with agencies and completely updating the element. Finally, in 2004, the transportation element was updated to comply with DCA objections, recommendations, and comments originating in 1998. Now, only two-and-one-half years later, the City of Tamarac is again, updating the Transportation Element to comply with the requirements of Chapter 163.3177 (6)(b) Florida Statutes and Rule 9J-5.019 Florida Administrative Code. This update is a scheduled update per Chapter 163.3191 (10) Florida Statutes, which states that Comprehensive Plans must be evaluated and amended every seven years as scheduled by the State Planning Agency. As described above, the last official update of the Comprehensive Plan occurred in 1998.

**Description of Existing Transportation System**

This portion of the element examines the facilities that serve vehicular and non-vehicular traffic within the City of Tamarac 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 for the most part by the City or private concerns. The second or external component forms part of the Federal Interstate Highway System (FIHS), State of Florida or Broward County Traffic Circulation Network. The Metropolitan Planning Organization (MPO), whose charge is to master plan and coordinate roadways, mass transit and other transportation systems on a countywide basis, carries out the transportation planning process in Broward County. The MPO’s governing board is the Board of County Commissioners.

**Roadway System**

Map 2.1 graphically illustrates the existing transportation road system. Within the City of Tamarac, roadways are classified as follows:

*Limited Access Highways*

- Sawgrass Expressway (SR 869)
- Florida Turnpike (SR 91)

*Major Roads (Arterial and County Collectors)*

- **North/South**
  - Nob Hill Road (NW 100th Avenue)
  - Pine Island Road (NW 88th Avenue)
  - University Drive (SR 817)
  - NW 64th Avenue
  - Rock Island Road
  - SR 7 / US 441
  - NW 31st Avenue
  - NW 21st Avenue
II. Transportation Element Data, Inventory & Analysis

- **East/West**
  - McNab Road
  - Bailey Road
  - Commercial Boulevard
  - Prospect Road

*Minor Roads (City Collectors)*

<table>
<thead>
<tr>
<th>North/South</th>
<th>East/West</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW 108&lt;sup&gt;th&lt;/sup&gt; Terrace</td>
<td>Southgate Boulevard</td>
</tr>
<tr>
<td>Hiatus Road</td>
<td>NW 82&lt;sup&gt;nd&lt;/sup&gt; Street</td>
</tr>
<tr>
<td>NW 94&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
<td>NW 81&lt;sup&gt;st&lt;/sup&gt; Street</td>
</tr>
<tr>
<td>NW 84&lt;sup&gt;th&lt;/sup&gt; Terrace</td>
<td>NW 80&lt;sup&gt;th&lt;/sup&gt; Street</td>
</tr>
<tr>
<td>NW 80&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
<td>NW 78&lt;sup&gt;th&lt;/sup&gt; Street</td>
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<td>NW 77&lt;sup&gt;th&lt;/sup&gt; Street</td>
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<tr>
<td></td>
<td>NW 76&lt;sup&gt;th&lt;/sup&gt; Street</td>
</tr>
<tr>
<td></td>
<td>NW 75&lt;sup&gt;th&lt;/sup&gt; Street</td>
</tr>
<tr>
<td></td>
<td>Lagos De Campo Boulevard</td>
</tr>
<tr>
<td></td>
<td>NW 57&lt;sup&gt;th&lt;/sup&gt; Street</td>
</tr>
</tbody>
</table>

*Local Access Roads*

All other City public roads.
II. Transportation Element  

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 identified in Table 2.1 below are also depicted on Map 2.2B.

Table 2.1: Significant Parking Facilities

<table>
<thead>
<tr>
<th>Site No. *</th>
<th>Name</th>
<th># of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Midway Plaza</td>
<td>1,044</td>
</tr>
<tr>
<td>2</td>
<td>Sunshine Plaza</td>
<td>1,007</td>
</tr>
<tr>
<td>3</td>
<td>University Hospital &amp; Medical Ctr.</td>
<td>1,031</td>
</tr>
<tr>
<td>4</td>
<td>Tamarac Town Square</td>
<td>791</td>
</tr>
<tr>
<td>5</td>
<td>Tamarac Square West</td>
<td>721</td>
</tr>
<tr>
<td>6</td>
<td>Don Carter’s/Furniture Power</td>
<td>764</td>
</tr>
<tr>
<td>7</td>
<td>Three Lakes Plaza</td>
<td>540</td>
</tr>
<tr>
<td>8</td>
<td>Tamarac Market Place</td>
<td>721</td>
</tr>
<tr>
<td>9</td>
<td>Comm. Blvd. Area East of Un. Dr.</td>
<td>538</td>
</tr>
<tr>
<td>10</td>
<td>Land Section 7 (less Site No. 8)</td>
<td>5,535</td>
</tr>
</tbody>
</table>

Source: City of Tamarac
*The number in this column corresponds with Map 2.2B

Public Transit System
Map 2.2A (County System) and Map 2.2B (City System) depict the existing Public Transit System. Information was obtained from the Broward County Transit (BCT) Division and the City of Tamarac.

The City of Tamarac is a “full service” community with a wide diversity of land uses. The geographic location of the City Limits causes some service problems as the City Limits extend from the border of the Everglades on the west almost 9 miles to the east within one-half mile of I-95. The City’s original development occurred near the intersection of Commercial Boulevard and Prospect Road. The early residents were
mainly retirees in small mostly two bedroom detached single-family homes. In the late 1960s and 1970s vast tracts of land were annexed into the City west of the original area.

One of these areas is an approximate three (3) square mile area between SR 7 / US 441 and NW 64th Avenue. Commercial Boulevard connects the eastern original neighborhoods to the western neighborhoods and dissect the area described above. The Florida Turnpike dissects this area north to south. This area contains large commercial areas, primarily along the SR 7/US 441 frontage, two high density housing concentrations (one east of the Turnpike and north of Commercial Boulevard and the other one west of the Turnpike along Bailey Road), two (2) low density housing concentrations (Sabal Palm to the west of the Turnpike and north of Commercial Boulevard and the other one, Monterey on either side of the Turnpike and south of Commercial Boulevard), the Woodlands Country Club planned community south of Commercial Boulevard and west of Rock Island Road and other residential areas including small single family homes in the Mainlands neighborhood and areas north of Commercial Boulevard west of Rock Island Road. This area has extensive mass transit service at present. Four (4) Broward County bus routes and the City’s eastern “Red” shuttle bus route serve this area.

The largest cohesive City area, comprised of approximately eight (8) square miles, is located between NW 64th Avenue and the Sawgrass Expressway and between Commercial Boulevard and Southgate Boulevard. This area contains a typical suburban pattern with mostly linear commercial uses along major arterial roadways, concentrations of higher density housing (Kings Point community, Woodland Lakes community, Tamarac Gardens, Lime Bay, The Greens and areas in the Woodmont Country Club community) two (2) low density housing concentrations (Sabal Palm to the west of the Turnpike and north of Commercial Boulevard and the other one, Monterey on either side of the Turnpike and south of Commercial Boulevard), and a
variety of single family neighborhoods (Westwood, Woodmont, Sunflower, Heathgate, Vanguard and Mainlands). Again, this area is extensively served by Broward County bus routes with a total of four (4) Broward County bus routes serving this area.

According to US Census data, the City has a lower than average income level and higher than average age characteristic which are indicators of an increased need for mass transit use. The existing public transit service is felt to adequately serve the existing developed areas, as a large portion of the population is mobile and secure their own transportation. As details of the upcoming 2010 US Census data become available, the City will analyze the data and suggest to the County any warranted modifications to service routes and schedules. Finally, if redevelopment begins to occur, considerable thought should be given to multi-modal transportation systems.
Public Transit Terminals and Transfer Stations
No public Transit Terminals exist within the City of Tamarac. One Public Transit Transfer Station is located within the City. Table 3-13 of the Broward County Transportation Element designates the Sunshine Plaza commercial shopping center at the northwest corner of Commercial Boulevard and SR 7 / US 441 as a Transfer Station for Routes 18, 55, 56 and 57. Four (4) Broward County bus routes provide service to the site. There are currently 185 bus stops (26 with shelters and 71 with benches) located within the City Limits (see Map 2.2B). The nearest Public Transit Terminal is located within the City of Plantation approximately 6.0 miles south of the Tamarac City limits on Pine Island Road north of Broward Boulevard (West Terminal). Many of the bus routes circulate to either the West Terminal or Central Terminal in downtown Fort Lauderdale on Broward Boulevard just west of Andrews Avenue at Brickell Avenue.

Public Transit Rights of Way and Exclusive Public Transit Corridors
The only public transit rights-of-way within the City are bus-bays along several major roads. An “Exclusive Public Transit Corridor” is a corridor physically separated from general use corridors and to which access is highly restricted. There are no exclusive public transit corridors located within the City. The only exclusive public transit corridor identified in the Broward County Transportation Element is the South Florida Rail Corridor (formerly known as the CSX Transportation railway corridor) that is located just west of I-95 approximately ½ mile east of the nearest portion of the City. The majority of the City is 5+ miles west of the corridor.

Significant Bicycle and Pedestrian Ways
Map 2.3 depicts the existing bicycle and pedestrian ways within the City.
Bicycle Traffic

Bicycling within the City’s local street system is common, given the current traffic volumes, and controlled traffic conditions encountered. On major roadways, bicyclists typically utilize sidewalks for safety reasons; however, there are several existing bikeways on major or minor roadways constructed as either exclusive bike-lanes or wide paved shoulder areas. Some properties provide bike racks but this is not provided on a consistent basis. The City’s Code does not require bike racks for any land uses at present.

As mentioned above, the Broward County Transportation Element identifies several significant bikeways within the City. These include segments existing or planned along:

<table>
<thead>
<tr>
<th>Location</th>
<th>Segment</th>
<th>Bikeway Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>University Drive North</td>
<td>CL to South CL</td>
<td>Bike Path</td>
</tr>
<tr>
<td>McNab Road West</td>
<td>CL to East CL</td>
<td>Bike Path</td>
</tr>
<tr>
<td>NW 57th Street</td>
<td>NW 94th Ave. to NW 62nd Ave.</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>Commercial Boulevard</td>
<td>Comm. Blvd. to Rock Island Rd.</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>Commercial Boulevard</td>
<td>SR7/US 441 to Prospect Road</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>Commercial Boulevard</td>
<td>Hiatus Road to University Drive</td>
<td>Wide Curb Lane</td>
</tr>
<tr>
<td>Pine Island Road North</td>
<td>CL to South CL</td>
<td>Bike Path</td>
</tr>
<tr>
<td>Nob Hill Road North</td>
<td>CL to CL</td>
<td>Bike Path</td>
</tr>
<tr>
<td>Bailey Road</td>
<td>Rock Island Road to 46th Avenue</td>
<td>Bike Path</td>
</tr>
<tr>
<td>Sawgrass Expressway</td>
<td>Southgate Blvd. to Comm. Blvd.</td>
<td>Dirt Path</td>
</tr>
<tr>
<td>Hiatus Road</td>
<td>Comm. Blvd. to Tamarac Bus Pk.</td>
<td>Wide Curb Lane</td>
</tr>
</tbody>
</table>

Pedestrian Traffic

Pedestrian traffic is very common within the City neighborhoods. All single-family developments with public roadways are required to provide internal sidewalks per Section 20-85 of the City’s Subdivision Regulations. Single-family developments with
private roadways do not have to provide sidewalks within the neighborhoods and typically none have been constructed. Additionally, the City, through cooperation with FDOT and Broward County has been successful in providing sidewalks along all major roadways and other linkages to schools and parks. Virtually all of the arterial and collector roadways have sidewalks on at least one side of the roadways. The maps identifying bicycle and pedestrian ways depict the City’s success in implementing an overall citywide system. As roadway segments are re-constructed and/or widened, it is common practice to upgrade pedestrian and bicycle facilities to meet current standards. It is the policy of the City to require developers to complete missing links when development occurs. The City’s Engineering Department determines the appropriate width for the various bikeways and pedestrian-ways. In addition to the above, the Broward County Transportation Improvement Program (TIP) provided for $8,268,000 to construct additional sidewalks in the City beginning in FY 2007-08.
Ports, Airport Facilities, Railways and Intermodal Facilities

Map 2.4 illustrates the proximity of the City of Tamarac to nearby Ports, Airports, Railways and Related Facilities.

Port Facilities
There are no port facilities within the City of Tamarac. The nearest major seaport is Port Everglades which is located approximately seven (7) miles southeast of the closest point of the City (the majority of the City is 12+ miles from the port), 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.

Airport Facilities Including Clear Zones and Obstructions
There are no airport facilities within the City; however, there are three (3) airports within a few miles of the City.

- **Fort Lauderdale/Hollywood International Airport.** Fort Lauderdale/Hollywood International Airport is a regional facility that serves international and domestic air carriers and is located approximately seven (7) miles southeast of the City. Broward County owns and operates the airport. The airport complex is approximately 1,718 acres in size and is located south of I-595 and east of I-95, some two (2) miles west of the coastline at its closest point. The airport operates with the use of 3 active runways, the southern 9R/27L runway is slated for expansion to approximately 8,000 feet in an effort to accommodate increased operations. The runway alignments are generally east to west. Air traffic typically lands from the west and takes off eastward over the Atlantic Ocean before beginning turning movements. The primary approach from the west is directly over the Town of Davie just south of I-595. Occasionally, aircraft pass over the City on approaches to the airport but are at high altitudes; therefore, little or no negative impacts occur.
• Fort Lauderdale Executive Airport. Fort Lauderdale Executive Airport is a general aviation facility situated on about one thousand two hundred (1,200) acres is located east of NW 31st Avenue between Cypress Creek Road and Commercial Boulevard. Portions of the City Limits abut the airport property at the southwest corner of the airport. The majority of the City area lies several miles west of the airport; therefore, minor fly-over problems occur only in the most eastern extremes 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 to west runway due to prevailing winds. Only one (1) Jet Aircraft departure route affects the City, that being a route exiting the east/west runway westward generally following Prospect Road, crossing over the Commercial Boulevard/Florida Turnpike Interchange, and crossing the northern edge of the Woodlands community just south of Commercial Boulevard and heading southwest. However, there are nine (9) Jet Aircraft arrival routes affecting the City, seven (7) of which approach the airport from the west mostly looping into the airport from the northeast. The most affected areas include the Woodlands community and the neighborhoods north of Commercial Boulevard and east of NW 64th Avenue. There are eight (8) Propeller Aircraft departure routes affecting the City. Five (5) routes travel west over various areas of the City with the three (3) others being loops around the airport. There are seven (7) Propeller Aircraft arrival routes affecting the City, five (5) of which approach from the west. Finally, four (4) Helicopter routes affect the City. The Heliport complex is located on the south side of the airport near the residential areas in eastern Tamarac. One (1) approach route from the west generally following Commercial Boulevard and three (3) departure routes with two (2) routes to the west and one (1) route to the east occur. Touch-and-go operations take place in close proximity to the airport and affect only the residential area of Tamarac north of Commercial Boulevard near
Prospect Road. 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. A Noise Abatement Program has also executed to include a 24-Hour Noise Abatement Hotline and modified turning movements that direct air traffic away from eastern coastal communities and closer to the Interstate-95. The most recent FAR Part 150 Update for the airport shows noise contours (above 65 dB) not affecting any property in the City of Tamarac. The report states most takeoffs and landings can be heard but are at accepted noise levels. The most recent Airport Master Plan projects aircraft operations will increase in the future with the most increase expected in jet aircraft and multi-engined aircraft. Airport operations are currently estimated at approximately two hundred thousand (200,000) per year. No physical improvements are proposed in the future that would affect land uses in the City of Tamarac. The proposed Airspace Plan depicts both the Approach Surface (7:1 slope), the Transitional Surface (side slopes @ 7:1 slope) and the Horizontal Surface south of the airport affecting all lands in the City of Tamarac from the western edge of the airport into the Conservation Area and from approximately midway between McNab Road and Southgate Boulevard to Commercial Boulevard. Clear zone or obstruction issues generally affect the lands within these areas. Building and structures are limited in height within these areas and require FAA approval for taller structures.

- Pompano Beach Airport. Pompano Beach Airport is a general aviation facility situated on about nine hundred and thirty-five (935) acres located approximately five and one-half (5.5) miles at the closest point, northeast of the City, within the City of Pompano Beach. Air traffic is generally restricted to non-commercial activities. The airport operates with the use of 3 runways. The runway alignments are generally east to west. Air traffic typically makes turning movements within a few miles of the airport, therefore, no clear zone
or obstruction issues affect the City.

- **General Aviation Travel.** While the City does not have physical airport facilities that directly affect the City’s development, as stated above, the Federal Aviation Administration (FAA) has designated certain flight routes over the City. For example, the main approach flight path for Ft. Lauderdale Executive Airport is directly over the City west of the airport as described previously. There are three (3) established helicopter routes over the City. All the helicopter routes initiate and terminate at Fort Lauderdale Executive Airport runway ending north of NW 21st Avenue. The ‘Charlie’ arrival/departure flight routes fly briefly over the intersection of Prospect Road and NW 21st Avenue as it parallels NW 21st Avenue to its destination. The ‘Sierra’ arrival/departure flight routes parallel Rock Island Road and NW 21st Avenue as they approach and depart the airfield. The ‘Whiskey’ arrival route parallels Rock Island Road, SR 7/US 441, and Prospect Road as it approaches the airfield. The ‘Whiskey’ departure route parallels NW 31st Avenue as it departs the airfield. There are occasions when low flying aircraft cause noise problems to residents, primarily in the eastern portions of the City.

- **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 far eastern portion of the County and the second is located just west of I-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 or overpasses at major roadways. The western corridor is known as the South Florida Rail Corridor (formerly
known as the CSX Transportation corridor). The 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. Broward County owns and operates Park & Ride Lots at several locations along the railway corridor. The closest Tri-Rail Station and Park & Ride Lot is located south of Cypress Creek Road just west of I-95 some five (5) miles from the major portion of the City.

**Intermodal Terminals and Access to Intermodal Facilities**

As mentioned above, there are no intermodal facilities within the City. The Broward County West Regional Terminal is located in the City of Plantation approximately six (6) miles south of the City north of Broward Boulevard on the east side of Pine Island Road. Also, the closest Park & Ride lot is located on Cypress Creek Road near I-95. Broward County bus routes connect the City areas to the Tri-Rail Station.

**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 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 major roadways in the City are provided in the following Table 2.2 and illustrated on Map 2.5. 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 in the following table is from the Federal classification system, which is further detailed in the Broward County Transportation Element Appendix 3-A. In addition, several roadways that are depicted as a “local road” on the Broward County 1997 State Highway Classification and Land Arrangement Map actively function within the City as a City Collector.

Table 2.2: Functional Classification of Roadways

<table>
<thead>
<tr>
<th>NORTH/SOUTH ROADWAY</th>
<th>SEGMENT</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>REQUIRED ROW WIDTH (1)</th>
<th># OF LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>(SR 869) Sawgrass Expressway</td>
<td>Commercial Boulevard to the north City Limit</td>
<td>UPA</td>
<td>325’</td>
<td>6LD</td>
</tr>
<tr>
<td>NW 108th Terrace</td>
<td>McNab Road to NW 80th Street</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>Hiatus Road</td>
<td>Commercial Boulevard to McNab Road</td>
<td>UCOLL</td>
<td>106’</td>
<td>4LD</td>
</tr>
<tr>
<td>Nob Hill Road</td>
<td>Commercial Boulevard to Southgate Boulevard</td>
<td>UMA</td>
<td>106’</td>
<td>4LD</td>
</tr>
<tr>
<td>Westwood Blvd West /NW 94th Avenue</td>
<td>Commercial Boulevard to McNab Road</td>
<td>CC</td>
<td>See Note</td>
<td>2L McNab Rd to NW 60 St. 4LD McNab Rd to NW 60 St. to Comm. Blvd.</td>
</tr>
<tr>
<td>Pine Island Road</td>
<td>Commercial Boulevard to Southgate Boulevard</td>
<td>UMA</td>
<td>106’</td>
<td>4LD</td>
</tr>
<tr>
<td>NW 84th Terrace</td>
<td>Commercial Boulevard</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
</tbody>
</table>
## II. Transportation Element Data, Inventory & Analysis

<table>
<thead>
<tr>
<th>NORTH/SOUTH ROADWAY</th>
<th>SEGMENT</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>REQUIRED ROW WIDTH (1)</th>
<th># OF LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Lagos De Campo Blvd.</td>
<td>McNab Road to NW 82nd Street</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>University Drive (SR 817)</td>
<td>Commercial Boulevard to Southgate Boulevard</td>
<td>UPA</td>
<td>200'</td>
<td>6LD</td>
</tr>
<tr>
<td>Brookwood Boulevard / NW 70th Avenue</td>
<td>Commercial Boulevard to McNab Road</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>NW 70th Avenue</td>
<td>McNab Road to NW 82nd Street</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>NW 64th Avenue</td>
<td>Commercial Boulevard to north City Limit</td>
<td>CC</td>
<td>106'</td>
<td>4LD</td>
</tr>
<tr>
<td>Rock Island Road</td>
<td>NW 44th Street to Bailey Road</td>
<td>UMA</td>
<td>110'</td>
<td>4LD</td>
</tr>
<tr>
<td>Florida Turnpike</td>
<td>North City Limit to South City Limit</td>
<td>UPA</td>
<td>325'</td>
<td>6LD</td>
</tr>
<tr>
<td>US 441/SR 7</td>
<td>North City Limit to South City Limit</td>
<td>UPA</td>
<td>200'</td>
<td>6LD</td>
</tr>
<tr>
<td>NW 31st Avenue</td>
<td>North of Commercial Boulevard to south of Commercial Boulevard</td>
<td>UMA</td>
<td>106'</td>
<td>6LD</td>
</tr>
<tr>
<td>NW 21st Avenue</td>
<td>Commercial Boulevard to Prospect Road</td>
<td>UCOLL</td>
<td>106'</td>
<td>2L</td>
</tr>
<tr>
<td>EAST/WEST ROADWAY</td>
<td>SEGMENT</td>
<td>FUNCTIONAL CLASSIFICATION</td>
<td>REQUIRED ROW WIDTH (1)</td>
<td># OF LANES</td>
</tr>
<tr>
<td>Southgate Boulevard</td>
<td>Sawgrass Expressway to Nob Hill Road</td>
<td>CC</td>
<td>106'</td>
<td>4LD</td>
</tr>
<tr>
<td>Nob Hill Road to east City Limit</td>
<td>UCOLL</td>
<td>106'</td>
<td>4LD</td>
<td></td>
</tr>
<tr>
<td>NW 82nd Street</td>
<td>NW 80th Avenue to Un. Dr.</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>Un. Dr. to NW 70th Avenue</td>
<td>UCOLL</td>
<td>See Note</td>
<td>4LD</td>
<td></td>
</tr>
<tr>
<td>NW 81st Street</td>
<td>Nob Hill Road to NW 82nd Street</td>
<td>UCOLL</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>NW 80th Street</td>
<td>NW 108th Terrace to Nob Hill Road</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>NW 78th Street</td>
<td>NW 80th Avenue to Un. Dr.</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
</tbody>
</table>
## II. Transportation Element Data, Inventory & Analysis

<table>
<thead>
<tr>
<th>NORTH/SOUTH ROADWAY</th>
<th>SEGMENT</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>REQUIRED ROW WIDTH (1)</th>
<th># OF LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW 77th Street</td>
<td>Nob Hill Road to Pine Island Road</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>NW 76th Street</td>
<td>Un. Dr. to NW 70th Avenue</td>
<td>CC</td>
<td>See Note</td>
<td>2L</td>
</tr>
<tr>
<td>NW 75th Street</td>
<td>Pine Island Road to NW 80th Avenue</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>McNab Road</td>
<td>Nob Hill Road to Un. Dr.</td>
<td>UCOLL</td>
<td>110'</td>
<td>4LD Nob Hill Road to Pine Island Road (UC 7/00)</td>
</tr>
<tr>
<td></td>
<td>University Dr. to east City Limit</td>
<td>UMA</td>
<td>200'</td>
<td>6LD</td>
</tr>
<tr>
<td>Lagos De Campo Boulevard</td>
<td>Pine Island to McNab Road</td>
<td>CC</td>
<td>See Note</td>
<td>4LD</td>
</tr>
<tr>
<td>Bailey Road</td>
<td>NW 64th Avenue to east City Limit</td>
<td>UCOLL</td>
<td>80'</td>
<td>2L/4LD/2L (4LD @ Rock Island Road)</td>
</tr>
<tr>
<td>NW 57th Street</td>
<td>NW 94th Avenue to NW 64th Avenue</td>
<td>CC</td>
<td>See Note</td>
<td>2LD</td>
</tr>
<tr>
<td>Commercial Blvd. (SR 870)</td>
<td>Sawgrass Expressway to east City Limit</td>
<td>UPA</td>
<td>120'</td>
<td>6LD</td>
</tr>
<tr>
<td>Prospect Road</td>
<td>NW 31st Avenue to Powerline Road</td>
<td>UCOLL</td>
<td>100'</td>
<td>2L north of Commercial Blvd / 4LD south of Comm. Blvd</td>
</tr>
<tr>
<td>NW 44th Street</td>
<td>Rock Island Road to west City Limit</td>
<td>UCOLL</td>
<td>80'</td>
<td>2L</td>
</tr>
</tbody>
</table>
Legend:

- UPA = Urban Principal Arterial (State Maintenance)
- UMA = Urban Minor Arterial (State Maintenance)
- UCOLL = Urban Collector (County Maintenance)
- CC = City Collector (City Maintenance)
- LR = Local Road (City Maintenance)
- LD = Lanes Divided

Notes: Required Right of Way (ROW) width per BC Trafficways Plan
Roadways not indicating a “Required ROW Width” are not depicted on the BC Trafficways Plan.

Source:

- Broward County 1997 State Highway Functional Classification and Lane Arrangement Map 9/97
- Broward County Transportation Element 11/98
- Broward County Trafficways Map
- MMPA 12/2003

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

Data, Inventory & Analysis

Number of Existing Through Lanes for Each Roadway

The number of through lanes is described in Table 2.3 and illustrated in Map 2.6.

Table 2.3: Number of Through Lanes

<table>
<thead>
<tr>
<th>ROADWAYS</th>
<th># OF THROUGH LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. North/South</td>
<td></td>
</tr>
<tr>
<td>Sawgrass Expressway</td>
<td>6 (3 each direction)</td>
</tr>
<tr>
<td>NW 108\textsuperscript{th} Terrace</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>Hiatus Road</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>Nob Hill Road</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 94\textsuperscript{th} Avenue</td>
<td>4 (2 each direction Comm. Blvd. to NW 60\textsuperscript{th} St.)</td>
</tr>
<tr>
<td></td>
<td>2 (1 each direction NW 60\textsuperscript{th} St. to McNab Road)</td>
</tr>
<tr>
<td>Pine Island Road</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 84\textsuperscript{th} Terrace</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 80\textsuperscript{th} Avenue</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>University Drive</td>
<td>6 (3 each direction)</td>
</tr>
<tr>
<td>Brookwood Blvd/NW 70 Ave</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 70\textsuperscript{th} Avenue</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 64\textsuperscript{th} Avenue</td>
<td>4 (2 each direction Comm. Blvd. to north CL)</td>
</tr>
<tr>
<td></td>
<td>2 (1 each direction south of Comm. Blvd.)</td>
</tr>
<tr>
<td>Commons Drive</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>Woodlands Boulevard</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>Rock Island Road</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>Florida Turnpike</td>
<td>6 (3 each direction)</td>
</tr>
<tr>
<td>SR 7 / US 441</td>
<td>6 (3 each direction)</td>
</tr>
<tr>
<td>NW 31\textsuperscript{st} Avenue</td>
<td>6 (3 each direction)</td>
</tr>
<tr>
<td>NW 21\textsuperscript{st} Avenue</td>
<td>2 (1 each direction)</td>
</tr>
</tbody>
</table>
### ROADWAYS

<table>
<thead>
<tr>
<th>B. East/West</th>
<th># OF THROUGH LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southgate Boulevard</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 82nd Street</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 81st Street</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 80th Street</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 78th Street</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 77th Street</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 76th Street</td>
<td>2 (1 each direction)</td>
</tr>
<tr>
<td>NW 75th Street</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>McNab Road</td>
<td>2 (1 each direction west of NW 108th Terrace to NW 104th Avenue)</td>
</tr>
<tr>
<td></td>
<td>4 (2 each direction NW 104th Avenue to approx. 750’ west of Pine Island Road)</td>
</tr>
<tr>
<td></td>
<td>6 (3 each direction approx. 750’ west of Pine Island Road to east City Limits)</td>
</tr>
<tr>
<td>Lagos De Campo Boulevard</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>Bailey Road</td>
<td>3 (2 EB/1 WB from NW 64th Avenue to approx. NW 58th Avenue)</td>
</tr>
<tr>
<td></td>
<td>4 (2 each direction NW 58th Avenue to approx. 500’ east of Rock Island Road)</td>
</tr>
<tr>
<td></td>
<td>2 (1 each direction approx. 500’ east of Rock Island Road to SR 7/US 441)</td>
</tr>
<tr>
<td>East Sabal Palm Boulevard</td>
<td>4 (2 each direction)</td>
</tr>
<tr>
<td>NW 57th Street</td>
<td>2 (1 each direction)</td>
</tr>
<tr>
<td>Commercial Boulevard</td>
<td>6 (3 each direction)</td>
</tr>
<tr>
<td>NW 47th Terrace</td>
<td>4 (2 each direction approx. 400’ north of Comm. Blvd. and approx. 1000’ south of Comm. Blvd.)</td>
</tr>
<tr>
<td>Prospect Road</td>
<td>2 (1 each direction Commercial Boulevard to NW 31st Avenue)</td>
</tr>
<tr>
<td></td>
<td>4 (2 each direction Commercial Boulevard to east City Limits)</td>
</tr>
<tr>
<td>Mainlands Boulevard</td>
<td>4 (2 each direction Commercial Boulevard to NW 46th Street)</td>
</tr>
<tr>
<td>NW 44th Street</td>
<td>2 (1 each direction Rock Island Road to west City Limits)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C. Other Local Roadways</th>
<th># OF THROUGH LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2 (1 each direction) Some local road entrances may be 4 lanes at intersections with major roads</td>
</tr>
</tbody>
</table>
Major Public Transit Generators and Attrators

A major Public Transit Generator or Attractor are generally concentrated areas of higher density residential developments or major commercial, industrial, employment or shopping areas that produce or attract a significant number of local trip ends. For public transit use, the definition includes a site that attracts a significant number of persons per day. Public transit generators are typically residential land uses. Public transit attractors are typically commercial, industrial, office, commercial recreation, educational, institutional and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors. The Broward County Comprehensive Plan contains a definition for major attractors and generators with intensities meeting or exceeding the following thresholds: Office parks - 100,000 sq. ft. GLA; shopping centers - 500,000 sq. ft.; schools - 1,000 students; major employers - 1,000 employees; health facilities - 100 beds.

The City of Tamarac has been developed, like most areas of south Florida, in a generally grid-like fashion. As described previously, the original developed areas of the City were located near Commercial Boulevard and Prospect Road. Major land annexations added areas around the Commercial Boulevard / Florida Turnpike Interchange area (approximately 3 square miles) and the largest area (approximately 8 square miles) between Commercial Boulevard, the Sawgrass Expressway, Southgate Boulevard and the City of North Lauderdale City Limits west of NW 64th/SW 81st Avenue. The three (3) major roadways within the City, University Drive, Commercial Boulevard and McNab Road east of Pine Island Road, have existing commercial development as the primary use abutting the roadways. There are nodes of commercial development at other locations, primarily at the intersection of major roadways. The commercial areas can best be described as “strip commercial” in design. The intensity of development in the commercial areas is primarily one-story retail/office/restaurant uses with medium intensity development. Occasionally a multi-story office building exists. In addition, there is a major Hospital/Medical
Multiple-family concentrations are scattered throughout the City, the majority of which is located in the central and western portions of the City. The most concentrated area is the area north of Commercial Boulevard between NW 64th Avenue and the eastern City Limits near SR 7/US 441. This area comprises some 390 +/- acres of land area and contains approximately 6,000 dwelling units. A smaller but equally concentrated area is located north of Commercial Boulevard just east of the Florida Turnpike. This area includes the Treehouse, Lakeside at Tamarac and Island Club multiple-family complexes. There are approximately 40 +/- acres in this area with about 650 dwelling units. In western Tamarac, there are two major concentrations of multiple-family housing with a few other scattered sites. The first area is in the Colony West golf course community south of McNab Road between Pine Island Road and University Drive. This area contains the Sands, Fairways, Versailles Garden and Concord Village multiple-family communities. There are approximately 154 +/- acres of land area with about 3,000 dwelling units in this area. The largest area, portions of which are currently under construction, contains a large mid-rise multiple-family community known as Kings Point and several smaller projects within the Woodmont and Heathgate Sunflower neighborhoods. There are approximately 1,000 +/- acres of land area and approximately 15,000 multiple-family dwelling units in the areas. Existing multiple-family concentrations are 10-30 dwelling units per acre (DUA) in predominantly two to five story structures. In addition to the discussion on concentrations of multiple-family housing, many of the single-family homes are still occupied by older retirees at present. There has been a gradual shift to younger residents over the years but a sizable elderly population remains that demands a higher mass transit service. The existing public transit system services virtually all of these developments at present.
Industrial Park/Employment Center concentrations are located only in the southwestern corner of the City. One 38 +/- acre parcel with several tenants is located north of Commercial Boulevard and west of NW 94th Avenue. The Tamarac Commerce Park and Westpoint Centre have been built in the last few years and contain new industrial complexes. This Industrial Park/Employment Center is located north of Commercial Boulevard between the Sawgrass Expressway and Nob Hill Road. The Sawgrass Expressway is a major freeway connection to I-75, I-595, I-95 and the Florida Turnpike. This land area comprises some 530 +/- acres of which about 498 acres is currently developed or under construction. Two Broward County routes provide bus service along Commercial Boulevard and Nob Hill Road adjacent to the Commerce Park.

Map 2.7 illustrates the locations of Major Public Transit Generators and Attractors within the City of Tamarac.

Research of the Broward County Mass Transit Division’s data revealed that ridership is relatively low in Tamarac as compared to the County as a whole, despite the elderly population and the availability of mass transit service to the concentrations of housing and commercial areas. This trend may change over time as younger residents appear to be moving into housing areas previously occupied almost exclusively by elderly residents. The City will continue to monitor changing demographics and community needs and suggest to the County any warranted modifications to service routes and schedules. Most of the City residents’ continue to utilize automobiles as the primary means of transportation.
II. Transportation Element

Data, Inventory & Analysis

Designated Local and Regional Transportation Facilities Critical to the Evacuation of the Coastal Population

According to the Broward County Hurricane Evacuation Plan (BCHEP) prepared by the Division of Emergency Preparedness, no area of the City of Tamarac is identified for evacuation during any type of hurricane. The most eastern point of the community is located approximately four and one half (4.5) miles from the beach area with the vast majority of the community more than ten (10) miles from the beach. 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 (Wilma) revealed that even inland development can be severely damaged. The only designated Pet-Friendly Shelter in Broward County is located at Millennium Middle School (5803 NW 94th Avenue) within the City Limits of Tamarac. All Broward County residents are eligible, but must pre-register with the Humane Society of Broward County, which shares operational responsibility with the American Red Cross. Broward County has designated two (2) shelters within near proximity to the City of Tamarac 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 2.8. All shelters are located proximate to major roadways, therefore, all shelters can be easily accessed. Finally, the Sawgrass Expressway abuts the City on the west and the Florida Turnpike is located on the eastern edge of the City. These roadways would be the primary routes for evacuation from the City to leave the South Florida Region.

City of Tamarac
Designated Hurricane Shelters

Coral Glades High School
2700 Sportsplex Drive
Coral Springs, Florida
Park Lakes Elementary School
3925 N. State Road 7
Lauderdale Lakes, Florida

Coral Glades High School is the primary shelter for the western part of the City while Park Lakes Elementary School serves the eastern areas.
II. Transportation Element Data, Inventory & Analysis

Existing Average Daily Traffic, Peak Hour, Peak Direction, Levels of Service for Roads, Mass Transit Facilities and Corridors/Routes

The existing average annual daily traffic, peak hour, peak direction levels of service for roads, mass transit facilities and corridors/routes are described in Table 2.4 and Table 2.5, illustrated on Map 2.9 and in following text:

Table 2.4: Capacity Analysis of Existing Roadway System-2005 AADT Traffic Volumes

<table>
<thead>
<tr>
<th>East / West Roadways</th>
<th>Location ID #</th>
<th>Roadway Segment</th>
<th>Design Code</th>
<th>2005 AADT</th>
<th>LOS D Capacity</th>
<th>2005 Volume/Capacity</th>
<th>LOS AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southgate Blvd</td>
<td>740</td>
<td>E of Sawgrass Xway</td>
<td>474</td>
<td>2,980</td>
<td>31,100</td>
<td>0.10</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>742</td>
<td>E of Coral Ridge Dr.</td>
<td>474</td>
<td>11,457</td>
<td>31,100</td>
<td>0.37</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>744</td>
<td>E of Coral Sprgs Dr.</td>
<td>474</td>
<td>14,623</td>
<td>31,100</td>
<td>0.47</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>746</td>
<td>E of University Dr.</td>
<td>474</td>
<td>24,368</td>
<td>31,100</td>
<td>0.78</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>748</td>
<td>E of City Limit</td>
<td>474</td>
<td>28,251</td>
<td>31,100</td>
<td>0.91</td>
<td>D</td>
</tr>
<tr>
<td>McNab Road</td>
<td>676</td>
<td>E of Hiatus Rd.</td>
<td>274</td>
<td>8,712</td>
<td>14,600</td>
<td>0.60</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>678</td>
<td>E of NW 104 Ave.</td>
<td>464</td>
<td>8,712</td>
<td>21,700</td>
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<tr>
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<td>680</td>
<td>E of Nob Hill Rd.</td>
<td>422</td>
<td>23,096</td>
<td>33,915</td>
<td>0.68</td>
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<tr>
<td></td>
<td>682</td>
<td>E of Pine Island Rd.</td>
<td>622</td>
<td>31,721</td>
<td>50,825</td>
<td>0.62</td>
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</tr>
<tr>
<td></td>
<td>684</td>
<td>E of University Dr.</td>
<td>632</td>
<td>45,504</td>
<td>49,200</td>
<td>0.92</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>686</td>
<td>E of City Limit</td>
<td>632</td>
<td>46,822</td>
<td>49,200</td>
<td>0.95</td>
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<tr>
<td>Commercial Blvd</td>
<td>640</td>
<td>E of Sawgrass Xway</td>
<td>632</td>
<td>28,006</td>
<td>49,200</td>
<td>0.57</td>
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<tr>
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<td>632</td>
<td>54,000</td>
<td>49,200</td>
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<tr>
<td></td>
<td>648</td>
<td>E of SW 81 Ave.</td>
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<td>50,500</td>
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<td>1.03</td>
<td>E</td>
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<td>66,500</td>
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<td></td>
<td>652</td>
<td>E of FLA Turnpike</td>
<td>632</td>
<td>52,081</td>
<td>49,200</td>
<td>1.06</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>654</td>
<td>E of SR 7</td>
<td>632</td>
<td>57,000</td>
<td>49,200</td>
<td>1.16</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>656</td>
<td>E of NW 31 Avenue</td>
<td>632</td>
<td>54,044</td>
<td>49,200</td>
<td>1.10</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>658</td>
<td>E of City Limit</td>
<td>632</td>
<td>64,500</td>
<td>49,200</td>
<td>1.31</td>
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</tr>
<tr>
<td>Prospect Road</td>
<td>630</td>
<td>E of NW 31 Avenue</td>
<td>264</td>
<td>13,764</td>
<td>10,000</td>
<td>1.38</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>632</td>
<td>S of Commercial Blvd</td>
<td>432</td>
<td>24,583</td>
<td>32,700</td>
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</tr>
<tr>
<td>Bailey Road</td>
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<td>E of SW 81 Avenue</td>
<td>274</td>
<td>14,124</td>
<td>14,600</td>
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<tr>
<td></td>
<td>1054</td>
<td>E of The Common</td>
<td>474</td>
<td>14,124</td>
<td>31,100</td>
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<tr>
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<td>674</td>
<td>E of Sabel Palm Blvd</td>
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<td>14,600</td>
<td>0.89</td>
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<td>15,330</td>
<td>0.96</td>
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</tr>
<tr>
<td>East / West Roadways</td>
<td>Location ID #</td>
<td>Roadway Segment</td>
<td>Design Code</td>
<td>2005 AADT</td>
<td>LOS D Capacity</td>
<td>2005 Volume/Capacity</td>
<td>LOS AADT</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------</td>
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<td>-------------</td>
<td>-----------</td>
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</tr>
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<td>Sawgrass Xway</td>
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<td>Hiatus Road</td>
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<td>422</td>
<td>15,780</td>
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<tr>
<td>Nob Hill Road</td>
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<td>S of City Limit</td>
<td>422</td>
<td>26,681</td>
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<td>0.79</td>
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<tr>
<td></td>
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<td>313</td>
<td>N of Commercial Blvd</td>
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<td></td>
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<td>29,002</td>
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<td>University Drive</td>
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<td>49,200</td>
<td>1.22</td>
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<td>49,200</td>
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<td>17,843</td>
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<tr>
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<td>413</td>
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<td>32,673</td>
<td>32,700</td>
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</tr>
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<td>Florida Turnpike</td>
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<td>103,600</td>
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<tr>
<td></td>
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<td>103,600</td>
<td>0.97</td>
<td>D</td>
</tr>
<tr>
<td>SR 7</td>
<td>513</td>
<td>S of Commercial Blvd</td>
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<td>51,000</td>
<td>49,200</td>
<td>1.04</td>
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</tr>
<tr>
<td></td>
<td>515</td>
<td>N of Commercial Blvd</td>
<td>632</td>
<td>49,500</td>
<td>49,200</td>
<td>1.01</td>
<td>E</td>
</tr>
<tr>
<td>NW 31 Avenue</td>
<td>593</td>
<td>S of Commercial Blvd</td>
<td>632</td>
<td>32,508</td>
<td>49,200</td>
<td>0.66</td>
<td>C</td>
</tr>
<tr>
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<td>595</td>
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<td>632</td>
<td>34,436</td>
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</tr>
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<td>NW 21 Avenue</td>
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<td>N of Oakland Park Blvd.</td>
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<td>17,300</td>
<td>14,600</td>
<td>1.18</td>
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</tr>
<tr>
<td></td>
<td>1089</td>
<td>N of City Limit</td>
<td>264</td>
<td>4,543</td>
<td>10,000</td>
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<td>C</td>
</tr>
</tbody>
</table>

Sources: Broward County Metropolitan Planning Organization
Roadway Capacity and Level of Service Analysis 09/06
Calculations performed by Michele Mellgren and Associates, Inc.

**DESIGN CODE**

1st Digit: # of lanes
Table 2.5: Capacity Analysis of Existing Roadway System-2005 Two-Way Peak Hour Volumes

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<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Southgate Blvd</td>
<td>740</td>
<td>E of Sawgrass Xway</td>
<td>474</td>
<td>253</td>
<td>2,950</td>
<td>0.09</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>742</td>
<td>E of Coral Ridge Dr.</td>
<td>474</td>
<td>1,029</td>
<td>2,950</td>
<td>0.35</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>744</td>
<td>E of Coral Sprgs Dr.</td>
<td>474</td>
<td>1,387</td>
<td>2,950</td>
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</tr>
<tr>
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<td>E of University Dr.</td>
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<td>2,270</td>
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<td>E of City Limit</td>
<td>474</td>
<td>2,484</td>
<td>2,950</td>
<td>0.84</td>
<td>D</td>
</tr>
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### II. Transportation Element

#### Data, Inventory & Analysis

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Sources: Broward County Metropolitan Planning Organization
Roadway Capacity and Level of Service Analysis 09/06
Calculations performed by Michele Mellgren and Associates, Inc.

* Consistent with Broward County Transportation Element, the adopted LOS for Arterials in TOC Districts (excluding Eastern Core) is LOS D + 75 percent.
1st Digit: # of lanes
2nd Digit: Classification
3rd Digit: Facility Type

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).

See Appendix A for methodology in determining Level of Service (LOS).
Mass Transit Facilities/Routes

Bus Service
Inter-County bus service is provided by the Broward County Office of Transportation - Mass Transit Division. Nine (9) County (BCT) bus routes currently provide service to the City in 2007. In addition, three (3) City bus routes provide shuttle service from local neighborhoods to key locations in the City and connecting to the Broward County routes. Along each route are numerous bus stops and shelters. Map 2.2A identifies the majority, if not all, of the known transit stops. Following is a description of each route.

Route 2 is a generally a north-south route which generally follows University Drive. Route 2 enters Broward County from Dade County traveling north on University Drive and enters the City Limits after crossing Commercial Boulevard and continues north through the City of Tamarac traveling north until exiting the City after crossing Southgate Boulevard into the City of Coral Springs. After leaving the City, Route 2 continues north through Coral Springs until reaching NW 56th Drive where it loops south and then west on Westview Drive and then returns south along the same route. Headways are approximately every 20 minutes on weekdays and 30 minutes on weekends.

Route 11 is both an east-west and north-south route that provides service to central Broward County. Route 11 initiates at Commercial Boulevard and SR 7/US 441, which is also a stop that services the ‘Breeze’. Route 11 travels through the City of Tamarac north along SR 7/US 441 and follows Prospect Road west along NW 16th Court. Turning south alone NW 19th Street, the route heads west again along NW 15th Court where it heads south and southeast along NW 27th Avenue and 8th Court respectively. Heading south along NW 22nd Avenue, Route 11 then travels east on NW 2nd Street. Turning south on Andrews Avenue, Route 11 travels north on SR A1A and west on the 14th
Street Causeway. Traveling north on US 1, Route 11 circumnavigates (west, north, east, south) the Citi Centre on Copans Road in Pompano Beach. Route 11 returns southbound along the same route. Headways are approximately every 20 minutes during the week and 30 minutes on the weekend.

Route 18 is generally a north-south intercounty route generally following SR 7/US 441 and providing service within Dade, Broward and Palm Beach Counties. Route 18 initiates at the Golden Glades Park & Ride Lot located in Miami-Dade County and proceeds north on SR 7/US 441 until entering the City of Tamarac at the 49th Street intersection. Route 18 continues on briefly through the City traveling north on SR 7/US 441, stopping at the Sunshine Plaza Shopping Center until exiting the City just north of Lakeside Plaza. After leaving the City of Tamarac, Route 18 travels north and then east on Marina Boulevard located in Boca Raton, Palm Beach County. Turning north on Edgewood Parkway and west on Sandalfoot Cove Boulevard. Route 18 heads south on SR 7/US 441 and repeats itself along the same route. Route 18 provides service to the Sandalfoot Square Shopping Center located at Sandalfoot Boulevard and SR 7/US 441. Headways are approximately every 15 minutes during the week and every 20 minutes on the weekends.

Route 31 is generally a route between downtown Fort Lauderdale, connecting to Broward County Community College North and then connecting to Deerfield Beach at Hillsboro Boulevard. Route 31 initiates at the Broward Central Terminal in downtown Fort Lauderdale and then travels west and north to Martin Luther King Jr. Boulevard/NW 31st Avenue. The route passes through the City Limits of Tamarac only at Commercial Boulevard. The route continues north on NW 31st Avenue/Lyons Road to Deerfield Beach where it heads west along Johnson Road and north along SR 7/US 441 until Hillsboro Boulevard. Route 31 travels east along Hillsboro Boulevard and turns south on Lyons Road/NW 31st Avenue reversing the route. Headways are
approximately every 25 minutes during the week and every 30 minutes on the weekends.

Route 55 is generally an east-west route with a north-south extension throughout central and east Broward County. The route initiates at the intersection of Commercial Boulevard and Pine Island Road in the City of Tamarac and travels north along Nob Hill Road. The route then heads west along McNab Road and south on Hiatus Road where it briefly exits the City. The route then travels east along Oakland Park Boulevard and north again along Nob Hill Road and Commercial Boulevard. Route 55 heads east along Commercial Boulevard through the City of Tamarac and eventually exits into the City of Fort Lauderdale as it crosses the intersection of Prospect Road and Commercial Boulevard. The route continues east on Commercial Boulevard and heads south through Fort Lauderdale along Bayview Drive. The route then heads east and south on Victoria Park Road and eventually heads west along Broward Boulevard and north along Victoria Park Boulevard. At Sunrise Boulevard Route 55 travels east and loops around the Galleria Mall at which point it repeats its original route in reverse. Headways are approximately every 30 minutes during the week and every hour on the weekends.

Route 57 is an east-west route with a north-south extension into the City of Fort Lauderdale. Route 57 initiates at the intersection of Commercial Boulevard and Pine Island Road. Route 57 turns west and travels along McNab Road and turns south on Hiatus Road. Traveling south until Oakland Park Boulevard Route 57 turns east on Oakland Park Boulevard and north on Nob Hill Road. At Commercial Boulevard Route 57 heads east until Bayview Drive in the City of Fort Lauderdale. Route 57 turns south onto Bayview Drive and circles the Galleria Mall at Sunrise Boulevard where it stops at the Central Terminal and repeats the route in reverse. Headways are approximately every 40 minutes on the weekdays and every hour on the weekends.
Route 62 is generally an east-west route between the Galt Ocean Mile beach area in the City of Fort Lauderdale south of Commercial Boulevard and the City of Tamarac and City of Coral Springs. The route initiates at the Coral Square Mall in the City of Coral Springs and travels west and south into the City of Tamarac on NW 100 Avenue/Nob Hill Road. The route travels east on McNab Road and exits the City Limits as it approaches the intersection of SW 81st Avenue. At this intersection, Route 62 travels north along SW 81st Avenue and east along Kimberly Boulevard. Route 62 turns south on SR7/US 441 and travels east along McNab Road prior to traveling south along Andrews Avenue. Route 62 then travels east along NE 62nd Street and south on US1 where it turns east onto Commercial Boulevard and south along Bouganvilla Drive. The route proceeds south along SR A1A and east on NE 41st Street. Route 62 then travels south on Galt Ocean Drive and west along NE 36th Street. The route then travels north along SR A1A as it begins reversal of the route. Headways are approximately every 30 minutes during peak times and approximately every hour during off peak times during the week. On weekends headways are approximately every hour.

Route 88 is generally a north-south route which services the Riverside Drive and Pine Island Road corridors throughout central Broward County. The route initiates at the Broward Mall and enters the City of Tamarac north of Commercial Boulevard. Route 88 travels north and exits the City Limits after crossing Southgate Boulevard. On Atlantic Boulevard the route heads east and north on University Drive. Route 88 then travels north along Riverside Drive through the City of Coral Springs where it turns west on Wiles Road. Turning northbound on University Drive and east on Westview Drive, Route 88 begins to traverse the same route in reverse. Headways are approximately every half-hour during peak times and every hour during off peak times on weekdays and hourly on the weekends.
The SR 7/US 441 ‘Breeze’ route, generally a north-south intercounty route with limited stops, is serviced by sixty (60) foot long articulated buses that traverse the SR 7/US 441 corridor between Coral Springs in Broward County and the Golden Glades Park & Ride Lot in Miami-Dade County. The 441 ‘Breeze’ route initiates at the Wal-Mart/Lowe’s Shopping Center at the intersection of Sample Road and SR 7/US 441 in Coral Springs. The ‘Breeze’ travels south along SR 7/US 441 entering the City of Tamarac briefly as it approaches Lakeside Plaza. The route proceeds through the City of Tamarac until exiting the City as it passes the Tamarac Professional Plaza. The route proceeds south on SR 7/US 441 through Broward County and enters Miami-Dade County as it approached Ives Dairy Road. The ‘Breeze’ merges onto SR9 in Miami-Dade County and travels south and west looping around the Golden Glades Park & Ride Lot where it returns along the same route in reverse. Headways are approximately every half hour daily.

Route 81 is located on NW 44th Street west of Rock Island Road within the Inverrary community. The Woodlands golf course neighborhood in Tamarac abuts NW 44th Street but no access occurs. 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. Ridership rates vary by route.

Broward County coordinates the installation and maintenance of bus benches and shelters at some of the bus stops typically through contract firms. Pedestrian access to bus routes is generally good, as sidewalks exist on a majority of major roadways.
TRANSPORTATION ANALYSIS

Analysis of 2005 Data Transportation System

Limited Access Highways
Two (2) Limited Access Highways are located within the City of Tamarac. The State of Florida Department of Transportation District IV and the Florida Department of Transportation Turnpike District maintain these roadways.

Sawgrass Expressway (SR 869)

- Facility Description
  - Discussion. The Sawgrass Expressway generally borders the western boundary of the City of Tamarac from the C-14 Canal just north of Southgate Boulevard to Commercial Boulevard. A total of approximately two and one half (2.5) miles of the Sawgrass Expressway abuts the City. The roadway is a six (6) lane divided freeway (principal arterial). The roadway is "super elevated" and a fly-over diamond-type interchange occurs at Commercial Boulevard. The State of Florida Department of Transportation (FDOT) maintains the Sawgrass Expressway.
  - Traffic signalization. There are no traffic signals on the Sawgrass Expressway, however, a flashing signal exists at the southbound exit ramp intersection with Commercial Boulevard.
  - Adjoining land uses/access. Generally, on the west side of the Sawgrass Expressway is the Everglades Conservation area. A FPL Substation and power line corridor also exist. On the east side of the roadway include, from north to south, medium to high density residential uses in the Kings
Point, Captiva and Sanibel communities from the C-14 Canal (north City Limits) to McNab Road and industrial land uses in the newly developing Tamarac Commerce Park from McNab Road to Commercial Boulevard. Access can be made from the Sawgrass Expressway into the City only at the Commercial Boulevard interchange.

- **Present Level of Service**
  
  o The FDOT monitoring stations along this section of the roadway are located (1) between Oakland Park Boulevard and Commercial Boulevard and (2) between Commercial Boulevard and Atlantic Boulevard. Only the second station within the City of Tamarac municipal boundaries will be analyzed in this element. The roadway segment within the City north of Commercial Boulevard is currently handling 68,500 TPD AADT (7,810 Peak Hour). The established Level of Service (LOS) D volume for the Sawgrass Expressway is 105,800 TPD AADT (9,840 Peak Hour). The current volume to capacity (V/C) ratio is 0.65 AADT (0.79 Peak Hour). This results in a current operating LOS of C.

- **Future Level of Service**
  
  o The current Broward County long-range forecast is for 2030. Therefore, the short-term forecast contained in this element has been factored. Traffic projections for 2030 are estimated to increase to approximately 112,216 TPD AADT (11,341 Peak Hour). The current established LOS D capacity for this roadway is 105,800 TPD AADT (9,840 Peak Hour). This would result in a projected LOS of D in 2030 AADT and (LOS F Peak Hour) in 2030. Northwest Broward County is essential built-out in 2007; therefore, unless
significant re-development occurs, the City questions the future long-term forecast (2030) by the County.

- Proposed Improvements

  - There was one improvement (ITS Freeway Management) scheduled for the road 2007/08 per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). Also the FDOT constructed, a 4 to 5 acre tandem tractor-trailer staging lot south of the Commercial Boulevard interchange area in the City of Sunrise.

*Florida Turnpike (SR91)*

- Facility Description

  - Discussion. The Florida Turnpike is generally located in the eastern portion of the City. This roadway enters the City Limits from the south about one (1) mile south of Commercial Boulevard and traverses north until exiting the City Limits about 1,000 feet north of Commercial Boulevard. A total of approximately 1.2 miles traverse through the City. The Florida Turnpike extends north to Wildwood in Central Florida and south to Florida City in southern Miami-Dade County. The roadway is a six (6) lane divided principal arterial. The Florida Turnpike is well paved and clearly marked with traffic lane striping. This roadway is “super elevated”. Commercial Boulevard crosses over the Turnpike and an interchange exists on the east side of the Turnpike.
The State of Florida Department of Transportation Turnpike District maintains the Florida Turnpike.

- **Traffic Signalization.** There are no traffic signals. However, there is a toll plaza at the Commercial Boulevard interchange.

  Adjoining land uses/access - Adjoining land uses are predominately golf course fairways and single-family homes both north and south of Commercial Boulevard. The interchange/toll plaza is located at the northeast quadrant of the intersection.

- **Present Level of Service**

  - The roadway segment south of Commercial Boulevard currently is handling 110,700 TPD AADT (11,490 Peak Hour). The roadway segment north of Commercial Boulevard currently is handling 100,200 TPD AADT (10,400 Peak Hour). The current LOS D volume for the Florida Turnpike is 103,600 TPD AADT (10,050 Peak Hour). Therefore, the current V/C ratio is 1.07 AADT (1.14 Peak Hour). This results in LOS E AADT (LOS F Peak Hour). For the segment north of Commercial Boulevard, the current LOS D volume for the Florida Turnpike is 103,600 TPD AADT (10,050 Peak Hour). Therefore, the current V/C ratio is .97 AADT (1.03 Peak Hour). This results in LOS D AADT (LOS E Peak Hour).

- **Future Level of Service**

  - The current Broward County long-range forecast is for 2030. The current FDOT projected LOS D capacity for this roadway is 105,800 TPD AADT (9,840 Peak Hour). The 2030 capacity is projected to be 105,800 TPD AADT (11,341 Peak Hour). These volumes would result in projected V/C ratios of 0.94 AADT (1.15 Peak Hour) in 2030 and 0.85 AADT (0.98 Peak
Hour) in 2025. This results in a projected LOS of D (LOS E Peak Hour) in 2009 and LOS C AADT (LOS E Peak Hour) in 2025.

- Proposed Improvements

  - There are no improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

**Arterial and County Collector Roadways**

Several arterial and County Collector roadways provide travel both through and within the City of Tamarac. These roadways are generally part of Broward County's system and are maintained by either the State of Florida and/or Broward County.

*Nob Hill Road (NW 100th Avenue)*

- Facility Description

  - **Discussion.** Nob Hill Road (NW 100th Avenue) is an urban minor arterial roadway in the western portion of the City. Nob Hill Road extends from the Palm Beach County Line to Miami-Dade County although the roadway has several different names on various segments. Nob Hill Road is classified as an Urban Minor Arterial roadway on the Broward County Trafficways Plan. Nob Hill Road (NW 100th Avenue) enters the City Limits from the south at Commercial Boulevard and traverses north until exiting the City Limits at Southgate Boulevard. This 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 2.6 miles. Concrete sidewalks exist on a majority of both sides of the roadway. There are six (6) traffic control signals on Nob Hill Road, located at intersections with other arterial or collector roads. There is clearly marked traffic lane striping on the entire length of the roadway.
  - **Traffic Signalization.** Exists at the following locations:
    - Southgate Boulevard
    - NW 80th Street
II. Transportation Element

- NW 77th Street
- NW 71st Place
- McNab Road
- Commercial Boulevard

All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses are predominately multiple-family residential and a few single-family residential neighborhoods north of McNab Road. Adjoining land uses between McNab Road and Commercial Boulevard include: a neighborhood commercial shopping center at the southwest corner of McNab Road and Nob Hill Road; an industrial park (Tamarac Commerce Center) on the west side of the roadway; and multiple-family residential, a golf course and the Plum Bay single-family neighborhood on the east side of the road. A gas station also exists at the northeast corner of Commercial Boulevard and Nob Hill Road. Access is generally restricted to controlled driveways and cross-streets as permitted through the Broward County and City platting process.

- **Present Level of Service**

  - The roadway segment north of Commercial Boulevard currently is handling 32,057 TPD AADT (2,270 Peak Hour). The roadway segment north of McNab Road is currently handling 29,002 TPD AADT (2,623 Peak Hour). The roadway segment south of Southgate Boulevard is currently handling 26,681 TPD AADT (2,270 Peak Hour). The established LOS D volume for Nob Hill Road is 32,700 TPD AADT (3,110 Peak Hour) for the Commercial Boulevard and McNab Road segments and 33,915 TPD AADT (3,221 Peak Hour) on the Southgate Boulevard segment. Therefore, the current V/C ratios are 0.79, 0.78 and 0.78 AADT (0.99, 0.86, 0.84 Peak
II. Transportation Element Data, Inventory & Analysis

Future Level of Service

- The current Broward County long-range forecast is for 2030. The Broward County estimates for 2030 project traffic levels increasing significantly north of Commercial Boulevard but more modestly on the other segments. The estimates for 2030 are 34,484 TPD AADT (3,221 Peak Hour) north of Commercial Boulevard, 25,942 TPD AADT (3,110 Peak Hour) north of McNab Road and 32,700 TPD AADT (3,110 Peak Hour) North of Southgate Boulevard. The projected LOS D volume for Nob Hill Road is 32,700 TPD AADT (3,390 Peak Hour) for the Commercial Boulevard and McNab Road segments and 32,700 TPD AADT (3,110 Peak Hour) on the Southgate Boulevard segment. These volumes would result in projected V/C ratios of 1.17, 1.02, and 0.79 AADT (0.92, 0.79, and 0.55 Peak Hour) by 2030. These V/C ratios would result in a projected LOS of F, D and C AADT (F, D and D Peak Hour) by 2030.

Proposed Improvements

- There are no improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

Pine Island Road (NW 88th Avenue)

Facility Description
Discussion. Pine Island Road (NW 88th Avenue) is a north-south urban minor arterial roadway located in the western area of the City. Pine Island Road is classified in the Broward County Transportation Element (Functional Classification) as an Urban Minor Arterial roadway. This roadway begins at the Palm Beach County line and continues south through Broward County into Miami-Dade County. This roadway enters the City Limits from the south at Commercial Boulevard and traverses north until exiting the City Limits at Southgate Boulevard. Pine Island Road is constructed as a four (4) lane divided facility with a 110’ wide right-of-way. The roadway length within the City Limits is approximately 2.6 miles. Concrete sidewalks abut a majority of both sides of the roadway. Some localized flooding occurs on occasion during severe storms.

There are six (6) traffic control signals on Pine Island Road, for an average of 3 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization. Exists at the following locations:

- Southgate Boulevard
- NW 81st Street
- NW 77th Street
- NW 75th Street
- McNab Road
- Commercial Boulevard

All traffic signals are operated and maintained by Broward County.
II. Transportation Element Data, Inventory & Analysis

- Adjoining land uses/access. Adjoining land uses are primarily single-family residential with a few multiple-family residential developments, golf courses, community facilities (City Hall and Fire Station) and commercial areas (southwest corner of Southgate Boulevard, the northwest, northeast and southeast corners of McNab Road and on both corners at Commercial Boulevard). Pine Island Road provides access to all adjoining land uses via controlled driveway openings and cross-streets.

- Present Level of Service

  - The roadway segment north of Commercial Boulevard is currently handling 32,057 TPD AADT (2,776 Peak Hour). The roadway segment north of McNab Road is currently handling 29,002 TPD AADT (2,405 Peak Hour). The roadway segment north of Southgate Boulevard is currently handling 23,428 TPD AADT (2,090 Peak Hour). The established LOS D volume for Pine Island Road is 32,700 TPD AADT (3,110 Peak Hour) for the Commercial Boulevard segment and 32,700 TPD AADT for north of McNab and Southgate (3,110 Peak Hour). Therefore, the V/C ratios are 0.95, 0.89, and 0.72 AADT (0.86, 0.84, 0.66 Peak Hour) respectively. This results in a current operating LOS of E, D and C AADT (F, D and B Peak Hour).

- Future Level of Service

  - The current Broward County long-range forecast is for 2030. The 2030 traffic volumes are projected to be 38,173 TPD AADT (3,221 Peak Hour) north of Commercial Boulevard, 30,721 TPD AADT (3,110 Peak Hour) north of McNab Road and 29,393 TPD AADT (2,585 Peak Hour) north of
Southgate Boulevard. The projected LOS D volume for Pine Island Road is 32,700 TPD AADT (3,221 Peak Hour) for the Commercial Boulevard segment and 32,700 TPD AADT (3,110 Peak Hour). The 2030 V/C ratios, based on the County’s projections, would be 1.13, 0.94, and 0.90 AADT (1.09, 0.89, and 0.83 Peak Hour) respectively. The 2030 V/C ratios would result in LOS of F, D and D AADT and D, D and D for the Peak Hour.

- Proposed Improvements

  - There are no improvements scheduled to the road within the City per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

*University Drive (SR 817)*

- Facility Description

  - *Discussion*. University Drive (SR 817) is a major north-south arterial roadway located in the central portion of Tamarac. The roadway currently terminates just north of Trails End in the City of Parkland (about one mile north of Holmberg Road) but is planned to eventually extend into Palm Beach County intersecting with Glades Road and extends southerly into Miami-Dade County. The portion of the roadway that exists within the City Limits begins at the centerline of Commercial Boulevard and traverses north to the northern City Limits north of Southgate Boulevard. The roadway is constructed as a six (6) lane divided facility with a 200’ wide right-of-way. Its length within the
Town limits is approximately 2.5 miles. Concrete sidewalks exist on both sides of the roadway for its full length in the City. A wide outside bike-lane exists along the roadway. An elevated bike/pedestrian overpass exists near the Elementary School/City Park in the 7500 Block. There are eight (8) traffic control signals on University Drive, for an average of 4 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- Traffic Signalization - exists at the following locations:
  - Southgate Boulevard
  - NW 82\(^{nd}\) Street
  - NW 78\(^{th}\) Street
  - NW 72\(^{nd}\) Street (Hospital Entrance)
  - McNab Road
  - NW 61\(^{st}\) Street
  - NW 58\(^{th}\) Street (Midway Plaza Entrance)
  - Commercial Boulevard

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access - Adjoining land uses are predominantly strip commercial. However, single-family residential, multi-family residential, commerce/office and community facility (UHMC hospital/school/park) land uses are present as well. University Drive provides driveway and cross-street access to all adjoining land uses. A platted frontage road exists on the east side of the road from Southgate Boulevard to north of McNab Road. Some segments have been constructed, but not consistently.
• Present Level of Service

  o The roadway segment south of Commercial Boulevard in the City of Lauderhill is currently handling 60,000 TPD AADT (6,010 Peak Hour). The roadway segment north of Commercial Boulevard in Tamarac is currently handling 50,500 TPD AADT (45,060 Peak Hour). The roadway segment south of McNab Road is currently handling 46,500 TPD AADT (4,660 Peak Hour). The roadway segment north of McNab Road is currently handling 49,200 TPD AADT (4,575 Peak Hour). The roadway segment north of Southgate Boulevard is currently handling 42,500 TPD AADT (4,680 Peak Hour). The established LOS D volume for University Drive is 49,200 TPD AADT (4,680 Peak Hour). Therefore, the current V/C ratios are 1.03, 1.22, 0.95 and 0.86 AADT (1.28, 1.08 and 0.91 Peak Hour) respectively. This results in a current operating LOS of F for the segments north and south of Commercial Boulevard and LOS D for all segments north of McNab within the City for AADT (LOS F south of McNab Road and LOS D north of McNab Road during Peak Hour).

• Future Level of Service

  o The current Broward County long-range forecast is for 2030. The 2030 Broward County projections estimate that traffic volumes will remain about the same south of Commercial Boulevard. The 2030 projected traffic counts for the roadway are 58,800 TPD AADT (5,820 Peak Hour) north of Commercial Boulevard, 52,609 TPD AADT (4,680 Peak Hour) north of McNab Road and 52,938 TPD AADT (5,294 Peak Hour) north of Southgate Boulevard. These V/C ratios would result in 2009 projected LOS of F on all roadway segments for both AADT and Peak Hour. The
V/C ratios for 2030 would also be LOS F on all roadway segments both AADT and Peak Hour.

- Proposed Improvements
  
  o There are no scheduled improvements to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

**NW 64th Avenue**

- Facility Description
  
  o NW 64th Avenue is a centrally located north-south roadway currently extending from Southgate Boulevard to approximately 1,000 feet north of but not connected to NW 44th Street. The roadway is known as NW 64th Avenue within the City of Tamarac but the name changes to SW 81st Avenue within the City of North Lauderdale. Bailey Road is the northern City Limit boundary where the name change occurs. The Broward County Trafficways Plan identifies NW 64th Avenue (and SW 81st Avenue) from Commercial Boulevard to Atlantic Boulevard within the City of Coral Springs as a 106' wide arterial roadway. However, this road segment is functionally classified as a City Collector. The roadway is not constructed over the SFWMD C-14 Canal into Coral Springs. The eastern half of the road right-of-way south of Commercial Boulevard is within the Tamarac City Limits and the western half is within the City of Lauderhill. NW 64th Avenue is constructed as a two (2) lane divided facility south of Commercial Boulevard and as a four (4) lane divided facility or with a common center turn lane between Commercial
Boulevard and Southgate Boulevard. The roadway length within the City Limits is approximately 1.5 miles. A sidewalk exists on the east side of the roadway from Commercial Boulevard to Bailey Road and on the west side of the roadway from Commercial Boulevard to NW 57th Street. There are a total of three (3) traffic control signals on NW 64th Avenue within the City Limits and one additional signal that affects the roadway capacity at McNab Road within the City of North Lauderdale. There is traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following locations:
  - McNab Road (not within Tamarac)
  - Bailey Road
  - NW 57th Street
  - Commercial Boulevard

  All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses vary by segment. South of Commercial Boulevard land uses include single-family homes and golf course communities both east of the roadway within Tamarac (Woodlands) and west of the roadway in Lauderhill (Inverrary). A gas station exists at the southwest corner of the Commercial Boulevard intersection. None of the land uses parcels within the Woodlands community have access to NW 64th Avenue. At both the northeast and northwest corners of Commercial Boulevard to NW 57th Street are commercial uses. North of NW 57th Street on the west side of the roadway are single-family homes and on the east side of the roadway are multiple-family residential development.

- **Present Level of Service**

  - The roadway segment south of Bailey Road is currently handling 17,843
II. Transportation Element Data, Inventory & Analysis

TPD AADT (2,070 Peak Hour). The established LOS D volume for NW 64th Avenue north of Commercial Boulevard is 21,700 TPD AADT (2,070 Peak Hour). This results in a V/C ratio of 0.85 or LOS D.

- Future Level of Service

  o The 2030 traffic projections estimate is 18,555 TPD AADT (1,837 Peak Hour) by 2025. Broward County’s projected LOS D capacity for this roadway will remain at 21,700 TPD AADT (2,070 Peak Hour); therefore, the 2030 V/C will be 0.86 AADT (0.89 Peak Hour). This results in LOS D.

- Proposed Improvements

  o There are no proposed improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

Rock Island Road

- Facility Description

  o Discussion. Rock Island Road is a north-south arterial roadway located in the east-central portion of Tamarac. Rock Island Road enters the City Limits from the south at NW 44th Street and traverses north until exiting the City Limits at Bailey Road. Rock Island Road extends from Wiles Road in the City of Coral Springs southerly to Oakland Park Boulevard in the City of Lauderhill. 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 one and one-half (1.5) miles. Concrete sidewalks exist on a majority of both sides of the roadway, although mostly north of Commercial Boulevard. Bike-lanes exist on the edges of the roadway. There are three (3) traffic control signals on Rock Island Road within the City Limits and an additional signal at McNab Road that affects the roadway capacity, for an average of 2 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following locations:
  - McNab Road (not within Tamarac)
  - Bailey Road
  - Commercial Boulevard
  - NW 44th Street

All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses are almost exclusively townhomes, single-family residential and multiple-family residential. A small commercial center exists at the southeast corner of Commercial Boulevard. Rock Island Road provides direct access to all land uses via limited driveways or cross-streets.

- **Present Level of Service**
  
  - The roadway segment north of NW 44th Street is currently handling 28,187 TPD AADT (2,256 Peak Hour). The roadway segment north of Commercial Boulevard is currently handling 35,262 TPD AADT (2,754 Peak Hour). The established LOS D volume for Rock Island Road is 33,915 TPD AADT (3,221 Peak Hour). Therefore, the current V/C ratios are 0.83 AADT (0.70 Peak Hour) and 1.04 AADT (0.85 Peak Hour) respectively. This results in a LOS of F AADT (C Peak Hour) and D AADT (B, C and D Peak Hour).
• Future Level of Service

  o The estimated 2030 traffic projections estimate that traffic counts will increase slightly on the segment south of Commercial Boulevard (about 7 percent) but increase significantly on the segment north of Commercial Boulevard (about 27 percent) during the planning period. The County’s projected LOS D roadway capacity in 2030 is 34,820 TPD AADT (2,786 Peak Hour) north of NW 44th Street and 41,076 TPD AADT (3,204 Peak Hour) north of Commercial Boulevard. The projected 2030 V/C ratios would be 1.03 AADT (1.03 Peak Hour) and (0.86 AADT (0.91 Peak Hour). The projected 2030 LOS would be F for roadway segments of north of Commercial Boulevard and F for roadway segments south of Commercial Boulevard and D for both segments Peak Hour.

• Proposed Improvements

  o There are no proposed improvements scheduled to the road per the short-range FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

**SR 7/US 441**

• Facility Description

  o **Discussion.** SR 7/US 441 is a north-south major arterial roadway located in east/central Tamarac. SR 7/US 441 initiates in north Miami-Dade County and extends across the State of Florida northward into Georgia.
The portion of this roadway that exists within the City Limits begins at the southern City Limits approximately one-quarter mile south of Commercial Boulevard and traverses north to the northern City Limits approximately one-half mile north of Commercial Boulevard. 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 .75 miles. Concrete sidewalks exist on both sides of the roadway.

- There is only one (1) traffic control signal on SR 7/US 441 within the City, but additional signals exist outside of the City Limits averaging of 3 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following location:
  - Commercial Boulevard

  All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses are exclusively strip commercial. SR 7/US 441 provides access to these uses at numerous driveway openings as much of the existing development occurred prior to current access restrictions.
II. Transportation Element Data, Inventory & Analysis

- Present Level of Service

  o The roadway segment south of Commercial Boulevard is currently handling 51,000 TPD AADT (4,180 Peak Hour). The roadway segment north of Commercial Boulevard is currently handling 49,500 TPD AADT (4,050 Peak Hour). The established LOS D capacity volume for SR 7/US 441 is 49,200 TPD AADT (4,680 Peak Hour). Therefore, the current V/C ratios are 1.04 AADT (0.89 Peak Hour) and 0.89 AADT (0.87 Peak Hour) respectively. This results in a current operating LOS of E for all roadway segments for AADT and LOS of D for Peak Hour.

- Future Level of Service

  o The estimated Year 2030 traffic projections estimate that the traffic volumes will increase gradually during the planning period by about 20 percent in 2025. The projected 2030 traffic volume for this roadway is 62,197 TPD AADT (4,680 Peak Hour) north of Commercial Boulevard. Broward County’s projected LOS D capacity volume for this roadway is 49,200 TPD AADT (4,680 Peak Hour). Therefore, the volume would result in a projected V/C ratio of 1.27 AADT (1.09 Peak Hour) in 2030. These V/C ratios would result in a projected LOS of F (both AADT and Peak Hour) and LOS D (both AADT and Peak Hour) 2030.

- Proposed Improvements

  o There are no proposed improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).
NW 31st Avenue

- Facility Description
  - Discussion. NW 31st Avenue is a north-south arterial roadway located in the eastern portion of Tamarac. This roadway enters the City Limits approximately 700’ south of Commercial Boulevard and exits at the north right-of-way line of Commercial Boulevard. The roadway length with the City Limits is approximately 800’. Concrete sidewalks abut both sides of the roadway.
  - Traffic Signalization. Exists at the following location:
    - Commercial Boulevard
      All traffic signals are operated and maintained by Broward County.
  - Adjoining land uses/access. The adjoining land use on the east side of the roadway is single-family residential. The land use on the west side of the roadway is a commercial shopping center. North of Commercial Boulevard are office parks and other commercial uses, however, they are not within the City Limits. Access to adjacent land uses is controlled at specifically designated driveway openings.

- Present Level of Service
  - The roadway segment south of Commercial Boulevard is currently handling 32,508 TPD AADT (2,947 Peak Hour). The roadway segment
north of Commercial Boulevard is currently handling 34,436 TPD AADT (3,140 Peak Hour). The roadway segment north of Commercial Boulevard is not within the City Limits. The established LOS D capacity volume for NW 31st Avenue is 49,200 TPD (4,680 Peak Hour) for both. Therefore, the current V/C ratios are 0.66 AADT (0.63 Peak Hour) and 0.70 AADT (0.67 Peak Hour) respectively. This results in a current operating LOS of C AADT on both segments for AADT and Peak Hour.

- Future Level of Service
  - The estimated Broward County Year 2030 traffic projections estimate that the traffic volumes will increase significantly (about 32 percent) 2030. The 2030 projected traffic counts at the same location is 62,197 TPD AADT (5,100 Peak Hour). The established LOS D capacity volume for NW 31st Avenue is 49,200 TPD (4,680 Peak Hour) for the segment south of Commercial Boulevard and 62,340 TPD AADT (5,112 Peak Hour) north of Commercial Boulevard. These volumes would result in a projected 2030 V/C of 1.26 AADT (1.09 Peak Hour). These V/C ratios would result in a projected 2030 LOS of D for both AADT and Peak Hour.

- Proposed Improvements
  - There are no scheduled improvements to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

*NW 21st Avenue*

- Facility Description
II. Transportation Element

- NW 21st Avenue is a two (2) lane north/south County Collector roadway located in the far eastern portion of the Tamarac. Only a small segment of the roadway is within the City Limits. The entire length of the roadway within the City Limits is an approximate 300+/- foot length of the roadway north of Prospect Road. The segment of NW 21st Avenue north of the City Limits in this area is within the City of Fort Lauderdale and the segment south of Prospect Road is within the City of Oakland Park. The roadway currently initiates north of Commercial Boulevard at the Fort Lauderdale Executive Airport and extends south to NW 19th Street in the City of Fort Lauderdale. The Broward County Trafficways Plan identifies the required right-of-way as 106 feet. A sidewalk exists on the east side of the roadway the full length of the adjoining commercial parcel.

A center left turn lane exists at Prospect Road. There is only one (1) traffic signal on the roadway within the City but one (1) additional traffic signal in the vicinity affects the roadway capacity. There is clearly marked traffic lane striping on the roadway.

- Traffic Signalization. Exists at the following locations:
  - Commercial Boulevard
  - Prospect Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access. Adjoining land uses include a commercial office use on the east side of the road and a vacant industrial parcel on the west side of the roadway. The commercial parcel has a driveway connection to the roadway.

- Present Level of Service
The roadway segment south of Prospect Road is currently handling 17,300 TPD AADT (1,754 Peak Hour). The roadway segment north of Prospect Road is currently handling 4,543 TPD AADT (428 Peak Hour). The established LOS D capacity for the roadway is 10,700 TPD. Therefore, the current V/C ratio is 0.45 AADT (0.45 Peak Hour) within the City Limits and AADT (1.26 Peak Hour) south of the City Limits. The resulting LOS is C (both AADT and Peak Hour) within the City and LOS F (both AADT and Peak Hour) north of Prospect Road.

- Future Level of Service
  - The County provides estimates on the segments north of Prospect Road. The county forecasts an approximate 20 percent increase in traffic on the roadway segment in the City and a 40 percent increase in traffic south of Prospect Road by 2030. The 2030 forecast for the segment in the City is 17,300 TPD AADT (1,390 Peak Hour). This would result in LOS F by 2030.

- Proposed Improvements
  - There are no improvements for the roadway listed in either the FDOT/Broward County Work Program or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

*McNab Road*

- Facility Description
Discussion. McNab Road is an east-west arterial roadway that is located in the west central portion of the City of Tamarac. McNab Road initiates just east of the Sawgrass Expressway and west of NW 108th Terrace at a residential development entrance. The roadway traverses the City eastward exiting the City just west of SW 81st Avenue in the City of North Lauderdale. The roadway is constructed as a two (2) lane facility from its western terminus to approximately NW 104th Avenue where the roadway widens to a four (4) lane divided facility. The four-lane section continues east to approximately 750’ west of Pine Island Road. McNab Road was widened in 2000 from this point to University Drive as a six (6) lane divided facility. East of University Drive is already a six (6) lane divided facility to the eastern City Limits and beyond. Its length within the City Limits is approximately 3.5 miles. Concrete sidewalks exist along most portions of the roadway.

There are five (5) traffic control signals on McNab Road within City Limits and one (1) additional signal at SW 81st Avenue in the City of North Lauderdale that affects the roadway capacity, for an average of 1.71 per mile. There is clearly marked traffic lane stripping on the entire length of the roadway.

Traffic Signalization. Exists at the following locations:

- Nob Hill Road (NW 100th Avenue)
- Pine Island Road (NW 88th Avenue)
- NW 80th Avenue/Lagos De Campo Boulevard
- University Drive
- NW 70th Avenue
- SW 81st Avenue (not within Tamarac)

All traffic signals are operated and maintained by Broward County.

Adjoining land uses/access. Adjoining land uses are predominantly single-family and multiple-family residential west of Pine Island Road.
with a commercial shopping center at the southwest corner at Nob Hill Road (Tamarac Market Place) and another at the northwest corner at Pine Island Road (Tamarac Square West). From Pine Island Road to the University Drive there is strip commercial uses on the north side of the roadway and primarily a golf course community (Colony West) and multiple-family homes on the south side of the roadway. East of University Drive is almost exclusively commercial uses except one multiple-family neighborhood (Lake Colony). Access is generally restricted to limited driveway and cross-street connections but because of the design of the strip commercial area (100’ lots/no Non-vehicular Access Lines), a higher number of curb cuts exist.

- Present Level of Service

  - The roadway segment west of Nob Hill Road is currently handling 8,712 TPD AADT (929 Peak Hour). The roadway segment west of Pine Island Road is currently handling 23,906 TPD AADT (2,110 Peak Hour). The roadway segment west of University Drive is currently handling 31,121 TPD AADT 2,586 Peak Hour). The roadway segment east of University Drive is currently handling 45,504 TPD AADT (3,932 Peak Hour). The established LOS D capacities for McNab Road are 21,700 TPD AADT (2,070 Peak Hour) west of Nob Hill Road, 33,915 TPD AADT (3,221 Peak Hour) west of Pine Island Road, 50,825 TPD AADT (4,826 Peak Hour) west of University Drive and 49,200 TPD AADT (4,680 Peak Hour) east of University Drive. Therefore, the current V/C ratios are 0.40, 0.68, 0.62 and 0.92 AADT (0.45, 0.65, 0.54 and 0.84 Peak Hour) respectively. This results in a current operating LOS of B east of Nob Hill Road and Pine Island Road, and east of University Drive for both AADT and Peak Hour.
II. Transportation Element Data, Inventory & Analysis

- Future Level of Service

  - The Year 2030 traffic projections estimate that the traffic volumes will decrease slightly west of Nob Hill Road, increase steadily (about 20 percent) between Nob Hill Road and University Drive throughout the long term planning period and increase significantly (about 36 percent) east of University Drive by 2030. The projected 2030 traffic volumes for the roadway are 3,334 TPD AADT (307 Peak Hour) west of Nob Hill Road, 25,860 TPD AADT (2,327 Peak Hour) east of Nob Hill Road, 33,094 TPD AADT (2,648 Peak Hour) east of Pine Island Road and 45,844 TPD AADT (3,943 Peak Hour) east of University Drive. These volumes would result in projected 2030 V/C ratios of 0.23, 0.76, 0.65 and 0.93 AADT (0.18, 0.72, 0.55 and 0.84 Peak Hour) respectively. The V/C ratios would result in a projected 2030 LOS of C (both AADT and Peak Hour) for all roadway segments except the roadway segment east of University Drive that would be LOS F (both AADT and Peak Hour).

- Proposed Improvements

  - There are no proposed improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

Bailey Road

- Facility Description

  - Discussion. Bailey Road is an Urban County Collector roadway located in
north-central Tamarac. The roadway initiates at NW 64th Avenue within the City of Tamarac and terminates at SR 7/US 441 within unincorporated Broward County. The roadway is depicted as an 80 foot wide Collector on the Broward Trafficways Map. The roadway is constructed as a three (3) lane facility from NW 64th Avenue to approximately NW 58th Avenue (two eastbound lanes and one westbound lane), as a four (4) lane divided facility from approximately NW 58th Avenue to about 300 feet west of SR 7/US 441. The City Limits are approximately the centerline of the roadway right-of-way. The City of North Lauderdale is located on the north side of the roadway from NW 64th Avenue to Rock Island Road. North of the roadway from Rock Island Road to SR 7/US 441 is currently within unincorporated Broward County as is the land area from approximately midway between Rock Island Road and SR 7/US 441 on the south side of the roadway. Its length within the City Limits is approximately 1.5 miles but the overall roadway length between NW 64th Avenue and SR 7 is about 2.5 miles. There are three (3) traffic signals along the length of the roadway for an average of .83 per mile. Sidewalks exist along a majority on the south side of the roadway within Tamarac with a few missing segments.

- **Traffic Signalization.** Exists at the following locations:
  - NW 64th Avenue
  - Rock Island Road
  - SR 7 / US 441

  All traffic signals are operated and maintained by Broward County.

- **Adjoining Land Uses.** Adjoining land uses include within the City (south side) are exclusively multiple-family residential. On the north side of the roadway between NW 64th Avenue (SW 81st Avenue) and Rock Island Road are multiple-family residential, vacant farmland, a cemetery and another large multiple-family residential development. North of Bailey
Road between Rock Island Road and SR 7/US 441 is a single-family community and likewise on the south side of the roadway east of the City Limits.

- Present Level of Service
  
  - The roadway segment east of NW 64th Avenue is currently handling 14,124 TPD AADT (1,413 Peak Hour). The roadway segment east of Rock Island Road is currently handling 14,124 TPD AADT (1,413 Peak Hour). The established LOS D volume of the roadway is 14,600 TPD AADT (1,390 Peak Hour) on the three-lane section on the four-lane section. Therefore, the V/C ratios are 0.97 and 1.02 AADT. This results in current operating LOS of D (AADT and Peak Hour).

- Future Level of Service
  
  - The 2030 projections are 10,625 TPD AADT (1,063 Peak Hour) east of NW 64th Avenue and 29,040 TPD AADT (2,904 Peak Hour) east of Rock Island Road. It is anticipated the entire roadway will be widened to a four-lane section by 2030. These volumes would result in V/C ratios of 0.25 AADT (0.27 Peak Hour) and 0.93 These V/C ratios would result in LOS C (ADT and Peak Hour) on the western segment and LOS D (AADT and Peak Hour) on the eastern roadway segment.

- Proposed Improvements
  
  - There are no proposed improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement
II. Transportation Element Data, Inventory & Analysis

Program (TIP).

Commercial Boulevard (SR 870)

- Facility Description

  - Discussion. Commercial Boulevard is an east-west principal arterial roadway that is located generally on the southern edge of the City of Tamarac. Commercial Boulevard initiates at the southwest corner of the City at the Sawgrass Expressway interchange and traverses east until exiting the City Limits east of Prospect Road. The roadway continues east after exiting the City through the City of Fort Lauderdale terminating at SR A1A. The roadway is constructed as a six (6) lane divided facility from the Sawgrass Expressway to SR A1A with a 120’ wide right-of-way. Its length within the City Limits is approximately 7.9 miles. In some sections, the right-of-way acts as the only connection between City development areas, primarily east of SR 7/US 441. The centerline of the roadway west of NW 64th Avenue is the municipal boundary with the Cities of Lauderhill and Sunrise. Concrete sidewalks exist on a majority of both sides of the roadway. There are twenty (21) traffic signals on Commercial Boulevard, for an average of 2.66 per mile. However, the major concentration of traffic signals occurs between Rock Island Road and SR 7/US 441. There is adequate marked traffic lane striping on the entire length of the roadway.

  - Traffic Signalization. Exists at the following locations:
    - Sawgrass Expressway (Flashing @ SB Exit ramp)
    - Hiatus Road
    - Nob Hill Road
II. Transportation Element  Da ta, Inventory & Analysis

- NW 94th Avenue
- Pine Island Road
- NW 79th Avenue
- University Drive
- NW 70th Avenue
- NW 64th Avenue
- Woodlands Boulevard
- Rock Island Road
- NW 50th Avenue
- NW 49th Avenue
- Florida Turnpike Entrance
- NW 47th Terrace
- Sunshine Plaza Entrance
- Mainland Drive
- SR 7/US 441
- NW 33rd Avenue
- NW 31st Avenue
- Prospect Road

All traffic signals are operated and maintained by Broward County.

- Adjoining land uses/access. Adjoining land uses vary greatly along the roadway. Adjoining the roadway between the Sawgrass Expressway and Nob Hill Road are industrial uses both in the City of Sunrise on the south and within the new Tamarac Commerce Park on the north. Adjoining the roadway between Nob Hill Road and Pine Island Road on the south side within the City of Sunrise include vacant platted commercial areas near Nob Hill Road, the Faith Center, new commercial developments and a Townhouse development near Pine Island Road. On the north side within the City of Tamarac is a gas station at Nob Hill Road, passive open space (lake), an industrial use and Challenger Elementary and Millennium
Middle Schools at NW 94th Avenue and platted strip commercial parcels, many of which are vacant at this time. Adjoining the roadway between Pine Island Road and University Drive are platted strip commercial parcels both within the City of Tamarac on the north and within the City of Lauderhill on the south. The developed land has been rezoned to a Mixed-Used District (MXD) to encourage redevelopment. Adjoining the roadway between University Drive and NW 64th Avenue are platted strip commercial parcels both within the City of Tamarac on the north and within the City of Lauderhill on the south. Much of this land area is developed with low intensity (one story) commercial uses. Adjoining the roadway between NW 64th Avenue and Rock Island Road are almost exclusively residential uses except at the northeast corner at NW 64th Avenue where a few commercial uses exist. The uses in this area include the Woodlands golf course community on the south and several mostly multiple-family residential developments on the north side. Adjoining the roadway between Rock Island Road and the Florida Turnpike are mostly single-family homes and new townhomes and single-family residences and one commercial use at the southeast corner of Rock Island Road. Adjoining the roadway between the Florida Turnpike and SR 7/US 441 are exclusively commercial uses. On the south side of the road are strip commercial uses and on the north is the Sunshine Plaza Shopping Center, a City Fire Station and an entrance road to several multiple-family complexes. Also, the Turnpike entrance is located midway between the Turnpike and SR 7. Adjoining the roadway between SR 7/US 441 and NW 31st Avenue are strip commercial and office complexes. Very little of the adjoining land uses are within the City, rather, the Commercial Boulevard right-of-way comprises the City Limits in many areas. There are commercial land uses within the City Limits on both sides of the roadway near SR 7/US 441 (about 1,800’ east
of SR 7) and a commercial shopping center exists at the southwest corner of NW 31st Avenue. Adjoining the roadway between NW 31st Avenue and Prospect Road include commercial uses at the northeast corner at NW 31st Avenue and a large community facility use (church) just east of that area, all within the City of Fort Lauderdale. At the northwest corner of Commercial Boulevard and Prospect Road is a gas station site and single-family homes within the Tamarac Lakes neighborhood. On the south side of the roadway are primarily single-family homes within the Tamarac Lakes neighborhood and several commercial uses at southwest corner with Prospect Road. Access to the roadway varies greatly. Most access is via controlled driveways and cross-streets. However, many of the strip commercial areas have numerous driveway connections in close proximity to other driveway connections that occasionally causes friction with through movements. The area between Rock Island Road and SR 7/US 441 is very congested as numerous adjoining developments connect to Commercial Boulevard in this area, many at signalized intersections. This situation affects the roadway capacity and LOS. As Commercial Boulevard is a State road, access is controlled by FDOT. Much of the existing development pre-dated the FDOT Access Management Standards. The FDOT is studying the corridor to identify improvements affecting the capacity and design characteristics of the roadway.

- Present Level of Service

  - The roadway segment east of the Sawgrass Expressway is currently handling 28,006 TPD AADT (2,663 Peak Hour). The roadway segment west of Nob Hill Road is currently handling 39,605 TPD AADT (3,313 Peak Hour). East of Pine Island Road is currently handling 50,184 TPD AADT
(4,337 Peak Hour). The roadway segment east of University Drive is currently handling 54,000 TPD AADT (5,410 Peak Hour). The roadway segment east of NW 64th Avenue is currently handling 50,600 TPD AADT (4,140 Peak Hour). The roadway segment east of Rock Island Road is currently handling 66,500 TPD AADT (6,660 Peak Hour). The roadway segment east of SR 7/US 441 is currently handling 57,000 TPD AADT (4,670 Peak Hour). The roadway segment east of NW 31st Avenue is currently handling 54,044 TPD AADT (4,521 Peak Hour). The roadway segment east of NW 21st Avenue (and Prospect Road) is currently handling 64,500 TPD AADT (5,280 Peak Hour). The established LOS traffic volume for Commercial Boulevard is D. Therefore, the current V/C ratios are 0.57, 0.80, 1.02, 1.10, 1.03, 1.35, 1.06, 1.16, 1.10, 1.21 and 1.31 AADT (0.57, 0.71, 0.93, 1.16, 0.88, 1.42, 0.87, 1.0, 0.97, 1.13 Peak Hour) respectively. This results in a current operating LOS of C, C, E, F, F, F, F, F and F AADT (C, C, B, F, D, F, D, D and F Peak Hour) respectively.

- Future Level of Service
  
  - The 2030 Year traffic projections estimate that the traffic volumes will increase significantly on the western segments and increase gradually on the balance of the roadway segments. The projected 2030 traffic volumes for the roadway are 36,556 TPD AADT (3,473 Peak Hour) east of the Sawgrass Expressway, 44,186 TPD AADT (3,712 Peak Hour) east of Nob Hill Road, 43,616 TPD AADT (3,751 Peak Hour) east of Pine Island Road, 58,383 TPD AADT (5,838 Peak Hour) east of University Drive, 45,606 TPD AADT (3,748 Peak Hour) east of NW 64th Avenue, 52,791 TPD AADT (5,279 Peak Hour) east of Rock Island Road, 56,865 TPD AADT (4,435 Peak Hour) east of the Florida Turnpike, 69,126 TPD AADT (5,668
Peak Hour) east of SR 7/US 441, 54,836 TPD AADT (4,606 Peak Hour) east of NW 31st Avenue and 65,530 TPD AADT (5,373 Peak Hour) east of NW 21st Avenue. Broward County’s projected 2030 LOS D capacities for this roadway are the same as existing conditions. These volumes would result in projected 2030 V/C ratios of 0.74, 0.90, 0.89, 1.19, 0.93, 1.07, 1.16, 1.40, 1.11, and 1.33 AADT (0.74, 0.79, 0.80, 1.25, 0.80, 1.13, 0.95, 1.21, 0.98, and 1.15 Peak Hour) respectively. These V/C ratios would result in projected 2030 LOS of C, D, D, F, D, F, F, F and F AADT (C, C, C, F, B, C, D, D and D Peak Hour).

- Proposed Improvements
  - There are no proposed improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

**Prospect Road**

- Facility Description
  - **Discussion.** Prospect Road is an east-west and north-south collector roadway located in the eastern portion of Tamarac. Within the City Limits, this roadway is constructed as a two (2) lane urban local collector roadway from NW 31st Avenue to Commercial Boulevard and as a four (4) lane divided roadway from Commercial Boulevard southeasterly to the eastern City Limits. The right-of-way requirement according to the Broward County Trafficways Plan is 100’. The entire length of the roadway within the City Limits is approximately 1.7 miles.
Concrete sidewalks exist on both sides of the roadway on the segment south of Commercial Boulevard and on the west side of the roadway north of Commercial Boulevard to where Prospect Road turns west and is known as NW 53rd Street.

There are two (2) traffic control signals on Prospect Road within the City Limits, for an average of approximately 1.18 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following locations:
  - Commercial Boulevard
  - NW 21st Street

All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses are primarily single-family residential, commercial recreation (golf course), a City park and commercial uses at Commercial Boulevard and NW 21st Street. Prospect Road provides access to adjacent properties at controlled driveways and cross-streets.

- **Present Level of Service**

  - The roadway segment north of Commercial Boulevard is currently handling 13,764 TPD AADT (1,536 Peak Hour). The roadway segment south of Commercial Boulevard is currently handling 24,583 TPD AADT (2,340 Peak Hour). The established LOS D volume for Prospect Road north of Commercial Boulevard is 10,000 TPD AADT (950 Peak Hour). The established LOS D capacity south of Commercial Boulevard is 32,700 TPD AADT (3,110 Peak Hour). Therefore, the current V/C ratios are 1.38 and 0.75 AADT (1.62 and 0.75 Peak Hour) respectively. This results in a current operating LOS of F and C for both AADT and Peak Hour conditions.
II. Transportation Element  

Data, Inventory & Analysis

• Future Level of Service

  o The 2030 Year traffic projections estimates that traffic counts will increase significantly on the roadway segments, doubling south of Commercial Boulevard by 2030. The County forecasts for the segment south of Commercial Boulevard. The 2030 estimate is 28,767 TPD AADT (2,733 Peak Hour). The 2030 estimate for North of Commercial Boulevard is 20,138 TPD AADT (2,739 Peak Hour). Broward County’s projected LOS D capacity for this roadway segment is 32,700 TPD AADT (3,110 Peak Hour). This monthly volume would result in a projected 2030 V/C ratio of .0.93 AADT (1.09 Peak Hour). This V/C ratio would result in 2030 projected LOS of D for AADT and E for Peak Hour conditions. The 2030 volume would result in a V/C ratio of 0.88 AADT (0.88 Peak Hour). This V/C ratio would result in a LOS of D for both AADT and Peak Hour conditions.

• Proposed Improvements

  o There are no improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

City Collector Roadways

Numerous City Collector roadways provide travel links within the City of Tamarac connecting local roadways to County Collectors and Arterial roadways. The City of Tamarac maintains these roadways.

NW 108th Terrace/ NW 80th Street
• Facility Description

  o Discussion. NW 108th Terrace is a north-south roadway that turns into NW 80th Street as an east-west collector roadway located in the northwestern portion of Tamarac. The roadway is located entirely within the City Limits. NW 108th Terrace initiates at McNab Road and traverses northward until curving eastward, turning into NW 80th Street and connecting to Nob Hill Road. This roadway is constructed as a four (4) lane facility within an 80’ wide right-of-way. Its length within the City Limits is approximately 1.84 miles. A sidewalk exists on the east side of NW 108th Terrace from NW 71st Place northward and the south side of NW 80th Street adjacent to developed Kings Point areas. There is one (1) traffic control signal on NW 80th Street. There is clearly marked traffic lane striping and signage on the entire length of the roadway.

  o Traffic Signalization. Exists at the following location:
    • Nob Hill Road

All traffic signals are operated and maintained by Broward County.

  o Adjoining land uses/access. Adjoining land uses include single-family residential, townhouses and multiple-family residential, primarily in the Kings Point community. Access to NW 108th Terrace and NW 80th Street are provided at controlled driveways and cross-streets.
II. Transportation Element

Data, Inventory & Analysis

- Present Level of Service

  o The segment of NW 108th Terrace north of McNab Road is currently handling 3,600 TPD AADT (277 Peak Hour) and the segment at NW 80th Street west of Nob Hill Road is currently handling 6,680 TPD AADT (621 Peak Hour). The established LOS D volume for the roadway is 21,700 TPD AADT (2,070 Peak Hour). Therefore, the current V/C ratio is 0.17 and 0.31 AADT (0.13 and 0.30 Peak Hour) respectively. This results in a current operating LOS of C for both roadway segments during AADT and Peak Hour periods.

- Future Level of Service

  o The estimated 2009 and Broward County Year 2025 traffic projections only estimate traffic on NW 108th Terrace north of McNab Road. The County projects that the traffic counts will increase significantly, in fact, doubling by 2025. The 2009 estimate is 4,400 TPD AADT (409 Peak Hour) north of McNab Road. The 2025 estimate is 6,500 TPD (605 Peak Hour). Broward County’s projected LOS D capacity for this roadway is 21,700 TPD AADT (2,070 Peak Hour). Therefore, this volume would result in a projected V/C ratio of 0.20 in 2009 and 0.30 in 2025. These V/C ratios would result in a projected LOS of C throughout the planning period. The City obtained separate traffic counts for NW 80th Street west of Nob Hill Road in 2000 to establish baseline conditions. The forecasts have been factored as per Broward County instructions.

- Proposed Improvements

  o There are no proposed improvements scheduled to the road per
Facility Description

- **Discussion.** Hiatus Road is a north-south Urban County collector roadway located in the southwestern portion of Tamarac. This roadway is constructed as a four (4) lane divided facility. The Broward County Trafficways Plan requires a 106’ wide right-of-way. The roadway initiates at McNab Road and traverses southward across Broward County to Pembroke Road although the roadway is not entirely continuous at present. The length of the portion within the City is approximately 1.0 mile. A concrete sidewalk partially exists on the west side of the roadway north of Commercial Boulevard and will be extended as new development occurs.

  There is only one (1) traffic control signal on Hiatus Road, for an average of 1.0 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following location:
  - Commercial Boulevard

  All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses are exclusively industrial in nature. This road was recently constructed to serve the developed Tamarac Commerce Park. Hiatus Road provides access to the adjoining properties at controlled driveway openings and at several cross streets.
II. Transportation Element Data, Inventory & Analysis

- Present Level of Service

  - The roadway was constructed in 1999; therefore, no historical data is available. The most recent Broward County traffic counts (2005) indicate 15,780 TPD AADT (863 Peak Hour) are utilizing the roadway. The established roadway capacity will be 33,915 TPD AADT (1,611 Peak Hour). This results in a V/C ratio of 0.47 AADT (0.50 Peak Hour). The resultant LOS is B for both AADT and Peak Hour.

- Future Level of Service

  - The estimated 2009 (build-out) traffic projection north of Commercial Boulevard will be about 11,600 TPD AADT (1,080 Peak Hour). Broward County’s projected LOS D capacity for this roadway will remain the same, 21,700 AADT (2,070 Peak Hour). Therefore, this volume would result in a projected V/C ratio of 0.52 for both AADT and Peak Hour in 2009. These V/C ratios would result in a projected LOS of C for both AADT and Peak Hour.

- Proposed Improvements

  - There are no improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP).

**NW 94th Avenue/Westwood Drive West**

- Facility Description
II. Transportation Element Data, Inventory & Analysis

- **Discussion.** NW 94th Avenue / Westwood Drive West is a north-south collector roadway located in the west central portion of Tamarac. This roadway is constructed as a four lane divided (4LD) local collector from Commercial Boulevard to NW 60th Street (106’ wide right-of-way) and as a two (2) lane local collector from NW 60th Street to McNab Road (60’ wide right-of-way). The entire length of the roadway is within the City Limits and is approximately 1.0 mile in length. Only a few segments of sidewalks exist along the roadway. A bike-lane connection exists between Commercial Boulevard and NW 57th Street. There is one traffic control signal on the roadway. There is clearly marked traffic lane striping on those sections of the roadway requiring striping.

- **Traffic Signalization.** Exists at the following location:
  - Commercial Boulevard

- **Adjoining land uses/access.** Adjoining land uses include multiple-family residential near McNab Road, single-family residential and a golf course in the middle portion, townhouses in the Plum Bay and Landing on Cypress Green communities, an industrial parcel, Millennium Middle School and Challenger Elementary School on the west side of the road at Commercial Boulevard and a bank and vacant commercial parcels on the east side of the road at Commercial Boulevard. NW 94th Avenue / Westwood Drive West provides access to adjoining parcels at controlled driveway openings and at cross-streets.

- **Present Level of Service**

  - The roadway segment north of Commercial Boulevard is currently handling 10,568 TPD AADT (416 Peak Hour). The capacity of the roadway is 10,010 TPD AADT (950 Peak Hour). Therefore, the current...
V/C ratio is 1.06 AADT. This results in a current operating LOS of F AADT and Peak Hour LOS of C periods.

- Future Level of Service

  - Broward County does not provide any future traffic projections for City Collector roadways. Traffic volumes should remain similar by 2009 but could increase by 2030 if the vacant lands in the area were developed. However, LOS should remain within acceptable ranges.

- Proposed Improvements

  - There are no improvements scheduled to the road per the FDOT/Broward County, Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) or City plans.

**NW 84th Terrace**

- Facility Description

  - **Discussion.** NW 84th Terrace is a north-south City collector roadway located in the west central portion of Tamarac. This roadway is constructed as a four (4) lane facility. The roadway begins at Commercial Boulevard and traverses north until terminating at Lagos De Campo Boulevard. Its length within the City Limits is approximately one-half mile. There are short segments of sidewalks along the roadway, mostly adjacent to multiple-family developments at NW 61st Street and Lagos De Campo Boulevard.

  - **Traffic Signalization.** There are no traffic signals, however, traffic
control signs and lane striping do exist.

- **Adjoining land uses/access.** Adjoining land uses are predominately commercial near Commercial Boulevard, single-family residential in the middle segment and multiple-family residential north of NW 61st Street. Access to adjoining properties is via limited driveways and cross-streets.

- **Present Level of Service**

  - As the roadway is a City street, Broward County does not monitor traffic counts. The City engaged a firm to establish a baseline traffic volume for this element in 2000. The counts have been factored per Broward County criteria. The roadway segment north of Commercial Boulevard is currently handling 1,890 TPD AADT (176 Peak Hour). The established LOS D volume for NW 84th Terrace is 21,700 TPD AADT (2,070 Peak Hour). The current V/C ratio is 0.09 AADT (0.08 Peak Hour). This results in a current operating LOS of C for both AADT and Peak Hour periods.

- **Future Level of Service**

  - Broward County does not provide any estimates for future conditions, as the roadway is a City street. As this area is completely built-out, it is expected that the current traffic volumes should remain nearly the same. Therefore, the 2009 and 2025 V/C and LOS should remain the same.

- **Proposed Improvements**

  - There are no improvements scheduled to the road.
NW 80th Avenue

- Facility Description

  o **Discussion.** NW 80th Avenue is a north-south City Collector roadway located in the north central portion of Tamarac. This roadway is constructed as a four (4) lane facility with an 80’ wide right-of-way. The roadway begins at a signalized intersection on McNab Road at extends north meandering through the Woodmont community and then curving westward to Pine Island Road. As the roadway curves west at NW 82nd Street, the name of the roadway changes to NW 81st Street. The extension of the roadway south of McNab Road is known as Lagos De Campo Boulevard. The entire length of the roadway is within the City Limits and is approximately 1 mile. Sidewalks exist on both sides of the road between McNab Road and NW 57th Street. A sidewalk exists on the east side of the roadway only from the southerly boundary of the University Hospital Medical Center (UHMC) campus to NE 78th Street. There is only one (1) traffic control signal on NW 80th Avenue. There is clearly marked traffic lane striping on the entire length of the roadway.

  o **Traffic Signalization.** Exists at the following location:
    - McNab Road
    All traffic signals are operated and maintained by Broward County.

  o **Adjoining land uses/access.** Adjoining land uses include strip commercial at the McNab intersection, the UHMC campus rear entry, a large passive park (ESL), single-family and multiple-family residential developments and the Woodmont Country Club golf course and club facility. NW 80th Avenue provides access to adjoining land uses at controlled driveways and cross-streets.
II. Transportation Element

- Present Level of Service

  - As the roadway is a City street, Broward County does not monitor traffic counts. The City engaged a firm to establish a baseline traffic volume count for this element in 2000. The counts have been factored per Broward County criteria. The roadway segment north McNab Road is currently handling 5,900 TPD AADT (549 Peak Hour). The established LOS D volume for NW 80th Avenue is 21,700 TPD AADT (2,070 Peak Hour). Therefore, the current V/C ratio is 0.27. This results in a current operating LOS of C.

- Future Level of Service

  - Broward County does not provide any estimates for future conditions, as the roadway is a City street. As this area is nearly completely built-out, it is expected that the current traffic volumes will remain nearly the same.

- Proposed Improvements

  - There are no improvements scheduled to the road.

NW 70th Avenue/Brookwood Boulevard (NW 72nd Avenue)

- Facility Description

  - Discussion. NW 70th Avenue is a north/south City Collector roadway located in the central portion of Tamarac. The roadway is constructed as a four (4) lane facility. Some portions of the roadway have a median
II. Transportation Element Data, Inventory & Analysis

The roadway is composed of two sections that are not continuous, rather, the mid-point alignment on McNab Road are offset. The southerly roadway segment initiates at Commercial Boulevard and traverses north and northwesterly terminating at McNab Road. As the roadway bends westerly from the Commercial Boulevard alignment, the name of the posted roadway changes to Brookwood Boulevard (NW 72nd Avenue). The northerly roadway segment initiates at McNab Road and traverses northerly curving westward to University Drive. The name of the roadway changes at the curve (NW 71st Avenue) to NW 82nd Street. The roadway has a 60-foot right-of-way per the recorded plat. The only existing sidewalk segments are located between Commercial Boulevard and NW 57th Street and at the far north end of the roadway as the roadway intersects with NW 82nd Street. There is clearly marked traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following location:
  - McNab Road (segment north of McNab Road)
  - Commercial Boulevard
  All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** This roadway provides access primarily to single-family residential developments immediately abutting the facility. Many single-family lots front onto the roadway with direct driveway connections. The remainder of the lots in the area has access via cross-streets.

- **Present Level of Service**
As the roadway is a City street, Broward County information relating to the current and projected traffic volumes on this roadway is not available. The City engaged a firm to establish baseline traffic volumes in 2000. This data revealed that 3,744 TPD AADT (348 Peak Hour) occurred north of Commercial Boulevard, 2,420 TPD AADT (225 Peak Hour) occurred south of McNab Road and 7,181 TPD AADT (668 Peak Hour) occurred north of McNab Road. The roadway capacity is 21,700 TPD AADT (2,070 Peak Hour) on the divided sections and 17,360 TPD AADT (1,614 Peak Hour) on the undivided section. This results in V/C ratios of 0.21, .014 and 0.27. These V/C ratios result in a LOS of C on all roadway segments.

- Future Level of Service
  - Given the built-out development status of the adjacent lands, it is anticipated that this roadway will have sufficient capacity to accommodate all future increases in traffic volumes.

- Proposed Improvements
  - Therefore, there are no capacity improvements anticipated to maintain an acceptable level of service.

*Southgate Boulevard*

- Facility Description
  - Discussion. Southgate Boulevard is an east-west City Collector roadway
located in the northern portion of Tamarac. Southgate Boulevard initiates just east of the Sawgrass Expressway at a subdivision entrance and traverses east until its terminus into the City of North Lauderdale just west of SW 81st Avenue (known as NW 64th Avenue in Tamarac). This roadway is constructed as a four (4) lane divided urban local collector its full length. The roadway is currently classified as a City Collector with a 106’ wide right-of-way. Its length within the City Limits is approximately 3.75 miles. Concrete sidewalks exist only on the south side of the roadway from University Drive to the eastern City Limits. There are three (3) traffic control signals on Southgate Boulevard within the City Limits and another at SW 81st Avenue in the City of North Lauderdale just east of the City Limits that affects the capacity, for an average of approximately 1 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

- **Traffic Signalization.** Exists at the following locations:
  - SW 81st Avenue (not within Tamarac)
  - Nob Hill Road
  - Pine Island Road
  - University Drive

  All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** Adjoining land uses are predominantly single-family residential, multiple family residential, an open space corridor with a linear walkway and golf course. A commercial shopping center exists at the southwest corner at Pine Island Road and commercial uses exist at both the southwest and southeast corners at University Drive. Access to adjacent land uses is very limited, primarily from cross-streets and a few driveway connections.

- Present Level of Service
II. Transportation Element

Data, Inventory & Analysis

The roadway segment east of Nob Hill Road is currently handling 11,457 TPD AADT (1,029 Peak Hour). The roadway segment east of Pine Island Road is currently handling 14,623 TPD AADT (1,387 Peak Hour). The roadway segment east of University Drive is currently handling 24,368 TPD AADT (2,270 Peak Hour). The established LOS D volume for Southgate Boulevard is 31,100 TPD AADT (2,950 Peak Hour). Therefore, the current V/C ratios are 0.37, 0.47 and 0.78 AADT (0.40, 0.53 and 1.15 Peak Hour) respectively. This results in a current operating LOS of C, C and D AADT (C, C and F Peak Hour).

Future Level of Service

The estimated Year 2030 traffic projection estimates that the traffic volumes will increase significantly in the future. The projected 2030 volumes for the roadway are 12,575 TPD AADT (1,132 Peak Hour) east of Nob Hill Road, 16,342 TPD AADT (1,552 Peak Hour) east of Pine Island Road and 24,368 TPD AADT (3,315 Peak Hour) east of University Drive. These volumes would result in projected V/C ratios of 0.40, 0.53, and 1.15 AADT (0.38, 0.53, and 1.12 Peak Hour) respectively. These V/C ratios will result in a projected LOS of C, E and F.

Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County Work Program and/or the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). Although this roadway is classified as a Collector roadway and LOS analysis is performed accordingly, the roadway functions as a minor
arterial roadway connecting Arterial and other Collector roads from Nob Hill Road eastward to SR 7 US 441.

**NW 82nd Street**

- **Facility Description**
  - **Discussion.** NW 82nd Street is a four (4) lane divided east/west City Collector roadway located in the north-central portion of Tamarac. The roadway initiates at the intersection of NW 80th Avenue and NW 81st Street west of University Drive and extends across University Drive at a signalized intersection terminating into NW 70th Avenue as that roadway curves southerly. Sidewalks exist only adjacent to the commercial uses west of University Drive and extend east of University Drive to the connection to NW 70th Avenue.
  - **Traffic Signalization.** Exists at the following location:
    - University Drive
    - School Crossing near NW 74th Terrace
  
  All traffic signals are operated and maintained by Broward County.
  - **Adjoining land uses/access.** This roadway provides access to three (3) single-family neighborhoods within the Woodmont Country Club community west of University Drive, commercial uses at all four corners at University Drive and cross-streets into single-family neighborhoods east of University Drive.

- **Present Level of Service**
  - Information relating to the current and/or projected traffic volumes on this roadway is not available from Broward County.
However, the City engaged a firm to establish base-line conditions for the roadway in 2000. The counts have been factored per Broward County criteria. The existing traffic volume west of University Drive is 6,045 TPD AADT (519 Peak Hour) and the existing traffic volume east of University Drive is 6,300 TPD AADT (586 Peak Hour). The established capacity of the roadway is 21,700 TPD AADT (2,070 Peak Hour). This results in V/C ratios of 0.28 and 0.29 AADT (0.15 and 0.28 Peak Hour) respectively. These V/C ratios result in LOS of C for the roadway segments both AADT and Peak Hour periods.

- Future Level of Service
  - Since the area is virtually built-out, future traffic volumes are anticipated to be similar to existing conditions.

- Proposed Improvements
  - No improvements are needed to insure the provision of an acceptable level of service.

**NW 81st Street**

- Facility Description
  - **Discussion.** NW 81st Street is a four (4) lane divided east/west City Collector roadway located in the northwestern portion of Tamarac. The roadway initiates at Nob Hill Road and continues east until intersecting with NW 82nd Street and NW 80th Avenue. NW 81st Street curves
II. Transportation Element Data, Inventory & Analysis

southerly turning into NW 80th Avenue. Sidewalks currently exist on the south side of the roadway from NW 80th Avenue to NW 86th Way, on both sides of the roadway adjacent to the commercial uses west of NW 88th Avenue (Pine Island Road) and on the south side of the roadway from Nob Hill Road to NW 96th Avenue adjacent to an apartment complex.

- **Traffic Signalization.** Exists at the following location:
  - NW 88th Avenue (Pine Island Road)

  All traffic signals are operated and maintained by Broward County.

- **Adjoining land uses/access.** This roadway provides access to eight (8) single-family neighborhoods, all at cross-streets, a commercial shopping center at the northwest corner of Pine Island Road and an apartment complex at the southeast corner of Nob Hill Road.

- **Present Level of Service**

  - Information related to the existing and/or projected traffic volumes on this roadway are not available from Broward County. The existing traffic count is based on the 2000 data east of Nob Hill Road is 4,308 TPD AADT (346 Peak Hour). The estimated 2005 traffic count east of Pine Island Road is 3,656 TPD AADT. These traffic counts result in V/C ratios of 0.17 and 0.28 AADT (0.17 and 0.16 Peak Hour) respectively. These V/C ratios result in LOS of C for all roadway segments both AADT and Peak Hour periods.

- **Future Level of Service**

  - Since the area is virtually built-out, future traffic volumes are anticipated to remain similar to existing conditions.
• Proposed Improvements

  o Based upon the existing LOS, there are no improvements anticipated to insure the provision of an acceptable level of service.

The following text provides an abbreviated description of several minor City Collector roadways that have existed for many years in neighborhoods that are completely developed. A roadway description is provided as well as a notation of existing and projected traffic volumes and an LOS analysis.

**NW 78th Street**

NW 78th Street is a four (4) lane divided City Collector roadway located in the north-central portion of Tamarac. The roadway initiates at NW 80th Avenue and terminates at University Drive at a signalized intersection. The roadway serves as the main entrance into the Woodmont Country Club community from the east. This roadway provides direct access to three (3) multiple-family communities, two (2) single-family neighborhoods and an office complex at University Drive. Information related to the existing and/or projected traffic volumes on this roadway are not available from Broward County. However, the City engaged a firm to establish base-line conditions for the roadway in 2000. The counts have been factored per Broward County criteria. Since the area is virtually built-out, future traffic volumes are anticipated to remain similar to existing conditions. The existing traffic count west of University Drive is 5,960 TPD AADT (554 Peak Hour). This results in a V/C of 0.27 for both AADT and Peak Hour. This results in a LOS of C for both AADT and Peak Hour. Based upon the existing LOS, there are no improvements anticipated to insure the provision of an acceptable level of service. A sidewalk exists on the south side of the roadway from NW 80th Avenue to NW 78th Avenue connecting to Tamarac Elementary School.
**NW 77th Street**

NW 77th Street is a four (4) lane divided City Collector roadway extending between Nob Hill Road and Pine Island Road. The roadway collects traffic from the adjoining developments and distributes the traffic to the arterial roadways. Two (2) traffic signals exist along the roadway, one at the intersection of Pine Island Road and a new signal at the intersection of Nob Hill Road. Adjoining land uses are primarily multiple-family residential. A City park is located at the northeast corner of Nob Hill Road. A strip commercial shopping center, a religious facility and the Kings Point community recreational complex are located at the southeast corner of Nob Hill Road. Finally, a gas station exists at the northwest corner of Pine Island Road and a vacant commercial parcel exists at the southwest corner of Pine Island Road. Sidewalks exist along portions of the roadway. Information related to the existing and/or projected traffic volumes are not available from Broward County. Future traffic volumes can be expected to increase somewhat as several vacant parcels exist along the roadway. The existing 2005 traffic count east of Nob Hill Road is 7,200 TPD AADT (631 Peak Hour). This results in a V/C ratio of 0.16 AADT (0.15 Peak Hour) respectively. The V/C ratios result in current LOS of C for both AADT and Peak Hour periods. It is projected that traffic volumes could increase to approximately 3,700 TPD AADT (348 Peak Hour) and 8,100 TPD AADT (757 Peak Hour) by 2009. Based upon these existing and projected traffic volumes, no improvements are anticipated to insure the provision of an acceptable level of service. Sidewalks currently exist on the north and south sides of the roadway for most of the length except just west of NW 88th Avenue on the south side of the roadway and on the north side of the roadway just west of NW 96th Avenue.

**NW 76th Street**

NW 76th Street is a two (2) lane City Collector roadway located in north-central Tamarac. The roadway initiates at University Drive and traverses eastward to NW 70th Avenue and continues eastward terminating at NW 66th Terrace. There are no
existing traffic signals along the roadway. Adjoining land uses include commercial uses on both sides of the University Drive intersection, multiple-family residential complexes and primarily single-family residential within the Vanguard Village neighborhood. A small segment of sidewalk exists only on the north side of the roadway near University Drive. Many single-family homes front the roadway with direct driveway connections. Information related to the existing and/or projected traffic volumes are not available from Broward County. However, the City engaged a firm to establish base-line conditions for the roadway in 2000. The counts have been factored per Broward County criteria. Future traffic conditions are expected to remain similar to the existing condition, as the area is virtually built-out. The existing traffic volume east of University Drive is 1,420 TPD AADT (132 Peak Hour). This results in a V/C ratio of 0.14 for both AADT and Peak Hour. This V/C ratio results in a LOS of C. Based upon the existing and projected traffic volumes, no improvements are anticipated to insure the provision of an acceptable level of service. Only a small length of sidewalk exists just east of University Drive adjacent to the commercial uses.

**NW 75th Street**

NW 75th Street is a four (4) lane divided City Collector roadway located in west-central Tamarac. The roadway initiates at Pine Island Road and traverses eastward terminating at NW 80th Avenue within the Woodmont Country Club community. There is one (1) traffic signal located at Pine Island Road that also serves a City Fire Station west of Pine Island Road. Adjoining land uses include two (2) multiple-family residential complexes at Pine Island Road and five (5) single-family residential neighborhoods. All adjacent development connects to the roadway at cross-streets or limited driveways. A few segments of sidewalks exist on the north side of the roadway but not in a continuous manner. Information related to the existing and/or projected traffic volumes are not available from Broward County. However, the City engaged a firm to establish base-line conditions for the roadway in 2000. The counts
have been factored per Broward County criteria. The existing traffic volume east of Pine Island Road is 2,740 TPD AADT (255 Peak Hour). This results in a V/C ratio of .13 AADT (0.12 Peak Hour). This V/C results in a LOS of C. Based upon the existing and projected traffic volumes, no improvements are anticipated to insure an adequate level of service.

*Lagos De Campo Boulevard*

Lagos De Campo Boulevard is a four (4) lane divided curvilinear City Collector roadway located in west-central Tamarac. The roadway initiates at Pine Island Road and traverses easterly and northerly terminating at McNab Road at a signalized intersection. The extension of the roadway north of McNab Road is known as NW 80th Avenue. The roadway provides access for those land uses within the Woodland Lakes (a.k.a. Colony West) Golf Course community. The roadway intersects with NW 84th Terrace providing access for residents to Commercial Boulevard. Adjoining land uses are exclusively multiple-family residential and golf course frontage. All land uses connect to the roadway at limited driveway connections. There are various segments of sidewalks along both sides of the roadway but not in a continuous manner. Information related to the existing and/or projected traffic volumes are not available from Broward County. The existing 2005 traffic volume east of Pine Island Road is 5,296 TPD AADT (202 Peak Hour. This results in V/C of 0.21 for both AADT and Peak Hour periods. The V/C ratios result in LOS of C for both roadway segments AADT and Peak Hour. Based upon the existing and projected traffic volumes, no improvements are anticipated to insure an adequate level of service.

*NW 57th Street*

NW 57th Street is a two (2) lane divided east/west City Collector roadway extending from NW 94th Avenue to east of NE 62nd Avenue where the roadway terminates in a cul-de-sac near Commercial Boulevard. At one time in the past, a plan was envisioned to use NW 57th Street as either a one-way westbound roadway while
Commercial Boulevard was to be the eastbound roadway and/or NW 57th Street was to be a Business route. In any case, the roadway is unique in location and design. On each side of the roadway travel lanes is a bike-lane running from NW 94th Avenue to the cul-de-sac at NE 62nd Avenue. Information related to current and/or projected traffic volumes are not available from Broward County. The City has observed very low traffic volumes on this roadway; therefore, no traffic counts were taken on the road. The V/C ratios would be extremely low and the LOS would be C on all roadway segments. Broward County has prepared 2020 and 2030 forecasts for various roadway segments. The County estimates that by 2030 approximately 9,832 TPD (989 Peak Hour) may occur on the roadway segment east of Pine Island Road as well as the roadway segment east of University Drive. The County estimates that by 2030 approximately 9,532 TPD AADT (983 Peak Hour) may occur east of Pine Island Road and 1,165 TPD AADT (753 Peak Hour) may occur east of University Drive. All LOS would be LOS D or higher. There are various segments of sidewalks primarily along the south side of the roadway adjacent to commercial uses but not in a continuous manner.

**Average Daily and Peak Hour Trips**
The data provided in the above portion of the element was obtained from Broward County, and FDOT. AADT and Peak Hour data was obtained from Broward County, most recently in 2005. Forecasts for the Year 2030 were factored utilizing Broward County’s current and long-range forecasts. Forecasts for the Year 2030 were obtained from Broward County. The City of Tamarac is on the suburban edge of development in southeast Florida located in the northwest corner of Broward County. The only existing or future through traffic is on the Sawgrass Expressway or from existing roadways into adjacent municipalities, mostly on University Drive and Commercial Boulevard.
As the City of Tamarac is located at the northwest corner of Broward County, there is little through traffic east to west as the City is at the edge of the urbanized area. As to north to south traffic movements, McNab Road and Commercial Boulevard collect traffic from the Cities of Coral Springs, Sunrise and Lauderhill for eastward movements. Also, University Drive acts as the major north to south transportation “spine” in western Broward County. It is envisioned that in the 2025 planning horizon, University Drive and Pine Island Road could be extended into Palm Beach County connecting to existing or proposed roadways.

Modal Split and Vehicle Occupancy Rates

The modal split in Broward County is estimated at 1.64 percent mass transit and 98.36 percent vehicular (auto/truck/motorcycle). For planning purposes it is estimated that occupancy rates for vehicles average approximately 1.56 persons per vehicle. This data is verified in the Broward County Transportation Element, which noted the occupancy as the County average. The bus occupancy rates (load factors) noted similar occupancy rates as other communities with similar median incomes. The vast majority of Tamarac households, approximately 90 percent, own at least one automobile, while slightly less than one half (44 percent) of total occupied units own two or more vehicles. Because of the income levels within the City and surrounding areas and more elderly population, the vast majority of households having access to vehicles, a slightly higher then average proportion of public transit use is thought to occur. The City’s modal split averaged 2.6 percent in 1996. This is significantly higher than the County average.

Existing Public Transit Facilities

Eight (8) Inter-County bus routes currently serve the City. It is felt the City is well served by the bus routes available to the developed areas of the City. It is estimated
that approximately 95 percent of the City’s area is serviced by the bus routes and far exceeds Broward County minimum standards. In nearly all instances, pedestrian walkways allow easy travel to bus routes/stops although some infill segments of walkways should be pursued. The Tri-Rail system is not easily accessible to City residents. The stations, which are located along the railway line some two (2) miles from the City’s eastern border, are divorced from the City’s general population. Because of the City’s higher than average age characteristics and limited worker population, the value of Tri-Rail is very limited.

Broward County has adopted the following Public Transit LOS standard. Unlike the roadway LOS standard, which measures vehicles, the Public Transit LOS standard measures accessibility to public transit. Accessibility is addressed through the concept of functional area coverage, which is defined as maintaining a 70 percent peak hour functional area coverage for residential and employment locations. Accessibility is determined if a land use is within ¼ mile of a fixed bus route.

Route 2 currently averages 228 persons boarding in Tamarac per day. This Route has 44 trips per day. Each bus can carry up to 45 39 seated passengers. According to the Broward County Mass Transit Division, the average load factor (occupancy rate) for the entire route is 31 percent.

Route 11 currently averages 65 persons boarding in Tamarac per day. This route has 33 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 8.8 percent.
Route 18 currently averages 65 persons boarding in Tamarac per day. This route has 64.5 trips per day. This route is the busiest route in the County with more than thirteen thousand people utilizing the service each week. According to the Broward County Mass Transit Division, the average load factor for the entire route is 46 percent.

Route 31 currently averages 66 persons boarding in Tamarac per day. This route has 43 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 25 percent.

Route 55 currently averages 177 persons boarding in Tamarac per day. This route has 23 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 20 percent.

Route 57 currently averages 221 persons boarding in Tamarac per day. This route has 10 trips per day. According to the Broward County Mass Transit Division, there is no average load data for this route.

Route 62 currently averages 76 persons boarding in Tamarac per day. This route has 23.5 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 20 percent.

Route 44 currently averages 44 persons boarding in Tamarac per day. This route has 30 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 36 percent.

Route 88 currently averages 24 persons boarding in Tamarac per day. This route has 22 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 8.8 percent.
Population Characteristics Including Transportation Disadvantage

The City of Tamarac has a median household income of $34,290 according to the 2000 US Census. The City has been experiencing a significant shift in demographics, which is reshaping the City’s image. The City is continually growing younger by the years. The median age of a City resident has decreased from 63.5 years old in 1990 to 52.9 in 2000 according to the Census data. A more detailed breakdown is as follows:

Table 2.6: City of Tamarac Analysis of Residents Ages

<table>
<thead>
<tr>
<th>Age Group</th>
<th>No.</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>7,471</td>
<td>13.4%</td>
</tr>
<tr>
<td>18 - 64</td>
<td>27,118</td>
<td>48.8%</td>
</tr>
<tr>
<td>65 and Over</td>
<td>20,999</td>
<td>37.8%</td>
</tr>
<tr>
<td>Total</td>
<td>55,588</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: 2000 U.S. Census

The City’s population, according to the 2000 US Census data, was noted to be 55,588. A significant decrease in the average age occurred between 1990 and 2000 as younger people are occupying older housing area previously occupied by more elderly persons.

Household occupancy is estimated at 2.00 persons per household according to the 2000 U.S. Census (2.37 in 1990). Out of a total of 29,750 total occupied households, 9,947 households or 36.3 percent were one-person households. Approximately 14,363 total households (52.4 percent) had at least one person over 65 years of age.

Transportation disadvantaged persons are individuals who because of physical or mental disability, income status, or age are unable to transport themselves to or purchase transportation and are, therefore dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. This segment of the population includes persons age 65 or older, persons aged 14 or younger, and the seasonal population.
An exact number of persons needing transportation assistance is difficult to determine. The needs of the transportation disadvantaged are documented in the Broward County Transportation Disadvantaged Service Plan, 2002/2003. The vast majorities of residents are 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 Tamarac remains on a prearranged “as needed” basis. There are currently eight (8) BCT transit routes within Tamarac, all of which are operated as wheelchair accessible routes.

**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 attractors. Broward County defines a major trip generator or attractor as a concentrated area of intense land use or activity that produces or attracts a significant number of local trip ends. For public transit, this is a site, which attracts a substantial number of person trips per day. The Broward County Transportation Element defines such as meeting or exceeding the following thresholds: Office parks - 100,000 sq. ft. GLA; shopping centers - 500,000 sq. ft.; schools - 1,000 students; major employers - 1,000 employees; health facilities - 100 beds.

All of the above may be considered attractor uses while housing concentrations are typically defined as generators. The County does not have a threshold for housing, nor does the State of Florida. For purposes of this element, the City of Tamarac defines residential uses as concentration of higher density housing (over 10 DUA) and containing a minimum of 200 DU.
Multi-Family Concentrations - The City of Tamarac has a lower percentage of multi-family homes than Broward County on average. Broward County has approximately 57 percent of all housing units as multi-family compared to about 46 percent in the City. The 2000 US Census found a total of 29,750 dwelling units in the City of which 13,558 were multi-family units.

The City’s concentrations of multi-family housing are located mostly in the northwestern areas of the City. There are two (2) concentrations of multi-family housing in eastern Tamarac. The first area is located east of the Florida Turnpike Interchange with Commercial Boulevard, west of US 441/SR 7 and north of the Sunshine Plaza Shopping Center complex. There are three (3) developments in this area including the Island Club Apartments, the Lakeside at Tamarac Condominiums and the Treehouse Condominiums. There are approximately 615 DU within this area. The second area is located south of Bailey Road between NW 64th Avenue and the eastern City limits approximately one-half mile east of Rock Island Road. This area is identified in the Broward County Transportation Element as having a population density in the top 5 percent of all TAZs within the County. There are approximately 4,700 DU within this area. Based upon the total number of multiple-family housing units in these areas, it is estimated that 28,500 TPD are generated by these land uses.

In the western portions of the City, there are concentrations of multi-family housing around and within golf course communities known as Colony West and Woodmont, within the Kings Point community around Nob Hill Road north of McNab Road, in Land Section 5 and other locations. There are approximately 3,480 existing multiple-family DU around the Colony West golf course area,
which is located east of Nob Hill Road, west of University Drive, south of McNab Road and north of NW 61st Street. There are approximately 1,230 existing multiple-family DU within the Woodmont Country Club community, which is located east of Pine Island Road (NW 88th Avenue), west of University Drive, south of Southgate Boulevard and north of McNab Road. There are approximately 3,500 existing multiple-family DU within the Kings Point community, which is located generally west of Nob Hill Road (although a small portion is east of Nob Hill Road), between NW 80th Street on the north and NW 71st Place on the south. Finally, there are approximately 2,870 existing multiple-family DU located elsewhere in the City including Land Section 5, along Southgate Boulevard near Nob Hill Road and east of University Drive and a few other locations. The total number of existing multiple-family DU in western Tamarac is approximately 10,220 DU. Based upon the total number of multiple-family housing units in this area, it is estimated that 61,972 TPD are generated by these land uses.

The total number of vehicles trips generated by existing multiple-family housing within the City is estimated to be 90,472 TPD.

- **Attractors**

University Hospital and Medical Center (UHMC) - This land use is located west of University Drive approximately midway between McNab Road and Southgate Boulevard. The UHMC campus area encompasses some 30+ acres of land housing approximately 330 beds, 110,00 square feet of medical office buildings and approximately 1,000 parking spaces. Immediately adjacent to the UHMC campus is several other office buildings housing primarily medical uses. Approximately 120,000 square feet of additional office space and 450 parking spaces exist in these projects. Based upon ITE estimates and allowing for some
internalization, approximately 5,535 TPD are thought to occur at the UHMC campus area.

Commercial Corridors - University Drive is the primary north/south commercial corridor in western Tamarac. SR 7/US 441 is the primary commercial corridor in eastern Tamarac. Commercial Boulevard and McNab Road are the primary east/west commercial corridors in the City. These corridors contain the vast majority of the City’s commercial development. There are approximately 327+ acres of existing commercial uses primarily made up of “strip” commercial shopping centers, offices, restaurants and specialty stores. It is estimated that 2,800,000 square feet of buildings exist which could attract approximately 227,900 TPD.

• Land Section 7 Industrial Complex

The primary industrial area in Tamarac is located west of Nob Hill Road, east of the Sawgrass Expressway, north of Commercial Boulevard and south of McNab Road. This area includes approximately 500 acres of industrial land area. There are a wide variety of approved land uses including a hotel, commercial, manufacturing, warehouses and trucking terminals, etc. It is estimated that approximately 1,600,000 square feet of industrial buildings exist as of December 2003. This total amount of square footage would theoretically attract approximately 8,640 TPD.
Availability of Transportation Facilities and Services to Serve Existing Land Uses

As the City is approximately 99 percent built-out and existing roadways currently serve virtually all areas of the City, no additional major roadways will be necessary to serve the community at buildout. The largest problem is the capacity and current/future traffic volumes of several of the existing roadways, primarily major State roads and Broward County Arterial roadways. The City is located in the northwestern portion of Broward County and in the middle of the overall southeast Florida Metropolitan area. Several of the existing major roadways have been widened for the most part to their maximum lane expansions, including University Drive, Commercial Boulevard and SR 7. Some future roadway expansion is warranted for portions of Nob Hill Road north of Commercial Boulevard, Pine Island Road north of Commercial Boulevard, and Bailey Road east of Rock Island Road. Both McNab Road and Commercial Boulevard are major east/west routes between the western suburbs of Broward County and the coastal areas. Likewise, University Drive is the major north/south roadway in western Broward County. The roadway system is adequate for land uses within the City; however, the City experiences a great deal of “cut-through” traffic from the adjoining cities of Coral Springs, Lauderhill and Sunrise. This added traffic affects many of the roadway segments within the City from a concurrency and operational aspect. Therefore, the existing roadway system is deemed adequate to serve the City land uses (Map 2.10).

As mentioned earlier, Tri-Rail is available but not conducive to general use because the transit stations are some distance away from the primary residential areas of the City. Also, the City has a higher number of elderly residents that reduce the need for such service, primarily related to work trips. BCT Route 62 does provide service from the City to the nearest Tri-Rail station located at Cypress Creek Road and I-95. The closest distance from any portion of Tamarac to the Tri-Rail station is about 2+ miles with the most western areas 6+ miles away.
Bus service is felt to be excellent with service available to almost all residents by either a BCT bus route (Map 2.2A). The major provider of service is the Broward County Mass Transit Division (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, limousine companies and the Greyhound/Trailways Bus Company.

Broward County is characterized by a suburban land development pattern and 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 1.56 and a relatively affluent population, the County’s average transit modal split is only 1.64 percent of total daily trips (City is 2.6 percent).

Because BCT provides the major bus transit services, the City’s role in regional transit planning is limited. While BCT provides the primary transit service for Tamarac, the City is active in transit planning with regard to monitoring County actions and providing local input where necessary. Of course the City directly controls planning, route alignments and headways for the City mini-bus system.

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 45 persons. Considering the capacity of the fleet and the provision of generally either 30 or 60 minute headways for all of the routes (some headways are less during peak periods), the overall capacity of the system far 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 still
prefers the automobile as a means of transportation. Transit planning activities are carried out by the Urban Transit section of the Broward County Transportation Planning Division. The transit planning and operations staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County’s Transit Development Program which summarizes future capital and operations improvements.

BCT is a fixed-route, fixed-schedule bus system operated by the Broward County Mass Transit Division 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 all routes operating on one-hour headways.

The County’s main bus maintenance facility and the Broward County Division of Mass Transit main office is 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. The weekly pass is targeted mostly for tourists and is sold at many hotels and motels.

BCT interfaces with the Miami-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-Trans system at the Boca Town Center Mall and at Mizner Park. Finally, the County’s Tri-Rail stations are served by nine (9)
Para-transit 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 school bus system serves the three (3) existing public school in Tamarac 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 whom 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 service.

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

System capacity is analyzed by service frequency, or headway, and the seating capacity of the vehicles in relation to ridership. The existing level of service, according to Broward County’s Transportation Element, is above the 70 percent coverage rate countywide.
Tamarac is within the County’s northwest sector and includes one of the County’s highest density TAZs (455). The City has one of the highest transit service levels in the County where a high percentage of the population is served 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. As stated previously, according to the 2000 US Census, approximately 90 percent of all households have at least one automobile while 44 percent of all households have two or more vehicles. 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. This may be the primary reason the City’s transit modal split is 2.6 percent.

Demographic data provided in the 2000 U.S. Census and interim period updates were analyzed to identify the City’s level of transit dependency as compared to Broward County’s based upon area of low income, concentrations of senior citizens and concentration of persons whose means of transportation to work is by bus.

According to the 2000 US Census, Tamarac had a median household income of $34,290. The Broward County median household income was $41,691. The City’s median household income was 18 percent lower than the County’s. The table below indicates that according to the 2000 US Census, 37.8 percent (47.6 percent in 1990) of total population was at least 65 years of age or older. In addition, the percentage of households with no vehicles available was 15 percent, which is considerably higher than adjacent municipalities. The presence of a relatively high proportion of elderly
persons and a significant number of households with no vehicles available indicates a generally higher demand for public transportation in the City of Tamarac.

Table 2.7: City of Tamarac Transit Dependency Demographics

<table>
<thead>
<tr>
<th>Age: % Under 18</th>
<th>Age: % Over 65</th>
<th>% Using Public Transportation</th>
<th>Median Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.4%</td>
<td>37.8%</td>
<td>9.5%</td>
<td>$34,290</td>
</tr>
</tbody>
</table>

Source: 2000 U.S. Census

Despite the relatively high overall use of transit services, the City will examine Transportation System Management (TSM) techniques and Transportation Demand Management (TDM) strategies to encourage residents to use transit services and reduce motor vehicle use. According to the 2000 US Census, approximately 1.9 percent of persons in Broward County utilized public transportation (buses) for work trips. This compares to only 1.2 percent for Tamarac worker trips.

- Tri-Rail

Tri-Rail is a seventy-two (72) mile at-grade commuter rail line with eighteen (18) stations serving Palm Beach, Broward and Miami-Dade Counties. Tri-Rail service connects to Metrorail in Miami-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 fifty (50) weekday trains, sixteen (16) Saturday trains and sixteen (16) Sunday trains. Operations begin at 4:00 A.M. and end at midnight 11:05 P.M.

Since operations began in 1989 Tri-Rail has contributed to the invaluable service of providing for greater mobility of people goods and services. A number of improvements have been executed over the years aimed primarily at modernization. Double tracking within the rail corridor was included in the first
phase of improvements. Tri-Rail is also in the process of upgrading its stations to include more amenities include: enhancements to parking capacity, vehicular and pedestrian circulation, bicycle facilities, bus shelters buses, and associated landscaping. The Florida Legislature established the South Florida Regional Transportation Authority (SFRTA) for Miami-Dade, Broward and Palm Beach Counties in 2003 to coordinate, develop, and implement a viable transportation system for the region at large. However, a requested funding mechanism was not included at the agency’s inception, and a dedicated funding source is still being sought. Although this funding issue has generated some controversies and questioned Tri-Rail’s service, performance and future presence; enhancements made over the years have helped secure Tri-Rail’s future existence. Double tracking has been credited with contributing to increased ridership. Tri-Rail experienced a 21.2 percent increase in ridership from 2005 to 2006. Over three million (3,000,000) people used the transportation service in 2006.

Adequacy of Existing and Proposed Transportation System to Evacuate the Coastal Population Prior to an Impending Natural Disaster

According to the Broward County Hurricane Evacuation Plan (BCHEP) prepared by the Division of Emergency Preparedness, no area of the City of Tamarac is identified for evacuation. According to the Broward County Department of Emergency Management, individual municipalities are not specifically designated to utilize individual hurricane shelters. Therefore, residents from the City would be welcome to travel to any shelter located within Broward County. The only designated Pet-Friendly Shelter in Broward County is located at Millennium Middle School (5803 NW 94th Avenue) within the City Limits of Tamarac. All Broward County residents are eligible, but must pre-register with the Humane Society of Broward County, which shares operational responsibility with the American Red Cross. The closest American
Red Cross Shelters for general use are Coral Glades High School on 2700 Sportsplex Drive in the City of Coral Springs and Park Lakes Elementary School on 3925 N. State Road 7 in the City of Lauderdale Lakes. Coral Glades High School is convenient to the western areas of the City while Park Lakes Elementary School is convenient to the eastern areas of the City. The shelters are opened, supplied and operated by the Red Cross, which coordinates with the local school administration, and Broward County. Figures 2.8 and 2.17 depict the specified evacuation routes to the shelters. In general, within 12 hours of a storm’s anticipated landfall or coastal impact, evacuation notice is given to residents. The primary routes for residents seeking shelter at Coral Glades High School would be north along the Sawgrass Expressway (SR 869) to exit east on Sample Road then south on Sportsplex Drive to reach Coral Glades High School. The primary route for Park Lakes Elementary School would be east on Commercial Boulevard to State Road 7 and then south to 39th Street. Residents seeking to evacuate the region in general would take the Sawgrass Expressway to either I-75 or to the Florida Turnpike and I-95, or one of the other principal arterial roadways northward or eastward to the Florida Turnpike or I-95. Based on the above analysis, the transportation system is deemed adequate for evacuation should the need arise.

Growth Trends, Travel Patterns, Interactions Between Land Use and Transportation Facilities and Compatibility Between Future Land Uses and Transportation Elements.

The City of Tamarac’s current growth trend can best be described as “infill”, as the City is approximately 99 percent built-out in 2005. The only substantial remaining lands are in the new Tamarac Commerce Park and Westpoint DRI area (Land Section 7) and commercial parcels along Commercial Boulevard, McNab Road and University Drive. Build-out, other than commercial and industrial areas can be expected in less than 5 years depending on market conditions. Most of the commercial growth has
been small service type complexes along the major roadways. The vast majority of recent residential development has been in the Kings Point community on Nob Hill Road in the northwest corner of the City. The industrial area of the City is now substantially built-out with only about 32 acres of vacant land remaining. Travel patterns are well established. Interactions between land uses and transportation facilities are monitored by FDOT, Broward County and the City during platting and/or site plan approval processes.

This element was prepared to be consistent and compatible with the Future Land Use Element and other community’s Transportation Elements, including the Broward County Transportation Element, the Broward County Land Use Plan, the Long Range Transportation Plan, the Florida Department of Transportation’s Adopted Work Program, the County’s Transportation Improvement Program (TIP), the Tri-County Rail Transit Development Plan and the Broward County Bicycle Facilities Network Plan.

Existing and Projected Intermodal Deficiencies and Needs
There are no unaddressed intermodal deficiencies noted within the City. The City residents are well served by a local transit service provided by Tamarac which has many transfer points to Broward County’s Transit System. Access to the Cypress Creek Road Tri-Rail Terminal is available via BCT Route 62 but is currently not under much demand primarily due to the elderly retired population in Tamarac. It is anticipated that the residents of Tamarac will continue to use automobiles for primary travel purposes as is common in Broward County, where 98.9 percent automobile use is the current modal split. As the County experiences infill and redevelopment, however, it is anticipated that residents will rely more on transit service.
Projected Transportation Level of Service and System Needs

ITE Trip Generation Method
The City is approximately 99.2 percent built-out. There are approximately 69.6 acres of vacant land as of late 2005. Following is an estimate of future additional traffic that could be added by development within the City. Certain assumptions were made for typical plot coverage. ITE generation rates were utilized to examine probable rates by use. Most new single-family development is now zero lot line homes averaging 6 DUA. Commercial traffic generation estimates are based on ITE retail commercial shopping center generation rates as a worst case as some uses may be office uses at substantially fewer trips per day. Industrial traffic generation estimates are based on general manufacturing and warehousing uses. Broward County maintains a countywide concurrency computer model program that monitors existing traffic and future estimates. Therefore, the following is a worst-case scenario:

- Residential
  \[
  \text{Single-family} = 36 \text{ DU} \times 10 \text{ TPD} = 360 \text{ TPD}
  \]

- Commercial
  \[
  30.53 \text{ AC} \times 20\% \text{ coverage} = 265,977 \text{ sq. ft.}
  \]
  \[
  265,977 \text{ sq. ft.} \times 80 \text{ TPD per 1,000 sq. ft.} = 21,278 \text{ TPD}
  \]

- Industrial
  \[
  32.05 \text{ AC} \times 30\% \text{ coverage} = 418,829 \text{ sq. ft.}
  \]
  \[
  418,829 \text{ sq. ft.} \times 5.4 \text{ TPD per 1,000 sq. ft.} = 2,262 \text{ TPD}
  \]

Total = 23,900 potential TPD

Florida Standard Transportation Model Structure

An alternate method of forecasting travel demand based on land use intensities is the Florida Standard Urban Transportation Model Structure (FSUTMS), maintained by the Broward County MPO. This method is generally the accepted method to use when forecasting future traffic conditions.

It is a four-stage gravity model and is structured around the following steps:

- Trip Generation
- Trip Distribution
- Model Choice
- Assignment

The FSUTMS model generates trips at each traffic analysis zone (TAZ) from land use variables (population and employment). Trips are distributed between zones using a gravity concept and function factors. Trips are then split between highway, transit and other modes using mode choice concept. Highway trips are converted to auto trips using an appropriate auto occupancy rate. Auto trips are assigned to the highway network according to equalization concept based on speed and capacity of each highway facility in the network.

The 2030 traffic forecast for roadways within Tamarac using FSUTMS are shown in Tables 2.8 and 2.9.
### Table 2.8: Capacity Analysis of Projected Roadway System, 2030 AADT Traffic Volumes

<table>
<thead>
<tr>
<th>East / West Roadways</th>
<th>Location ID #</th>
<th>Roadway Segment</th>
<th>Design Code</th>
<th>2030 AADT</th>
<th>LOS D Capacity</th>
<th>2030 Volume/Capacity</th>
<th>LOS AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Southgate Blvd</strong></td>
<td>740</td>
<td>E of Sawgrass Xway</td>
<td>474</td>
<td>4,419</td>
<td>31,100</td>
<td>0.14</td>
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<tr>
<td></td>
<td>742</td>
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<tr>
<td></td>
<td>744</td>
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<tr>
<td></td>
<td>746</td>
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<tr>
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<td>1.15</td>
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<tr>
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<td></td>
<td>680</td>
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<tr>
<td></td>
<td>682</td>
<td>E of Pine Island Rd.</td>
<td>622</td>
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<td>50,825</td>
<td>0.65</td>
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<tr>
<td></td>
<td>684</td>
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<td>0.93</td>
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</tr>
<tr>
<td></td>
<td>686</td>
<td>E of City Limit</td>
<td>632</td>
<td>46,860</td>
<td>49,200</td>
<td>0.95</td>
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<tr>
<td><strong>Commercial Blvd</strong></td>
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<td>E of SW 81 Ave.</td>
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<td>652</td>
<td>E of FLA Turnpike</td>
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<td>E of SR 7</td>
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<td>656</td>
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<td>632</td>
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<td></td>
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<td>65,530</td>
<td>49,200</td>
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<td><strong>Prospect Road</strong></td>
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<td>E of NW 31 Avenue</td>
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<td>0.93</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>632</td>
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<td>28,767</td>
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<tr>
<td><strong>Bailey Road</strong></td>
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<td>E of SW 81 Avenue</td>
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<tr>
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<td>7,860</td>
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<tr>
<td></td>
<td>674</td>
<td>E of Sabel Palm Blvd</td>
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<td><strong>NW 44 Street</strong></td>
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## II. Transportation Element Data, Inventory & Analysis

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<th>East / West Roadways</th>
<th>Location ID #</th>
<th>Roadway Segment</th>
<th>Design Code</th>
<th>2030 AADT</th>
<th>LOS D Capacity</th>
<th>2030 Volume/Capacity</th>
<th>LOS AADT</th>
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<td>31,100</td>
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### Table 2.9: Capacity Analysis of Projected Roadway System, 2030 Peak Hour Bi-Directional Traffic Volumes

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<tr>
<th>East / West Roadways</th>
<th>Location ID #</th>
<th>Roadway Segment</th>
<th>Design Code</th>
<th>2030 Volume</th>
<th>LOS D Capacity</th>
<th>2030 Volume/Capacity</th>
<th>LOS At Peak</th>
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</thead>
<tbody>
<tr>
<td>Southgate Blvd</td>
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<td>E of Sawgrass Xway</td>
<td>474</td>
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<td>Commercial Blvd</td>
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</table>

Sources: Broward County Metropolitan Planning Organization
Roadway Capacity and Level of Service Analysis 09/06
Calculations performed by Michele Mellgren and Associates, Inc.

**DESIGN CODE**
1st Digit: # of lanes
2nd Digit: Classification
3rd Digit: Facility Type

See Appendix A for methodology in determining Level of Service (LOS).
## Transportation Element Data, Inventory & Analysis

<table>
<thead>
<tr>
<th>East / West Roadways</th>
<th>Location ID #</th>
<th>Roadway Segment</th>
<th>Design Code</th>
<th>2030 Volume</th>
<th>LOS D Capacity</th>
<th>2030 Volume/Capacity</th>
<th>LOS At Peak</th>
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<td>2,950</td>
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<tr>
<td>East / West Roadways</td>
<td>Location ID #</td>
<td>Roadway Segment</td>
<td>Design Code</td>
<td>2030 Volume</td>
<td>LOS D Capacity</td>
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<td>LOS At Peak</td>
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<td>632</td>
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Sources: Broward County Metropolitan Planning Organization
Roadway Capacity and Level of Service Analysis 09/06
Calculations performed by Michele Mellgren and Associates, Inc.

* Consistent with Broward County Transportation Element, the adopted LOS for Arterials in TOC Districts (excluding Eastern Core) is LOS D + 75%.

**DESIGN CODE**
1st Digit: # of lanes
2nd Digit: Classification
3rd Digit: Facility Type

See Appendix A for methodology in determining Level of Service (LOS).
As with previous transportation analyses, there are capacity problems to be corrected in the short and long-term planning horizon. Some State and County roadway segments will need to be widened but many of the roadways with capacity problems in Broward County are built as maximum cross sections. Widening roadways would be very expensive in some instances as private property would have to be condemned, not possible in others and could cause more harm to adjoining land uses.

Table 2.10: Overcapacity Roadway Segments, 2005 Bi-Directional Peak Hour

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>2005 LOS</th>
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<tbody>
<tr>
<td>Prospect Road east of NW 31 Avenue</td>
<td>LOS F</td>
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<tr>
<td>Bailey Road east of SW 81 Avenue</td>
<td>LOS E</td>
</tr>
<tr>
<td>Florida Turnpike south of Commercial Blvd</td>
<td>LOS F</td>
</tr>
<tr>
<td>Florida Turnpike north of Commercial Blvd</td>
<td>LOS E</td>
</tr>
<tr>
<td>NW 21 Avenue north of Oakland Park Blvd.</td>
<td>LOS F</td>
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</tbody>
</table>

The above roadways are all overcapacity roadways within Tamarac. As will be discussed below, each is planned to be improved in either the Transportation Improvement Plan or the Long Range Transportation Plan.

Prospect Road east of NW 31 Avenue
The segment of Prospect Road east of NW 31 Avenue is currently a two-lane collector. In 2005, its peak hour, bi-directional volume was 1,536 which was 62 percent greater than the LOS D capacity. This roadway segment is planned to be expanded from two lanes to four lanes after the year 2011 for an estimated cost of $17.38 million. This project is currently listed in the Broward County 2030 Long Range Transportation Plan.

Bailey Road east of SW 81 Avenue
The segment of Bailey Road east of SW 81 Avenue is currently a two lane collector. In 2005, its peak hour, bi-directional volume was 1,413 which exceeded the LOS D
capacity by two percent. This roadway segment is being improved this year to four lanes for a total cost of $7.00 million.

**Florida Turnpike south of Commercial Blvd.**

The segment of the Florida Turnpike south of Commercial Boulevard is maintained by the Florida Department of Transportation. In 2005, the peak hour, bi-directional volume was 11,490, or fourteen percent greater than LOS D capacity. This segment of the Florida Turnpike is currently six lanes and is proposed to be expanded to eight lanes in years 2007 and 2008. The cost of expansion is $52.00 million.

**Florida Turnpike north of Commercial Blvd.**

This segment of the Florida Turnpike is being improved concurrently with the segment described above. In 2005, the peak hour, bi-directional volume was 10,400, or three percent greater than LOS D capacity. As stated above, the cost of expansion is $52.00 million.

**NW 21 Avenue north of Oakland Park Blvd.**

NW 21 Avenue north of Oakland Park Boulevard is being improved from a two lane roadway to a four lane roadway for an estimated cost of $15.30 million. According to the Broward County 2030 Long Range Transportation Plan, this roadway is scheduled to be improved between the years of 2011 and 2030. In 2005, the peak hour, bi-directional volume was 1,754, or twenty-six percent greater than the LOS D capacity.

**Maintenance of Adopted Level of Service (LOS) Standards**

Previously, the City of Tamarac was subject to transportation concurrency in all areas except for a portion of the City east of the Florida Turnpike. This was because the City east of the Florida Turnpike was within a Transportation Concurrency Exception Area (TCEA) as designated by Broward County. In 2005, Broward County eliminated the TCEA and replaced it with a Transit Oriented Concurrency Management System. The Transit Oriented Concurrency Management System divides the County into ten
Concurrency Districts. Two of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system, and the remaining eight districts are Transit Oriented Concurrency (TOC) Districts. All of Tamarac lies within two of the TOC Districts, the North Central District and the Central District.

Each TOC district has specific LOS standards based on transit service requirements, while standard roadway concurrency districts continue to have standards based on two way peak hour LOS standard volumes. The City of Tamarac is subject to meeting the LOS standards of the two transit districts it is within. To ensure that LOS standards are maintained for these districts, the County requires that a transportation concurrency satisfaction certificate be issued before the issuance of any building permits; the County maintains a charter form of government which allows for this arrangement. In order to receive a satisfaction certificate, applicants pay transit concurrency assessments which help fund enhancements in the five-year County Transit Program (CTP). The CTP is the plan that seeks to achieve the level of service standards for each district, and it is updated annually to ensure that it remains financially feasible.

For local roadways, the City of Tamarac will strive to maintain a LOS D. For facilities within the Strategic Intermodal System, the Florida Department of Transportation establishes the level of service. Tamarac has two facilities included in the Strategic Intermodal System which are Sawgrass Expressway and the Florida Turnpike.

**Transportation Level of Service Standard for Tamarac**

*Facilities within the Strategic Intermodal System (SIS)*

Sawgrass Expressway and the Florida Turnpike shall operate at a LOS D, as established by the Florida Department of Transportation.
II. Transportation Element

Data, Inventory & Analysis

In Broward County
Increase number of bus stop shelters by 30 percent, and maintain the maximum service volumes on arterial roadways within each District, as displayed below:

- Two-lane arterials: 2,555 (75 percent above LOS D for Class II Arterials).
- Four-lane arterials: 5,442 (75 percent above LOS D for Class II Arterials).
- Six-lane arterials: 8,190 (75 percent above LOS D for Class II Arterials).
- Eight-lane arterials: 10,605 (75 percent above LOS D for Class II Arterials).

Broward County’s North Central Transit Oriented Concurrency District
Achieve headways of 30 minutes or less on 90 percent of routes, establish at least one neighborhood transit center, establish at least one additional community bus route, and expand coverage area to 53 percent.

Broward County’s Central Transit Oriented Concurrency District
Achieve headways of 30 minutes or less on 80 percent of routes, establish at least one neighborhood transit center, and establish at least two additional community bus routes.

All County and Local Collectors
All County and Local Collector roadways shall operate at a LOS D or above

Concluding Analysis of Forecasted Traffic Information
According to existing transportation plans, the five roadway segments currently overcapacity in Tamarac are all to be expanded in short or long term planning horizons. However, as the City and County continue to experience infill and redevelopment, maintaining roadway LOS will be increasingly difficult. Therefore, the City of Tamarac will fully comply with Broward County’s Transit Oriented Concurrency Management Program. Depending on the level of infill and redevelopment experienced in Broward County’s western communities, the City may
also have to reassess its LOS standard for certain local roadways in the future.

Based on 2030 projected peak hour, bi-directional volumes, the following three roadways will be overcapacity in the long term planning horizon.

- Southgate Boulevard east of University Drive
- Prospect Road east of NW 31 Avenue
- Sawgrass Expressway north of Commercial Blvd.
Projects Planned by the Florida Department of Transportation’s Adopted Work Program, Metropolitan Planning Organization and Local Transportation Authority.

Table 2.11: Five-Year Roadway System Improvements within Tamarac

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>IMPROVEMENT</th>
<th>YEAR</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bailey Road (SR 7 to NW 64th Avenue)</td>
<td>Two (2) Lane Addition to Create a 4L Roadway</td>
<td>Construction in 2005/06</td>
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<tr>
<td>Nob Hill Road (Commercial Blvd. to Westwood Drive)</td>
<td>Landscaping</td>
<td>Construction in 2005/06</td>
<td>$203 K</td>
</tr>
<tr>
<td>NW 82nd Street (SW Corner of Southgate Blvd and University Dr)</td>
<td>Construct Sidewalk</td>
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<tr>
<td>SR 7 (Commercial Blvd to Oakland Park Blvd)</td>
<td>Resurface Roadway</td>
<td>Construction in 2005/06</td>
<td>$5.449 M</td>
</tr>
<tr>
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<td>Resurface Roadway</td>
<td>Engineering in 2005/06</td>
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<td>Two (2) Lane Addition to Create a 8 L Highway</td>
<td>Construction in 2007/08</td>
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<tr>
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<td>Resurface Roadway</td>
<td>Construction in 2008/09</td>
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Source: Broward County Transportation Improvement Program 2006/07-2010/11

Table 2.12: Five-Year Transit System Improvements within Tamarac

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<th>LOCATION</th>
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<th>COST*</th>
</tr>
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<td>Transit Access and Pedestrian Improvement</td>
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<tr>
<td>BCT Route 18</td>
<td>Weekday 10 minute headways</td>
<td>Planned in 2006</td>
<td>$3.978 M</td>
</tr>
<tr>
<td>BCT Routes 2 and 31</td>
<td>Weekday 15 minute headways</td>
<td>Planned in 2007</td>
<td>$2.784 M</td>
</tr>
<tr>
<td>BCT Route 11</td>
<td>Weekday 20 minute headways</td>
<td>Planned in 2009</td>
<td>$3.381 M</td>
</tr>
<tr>
<td>BCT Route 62</td>
<td>Weekday 30 minute headways</td>
<td>Planned in 2005</td>
<td>$2.040 M</td>
</tr>
<tr>
<td>BCT Route 55</td>
<td>Weekday 30 minute headways</td>
<td>Planned in 2008</td>
<td>$994 K</td>
</tr>
<tr>
<td>BCT Route 57</td>
<td>Weekday 40 minute headways</td>
<td>Planned in 2008</td>
<td>$183 K</td>
</tr>
<tr>
<td>BCT Routes 2, and 31</td>
<td>Saturday Headway Improvements</td>
<td>Planned in 2007</td>
<td>$243 K</td>
</tr>
</tbody>
</table>
## Table 2.13: Long-Range Roadway System Improvements

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>IMPROVEMENT</th>
<th>YEAR</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prospect Road (NW 31 Ave to Commercial Blvd)</td>
<td>Two (2) Lane Addition to Create a 4L Roadway</td>
<td>Planned in 2011-2030</td>
<td>$17.377 M</td>
</tr>
<tr>
<td>Rock Island Road (Commercial Blvd to McNab Rd)</td>
<td>Two (2) Land Addition to Create 6L Roadway</td>
<td>Planned in 2011-2030</td>
<td>$11.345 M</td>
</tr>
<tr>
<td>McNab Rd / Commercial Blvd (Sawgrass Exwy to I-95)</td>
<td>Corridor Transit Improvement</td>
<td>Planned in 2011-2030</td>
<td>10.000 M</td>
</tr>
<tr>
<td>NW 21 Avenue (Oakland Pk. Blvd to Commercial)</td>
<td>Two (2) Lane Addition to Create 4L Roadway</td>
<td>Planned in 2011-2030</td>
<td>15.300 M</td>
</tr>
<tr>
<td>NW 31 Avenue (McNab Rd to N of FL Turnpike)</td>
<td>Two (2) Lane Addition to Create 6L Roadway</td>
<td>Planned in 2011-2030</td>
<td>14.748 M</td>
</tr>
</tbody>
</table>

Source: Broward County MPO Long Range Transportation Plan 2030

### Significant Accident and Fatality Analysis

Although not required by Statute or Rule to be provided, the City has researched both accident data and fatality data to observe if safety problems are occurring with roadway designs and/or operations. From 2000-2004 an average of 27,249 accidents occurred in Broward County on an annual basis according the County’s Transportation Element. Also, during that same period, an average of 198 persons dies each year in vehicle accidents. According to the Broward Sheriff’s Office (BSO), within the City of Tamarac, 17 persons lost their life in vehicle accidents in 1998 and 18 persons lost their life in 1999. This represents about 9 percent of all vehicle fatalities in Broward County. The City of Tamarac comprises about 3 percent of the total land area within Broward County, therefore, a higher than average percentage of accidents occurs in
the city. This may be due to the higher percentage of elderly drivers residing within the city coupled with the high traffic volumes on the two major roadways. The County’s element also contains a listing of the top 10 intersections with the most accidents. None of the intersections on the County’s list are within Tamarac. As can be expected, the majority of accidents occur along Commercial Boulevard and University Drive. The following intersections were identified in the County’s 2006 Transportation Element and recently by BSO as having the highest accident frequency in 2004:

- Oakland Park Boulevard at Powerline Road
- University Drive at Pines Boulevard
- Atlantic Boulevard at Powerline Road
- Oakland Park Boulevard at NW 21st Avenue
- Sunrise Boulevard at NW 31st Street
- Atlantic Boulevard at NW 26th Avenue
- SR 7 at Oakland Park Boulevard
- SR 7 at Sheridan Street
- Sample Road at NW 5th Terrace
- Pines Boulevard at SR 7

Internal Consistency Between Elements

No inconsistencies are known to exist between elements of the City’s adopted Comprehensive Plan. No land use compatibility issues are known to exist related to the various transportation modes. The Future Land Use Element contains a complete analysis of growth trends and documentation on the availability of services, which were used, in conjunction with the Future Land Use Map, to prepare the data, analysis and GOPs for the Transportation Element. This element analyzed travel patterns through the provision of existing and projected roadway level of service
II. Transportation Element Data, Inventory & Analysis

data, and the analysis of transit service and usage. A discussion on land use patterns is also presented. The Future Land Use Map is the basis for the roadway LOS projections. Much of the City is built-out and re-development may not occur for many years, as most of the development is relatively new. Many of the development densities are controlled by Stipulated Settlement Agreements as a result of lawsuits. The City has fairly high densities along major roadways except in the commercial areas, which have typical suburban design characteristics. The element discusses the availability/accessibility of transit facilities and services, needs for improved transit service, coordination of different travel modes, park-n-ride facilities, coordination with State and County transportation programs, non-motorized circulation of bikes and pedestrians, and air travel facilities. There are no LOS problems noted on City roadways that cannot be addressed through the actions referenced herein. There is a need to address completion of a more comprehensive pedestrian sidewalk system.

Transportation Management Programs Necessary to Promote and Support Public Transportation Systems

The City promotes and supports the use of Public Transportation Programs. The City supports adequately placed bus stops in attempts to increase ridership. Most land uses 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 buildout condition of the community.

City Roadway Maintenance

Many of the City’s Collector and local roadways were built 40 +/- years ago. Maintenance such as repaving, curbing improvements and irrigation has not been consistently performed over the years. In the mid - 1990s the City’s Public Works Department began an analysis of City’s 130 miles of Collector and local roadways and
prepared a study of the conditions. This information was presented to the City Commission for financial support. In 1997, the City retained the services of a consultant with special expertise in pavement management. All roadways were inspected and a Pavement Condition Index (PCI) number was assigned. This study was finalized in July 1998. Over $15 million of recommended improvements were listed in the study. The City Commission has now adopted the recommendations and numerous improvements spread out over seven (7) years are now under construction.

**Future Map Series**

The Future Map series is depicted in Maps 2.10 through 2.18.
APPENDIX A:
Methodology to Determine Level of Service

Method for Determining Levels of Service
The following is a description of how Level of Service (LOS) standards are defined and utilized to determine acceptable operating levels. The City utilizes LOS definitions common to Broward County. The Florida Department of Transportation (FDOT) establishes LOS for roadways under their jurisdiction.

Analysis of Existing System
The existing roadway network has been analyzed to determine average annual daily volumes, peak hour volumes, capacities, peak hour volume to capacity ratios and resulting levels of service. Such an analysis is required in order to establish a basis for adopting Level of Service (LOS) standards at peak hour pursuant to Chapter 9J-5 F.A.C. The Florida Department of Transportation and Broward County Metropolitan Planning Organization (MPO) provided traffic count information.

Level of Service
To determine current LOS on the roadway network, peak hourly demand volumes for various roadways were calculated using 2005 Average Annual Daily Traffic (AADT) volume counts and Two-way Peak Hour counts. These counts were obtained from Broward County MPO, and include counts supplied by the Florida Department of Transportation (FDOT) for the arterial roadways on the State system.

Establishing a roadway’s LOS is the most common index of traffic congestion. Level of service may denote any number of differing operating conditions that may occur on a given lane or roadway when it is accommodating various traffic volumes. The LOS of
a roadway is often defined as ratio of the traffic volumes (V) to the actual capacity (C) of the roadway (V/C ratio).

The following table illustrates the peak hour two-way direction roadway capacities used to calculate the V/C ratios for this analysis of existing roadway conditions in the City of Tamarac. Listed below are the V/C ratios used to determine LOS. Both the peak hour capacities and the V/C ratios are consistent with those used by the SFRPC, FDOT and Broward County MPO. Specific peak hour volumes were calculated utilizing data provided by Broward County MPO.

The descriptions of service levels used are as follows:

<table>
<thead>
<tr>
<th>V/C</th>
<th>LOS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - .65</td>
<td>LOS A</td>
<td>Free flow traffic at average travel speeds.</td>
</tr>
<tr>
<td>.66 - .75</td>
<td>LOS B</td>
<td>Stable flow with the presence of other users in traffic stream being noticeable.</td>
</tr>
<tr>
<td>.76 - .85</td>
<td>LOS C</td>
<td>Uncongested with other users in traffic stream causing significant interactions.</td>
</tr>
<tr>
<td>.86 - .95</td>
<td>LOS D</td>
<td>Congested stable flow with major delays.</td>
</tr>
<tr>
<td>.96 - 1.15</td>
<td>LOS E</td>
<td>Very congested with traffic at or near capacity.</td>
</tr>
<tr>
<td>1.16 +</td>
<td>LOS F</td>
<td>Extremely congested with breakdown flow (major delays occurring frequently).</td>
</tr>
</tbody>
</table>

The Florida Department of Transportation adopted an updated Level of Service (LOS) Manual in 2002. This manual established minimum accepted LOS Standards for State roadways. LOS Manual Table 2.1 “Statewide Minimum of Level of Service Standards for the State Highway System” states that for roadways such as the Florida Turnpike, the Sawgrass Expressway, SR 7 and University Drive, which are within urbanized areas with population characteristics over 500,000, the adopted LOS is “D”. A local
government cannot establish a higher level of service for state roadways. The City has adopted a LOS Standard of “C” for all local roadways in the City and LOS “D” for all arterial and collector roads.

**Service Volumes/Average Travel Speed**

Roadway capacities for different levels of service are referred to as service volumes and vary by the type of roadway analyzed, the number of signals per mile and the number of lanes. Using figures developed by the Florida Department of Transportation, the following tables list the daily service volumes for different roadway types.

The values provided in Table 2.4 are based on the methods and definitions provided in the Level of Service Manual prepared by the Florida Department of Transportation, 2002 update. The Level of Service Manual measures, or determines, level of service based on average travel speed consistent with the 2002 Highway Capacity Manual. Table 4-1 provides the general relationship between the level of service letters (A, B, C, D, E and F) and the annual average daily volumes on typical highways in Florida.

**Peak Hour Analysis**

Similar to the Link Analysis conducted for average daily traffic (ADT) conditions, the peak hour directional (PHD) analysis concentrates on peak hour directional volumes instead of average daily traffic volumes. Two-way peak hour directional service volumes are provided in Table 4-4 from the Florida Department of Transportation’s Level of Service Manual 2002 Update. The methods and definitions are provided in the 2002 Highway Capacity Manual.

Transportation Level of Service (LOS) Standards - Florida law requires transportation level of service standards to be adopted for roads and public transit facilities within the local government’s jurisdiction. Level of service standards for other
transportation facilities, such as bikeways and airports, are optional. Broward County applies transportation LOS standards through its Concurrency Management System only to roadways and public transit.

Florida Intrastate Highway System. Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt the LOS standards established by the Florida Department of Transportation by rule for facilities on the Florida Intrastate Highway System (FIHS). The following table provides the generalized two-way peak hour volumes for these FIHS roadways. It is based on a LOS “D” standard for urbanized areas with population over 500,000.

<table>
<thead>
<tr>
<th>roadway</th>
<th>link</th>
<th>two-way peak hour volumes</th>
<th>lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sawgrass Expressway</td>
<td>Sunrise Boulevard to Powerline Road</td>
<td>9,840</td>
<td>6</td>
</tr>
<tr>
<td>FTPK</td>
<td>N. of Miami-Dade Co. Line to Palm Beach Co. Line</td>
<td>9,840</td>
<td>6</td>
</tr>
</tbody>
</table>

Source: Level of Service Manual, Table 4-4, Florida Department of Transportation, 2002, Broward County Transportation Element, 2006.

Other non-local and non-municipal roadways. Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt adequate LOS standards for local roads. Broward County proposes to adopt the generalized two-way peak hour volumes for Florida’s Urbanized Areas at the LOS “D” standard, as shown in the following table. In the 2006 Traffic Circulation Element, the roadway LOS “D” standard was measured by the average annual daily traffic (AADT) volumes; however, state law now requires the LOS standard be measured by peak hour volumes. Accordingly, the City of Tamarac will utilize the two-way peak hour LOS “D” standard volumes provided in Table 4-4. These capacities are calculated by multiplying the Annual Average Daily Traffic (AADT) volumes by the statewide average of 0.093. This average is also the Planning Analysis Hour Factor or K factor (K100). According to the FDOT 2002 Level of Service Manual,
it is “the 100th highest demand volume hour of the year for a roadway section” or “the ratio of the 100th highest volume hour of the year to the annual average daily traffic.” Broward County is now using the two-way peak hour volumes. The City will also continue to utilize, as deemed necessary, the AADT LOS “D” standards as well.

**Generalized Two-Way Peak Hour Volumes for LOS D**

<table>
<thead>
<tr>
<th>LANES</th>
<th>2 LANE UNDIV</th>
<th>4 LANE DIV.</th>
<th>6 LANE DIV.</th>
<th>8 LANE DIV.</th>
<th>10 LANE DIV.</th>
<th>12 LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>State 2-way Arterials</td>
<td>1,720</td>
<td>5,870</td>
<td>8,810</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Uninterrupted Flow</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interrupted Flow</td>
<td>1,560</td>
<td>3,390</td>
<td>5,080</td>
<td>6,440</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Class I (0 to 1.99)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interrupted Flow</td>
<td>1,460</td>
<td>3,110</td>
<td>4,680</td>
<td>6,060</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Class II (2.0 to 4.5)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interrupted Flow</td>
<td>1,200</td>
<td>2,750</td>
<td>4,240</td>
<td>5,580</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Class III (more than 4.5 signals per mile)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeways, Group 1</td>
<td>---</td>
<td>6,510</td>
<td>10,050</td>
<td>13,600</td>
<td>17,160</td>
<td>20,710</td>
</tr>
<tr>
<td>Freeways, Group 2</td>
<td>---</td>
<td>6,250</td>
<td>9,840</td>
<td>13,420</td>
<td>16,980</td>
<td>20,560</td>
</tr>
<tr>
<td>Non-State Roadways</td>
<td>1,390</td>
<td>2,950</td>
<td>4,450</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Major City/County Rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Signalized Rds.</td>
<td>950</td>
<td>2,070</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

Source: Level of Service Manual, Table 4-4, Florida Department of Transportation, 2002.

It should be mentioned that the FDOT tables are “generalized” numbers and FDOT statisticians have suggested that if specific roadways are in question, a traffic engineer can prepare a study to determine more specific capacity numbers. Broward County now utilizes Peak Hour data for concurrency purposes but also records AADT data.
III. HOUSING ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

INVENTORY OF EXISTING HOUSING CHARACTERISTICS......................................................... 1
Housing Type .......................................................................................................................... 1
Age of Housing ...................................................................................................................... 2
Housing Occupancy Status .................................................................................................... 2
Housing Tenure ...................................................................................................................... 3
Housing Value ....................................................................................................................... 4
Monthly Mortgage Costs ....................................................................................................... 5
Monthly Cost of Renter Occupied Units ............................................................................... 6
Household income ................................................................................................................. 7
Household Cost to Income ..................................................................................................... 9
Housing Conditions .............................................................................................................. 11
Internal Housing Conditions ................................................................................................. 11
External Housing Conditions ................................................................................................. 12
Subsidized Housing ............................................................................................................... 14
Group Homes ......................................................................................................................... 14
Mobile Homes ....................................................................................................................... 14
Historically-Significant Housing ......................................................................................... 16
Construction and Demolition Information .......................................................................... 17
HOUSING ANALYSIS......................................................................................................... 17
Demographics ...................................................................................................................... 18
Household Projections .......................................................................................................... 19
Household Size Projections ................................................................................................. 20
Projections by Income Range ............................................................................................... 21
Affordable Housing Needs Assessment ............................................................................... 22
Housing Needs ...................................................................................................................... 22
Cost burden ............................................................................................................................ 24
Analysis .................................................................................................................................. 24
Land Required For the Total Housing Needs ...................................................................... 25
HOUSING DELIVERY........................................................................................................ 26
Private Sector Capability .............................................................. 26
City of Tamarac Housing Capability ..................................................... 27
Availability of Services ....................................................................... 28
Elimination of Substandard Housing ...................................................... 29

PROVISION OF ADEQUATE SITES FOR HOUSING .......................... 30
Very Low, Low-Income and Moderate Income Households ...................... 30
Mobile Homes .................................................................................. 30
Group Homes and Foster Care Facilities ................................................. 30
Conservation of Historically Significant Housing ..................................... 30

List of Tables

Table 3.1: Dwelling Units by Type, Compared ........................................ 1
Table 3.2: Housing Units by Year Constructed ......................................... 2
Table 3.3: Occupancy Status, Compared ................................................ 3
Table 3.4: Housing Tenure, Compared .................................................... 3
Table 3.5: Vacancy Status, Compared ..................................................... 4
Table 3.6: Value of Owner-Occupied Units in Tamarac, Compared ............. 4
Table 3.7: Monthly Cost of Owner Occupied Units .................................... 5
Table 3.8: Gross Rent of Housing .......................................................... 6
Table 3.9: Household Income, Compared ................................................. 9
Table 3.10: Distribution of Households by Income Group ........................... 9
Table 3.11: Cost to Income Ratio ............................................................ 10
Table 3.12: Gross Rent as Percentage of Household Income ....................... 11
Table 3.13: Internal Housing Conditions, Compared ................................. 12
Table 3.14: Assisted Housing Inventory .................................................. 14
Table 3.15: Inventory of Assisted Living Facilities ..................................... 15
Table 3.16: Construction and Demolition Activity, 2000 - 2007 .................. 17
Table 3.17: Age of Residents in Tamarac, 1990 ........................................ 18
Table 3.18: Age of Residents in Tamarac, 2000 ........................................ 19
Table 3.19: Household Projections ......................................................... 20
Table 3.20: Household Size Projections, 2025 ......................................... 20
III. HOUSING ELEMENT

Inventory of Existing Housing Characteristics

**Housing Type**
The City of Tamarac is a planned suburb comprised predominantly of 40.2 percent single family detached units according to the 2000 US Census. Approximately 12 percent of the total units are attached single family units, and the remaining 47.5 percent are considered multi-family units, a minute percentage of which are mobile homes (0.2 percent).

The number of housing units in Tamarac increased by approximately 6,015 units from 1990 to 2000, and by approximately 2,386 units from 2000 to 2007, according to the Tamarac Department of Community Development. In contrast, when Broward County is considered as a whole, approximately 40.9 percent of housing units are single-family detached homes, followed by units in structures with 50 units or more (15.5 percent), then structures with 20 to 49 units (12.0 percent). Tamarac has a comparable percentage of single-family homes as the County or the State taken as a whole and the houses are generally equivalent in size, with a median number of rooms at 4.6, compared to 4.6 (County) or 5.0 (State). Table 3.1 illustrates dwelling units by type, compared with Broward County.

**Table 3.1: Dwelling Units by Type, Compared**

<table>
<thead>
<tr>
<th>Units in Structure</th>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>1-unit, detached</td>
<td>11,940</td>
<td>40.2</td>
</tr>
<tr>
<td>1-unit, attached</td>
<td>3,671</td>
<td>12.3</td>
</tr>
<tr>
<td>2 units</td>
<td>124</td>
<td>0.4</td>
</tr>
<tr>
<td>3 or 4 units</td>
<td>500</td>
<td>1.7</td>
</tr>
<tr>
<td>5 to 9 units</td>
<td>1,643</td>
<td>5.5</td>
</tr>
<tr>
<td>10 to 19 units</td>
<td>1,983</td>
<td>6.7</td>
</tr>
<tr>
<td>20 or more units</td>
<td>9,806</td>
<td>33.0</td>
</tr>
<tr>
<td>Mobile home</td>
<td>65</td>
<td>0.2</td>
</tr>
<tr>
<td>Boat, RV, van, etc.</td>
<td>0</td>
<td>0.0</td>
</tr>
</tbody>
</table>
### Units in Structure

<table>
<thead>
<tr>
<th></th>
<th>Tamarac</th>
<th>Percent</th>
<th>Broward County</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Housing Units</td>
<td>29,732</td>
<td>100.0</td>
<td>741,043</td>
<td>100.0</td>
</tr>
</tbody>
</table>


### Age of Housing

Reflective of Tamarac’s status as one of the newer communities of South Florida, 71 percent of the housing stock was constructed between 1970 and 1989. Following the 1990’s Tamarac construction rate declined by 72 percent. Tamarac's housing stock is generally younger than Broward County's housing, particularly with respect to rental units. The median year structure built in Tamarac was 1979 compared to 1977 in Broward County on a whole. For rental units, the median year built is 1981 in Tamarac compared to 1977 for Broward County. Table 3.2 shows the age of the housing stock.

### Table 3.2: Housing Units by Year Constructed

<table>
<thead>
<tr>
<th>Year Constructed</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built 1999 to March 2000</td>
<td>254</td>
<td>0.9</td>
</tr>
<tr>
<td>Built 1995 to 1998</td>
<td>2,106</td>
<td>7.1</td>
</tr>
<tr>
<td>Built 1990 to 1994</td>
<td>2,568</td>
<td>8.6</td>
</tr>
<tr>
<td>Built 1980 to 1989</td>
<td>9,159</td>
<td>30.8</td>
</tr>
<tr>
<td>Built 1970 to 1979</td>
<td>12,147</td>
<td>40.9</td>
</tr>
<tr>
<td>Built 1960 to 1969</td>
<td>2,885</td>
<td>9.7</td>
</tr>
<tr>
<td>Built 1950 to 1959</td>
<td>396</td>
<td>1.3</td>
</tr>
<tr>
<td>Built 1940 to 1949</td>
<td>129</td>
<td>0.4</td>
</tr>
<tr>
<td>Built 1939 or earlier</td>
<td>88</td>
<td>0.3</td>
</tr>
<tr>
<td>Total</td>
<td>29,732</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau; Census 2000, Summary File 3 (SF3) Table H35 and Table H34. Michele Mellgren & Associates, March 2007.

### Housing Occupancy Status

Approximately 92 percent of all units in Tamarac are occupied, compared with 88.3 percent in the County. Owner-occupied and renter-occupied units are reflective of year-round occupancy, while the remaining units are vacant or held for seasonal or occupational use. The 2000 Census showed 2,312 vacant units or a vacancy rate of 7.8 percent. In contrast with Broward County, Tamarac has a lower vacancy rate than the
County rate of 11.7 percent. The vacancy rate has increased by 1.4 percent since the 1990 Census. Table 3.3 illustrates occupancy status in the City and Broward County.

### Table 3.3: Occupancy Status, Compared

<table>
<thead>
<tr>
<th>Occupancy Status</th>
<th>Tamarac</th>
<th></th>
<th>Broward County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Percent</td>
<td>Unit</td>
<td>Percent</td>
</tr>
<tr>
<td>Occupied</td>
<td>27,420</td>
<td>92.2</td>
<td>654,445</td>
<td>88.3</td>
</tr>
<tr>
<td>Vacant</td>
<td>2,312</td>
<td>7.8</td>
<td>86,598</td>
<td>11.7</td>
</tr>
<tr>
<td>Total</td>
<td>29,732</td>
<td>100.0</td>
<td>741,043</td>
<td>100.0</td>
</tr>
</tbody>
</table>


### Housing Tenure

About 80 percent or 21,946 units were owner-occupied in 2000 compared to 78 percent in 1990. Renter-occupied housing accounted for the remaining 20 percent of the units. Overall, the City has a higher owner-occupancy rate than the County (69.5 percent) and a lower renter-occupied housing rate (30.5 percent).

The U.S. Census showed 2,312 vacant units, of which 1,157 were for seasonal, recreational or occasional use. Table 3.4 and Table 3.5 illustrate housing tenure and vacancy status in the City.

### Table 3.4: Housing Tenure, Compared

<table>
<thead>
<tr>
<th>Housing Tenure</th>
<th>Tamarac</th>
<th></th>
<th>Broward County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Percent</td>
<td>Units</td>
<td>Percent</td>
</tr>
<tr>
<td>Owner-occupied housing units</td>
<td>21,946</td>
<td>80.0</td>
<td>454,625</td>
<td>69.5</td>
</tr>
<tr>
<td>Renter-occupied housing units</td>
<td>5,474</td>
<td>20.0</td>
<td>199,820</td>
<td>30.5</td>
</tr>
<tr>
<td>Total Occupied housing units</td>
<td>27,420</td>
<td>100.0</td>
<td>654,445</td>
<td>100.0</td>
</tr>
</tbody>
</table>

### Table 3.5: Vacancy Status, Compared

<table>
<thead>
<tr>
<th>Vacancy Status</th>
<th>Tamarac</th>
<th></th>
<th>Broward County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>For rent</td>
<td>261</td>
<td>11.3</td>
<td>13,843</td>
<td>16.0</td>
</tr>
<tr>
<td>For sale only</td>
<td>610</td>
<td>26.4</td>
<td>12,858</td>
<td>14.8</td>
</tr>
<tr>
<td>Rented or sold, not occupied</td>
<td>140</td>
<td>6.1</td>
<td>5,174</td>
<td>6.0</td>
</tr>
<tr>
<td>For seasonal, recreational, or</td>
<td>1,157</td>
<td>50.0</td>
<td>49,873</td>
<td>57.6</td>
</tr>
<tr>
<td>occasional use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For migrant workers</td>
<td>0</td>
<td>0.0</td>
<td>3</td>
<td>0.0</td>
</tr>
<tr>
<td>Other vacant</td>
<td>144</td>
<td>6.2</td>
<td>4,847</td>
<td>5.6</td>
</tr>
<tr>
<td>Total</td>
<td>2,312</td>
<td>100.0</td>
<td>86,598</td>
<td>100.0</td>
</tr>
</tbody>
</table>


### Housing Value

According to the 2000 Census, 56.1 percent of the City’s housing units are valued in the $50,000 to $99,000 price range, compared with 70.3 percent in the 1990 Census, as shown in Table 3.6. Approximately 87 percent of housing is now valued between $50,000 and $149,000. In contrast with the County, Tamarac homes have a lesser value. In Broward County, 60.2 percent of all owner-occupied units are valued between $100,000 and $299,999. The median value of the housing units sampled was $95,200 in 2000 compared to $77,600 in 1990 in Tamarac. This is lower than in Broward County as a whole where the median housing value was $128,600 in 2000 and $91,800 in 1990. Moderately-priced housing coupled with a young housing stock is indicative of a continuing healthy shelter condition for Tamarac.

### Table 3.6: Value of Owner-Occupied Units in Tamarac, Compared

<table>
<thead>
<tr>
<th>Value of Owner-Occupied Units</th>
<th>Tamarac</th>
<th></th>
<th>Broward County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Less than $50,000</td>
<td>163</td>
<td>1.2</td>
<td>5,428</td>
<td>1.8</td>
</tr>
<tr>
<td>$50,000 to $99,999</td>
<td>7,274</td>
<td>56.1</td>
<td>90,604</td>
<td>30.3</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>4,010</td>
<td>30.9</td>
<td>90,622</td>
<td>30.3</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>943</td>
<td>7.3</td>
<td>54,293</td>
<td>18.2</td>
</tr>
<tr>
<td>$200,000 to $299,999</td>
<td>465</td>
<td>3.6</td>
<td>34,833</td>
<td>11.7</td>
</tr>
<tr>
<td>$300,000 to $499,999</td>
<td>100</td>
<td>0.8</td>
<td>15,769</td>
<td>5.3</td>
</tr>
<tr>
<td>$500,000 to $999,999</td>
<td>0</td>
<td>0.0</td>
<td>5,596</td>
<td>1.9</td>
</tr>
</tbody>
</table>
### III. Housing Element Data, Inventory & Analysis

<table>
<thead>
<tr>
<th>Value of Owner-Occupied Units</th>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>$1,000,000 or more</td>
<td>9</td>
<td>0.1</td>
</tr>
<tr>
<td>Total</td>
<td>12,964</td>
<td>100.0</td>
</tr>
<tr>
<td>Median Value</td>
<td>$95,200</td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau; Census 2000, Summary File 3 (SF3) Table H74 and Table H76. Michele Mellgren & Associates, March 2007.

### Monthly Mortgage Costs

Tamarac has experienced a 41 percent increase in the median monthly mortgage costs from 1990. The median monthly mortgage cost in 1990 was $699 in Tamarac compared to $988 in 2000. Approximately 85 percent of the owner-occupied units sampled in the 2000 Census had monthly mortgage costs ranging between $500 and $1499. The largest segment of this range is represented by units with monthly mortgage costs between $700 and $999, with the $1,000 to $1249 range being the second largest, compared with $300 to $499 range being the second largest range in 1990. In Broward County, 78 percent of all owner occupied units with a mortgage paid between $700 and $1999.

Since the 2000 Census housing costs have rapidly increased especially in reference to higher real estate taxes, a housing market inflation and recent hurricane activity. It is anticipated that these factors will show significant increases in the cost associated with housing in the 2010 Census. In contrast with monthly cost for owner occupied units with mortgage, households in Tamarac without a mortgage have a median monthly cost of $303 compared to $399 in Broward County. Table 3.7 shows the monthly costs of owner-occupied units, including units with and without a mortgage.

### Table 3.7: Monthly Cost of Owner Occupied Units

<table>
<thead>
<tr>
<th></th>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Total Units</td>
<td>12,964</td>
<td></td>
</tr>
</tbody>
</table>
### Housing units with a mortgage

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
<th>Median Cost per month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $500</td>
<td>360</td>
<td>4.4</td>
<td>$988</td>
</tr>
<tr>
<td>$500 - $699</td>
<td>1,028</td>
<td>12.7</td>
<td>$1,246</td>
</tr>
<tr>
<td>$700 - $999</td>
<td>2,793</td>
<td>34.4</td>
<td></td>
</tr>
<tr>
<td>$1,000 - $1,249</td>
<td>1,975</td>
<td>24.3</td>
<td></td>
</tr>
<tr>
<td>$1,250 - $1,499</td>
<td>1,140</td>
<td>14.0</td>
<td></td>
</tr>
<tr>
<td>$1,500 - $1,999</td>
<td>593</td>
<td>7.3</td>
<td></td>
</tr>
<tr>
<td>$2,000 and more</td>
<td>235</td>
<td>2.9</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>8,124</td>
<td>100.0</td>
<td>$243,814</td>
</tr>
</tbody>
</table>

### Housing units without a mortgage

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
<th>Median Cost per Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $200</td>
<td>565</td>
<td>11.7</td>
<td>$303</td>
</tr>
<tr>
<td>$200 - $349</td>
<td>2501</td>
<td>51.7</td>
<td>$399</td>
</tr>
<tr>
<td>$350 - $499</td>
<td>918</td>
<td>19.0</td>
<td></td>
</tr>
<tr>
<td>$500 - $699</td>
<td>639</td>
<td>13.2</td>
<td></td>
</tr>
<tr>
<td>$700 to $999</td>
<td>159</td>
<td>3.2</td>
<td></td>
</tr>
<tr>
<td>$1,000 or more</td>
<td>58</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>4,840</td>
<td>100.0</td>
<td>$54,911</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau; Census 2000, Summary File 3 (SF3) Table H90 and Table H91. Michele Mellgren & Associates, March 2007.

### Monthly Cost of Renter Occupied Units

Comparative monthly renter cost data for Tamarac and Broward County are presented in Table 3.8. Eighty five percent of renter occupied units pay between $500 and $1,499 in monthly gross rent. The median gross rent increased by 24.6 percent since the 1990 Census. The median gross rent in 2000 was $789 compared to $633 in 1990.

In comparison with Broward County 80.4 percent of renters pay between $500 and $1,499. The median rent in Broward County as a whole was $757, 4.2 percent lower than in Tamarac.

### Table 3.8: Gross Rent of Housing

<table>
<thead>
<tr>
<th></th>
<th>Tamarac</th>
<th>Broward County</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>With cash rent:</td>
<td>5,086</td>
<td>93.3</td>
<td>192,756</td>
<td>96.6</td>
</tr>
<tr>
<td>Less than $200</td>
<td>13</td>
<td>0.2</td>
<td>3,892</td>
<td>1.9</td>
</tr>
</tbody>
</table>
### III. Housing Element

#### Data, Inventory & Analysis

<table>
<thead>
<tr>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number</strong></td>
<td><strong>Percent</strong></td>
</tr>
<tr>
<td>$200 to $299</td>
<td>62</td>
</tr>
<tr>
<td>$300 to $499</td>
<td>122</td>
</tr>
<tr>
<td>$500 to $749</td>
<td>1,864</td>
</tr>
<tr>
<td>$750 to $999</td>
<td>2,249</td>
</tr>
<tr>
<td>$1,000 to $1,499</td>
<td>548</td>
</tr>
<tr>
<td>$1,500 or more</td>
<td>228</td>
</tr>
<tr>
<td>No cash rent</td>
<td>366</td>
</tr>
<tr>
<td><strong>Total Units</strong></td>
<td>5,452</td>
</tr>
<tr>
<td><strong>Median Gross Rent</strong></td>
<td>$789</td>
</tr>
</tbody>
</table>


#### Household Income

The median household income in 2000 was $34,290, 21 percent less than Broward County median income of $41,691, as shown in Table 3.9. Based on percentage distribution, the income range with the greatest number of residents is less than the $15,000 income range (5,320 households or 19.2 percent), a category representing mostly low income residents. The large number of residents in this income category may be indicative of the percentage of elderly non-working residents living in Tamarac. Approximately 63 percent of all households in Tamarac earn less than $44,999, in comparison with 53.5 percent of Broward County residents.

Based on information from the State of the Cities Data System (SOCDS), illustrated in Table 3.10, 73.2 percent of all very low income households are elderly households. An important point to mention, however, is that the income data for elderly residents is often skewed due to limitations in data gathering. The income of this population is normally under-reported in US Census median income figures due to the fact that this group tends to have little yearly earned income and depends heavily on non-earned retirement income sources, such as proceeds from (typically northern) home sales, stocks, bonds, family trust funds, and social security. This age group tends also to not hold mortgages on homes, thus will also lead to skewed data in the Housing Needs Analysis undertaken further in this element.
Table 3.10 uses State of the Cities Data System (SOCDS) data prepared by the U.S. Department of Housing and Urban Development (HUD) to estimate the distribution of households in Tamarac by tenure among very-low, low and moderate income groups using 2000 Census figures with the Broward County median family income level as the base measurement. The following definitions are used: Very-low income = 31 percent to 50 percent of the median income; Low income = 51 percent to 80 percent of the median income; and Moderate income = 81 percent to 120 percent of the median income. Household distributions by income among renter and owner households are as follows:

**Renter-Occupied Households, 2000**
- 30.1 percent (1,643) very low income households
  - 53.4 percent of all very low income households can be categorized as extremely low income, with an income of less than 30 percent of median income.
- 20.8 percent (1,137) low income households
- 49.0 percent (2,675) moderate income households

**Owner-occupied households, 2000**
- 27.5 percent (6,049) very low income households
  - 40.4 percent of all very low income households can be classified as extremely low income, with an income of less than 30 percent of median income.
- 19.7 percent (4,321) low income households
- 52.8 percent (11,602) moderate income households

Household income and household distribution by type is detailed in Table 3.9 and Table 3.10. The tables show a slight difference in household size due to the different tabulations used by the US Census and by the Department of Housing and Urban Development (HUD) in generating the data.
Table 3.9: Household Income, Compared

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Households</td>
<td>Percent</td>
</tr>
<tr>
<td>Less than $15,000</td>
<td>5,320</td>
<td>19.2</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>4,655</td>
<td>16.8</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>4,130</td>
<td>14.9</td>
</tr>
<tr>
<td>$35,000 to $44,999</td>
<td>3,486</td>
<td>12.6</td>
</tr>
<tr>
<td>$45,000 to $59,999</td>
<td>3,938</td>
<td>14.2</td>
</tr>
<tr>
<td>$60,000 to $74,999</td>
<td>2,415</td>
<td>8.7</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>2,115</td>
<td>7.6</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>1,138</td>
<td>4.1</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>539</td>
<td>1.9</td>
</tr>
<tr>
<td>Total</td>
<td>27,736</td>
<td>100.0</td>
</tr>
<tr>
<td>Median Income</td>
<td>$34,290</td>
<td></td>
</tr>
</tbody>
</table>


Table 3.10: Distribution of Households by Income Group

<table>
<thead>
<tr>
<th><strong>Tamarac</strong></th>
<th>Very-Low</th>
<th>Low</th>
<th>Moderate+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Renter Households**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderly (1 &amp; 2 Members)</td>
<td>622</td>
<td>243</td>
<td>257</td>
<td>1,122</td>
</tr>
<tr>
<td>Small Related (2 to 4 members)</td>
<td>542</td>
<td>494</td>
<td>1,307</td>
<td>2,343</td>
</tr>
<tr>
<td>Large Related (5 or more members)</td>
<td>122</td>
<td>92</td>
<td>157</td>
<td>371</td>
</tr>
<tr>
<td>All Other</td>
<td>357</td>
<td>308</td>
<td>954</td>
<td>1,619</td>
</tr>
<tr>
<td>Subtotals Renter Households</td>
<td>1,643</td>
<td>1,137</td>
<td>2,675</td>
<td>5,455</td>
</tr>
<tr>
<td>B. Owner Households**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderly (1 &amp; 2 Members)</td>
<td>5,013</td>
<td>3,025</td>
<td>5,169</td>
<td>13,207</td>
</tr>
<tr>
<td>Small Related (2 to 4 members)</td>
<td>486</td>
<td>746</td>
<td>4,193</td>
<td>5,425</td>
</tr>
<tr>
<td>Large Related (5 or more members)</td>
<td>44</td>
<td>117</td>
<td>440</td>
<td>601</td>
</tr>
<tr>
<td>All Other</td>
<td>506</td>
<td>433</td>
<td>1,800</td>
<td>2,739</td>
</tr>
<tr>
<td>Subtotals Owners</td>
<td>6,049</td>
<td>4,321</td>
<td>11,602</td>
<td>21,972</td>
</tr>
<tr>
<td>Totals—All Households</td>
<td>7,692</td>
<td>5,458</td>
<td>14,277</td>
<td>27,427</td>
</tr>
</tbody>
</table>

* Very-Low Income—31% to 50% of median; Low Income—51% to 80% of median; Moderate Income—81% and more of Median Income.
** Small = 1 and 2 persons; Medium = 3 and 4 persons; and Large = 5 and more persons.


Household Cost to Income

The Florida Department of Community Affairs (DCA) considers a cost-to-income ratio of more than 30 percent to be a sign of excessive housing cost, i.e. a household is cost burdened. Of the housing units with a mortgage, 61.6 percent of households pay less
than 30 percent of their income on housing, compared to a similar rate of 64.5 percent in Broward County. Approximately 37 percent of residents in Tamarac pay more than 30 percent of their income on housing.

Table 3.11: Cost to Income Ratio

<table>
<thead>
<tr>
<th></th>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Percent</td>
</tr>
<tr>
<td>Total units</td>
<td>12,964</td>
<td></td>
</tr>
<tr>
<td><strong>Housing Units with a Mortgage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 15 percent</td>
<td>1,402</td>
<td>17.3</td>
</tr>
<tr>
<td>15 to 19 percent</td>
<td>1,264</td>
<td>15.6</td>
</tr>
<tr>
<td>20 - 29 percent</td>
<td>2,335</td>
<td>28.7</td>
</tr>
<tr>
<td>30 - 39 percent</td>
<td>1,313</td>
<td>16.2</td>
</tr>
<tr>
<td>40 - 49 percent</td>
<td>483</td>
<td>5.9</td>
</tr>
<tr>
<td>50 percent and more</td>
<td>1,246</td>
<td>15.3</td>
</tr>
<tr>
<td>Not computed</td>
<td>81</td>
<td>1.0</td>
</tr>
<tr>
<td>Total</td>
<td>8,124</td>
<td>100.0</td>
</tr>
</tbody>
</table>

| **Housing Units Without a Mortgage** |       |         |       |         |
| Less than 15 percent | 2560  | 52.9    | 30,997 | 56.5    |
| 15 to 19 percent     | 731   | 15.1    | 6,915  | 12.6    |
| 20 - 29 percent      | 799   | 16.5    | 7,245  | 13.2    |
| 30 - 39 percent      | 253   | 5.2     | 3,198  | 5.8     |
| 40 - 49 percent      | 151   | 3.1     | 1,561  | 2.8     |
| 50 percent and more  | 181   | 3.8     | 3,662  | 6.7     |
| Not computed         | 165   | 3.4     | 1,333  | 2.4     |
| Total                | 4,840 | 100.0   | 54,911 | 100.0   |


For renter occupied households in Tamarac, 52.2 percent pay less than 30 percent on housing compared to 49.8 in Broward County. Renter households paying more than 30 percent account for 47.8 percent of the households in Tamarac, representing an almost equal split between households not considered cost burdened and those households that are considered cost burdened.
### Table 3.12: Gross Rent as Percentage of Household Income

<table>
<thead>
<tr>
<th></th>
<th>Tamarac</th>
<th></th>
<th>Broward County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Percent</td>
<td>Units</td>
<td>Percent</td>
</tr>
<tr>
<td>Less than 15 percent</td>
<td>604</td>
<td>11.1</td>
<td>25,538</td>
<td>12.8</td>
</tr>
<tr>
<td>15 to 19 percent</td>
<td>809</td>
<td>14.8</td>
<td>25,648</td>
<td>12.9</td>
</tr>
<tr>
<td>20- 29 percent</td>
<td>1,432</td>
<td>26.3</td>
<td>48,191</td>
<td>24.1</td>
</tr>
<tr>
<td>30 - 39 percent</td>
<td>648</td>
<td>11.9</td>
<td>28,689</td>
<td>14.4</td>
</tr>
<tr>
<td>40 - 49 percent</td>
<td>449</td>
<td>8.2</td>
<td>16,649</td>
<td>8.3</td>
</tr>
<tr>
<td>50 percent and more</td>
<td>970</td>
<td>17.8</td>
<td>41,629</td>
<td>20.9</td>
</tr>
<tr>
<td>Not computed</td>
<td>540</td>
<td>9.9</td>
<td>13,221</td>
<td>6.6</td>
</tr>
<tr>
<td>Total</td>
<td>5,452</td>
<td>100.0</td>
<td>199,565</td>
<td>100.0</td>
</tr>
</tbody>
</table>


### Housing Conditions

Substandard unit: Pursuant to 9J5-010 (1)(c ), substandard units are those that fail to meet the applicable building code, the minimum housing code, or that lack complete plumbing, lack complete kitchen facilities, lack central heating or are overcrowded. Local governments may determine that units without heating are not substandard if they are located in areas where the temperature extremes do not indicate heating as a life safety factor.

### Internal Housing Conditions

The following indicators are used to determine internal housing conditions:

- Lack of indoor plumbing
- Lack of indoor kitchen facilities
- Lack of central heating (not a sufficient measure of substandard condition in sub-tropical South Florida)
- Overcrowding (number of occupants per room)

The US Bureau of the Census considers more than 1.01 persons residing per room to be a measure of overcrowding and more than 1.50 persons per room as severely
overcrowded. Approximately 2 percent of all occupied housing units in the City are overcrowded compared to 3.91 percent in the County. Both the City and the County have relatively low rates of units lacking complete plumbing and kitchen facilities, as shown in Table 3.13.

Some cities have also used the indicator of lack of phone service, however, in the current information age; many households have replaced land lines for cell phones, therefore, decreasing the percentage of households with house phones. As a result the lack of house phone was also not used as an internal indicator. The following table lists the internal housing conditions in the City of Tamarac, compared with Broward County.

Table 3.13: Internal Housing Conditions, Compared

<table>
<thead>
<tr>
<th>CONDITION</th>
<th>Tamarac</th>
<th>Broward County</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Housing Units</td>
<td>29,732</td>
<td>741,043</td>
</tr>
<tr>
<td>Lacking complete plumbing facilities</td>
<td>48</td>
<td>0.2</td>
</tr>
<tr>
<td>Lacking complete kitchen facilities</td>
<td>68</td>
<td>0.2</td>
</tr>
<tr>
<td>Occupied Housing Units</td>
<td>27,420</td>
<td>654,445</td>
</tr>
<tr>
<td>Overcrowded units</td>
<td>548</td>
<td>2.0</td>
</tr>
<tr>
<td>Severely overcrowded units</td>
<td>448</td>
<td>1.6</td>
</tr>
</tbody>
</table>


External Housing Conditions

The City has adopted the Florida Building Code, Broward County Edition, and as such follows the definitions outlined therein. In general deteriorated and dilapidated can be classified as follows:

- Deteriorated - Meaning in need of some minor exterior repair which is indicative of a lack of maintenance. Examples include housing that requires
painting, cracked and broken windows, roofs, and even severely overgrown yards which is generally accompanied by a lack of structural maintenance.

- **Dilapidated**: Meaning in need of substantial rehabilitation. The unit may be considered unfit for human habitation or rapidly approaching that condition. This unit is categorized as substandard housing and would need immediate rehabilitation or demolition, as the health and safety of the inhabitants may be threatened.

There is no official listing of deteriorated and dilapidated units located in the City. A recent housing assessment was completed after Hurricane Wilma (2005), however, it was completed with the intention of identifying homes damaged from the hurricane activity and not the identification of general housing deterioration pre-hurricane Wilma.

The City currently averages 4,000 code violations yearly; and had a pre-hurricane Wilma compliance rate of 97 percent. Post hurricane Wilma, the compliance rate dropped to 52 percent. Violations that are written in the City only reflect code violations that affect the aesthetic value of the community, such as landscaping maintenance, driveways in disrepair, building maintenance and exterior building maintenance.

The City Code Enforcement Department has realized a trend in certain areas in the City having higher concentration of violations than other areas. The financial inability of some residents to dedicate the necessary funds to upkeep and maintain their home has been a major factor in housing deterioration, according to the City Code Enforcement Department.

According to the Shimberg Center for Affordable Housing, there were 680 substandard occupied housing units identified in the City in 1990, representing the most up to date information available on recorded substandard units in the City.
Subsidized Housing

There are two facilities within the City that receive state and local funds and have been listed in Table 3.14.

Table 3.14: Assisted Housing Inventory

<table>
<thead>
<tr>
<th>Name of Facility</th>
<th>Address</th>
<th>Units</th>
<th>Population Served</th>
<th>Housing Program Assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golf Villas at Sabal Palm</td>
<td>5900 N.W. 46th Terrace</td>
<td>166</td>
<td>Family</td>
<td>State Bonds, FHFC* funded</td>
</tr>
<tr>
<td>Tamarac Point Apts.</td>
<td>6527 NW 70th Avenue</td>
<td>200</td>
<td>Family</td>
<td>Local Bonds</td>
</tr>
</tbody>
</table>

Source: Shimberg Center for Affordable Housing, June 2007, Michele Mellgren & Associates, Inc. *Florida Housing Finance Coalition funded

At the County level, public sector housing is subsidized by one of four agencies according to the Broward County Comprehensive Plan: the Broward County Community Development Division, the Broward County Housing Authority (BCHA), the Broward County Housing Finance Authority (BCHFA), and the Broward County Office of Housing Finance. A complete listing of the actual number of government assisted units using Section 8, homeownership or tax credits was not available for this Comprehensive Plan update.

Group Homes

As stated in the Broward County Comprehensive Plan, a group home is a facility which provides a living environment for unrelated residents that operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. The term “group home” has been used in general to describe facilities in which six or more persons share group quarters but may vary in type and function.

Group home facilities are generally licensed and regulated by agencies such as the Florida Department of Children and Families (DCF), the Florida Department of Juvenile Justices, the Florida Agency for Healthcare Administration (AHCA), the
The Florida Department of Health and Rehabilitative Services (FDHRS) licenses group homes through three of its divisions: Aging and Adult Services (Assisted Living Facilities); Division of Developmental Services (Long-Term Residential Care Facilities and Centers for Independent Living); and Children, Youth and Families (Family Group Home and Family Foster Home facilities). Table 3.15 lists an inventory of the Assisted Living Facilities registered with the Florida Department of Elder Affairs.

According to the 2000 US Census, there are 609 residents living in group quarters in the City of Tamarac. This number includes both the institutionalized and non-institutionalized population.

**Table 3.15: Inventory of Assisted Living Facilities**

<table>
<thead>
<tr>
<th>Name of Facility</th>
<th>Address</th>
<th>Beds</th>
<th>State Supplementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heartland of Tamarac</td>
<td>5901 NW 79th Avenue</td>
<td>12</td>
<td>None</td>
</tr>
<tr>
<td>Eleth Chester*</td>
<td>8271 NW 68th Avenue</td>
<td>5</td>
<td>One Bed</td>
</tr>
<tr>
<td>Sunflower Senior Living</td>
<td>6931 NW 81st Court</td>
<td>6</td>
<td>None</td>
</tr>
<tr>
<td>Jennifer’s Home Care</td>
<td>7100 NW 76th Drive</td>
<td>6</td>
<td>None</td>
</tr>
<tr>
<td>New Horizon of Tamarac</td>
<td>7106 NW 84th Street</td>
<td>6</td>
<td>None</td>
</tr>
<tr>
<td>New Horizon North</td>
<td>8112 NW 74th Terrace</td>
<td>6</td>
<td>None</td>
</tr>
<tr>
<td>Active Senior Living Residence</td>
<td>9057 NW 57th Street</td>
<td>72</td>
<td>None</td>
</tr>
<tr>
<td>Harborchase of Tamarac</td>
<td>6855 NW 70th Avenue</td>
<td>116</td>
<td>None</td>
</tr>
<tr>
<td>Lesly’s Leisure Living</td>
<td>5841 NW 56th Avenue</td>
<td>6</td>
<td>None</td>
</tr>
</tbody>
</table>
The City is also served by local community based care organizations. The lead community based care agency serving the City of Tamarac is Child Net, Incorporated, registered with the Florida Department of Children and Families (DCF). According to DCF, community based care organizations were established as a redesign of Florida’s child welfare system increasing and creating innovative strategies by having:

- More children being visited each month;
- Fewer children in out-of-home (foster) care;
- Fewer children re-entering foster care;
- More children adopted;
- More available foster families; and
- Less foster home crowding.

**Mobile Homes**

According to US Census data, in 2000 there were 65 mobile homes located in the City, a 69 percent decrease from the 1990 Census. Median value for mobile homes in the City was $81,100 compared to a median value of $16,600 in the County, according to the 2000 Census.

**Historically-Significant Housing**

There is no housing in the City of Tamarac which is listed on the National Register of Historic Places or the Florida Register of Historic Places. Approximately 610 units in the City were built prior to 1959, meaning they are either 50 years of age or closely
approaching fifty. As stated by the National Register’s *Guidelines for Evaluating and Nominating Properties that have Achieved Significance within the Past Fifty Years*, 50 years is an arbitrary time span designed as a filter to ensure that enough time has passed to evaluate a structure in a historic context. This guide can be used for determinations to be made at the National, State and local level. Given the number of units within the historic evaluation range, the City will develop and implement policies to assess and evaluate structures of historical significance.

**Construction and Demolition Information**

Since 2000, the City has constructed 2,386 new housing units, bringing the total number of housing units in the City to 32,118. No permits were issued for new duplex construction, but there were 41 new single family units built since 2000. Multi-family units account for 99 percent of all units built since 2000. Table 3.16 lists the construction and demolition activity in the City since March 2000.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Single-Family</th>
<th>Duplex</th>
<th>Multifamily</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>41</td>
<td>----</td>
<td>2,365</td>
<td>2,406</td>
</tr>
<tr>
<td>Demolition</td>
<td>17</td>
<td>----</td>
<td>3</td>
<td>20</td>
</tr>
<tr>
<td>Total New Units</td>
<td>24</td>
<td>----</td>
<td>2,362</td>
<td>2,386</td>
</tr>
</tbody>
</table>


**Housing Analysis**

The demographic make-up of Tamarac has changed substantially over the past several years, shifting from a largely retiree population to a younger and more ethnically diverse community. Thus, the housing analysis includes a brief discussion of demographics in the City, which has been taken from the analysis conducted in the 2003 EAR. A demographic shift in population indicates that the City will need to acquire more up-to-date data on the current housing needs by type to ensure that the needs of all residents are met. It is important to note, however, that although the
household makeup may be changing; it may not indicate that the unit types in the City will need to be different as young families will still desire single family and condominium units currently located in the City.

**Demographics**

The current average household size in the City is 2.0 persons, largely due to the mainly senior demographic make up of the City. The City has an average family size of 2.5 according to the 2000 US Census. In 1990, almost half the population of Tamarac was over 65 (47.6 percent), less than ten percent was younger than 18 (8.7 percent), the City was 96.2 percent white, and only 13.6 percent of the population was foreign-born. As of 2000, about 38 percent of the population was over 65, the number of persons under the age of 18 has increased to 13.4 percent of the population, the City was 82.1 percent white, and the percent of foreign-born had increased to 21.5 percent. Tables 3.17 and 3.18 graphically illustrate the age categories in the City from the 1990 and 200 Census.

**Table 3.17: Age of Residents in Tamarac, 1990**

<table>
<thead>
<tr>
<th>Age</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>47.6%</td>
</tr>
<tr>
<td>18-24</td>
<td>8.7%</td>
</tr>
<tr>
<td>25-34</td>
<td>21.5%</td>
</tr>
<tr>
<td>35-44</td>
<td>13.6%</td>
</tr>
<tr>
<td>45-54</td>
<td>82.1%</td>
</tr>
<tr>
<td>55-64</td>
<td>21.5%</td>
</tr>
<tr>
<td>65 &amp; Over</td>
<td>96.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 1990, Summary Tape File 1, Table P11. Age, Graphic prepared by Michele Mellgren & Associates, Inc.
Table 3.18: Age of Residents in Tamarac, 2000

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>20%</td>
</tr>
<tr>
<td>18-24</td>
<td>15%</td>
</tr>
<tr>
<td>25-34</td>
<td>10%</td>
</tr>
<tr>
<td>35-44</td>
<td>12%</td>
</tr>
<tr>
<td>45-54</td>
<td>8%</td>
</tr>
<tr>
<td>55-64</td>
<td>10%</td>
</tr>
<tr>
<td>65 &amp; Over</td>
<td>20%</td>
</tr>
</tbody>
</table>


Elderly residents typically prefer condominiums to single family units, which require less upkeep and maintenance. If any demand in additional units is to be expected it is assumed that the increased demand would be shown for single family units or condominium units which make great starter homes for young families. According to 2000 Shimberg Center for Affordable Housing data the need for multi-family units and single-family units will remain about the same through 2025. Condominium units are not counted in the single-family ownership category in the Shimberg analysis, thus the City would need to conduct its own analysis on the availability and demand for such units, as multi-family typically refer to rental units and the desire may increase for owner occupied condominium units.

**Household Projections**

By the year 2025 the City is expected to have 67,378 residents as projected by the Broward County Population Forecasting Model. Table 3.19 shows the projected households, housing units and seasonal and vacant units to the year 2025. Household projections from both Broward County and the Shimberg Center are shown in Table 3.19. It is assumed that the Broward County household projections are more accurate due to its applicability of local data and knowledge (i.e. availability of land, knowledge of current development and redevelopment, etc.). Broward County
projects an additional 2,558 households by 2025, compared to the Shimberg Center that projects 7,545 households. With a difference of 4,987 households, it is likely that Shimberg has over projected the growth in households in the City of Tamarac. As the Affordable Housing Needs Assessment Model by the Shimberg Center is the approved model for assessing current housing needs in the City, the data will be used in this update until more accurate local projections, which have been approved by DCA, become available, at which time the City should amend to reflect more accurate local conditions.

Table 3.19: Household Projections

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>30,510</td>
<td>30,992</td>
<td>31,460</td>
<td>31,902</td>
<td>32,318</td>
</tr>
<tr>
<td>Seasonal and Vacant Units</td>
<td>1,862</td>
<td>1,814</td>
<td>1,766</td>
<td>1,595</td>
<td>1,292</td>
</tr>
<tr>
<td>Households (Broward County)</td>
<td>28,648</td>
<td>29,178</td>
<td>29,694</td>
<td>30,307</td>
<td>31,206</td>
</tr>
<tr>
<td>Households (Shimberg Center)</td>
<td>28,772</td>
<td>30,496</td>
<td>32,360</td>
<td>34,305</td>
<td>36,317</td>
</tr>
</tbody>
</table>

Sources: 2000 U.S. Census; Broward County Population Forecasting Model, 2006, the Shimberg Center for Affordable Housing, June 2007. Michele Mellgren and Associates, Inc.

Household Size Projections

Table 3.20 illustrates the projected growth in household size. Through the year 2025, the household size will continue to be dominated by the one to two person households. The ratios of 78 percent (1-2 household), 18 percent (3-4 household) and 4 percent (5 or more household) remain constant through 2025. Although the growth in younger families entering the City is currently occurring, the projections indicate that the average size of the household will remain the same.

Table 3.20: Household Size Projections, 2025

<table>
<thead>
<tr>
<th>Size</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 2</td>
<td>22,540</td>
<td>23,864</td>
<td>25,498</td>
<td>27,299</td>
<td>29,223</td>
</tr>
<tr>
<td>3 to 4</td>
<td>5,160</td>
<td>5,479</td>
<td>5,670</td>
<td>5,791</td>
<td>5,872</td>
</tr>
<tr>
<td>5 and more</td>
<td>1,072</td>
<td>1,153</td>
<td>1,192</td>
<td>1,215</td>
<td>1,222</td>
</tr>
<tr>
<td>Total</td>
<td>28,772</td>
<td>30,496</td>
<td>32,360</td>
<td>34,305</td>
<td>36,317</td>
</tr>
</tbody>
</table>
Source: The Shimberg Center for Affordable Housing, Affordable Housing Needs Assessment Model, June 2007.

**Projections by Income Range**

Projected income ranges developed by the Shimberg Center were analyzed using Broward County’s Affordable Housing Income Limits for 2007, as shown in Table 3.21.

**Table 3.21: Income Limits of Income Group**

<table>
<thead>
<tr>
<th>Income Group</th>
<th>Ratio to Median Income</th>
<th>Income Limits of Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low Income</td>
<td>31 percent to 50 percent*</td>
<td>$30,700</td>
</tr>
<tr>
<td>Low</td>
<td>51 percent to 80 percent*</td>
<td>$49,100</td>
</tr>
<tr>
<td>Moderate - Workforce</td>
<td>81 percent to 120 percent*</td>
<td>$73,680</td>
</tr>
</tbody>
</table>

Source: Broward County Housing Division. *Percent of median income, Broward County median income of $58,400, effective March 2007. Limits determined for a family of four.

Using the limits above, Tamarac will have approximately 7,771 very low income (24 percent), 5,994 low income (19 percent), 6,615 moderate-workforce households (20 percent), and 11,980 households (37 percent) in the 120 percent (+) income range by 2015. The percentage ratios of the various income groups remain fairly constant through the year 2025: 9,010 very low income (24 percent), 6,847 low income (19 percent), 7,398 moderate-workforce (20 percent) and 13,062 households (37 percent) in the 120+ percent income range. Table 3.22 illustrates projections by income ranges.

**Table 3.22: Income Projection, 2025**

<table>
<thead>
<tr>
<th>Percent of Income</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;20 percent</td>
<td>1826</td>
<td>1933</td>
<td>2047</td>
<td>2186</td>
<td>2322</td>
</tr>
<tr>
<td>20-29.9 percent</td>
<td>1654</td>
<td>1707</td>
<td>1798</td>
<td>1945</td>
<td>2135</td>
</tr>
<tr>
<td>30-39.9 percent</td>
<td>1900</td>
<td>1969</td>
<td>2078</td>
<td>2225</td>
<td>2417</td>
</tr>
<tr>
<td>40-49.9 percent</td>
<td>1680</td>
<td>1747</td>
<td>1848</td>
<td>1978</td>
<td>2136</td>
</tr>
<tr>
<td>50-59.9 percent</td>
<td>1779</td>
<td>1891</td>
<td>2023</td>
<td>2167</td>
<td>2307</td>
</tr>
<tr>
<td>60-79.9 percent</td>
<td>3522</td>
<td>3718</td>
<td>3971</td>
<td>4244</td>
<td>4540</td>
</tr>
<tr>
<td>80-119.9 percent</td>
<td>5843</td>
<td>6211</td>
<td>6615</td>
<td>7012</td>
<td>7398</td>
</tr>
<tr>
<td>120+ percent</td>
<td>10568</td>
<td>11320</td>
<td>11980</td>
<td>12548</td>
<td>13062</td>
</tr>
</tbody>
</table>
### Affordable Housing Needs Assessment

Pursuant to Florida Statutes, affordable housing is defined as housing for which monthly rents or monthly mortgage payments, including taxes, insurance and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in s.420.004, F.S. (1991). As such the following analysis has been undertaken using the Shimberg Center for Affordable Housing Needs Assessment Model, which at the time of the Comprehensive Plan update was being revised to reflect more accurate local data.

### Housing Needs

Tables 3.23 - 3.26 illustrate the demand and construction need for housing by type. The overall growth in the households for owner-occupied units will be 8,092 versus 2,055 for renter occupied units by the year 2025.

The construction need for multi-family and single family units remain about slightly equal through 2025. The City is projected to need to construct an additional 2,519 single family units and 2,271 multi-family units by 2015 and an overall total of 4,681 single family and 4,228 multi-family units by 2025.

Analyzing construction need based on income, the City is projected to need 2,137 affordable housing units to serve its very low income population; 1,742 affordable housing units to serve its low income population, 1,781 for the moderate-workforce households and 3,047 for 120+ households by 2025. By the 2015 planning time frame, the City is projected to need 898 units for very low income, 889 for low income, 998 for moderate/workforce household and 1,965 for 120+ percent and above households.

There is currently no need for rural or farm worker housing in the City.
### Table 3.23: Permanent (Non-Seasonal) Housing - Projected Demand by Type 2025

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF*</td>
<td>15,704</td>
<td>16,643</td>
<td>17,660</td>
<td>18,713</td>
<td>19,822</td>
</tr>
<tr>
<td>MF*</td>
<td>14,209</td>
<td>15,058</td>
<td>15,978</td>
<td>16,931</td>
<td>17,935</td>
</tr>
</tbody>
</table>

Source: The Shimberg Center for Affordable Housing, Affordable Housing Needs Assessment Model, June 2007. 
*Single-Family ** Multi-family

### Table 3.24: Projected Growth in Households by Tenure, 2025

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>1,834</td>
<td>3,259</td>
<td>4,805</td>
<td>6,406</td>
<td>8,092</td>
</tr>
<tr>
<td>Renter</td>
<td>469</td>
<td>831</td>
<td>1,223</td>
<td>1,628</td>
<td>2,055</td>
</tr>
</tbody>
</table>

Source: Shimberg Center for Affordable Housing, Affordable Housing Needs Assessment Model, June 2007.

### Table 3.25: Projected Construction Need by Type, 2002-2025

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SF</td>
<td>563</td>
<td>1,502</td>
<td>2,519</td>
<td>3,572</td>
<td>4,681</td>
</tr>
<tr>
<td>MF</td>
<td>502</td>
<td>1,351</td>
<td>2,271</td>
<td>3,224</td>
<td>4,228</td>
</tr>
</tbody>
</table>

Source: The Shimberg Center for Affordable Housing, Affordable Housing Needs Assessment Model, June 2007.

### Table 3.26: Construction Need for Low-Income Households by Income as a Percentage of AMI

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;20%</td>
<td>72</td>
<td>179</td>
<td>293</td>
<td>432</td>
<td>568</td>
</tr>
<tr>
<td>20-29.9%</td>
<td>25</td>
<td>78</td>
<td>169</td>
<td>316</td>
<td>506</td>
</tr>
<tr>
<td>30-39.9%</td>
<td>47</td>
<td>116</td>
<td>225</td>
<td>372</td>
<td>564</td>
</tr>
<tr>
<td>40-49.9%</td>
<td>43</td>
<td>110</td>
<td>211</td>
<td>341</td>
<td>499</td>
</tr>
<tr>
<td>50-59.9%</td>
<td>73</td>
<td>185</td>
<td>317</td>
<td>461</td>
<td>601</td>
</tr>
<tr>
<td>60-79.9%</td>
<td>123</td>
<td>319</td>
<td>572</td>
<td>845</td>
<td>1,141</td>
</tr>
<tr>
<td>80-119.9%</td>
<td>226</td>
<td>594</td>
<td>998</td>
<td>1,395</td>
<td>1,781</td>
</tr>
<tr>
<td>120+%</td>
<td>553</td>
<td>1,305</td>
<td>1,965</td>
<td>2,533</td>
<td>3,047</td>
</tr>
</tbody>
</table>

Source: The Shimberg Center for Affordable Housing, Affordable Housing Needs Assessment Model, June 2007.
Cost burden

Table 3.27 shows the projected cost burden in the City of Tamarac. It should be noted that data pertaining to income and cost burden may be skewed due to the high number of older residents for which income data may not account all sources of wealth. In analyzing the information, however, by the year 2015, approximately 31.2 percent of all households will pay more than 30 percent for housing, a percentage ratio which remains consistent until the year 2025, which is reflective of current rates of assumed cost burden for the City of Tamarac.

Table 3.27: Project Cost-Burden in Tamarac, 2025

<table>
<thead>
<tr>
<th>Housing Cost Burden</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 30 percent</td>
<td>19,766</td>
<td>20,956</td>
<td>22,256</td>
<td>23,609</td>
<td>25,036</td>
</tr>
<tr>
<td>30-39 percent</td>
<td>3,490</td>
<td>3,685</td>
<td>3,895</td>
<td>4,107</td>
<td>4,313</td>
</tr>
<tr>
<td>40-49 percent</td>
<td>1,842</td>
<td>1,945</td>
<td>2,062</td>
<td>2,190</td>
<td>2,316</td>
</tr>
<tr>
<td>50 (+) percent</td>
<td>3,674</td>
<td>3,910</td>
<td>4,147</td>
<td>4,399</td>
<td>4,652</td>
</tr>
<tr>
<td>Total</td>
<td>28,772</td>
<td>30,496</td>
<td>32,360</td>
<td>34,305</td>
<td>36,317</td>
</tr>
</tbody>
</table>

Source: Shimberg Center for Affordable Housing, June 2007

Analysis

The Affordable Housing Needs Assessment model results have illustrated apparent existing and future deficiencies in the provision of affordable housing in the City. However, these results do not appear entirely accurate due to the fact that the model does not account for the unique financial characteristics of the large elderly population in the city.

Tamarac contains a 38 percent population age 65 or older, and about 61 percent of that group is 75 years of age and older, according to 2000 Census statistics. Thirty seven (37) percent of single-family homeowners in Tamarac do not have a mortgage which is a greater percentage than exists in Broward County as a whole (18 percent). This figure doesn’t include condos which are a favorite housing type for elderly residents. Thus the “no-mortgage” figure is probably much higher in Tamarac when all owner-occupied housing types are included.
The Shimberg model simply compares median income with average home cost to
determine affordability and assumes that monthly home costs in excess of 30 percent
of median income is not affordable. The significant under-reporting of elderly income
greatly exaggerates the apparent “affordability deficit” in Tamarac for owner-
occupied and rental housing. The elderly also tend to have much less overall debt,
including low credit card balances and 100 percent home equity, and thus can afford
to spend more on housing than younger persons.

Elderly in assisted housing have many monthly expenses included in housing costs such
as meals, transportation and medical costs. It is normal to assume that elderly in
ACLFs can afford to spend up to 65-75 percent of their income on housing because the
housing payment includes many other expenses.

In summary, apparent affordable housing “deficiencies” indicated for Tamarac by the
Shimberg Model are due primarily to the inability of the model to properly account for
the high elderly population in Tamarac as well as the inability of the model to
properly account for local conditions. Thus, it is recommended that the City continue
to implement the affordable housing policies in the Housing Element and add new
policies as appropriate to ensure that local affordable housing needs continue to be
addressed and targeted toward the correct demographic based on needs and income.
The City will also continue to pursue affordable housing set-asides from new housing
developments entering the City.

**Land Required For the Total Housing Needs**
Approximately 5.85 acres of vacant land remain for residential development in
Tamarac, according to the 2005 Tamarac Evaluation and Appraisal Report (EAR). Due
to the limitations on land the City will have to rely on redevelopment and the
utilization of flex and reserve units to accommodate projected growth in population.
The City also plans to introduce mixed-use categories to encourage the creation of
housing in the commercial areas. In 2003, the City conducted the NW 5th Street/Main
III. Housing Element Data, Inventory & Analysis

Street Study, which recommended the creation of a master-planned vision and the designation of an overlay district to guide streetscape enhancement and future mixed-use redevelopment. Table 3.28 illustrates the current vacant land available for residential development from a 1995 vacant land assessment to 2005 assessment.

Table 3.28: Vacant Land Available for Residential Development

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1995 Acreage</th>
<th>1995 Percentage of Total</th>
<th>2005 Acreage</th>
<th>2005 Percentage of Total</th>
<th>Change in actual Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>489.6</td>
<td>39.8</td>
<td>5.85</td>
<td>8.4</td>
<td>483.75 loss/usage</td>
</tr>
</tbody>
</table>

Source: Tamarac Community Development Department; January 1995; Tamarac EAR, 2006.

According to the vacant land analysis, 5.85 acres is insufficient to accommodate the future need for housing units (4,790 units by 2015 according to Shimberg), therefore, the City will have to integrate more density into their redevelopment areas through mixed-use.

HOUSING DELIVERY

Private Sector Capability
The private sector’s delivery of housing is affected by the market, interest rates, land availability as well as City and County regulations. Historically, the private market in Tamarac has responded to demand by offering primarily housing for elders, thus limiting other housing opportunities. This trend has been changing in recent years with recent demographic shifts to a predominantly younger population. As with other municipalities, the City will continue to rely on opportunities from the private sector for providing housing. Developers are expected to pay for their own needed infrastructure and the City assesses fees for local parks, traffic, drainage, schools, water and sewer facilities and services.
Although the City must rely on the private sector to create housing, the City maintains regulatory control over developments occurring in the City. Development control authority can allow the City with the opportunity to not only gain housing units but institute measures that ensure that affordable/workforce housing is incorporated in new developments. Recent policies adopted in the County aim to ensure that affordable housing is created when a new housing development proposes to add more than 100 units to the municipality. Developers can often satisfy such requirements through payment in lieu of fees or contribution to a local housing trust fund. The City of Tamarac currently does not have a regulation in place which mandates that a developer is required to provide affordable housing; however, in the development process the City negotiates with developers to obtain needed units. Recently, a 496 unit development and a 232 unit development were approved that will contribute 108 affordable housing units to the City.

**City of Tamarac Housing Capability**

As stated above the private sector has been the predominant developer of housing in the City, with the City maintaining the administrative role in the processing of applications and permits of all developments with the City. In addition to maintaining an administrative role, the City assists the housing process through financial assistance and homeowner education. As summarized in the EAR, the City provides the following services:

- *Provide funding assistance to maintain the supply of affordable housing through rehabilitation of older units.* This is done through the Minor Home Repair Program and the Housing Rehabilitation Assistance Program which uses State Housing Initiatives Partnership (SHIP) Program, Community Development Block Grant (CDBG), and HOME Investment Partnership Program funds as interest-free deferred loans for the rehabilitation of owner-occupied structures.
- *Provide first-time homeownership opportunities for low- and moderate-income residents.* This is done through the Purchase Assistance Program, which also
III. Housing Element

Data, Inventory & Analysis

uses SHIP, CDBG and HOME funds as deferred loans for home purchases for household income-eligible persons. The loans can be applied towards down payment, closing costs, or mortgage reduction for the purchase of an eligible housing type.

- Provide public services through Senior Life Support Skills, Information and Referral, On-going Case Management, and Senior Support and Volunteer Programs.
- Code enforcement activities.
- Public facilities improvements.

Since 2000, the City assisted 214 families with housing rehabilitation and 79 families with purchase assistance.

In an effort to increase housing provision in the City and ensure that a variety of housing exists to serve its diverse population, the City will look into the feasibility of preserving and creating housing through such strategies as community land trusts, shared appreciation models, density bonuses and an inclusionary zoning ordinance.

Availability of Services

At this time the City does not intend to undertake any major land use amendments which would comprise the ability of the City to provide services. Through current City infrastructure, future expansions and interlocal agreements, the City will be able to provide the necessary services to serve its projected population. In the redevelopment process, services will be evaluated as needed to approve any proposed housing or commercial developments which would create additional demand on the City’s infrastructure.

Infrastructure

As detailed in the Infrastructure Element, the City currently provides services for sanitary sewer, storm water, potable water and solid waste through interlocal agreements with the County. The City maintains and manages the distribution and collection of these services, which are administered by the Utilities and Public Works
Departments. Concerns have not been raised about the availability of these services nor have there been any issue with the County providing continued services to the City.

In anticipation of the natural projected population, the City plans to build a new water treatment plant and undertake distribution system improvements. Details on the plant expansion can be found in Table 28 of the Infrastructure Element. The City plans to identify the capital facilities needed to meet future potable water demands and will be incorporated into the 10 Year Water Supply Facilities Plan.

**Parks and Recreation**
The City currently has sufficient parks, recreation and open space and exceeds their adopted level of service of 3.0 acres per 1000 residents. The City has 322.3 acres of parks, open space, and recreation sites. Based on the 2007 estimated population of 59,949 the City’s current level of service is 5.4 acres per 1,000.

**Transportation**
All roadway improvements needed to accommodate the population is addressed in the Long Range Transportation Plan. The City is currently within the Transit Oriented Concurrency District, which was developed by Broward County to replace the Transportation Concurrency Exception Concurrency Area (TCEA). The City is located in the north central and central districts and is subject to meet the LOS standards for the two transit districts it is within. Additional information pertaining to these districts can be found in the Transportation Element.

**Elimination of Substandard Housing**
Currently no listing of substandard housing units exists in the City. The City is currently in the process of developing a minimum housing code to assist in taking the necessary steps to eliminate substandard units. In an effort to eliminate or minimize substandard housing in the City, the City administers a minor home repair program to assist homeowners in making improvements and needed repairs to their homes. This program assists residents in maintaining the structure and appearance of their homes.
and also contributes to the quality and appearance of homes in Tamarac. As noted above, the City has assisted 214 low income families in rehabilitating their homes since 2000.

**Provision of Adequate Sites for Housing**

**Very Low, Low-Income and Moderate Income Households**
No zoning limitation exists to the provision of housing for the very low, low and moderate income population. Through private developer assistance the City will be able to provide housing to assist its population. The City may have to consider the feasibility of developing other mechanisms for assisting the very low as programs geared toward housing assistance usually benefit the low income and moderate income households as the very low income households often do not qualify for housing. The use of Flex units will not only allow the City the ability to develop additional units but also enable the City to manage growth.

**Mobile Homes**
Mobile homes are not allowed under the districts in the City’s Zoning Code.

**Group Homes and Foster Care Facilities**
Group homes and foster care facilities are currently allowed in all residential zones and commercial zones in the City.

**Conservation of Historically Significant Housing**
Currently, no historically significant housing exists within the City. However, according to the 2000 US Census, 610 units are either 50 years of age or approaching fifty. The City will develop and implement policies to assess and evaluate structures of historical significance based on the National Register significance criteria, thus ensuring conservation of historically significant structures.
IV. INFRASTRUCTURE ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
# Table of Contents

## SANITARY SEWER

- Existing Conditions ........................................... 1
  - The Western Service Area .................................. 1
  - The Eastern Service Area ................................ 2
  - Collection and Transmission Facilities ................. 2
  - Septic Tanks .................................................. 3
- Analysis ............................................................ 3
  - Western Service Area ........................................ 3
  - The Eastern Service Area ................................. 5
  - Collection and Transmission Facilities ................. 6
  - Existing and Future Needs ................................. 7
  - Future Needs ................................................. 7

## SOLID WASTE

- General ............................................................ 8
- Existing Conditions ............................................ 9
  - Collection ...................................................... 9
  - Disposal ........................................................ 9
  - Recycling ........................................................ 10
- Analysis ............................................................ 10

## STORMWATER MANAGEMENT

- Existing Conditions ........................................... 11
  - C-14 Drainage Basin Facilities .......................... 12
  - C-13 Drainage Basin ........................................ 12
- Analysis ............................................................ 12
  - Current Drainage Regulations and Programs ......... 12
  - Level of Service Standards .............................. 13
  - Future Needs ................................................. 14

## POTABLE WATER

- Existing Conditions ........................................... 14
The Western Service Area ................................................................. 15
The Eastern Service Area ................................................................. 15
BCU Service Area ............................................................................. 16
Water Distribution System ................................................................. 16
Wellfield Protection ......................................................................... 17
Water Pressure ................................................................................ 17
Analysis ............................................................................................. 17
The Western Service Area ................................................................. 17
The Eastern Service Area ................................................................. 19
The Broward County Utilities (BCU) Service Area ......................... 21
NATURAL GROUNDWATER AQUIFER RECHARGE ......................... 23
Existing Conditions ........................................................................... 23
Analysis ............................................................................................. 23
Water Supply and Aquifer Recharge .................................................. 23
Adjacent Users of Water .................................................................... 24
Water Conservation .......................................................................... 24

List of Tables

Table 4.1: Projected Population and Wastewater Generation in the Western Service Area ................................................................. 4
Table 4.2: Projected Population and Wastewater Generation in the Eastern Service Area ................................................................. 6
Table 4.3: Planned Sanitary Sewer System Improvements FY 2007 - FY 2011 .......... 8
Table 4.4: Existing Water Distribution System in Linear Feet (2005) ....................... 17
Table 4.5: South Florida Water Management District LEC Plan: Tamarac Utility Summary ................................................................. 18
Table 4.6: Western Service Area Projected Population, Average Daily Demand, and Potable Water Capacities ................................................................. 18
Table 4.7: Projected Wholesale Water Use of Tamarac as shown in City of Fort Lauderdale’s Water Master Plan 2006 Update .................................................. 20
Table 4.8: Eastern Service Area Projected Population, Average Daily Demand and...
Planned Potable Water Supply ................................................................. 21
Table 4.9: BCU Service Area Projected Population, Average Daily Demand and Potable Water Capacities ............................................................... 22
Table 4.10: Planned Potable Water System Improvements FY 2007 - FY 2011 ........ 22
IV. INFRASTRUCTURE ELEMENT

SANITARY SEWER

Existing Conditions
The City of Tamarac is responsible for the development, expansion and maintenance of all sanitary sewer collection and transmission facilities within the City. Wastewater generated by the City is treated by two separate treatment providers - the City of Fort Lauderdale and Broward County. Although the City operates as one utility, for the purposes of this analysis, Tamarac is separated into a western service area and an eastern service area. Map 4.1 illustrates the City’s water and sewer service areas. Unless specified otherwise, the information contained in this sub-element is based on the year 2005.

The Western Service Area
Tamarac’s western service area is generally bounded at the west by Sawgrass Expressway/SR 869, the north by Southgate Boulevard, the south by Commercial Boulevard, and the east by NW 31 Avenue. The wastewater generated in this area is conveyed to Broward County’s wastewater system and treated at the Broward County North Regional Wastewater Plant (BCNRWP) located at 2555 West Copans Road in the City of Pompano Beach. The City of Tamarac maintains an interlocal agreement with Broward County to treat all wastewater generated in the western service area. The current agreement, which was last amended in 2000, provides a contractual maximum of 8.04 MGD reserve capacity at the North Regional Wastewater Treatment Plant. In 2005, the average flowage to the Broward County North Regional Wastewater Treatment Plant was 7.39 MGD.\(^1\) The population of the western service area is

---

\(^1\) Broward County Planning Services Division. Table 2, Regional Wastewater System Annual Flow and Reserve Capacity, Sanitary Sewer Support Documents of the Broward County Comprehensive Plan 2005-2006 Update.
estimated to be 56,327, and the adopted level of service standard for the western service area is 124 gallons per capita per day (gpcpd).²

**The Eastern Service Area**

Tamarac’s eastern service area is generally located west of NW 31 Avenue, and north and south of Commercial Boulevard within the City limits. All wastewater generated in this area of Tamarac is treated at the City of Fort Lauderdale’s G.T. Lohmeyer Wastewater Treatment Plant as specified in an interlocal agreement between the two cities. In 2004, the City of Fort Lauderdale expanded the design capacity of the G.T. Lohmeyer Wastewater Treatment Plant to 55.7 MGD in anticipation of increasing demands on the plant. Currently, the plant has the permitted capacity to treat an average annual daily flow of 48.0 MGD. In 2005, the total average annual daily flow to the G.T. Lohmeyer Plant was 37.52 MGD.³ During the same year, Tamarac conveyed an annual average of 0.186 MGD of wastewater to Fort Lauderdale, or .39 percent of the total permitted capacity of the G.T. Lohmeyer Wastewater Treatment Plant.⁴ Wastewater flowage from Tamarac to Fort Lauderdale’s G.T. Lohmeyer Plat is measured at one master meter for billing purposes. The interlocal agreement between Tamarac and the City of Fort Lauderdale does not set a maximum reserve capacity for wastewater treatment. The estimated population of the eastern service area is 2,347, and the adopted level of service is 131 gpcpd.⁵

**Collection and Transmission Facilities**

As briefly discussed in the introductory paragraph, the development, expansion, and maintenance of the wastewater collection and transmission system are the sole responsibility of the City of Tamarac. In total, the City maintains over 700,000 linear feet of gravity sewer lines and over 150,000 linear feet of force mains. In an effort to

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² Population estimate of the western service area is calculated by multiplying the population of Tamarac in 2005 by 96 percent.
³ Broward County Planning Services Division. Table 9, Wastewater Treatment Plant Committed and Available Capacities for Plants serving the Unincorporated Area, Sanitary Sewer Support Documents of the Broward County Comprehensive Plan 2005-2006 Update.
⁴ Flowage to the City of Fort Lauderdale in 2005 was provided by monthly billing statements.
⁵ Population estimate of the eastern service area is calculated by multiplying the population of Tamarac in 2005 by 4 percent.
maintain an efficient sanitary sewer collection and transmission system, the City of Tamarac’s Utilities Department has continued to undertake projects which address inflow and infiltration (I&I) of the sanitary sewer system.

**Septic Tanks**
The City no longer contains areas with septic tanks. All wastewater is now treated at either Broward County’s North Regional Treatment Plant or Fort Lauderdale’s G.T. Lohymeyer Treatment Plant.

**Analysis**
Population projections and level of service standards are separated by each of Tamarac’s service areas. Wastewater treatment capacity for each service area is specified though an interlocal agreement with the respective wastewater treatment providers as Tamarac, itself, does not maintain treatment facilities. Level of service standards adopted by Tamarac must be achievable within the constraints of the executed agreements. Collection and transmission facilities generally demonstrate a different level of service capability than treatment capacity standards. Ultimately, the collection and transmission system must be able to collect and transmit all wastewater generated in the City and deliver it to a service provider within the contractual limitations of the interlocal agreement.

**Western Service Area**
As discussed above, the population for the western service area is estimated to be 56,327, and the adopted level of service is 124 gallons per capita per day (gpcpd). The treatment capacity for this area, based on the interlocal agreement with Broward County, is 8.04 million gallons per day (MGD). In 2005, the actual flowage from the City of Tamarac to Broward County North Regional Plant was 7.39 MGD.\(^6\) This equates to an effective generation rate of 131 gpcpd. Based on this information, the western service area is generating more wastewater than its adopted level of service

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\(^6\) Broward County Comprehensive Plan Update 2005, Sanitary Sewer Sub-Element Support Documents.
standard, and thus, the adopted level of service standard is revised for future projections.

In the next five and ten years, it is projected that the population of the western service area will increase by 2,370 and 5,279 people, respectively. Based on a revised LOS of 130 gpcpd, the western service area will have adequate capacity for the next ten years. In year 2015, wastewater demand is projected to be slightly below the current reserve capacity at the Broward County North Regional Wastewater Treatment Plant. Before the year 2015, the City of Tamarac will purchase additional capacity at the Broward County North Regional Plant. Broward County has recently increased capacity from 84 mgd to 100 mgd, and Tamarac plans to purchase a portion of this capacity expansion. Population projections until the year 2025, the revised level of service standard, total projected demand in MGD, and sanitary sewer reserve capacity for the western service area are shown in Table 4.1.

Table 4.1: Projected Population and Wastewater Generation in the Western Service Area

<table>
<thead>
<tr>
<th>Year</th>
<th>Western Service Area Population</th>
<th>Revised Level of Service standard (LOS) in gpcpd</th>
<th>Total Service Area Demand in MGD</th>
<th>Total Surplus (+) or Deficit (-) for Capacity of 8.04 MGD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>56,327</td>
<td>130</td>
<td>7.32</td>
<td>+ 0.72</td>
</tr>
<tr>
<td>2010</td>
<td>58,697</td>
<td>130</td>
<td>7.63</td>
<td>+ 0.41</td>
</tr>
<tr>
<td>2015</td>
<td>61,606</td>
<td>130</td>
<td>8.01</td>
<td>+ 0.03</td>
</tr>
<tr>
<td>2020</td>
<td>63,736</td>
<td>130</td>
<td>8.29</td>
<td>- 0.25</td>
</tr>
<tr>
<td>2025</td>
<td>65,298</td>
<td>130</td>
<td>8.49</td>
<td>- 0.45</td>
</tr>
</tbody>
</table>

Source: Population Projections are based on Broward County Population Forecasting Model and adjusted for the western service area. Calculations performed by Michele Mellgren & Associates, Inc.

Broward County separates its sanitary sewer utility into four districts. Tamarac is served by Broward County District 1 facilities along with many other large users such as the City of Deerfield Beach and the North Springs Improvement District. Large Users are responsible for maintaining their individual collection and transmission systems and for delivering wastewater to the Regional Wastewater System at the required elevation or pressure. Large Users are also responsible for the prevention of
excessive peak flow rates and must submit annual updates of wastewater flow estimates. The County requires the flow estimates to plan for future treatment capacity increases. At this time, Broward County’s North Regional Wastewater Plant has a design capacity of 84 million gallons per day and an average daily flow of 69.8 MGD.\(^7\) In the long term planning horizon, Broward County is projecting that sanitary sewer demand will exceed capacity due to population growth in its existing service areas and the addition of new sanitary sewer customers who were previously served by septic tanks. As such, the County is expanding the North District Wastewater Treatment Plant to a capacity of 100 MGD, and at a cost of $320 million. The capacity increase is expected to be available by 2008 as discussed in the Broward County Comprehensive Plan Support Documents.

*The Eastern Service Area*

Population of the eastern area is estimated to be 2,347 and the adopted level of service is 131 gallons per capita per day. All wastewater generated in the eastern service area is treated at City of Fort Lauderdale’s G.T. Lohmeyer Wastewater Treatment Plant. The City of Tamarac Utilities is responsible for the collection and transmission infrastructure in the eastern service area, and treatment and disposal are the responsibility of the City of Fort Lauderdale. In 2005, Tamarac’s eastern service area conveyed an annual average of 0.186 MGD of wastewater to Fort Lauderdale. Based on a population of 2,347, this equates to a generation rate of 79 gpcpd. This is substantially lower than the adopted level of service of 131 gpcpd, and therefore, the adopted level of service standard is revised for future projections.

In the next five and ten years, it is projected that the population of the eastern service area will increase by 99 and 220 people, respectively. Based on the current generation rate of 79 gpcpd, the eastern service area will increase demand on wastewater facilities only slightly. The interlocal agreement with the City of Fort Lauderdale does not specify a maximum reserve capacity for Tamarac and is effective until December 31, 2021. Therefore, the interlocal agreement with Fort Lauderdale

\(^7\) Broward County Comprehensive Plan Update 2005, Sanitary Sewer Sub-Element Support Documents.
will not have to be renewed in the next five or ten years. Population projections until the year 2025, the revised level of service standard, and total projected demand in MGD are shown below in Table 4.2.

**Table 4.2: Projected Population and Wastewater Generation in the Eastern Service Area**

<table>
<thead>
<tr>
<th>Year</th>
<th>Eastern Service Area Population</th>
<th>Revised Level of Service standard (LOS) in gpcpd</th>
<th>Total Service Area Demand in MGD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>2,347</td>
<td>80</td>
<td>0.188</td>
</tr>
<tr>
<td>2010</td>
<td>2,446</td>
<td>80</td>
<td>0.196</td>
</tr>
<tr>
<td>2015</td>
<td>2,567</td>
<td>80</td>
<td>0.205</td>
</tr>
<tr>
<td>2020</td>
<td>2,656</td>
<td>80</td>
<td>0.212</td>
</tr>
<tr>
<td>2025</td>
<td>2,721</td>
<td>80</td>
<td>0.218</td>
</tr>
</tbody>
</table>

Source: Population Projections are based on Broward County Population Forecasting Model and adjusted for the eastern service area. Calculations performed by Michele Mellgren & Associates, Inc.

The City of Fort Lauderdale’s G.T. Lohmeyer Plant has the permitted capacity to treat an average annual daily flow of 48.0 MGD. In 2005, the total average annual daily flow to the G.T. Lohmeyer Plant was 37.52 MGD, as discussed above. The minor increase in wastewater demand from the City of Tamarac will not place a burden on the City of Fort Lauderdale’s wastewater facilities in the short and long range planning horizon. The City of Fort Lauderdale maintains its own methodology to conduct wastewater facility demand analysis. At this time, the City of Fort Lauderdale is developing a Water and Wastewater Master Plan to guide future capacity improvements based on projected population increases in its wastewater service areas. As such, Tamarac’s projected population growth and wastewater demand will be accounted for in the Master Plan.

**Collection and Transmission Facilities**

Tamarac Utilities Department is responsible for maintaining all wastewater collection and transmission facilities within the City of Tamarac. In total, the City maintains over 700,000 linear feet of gravity sewer lines and over 150,000 linear feet of force mains. In an effort to maintain an efficient sanitary sewer collection and transmission
system, the City of Tamarac’s Utilities Department continues to undertake projects which address inflow and infiltration (I&I) of the sanitary sewer system. In addition, the Utilities Department continuously monitors lift station run times to plan for needed capital improvements. Sanitary sewer capital improvements are scheduled in the city’s five year Capital Improvements Program.

**Existing and Future Needs**

The City of Tamarac which includes both the eastern and western service areas is over 99 percent built out and completely sewered. Existing development consists of a broad mix of uses, including residential, commercial, industrial, and recreation. The major remaining tract of undeveloped land is Tamarac Commerce Park, located at the northeast corner of the Sawgrass Expressway and Commercial Boulevard in the western service area. As discussed in the analysis above, Tamarac will have adequate capacity to treat all wastewater generated in the City over the next five and ten years as specified in interlocal agreements with the City of Fort Lauderdale and Broward County. The City of Tamarac does not maintain its own treatment facilities and therefore does not have capital improvements associated with planned treatment capacity expansions. Tamarac does maintain its sewer collection and transmission system, however, and currently has a number of capital improvements scheduled in the five year Capital Improvements Program pertaining to the maintenance of the system. The schedule of sanitary sewer improvements is presented in Table 4.3, Planned Sanitary Sewer System Improvements.

**Future Needs**

Since Tamarac is essentially built-out and completely sewered, the Utilities Department is now in the position to dedicate all future efforts into maintaining the most efficient sanitary sewer operation possible. In addition, the City can now better focus on conservation strategies that reduce flowage and explore methods which can lessen the impact of sanitary sewer waste on natural systems.
Table 4.3: Planned Sanitary Sewer System Improvements FY 2007 - FY 2011

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Estimated Cost</th>
<th>Target Year(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GP05B</td>
<td>Main Street Infrastructure Improvements</td>
<td>$1,535,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td>US06A</td>
<td>Install 12&quot; wastewater force main at 82nd Street and University Drive</td>
<td>$400,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td>USMY1</td>
<td>Sewer Main Rehabilitation</td>
<td>$1,700,000</td>
<td>FY 2007- FY 2011</td>
</tr>
<tr>
<td>US07A</td>
<td>East Master Wastewater Pumping Station Rehabilitation</td>
<td>$250,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td>UGMY2</td>
<td>Tamarac West System Rehabilitation</td>
<td>$1,200,000</td>
<td>FY 2007 - FY 2011</td>
</tr>
<tr>
<td>US07B</td>
<td>Mechanical Upgrade of Wastewater Pump Stations 43 &amp; 53</td>
<td>$75,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td></td>
<td>Mechanical Upgrade of Wastewater Pump Stations 11, 18B, &amp; 39</td>
<td>$200,000</td>
<td>FY 2008</td>
</tr>
<tr>
<td></td>
<td>Electrical Upgrading of Wastewater Pump Stations 2E, 6 &amp; 30A</td>
<td>$175,000</td>
<td>FY 2008</td>
</tr>
<tr>
<td></td>
<td>Wastewater System Master Plan (Study)</td>
<td>$250,000</td>
<td>FY 2009</td>
</tr>
<tr>
<td></td>
<td>Mechanical Upgrade of Wastewater Pump Stations - 15A &amp; 15C.</td>
<td>$200,000</td>
<td>FY 2009</td>
</tr>
<tr>
<td>US03E</td>
<td>McNab Force Main at 92nd Avenue and Nob Hill Road</td>
<td>$250,000</td>
<td>FY 2010</td>
</tr>
<tr>
<td></td>
<td>Mechanical Upgrade of Wastewater Pump Stations - 1, 1E, &amp; 19</td>
<td>$250,000</td>
<td>FY 2010</td>
</tr>
<tr>
<td></td>
<td>Relocate Pump Station 15B</td>
<td>$250,000</td>
<td>FY 2010</td>
</tr>
<tr>
<td></td>
<td>Mechanical Upgrade of Wastewater Pump Stations 5, 5E, &amp; 15D</td>
<td>$250,000</td>
<td>FY 2011</td>
</tr>
</tbody>
</table>

Source: City of Tamarac Five Year Capital Improvement Program (FY2007-2011)

SOLID WASTE

General
The purpose of the Solid Waste Element is to assure that necessary public solid waste management facilities and services correlate to future land use projections. The Solid Waste Element Support Documents provide the data and analysis used as the basis for the goal, objectives, and policies included in the Solid Waste Element. Unless specified otherwise, information contained in this sub-element is based on the year 2005.
**Existing Conditions**

Municipal collection of residential and non-residential solid waste is accomplished through three separate franchise agreements. Solid waste disposal is the responsibility of Broward County Solid Waste Division pursuant to contracts between the City and County.

**Collection**

Solid waste is collected for single family residences throughout the City by compactor trucks owned by All Service Refuse, Inc. Solid waste for multi-family units is picked up by Waste Management, Inc. Commercial, industrial and rental unit services are provided by seven (7) companies which have franchise agreements with Tamarac.

**Disposal**

Solid waste from Tamarac is currently disposed of at the North Broward Resource Recovery Plant (NBRRP) operated by Wheelabrator North Broward, Inc, and located next to the Central Disposal Sanitary Landfill. The Wheelabrator Company owns two facilities in Broward County with a combined capacity of 1.6 million tons/ year. The current demand of the North Broward Resource Recovery Plant is 547,000 tons per year and the available capacity remaining is 274,000 tons per year. Additionally, each Wheelabrator facility can also be expanded by 33 percent to handle a total of 1.1 million tons of solid waste per year if needed. The ash resulting from the burning of processed waste is disposed of in a specially-designed landfill. Non-processable waste is also either recycled or landfilled. The Broward Interim Contingency (BIC) Landfill has 4.1 million cubic yards of capacity and is utilized to dispose of non-burnable waste. Current demand for the BIC landfill is 50,000 -100,000 tons per year, and at the end of 2004, the landfill was slightly over 50 percent filled. The Central Disposal Sanitary Landfill in Pompano Beach provides backup capacity on an as needed basis under a contractual agreement with Wheelabrator and Waste Management, Inc.
IV. Infrastructure Element

Recycling

Tamarac contracts with All Service Refuse, Inc. to operate its recycling program. The program allows residents to recycle the following items:

- newspaper and inserts;
- corrugated cardboard;
- kraft paper;
- aluminum and bimetal food and beverage containers;
- clear, green and brown glass food and beverage containers;
- plastics 1,2,3;
- film plastic; and
- gable-top and aseptic beverage containers.

In 2005, 4,163 tons of recyclable materials were collected in the City. The most recent data available shows that 16,499 single family homes and 15,358 multi-family units recycle in the City. Tons of recyclable material collected has been on the decline for several years; a similar trend is present in most of Broward County.

Analysis

In 2000, Broward County municipalities generated an average of 8.87 pounds of solid waste per capita per day. This is nearly 2.7 pounds per capita per day more than the currently adopted level of service of 6.2 pounds per capita. In order to best reflect the solid waste generated by the average Broward County municipality on a per capita basis, the City should revise its LOS standard to 8.9 pounds per capita per day. The City’s level of service for solid waste collection shall be to utilize one of the City’s contracted waste service providers.

The City of Tamarac does not provide its own solid waste collection and disposal services, therefore, level of service is maintained through agreements with Broward County and various franchise agreements with local service providers.
Using an estimated population of 58,674 and assuming a generation rate of 8.87 pounds per capita per day, the total solid waste generated by Tamarac in 2005 was nearly 95,000 tons. Current Broward County facilities have adequate capacity to accommodate the solid waste generated through the five- and ten-year planning periods. The North Broward Resource Recovery facility has a capacity of 800,000 tons/year, while current demand is approximately 550,000 tons/year. Each Resource Recovery facility is expandable by 33 percent, and any peak in demand can be balanced between the two facilities. A third resource recovery plant location is reserved at the Broward County Landfill, however there are no current plans for expansion by Broward County.

It is Tamarac’s policy to continue to contract for collection service for residential and non-residential units rather than to have the City provide this service. An interlocal agreement with Broward County continues through the year 2013 which is when Broward County will request for agreement extensions. Solid waste service provider agreements are continuously updated by the City of Tamarac Public Works Department.

STORMWATER MANAGEMENT

Existing Conditions
The City of Tamarac drainage system is extensive and provides a significant amount of stormwater flood protection for the residents and businesses of Tamarac. The performance of the Tamarac Drainage System, like most of South Florida’s drainage, is dependent upon the operation and performance of the South Florida Water Management District (SFWMD) Canal System, which ultimately receives the area’s stormwater discharge. Tamarac is specifically dependent on the SFWMD C-13 and C-14 canals. The C-13 and C-14 canals serving Tamarac are extensions of an overall canal system which is used to regulate the water level of Lake Okeechobee and the Everglades. The South Florida Water Management District (SFWMD) regulates the
quantity, quality, and timing of water discharged to its primary canal system. Discharge limitations have required development of a secondary lake and canal system and a tertiary drainage system consisting of roadside swales, which are capable of storing excess stormwater.

*C-14 Drainage Basin Facilities*

The C-14 Basin is generally bounded by the C-14 Canal on the north, the L-36 Borrow Canal (C-42) on the west, Commercial Boulevard on the south and the City of North Lauderdale on the east; a rectangular section of land south of McNab Road and west of Nob Hill Road falls within the C-13 Basin. The C-14 Basin is a 5000-acre drainage area which contains 430 acres of partially-seawalled lakes and canals. The water elevation of the canals and lakes is maintained at a range of 6.3 feet Mean Sea Level (MSL) (wet season) to 7.4 MSL (dry season) by three (3) stormwater pumping stations. The Minimum road crown elevation is 10 feet MSL and first floor elevation is 12 feet MSL.

*C-13 Drainage Basin*

The C-13 Basin includes all areas of Tamarac not within Basin C-14 and is separated into three (3) sub-basins as follows: Sub-Basin A is the rectangular section of land bounded on the north by McNab Road, on the east by Nob Hill Road, and on the south and west by Tamarac City Limits. Sub-Basin B is the area north and south of Commerical Boulevard between NW 64th Avenue and the Florida Turnpike in Tamarac. Finally, Sub-Basin C is the remaining area of Tamarac east of the Florida Turnpike. Unlike the C-14 basin, there are no pumping stations for the C-13 drainage basin. Stormwater flow is by gravity and is controlled by a total of nine (9) outfall structures.

*Analysis*

*Current Drainage Regulations and Programs*

The City's Code provides for a positive system of drainage in all development.
Specific plans and related data are required to be approved by the City Engineer and Stormwater Engineer prior to final site plan approval. Tamarac City Code requires that an additional 9,125 cubic feet of storm water retention be provided below elevation 10 feet MSL in the C-14 drainage basin for every acre of new development. This requirement equates to roughly 5.66 percent of the land area in new developments. To ensure adequate cross-sections for stormwater drainage, the City Code requires that all public canals be a minimum 80 feet wide and that all public lakes have a water surface width of at least 150 feet at the design elevation. The design elevation is 7.0 feet for areas draining to the C-14 and 6.0 feet for areas draining into the C-13 basin. The City Code has adopted the FEMA requirements to set the lowest floor elevation at or above the 100-year flood elevation. The current FEMA floodzones for the city are shown in Map 1.7 (in the Future Land Use Element). This requirement is enforced through subdivision and building permit review.

The City will consider water quality impacts before approving new developments and significant redevelopment projects. All developments shall implement Stormwater Best Management Practices that require structural and non-structural controls during construction to reduce pollutants, and control erosion and sediments entering receiving water bodies.

*Level of Service Standards*

- FEMA criteria for minimum floor elevation and protection of floodplains;
- Standards as established by the Broward County Department of Natural Resources Protection, South Florida Water Management District, Broward County Water Management Division, and the City of Tamarac for off-site discharge, on-site retention, and best management practices for pollutant discharge.
- Ten (10) year storm will produce a headwater no higher than four (4) inches above the lowest catch basin rim in parking lots or two (2) inches below the edge of pavement in subdivisions.
Future Needs
At this time, the City is developing a Storm Drainage Master Plan. The previous plan was based on a study by the University of Florida which had been performed in the early 1980s. The updated Stormwater Master Plan will take advantage of recent advances in stormwater modeling software and will expand on the previous study by providing visual exhibits showing the existing stormwater facilities as well as providing model results alerting the City to potential problem areas. The results and recommendations of the Master Plan will guide future needs. It is anticipated that since the City is 99 percent built-out, additional drainage infrastructure will not be needed in order to maintain the adopted LOS standards, as the amount of impervious area is not likely to increase substantially.

POTABLE WATER

Existing Conditions
The City of Tamarac receives potable water from three separate water service providers. The western area of Tamarac is provided with water service by Tamarac Utilities. This area is generally bounded at the west by Conservation Area 2A, the north by the C-14 Canal, the south by N.W. 44 Street, and the east by N.W. 31 Avenue. The eastern area of Tamarac is provided with potable water by the City of Fort Lauderdale through a large-user agreement. The eastern area is generally located east of N.W. 31 Avenue, and north and south of Commercial Boulevard. Finally, there is a small part of Tamarac (total of 38 acres) located between 31st Avenue and S.R. 7 which is served by Broward County Utilities as a retail service area. For the purposes of this analysis, the City of Tamarac has been separated into three separate water service areas. Map 4.1 illustrates the City’s water and sewer service areas. Information contained in this sub-element is based on the year 2005 unless otherwise specified.
**The Western Service Area**

Tamarac Utilities provides potable water service to most of the City including the westernmost areas. The Utilities Department produces potable water at the Tamarac Water Treatment Plant located at 7803 N.W. 61 Street. The treatment plant which utilizes lime softening technology has a current pumping capacity of 20.0 million gallons per day (MGD). The plant draws its water from 19 active raw water wells which have the combined capacity to produce 21.3 MGD and a firm capacity (20 percent of wells out of service) of 16.5 MGD. The current consumptive use permit allocated by the South Florida Water Management District allows Tamarac Utilities to withdrawal an average of 7.5 MGD and a maximum of 8.7 MGD of Biscayne Aquifer water from the wellfield. Tamarac currently holds a 20-year Consumptive Use Permit (CUP No. 06-00071-W) from the South Florida Water Management District (SFWMD) which does not expire until February 12, 2024. The population of the western service area is estimated to be 54,860, and the adopted level of service standard for the western service area is 144 gallons per capita per day (gpcpd).

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**The Eastern Service Area**

The eastern service area of Tamarac is provided water through a purchase agreement with the City of Fort Lauderdale. Potable water provided to Tamarac is produced at Fort Lauderdale’s Fiveash Water Treatment Plant and Peele-Dixie Water Treatment Plant with capacities of 70 MGD and 10 MGD, respectively. The two plants are interconnected through the water distribution system and potable water is delivered to Tamarac through four master meters. The current consumptive use permit (CUP) for Fort Lauderdale allows the City of Fort Lauderdale to withdrawal up to 50.6 MGD of Biscayne aquifer water from its wellfields, and the permit is due for renewal in May of 2007. Fort Lauderdale, in conjunction with the South Florida Water Management District, is currently in the process of developing alternative water supply sources to meet future water demands without further impacting the Biscayne Aquifer. The population of the eastern service area is estimated to be 2,347, and the adopted level

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8 Population estimate of the western service area is calculated by multiplying the population of Tamarac in 2005 by 93.5 percent.
of service is 144 gallons per capita per day.\textsuperscript{9}

**BCU Service Area**

The Broward County Utility service area in Tamarac is part of Broward County’s District 1 water service area. This service area is supplied potable water from the Broward County Water and Wastewater Services District 1 Wellfield and Treatment Plant. The wellfield is comprised of nine wells, one of which is currently out of service. The total firm capacity of the wellfield is 19.7 MGD. Pursuant to the South Florida Water Management District Consumptive Use Permit (CUP) for this wellfield, the maximum daily and average annual withdrawals allowed from the Biscayne Aquifer are 12.4 MGD and 10.5 MGD, respectively. The CUP is due for renewal in 2006. The District 1 water treatment plant is located at 3701 North State Road 7, Lauderdale Lakes. The plant uses upflow clarifiers and multimedia filtration to provide lime softening of the raw water supply. Per Broward County Water and Wastewater Services 2003 Annual Report, the plant is in very good condition and all equipment has been operating in a satisfactory manner. The plant operates 24 hours a day and meets current water quality standards. The population of the BCU service area is estimated to be 1,467, and the adopted level of service is 117 gallons per capita per day.\textsuperscript{10} The BCU service area is a retail water service area and therefore long term water availability and supply is ensured by the County.

**Water Distribution System**

Tamarac’s water distribution system consists of over 1.1 million linear feet of water mains of various sizes, in addition to valves, fire hydrants, and water meters. Emergency potable water interconnections are maintained with Broward County Office of Environmental Services, the City of Lauderhill, the City of Fort Lauderdale, the City of North Lauderdale, and the Coral Springs Improvement District. Table 4.4 details the water distribution system.

\textsuperscript{9} Population estimate of the eastern service area is calculated by multiplying the population of Tamarac in 2005 by 4 percent.

\textsuperscript{10} Population estimate of the BCU service area is calculated by multiplying the population of Tamarac in 2005 by 2.5 percent.
Table 4.4: Existing Water Distribution System in Linear Feet (2005)

<table>
<thead>
<tr>
<th>Main Size</th>
<th>Length in Linear Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-inch</td>
<td>47,401</td>
</tr>
<tr>
<td>4-inch</td>
<td>139,584</td>
</tr>
<tr>
<td>6-inch</td>
<td>440,072</td>
</tr>
<tr>
<td>8-inch</td>
<td>298,407</td>
</tr>
<tr>
<td>10-inch</td>
<td>41,629</td>
</tr>
<tr>
<td>12-inch</td>
<td>122,026</td>
</tr>
<tr>
<td>16-inch</td>
<td>22,855</td>
</tr>
<tr>
<td>18-inch</td>
<td>600</td>
</tr>
<tr>
<td>24-inch</td>
<td>10,316</td>
</tr>
<tr>
<td>30-inch</td>
<td>30</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,122,920</strong></td>
</tr>
</tbody>
</table>

Source: Tamarac Utilities Department

**Wellfield Protection**

Tamarac’s water wells are protected by the Broward County Wellfield Protection Ordinance. There is no industrial zoning or other zoning which permits use of hazardous materials within one (1) mile of either the existing or proposed well sites within the prohibited (30-day drawdown) area.

**Water Pressure**

The City of Tamarac retained an engineering consultant to perform a hydraulic analysis of the Tamarac water distribution system which was completed in 1996. The analysis showed no pressure deficiencies within the system at either average or peak demand.

**Analysis**

The following analysis provides an assessment of water demand and supply through the year 2025. As consistent with the section above, this analysis is organized according to geographic service areas.

**The Western Service Area**

The western service area has a population of 54,860 and an adopted level of service of 144 gallons per capita per day. In 2005, the western service area population demanded an average of 6.25 millions gallons a day of finished water. This equates to an average of 114 gallons per capita per day. This figure is quite a bit lower than the currently adopted level of service of 144 and is likely the result of effective water
conservation efforts made by the City. With an on-going commitment to conserve water, the City of Tamarac can justify a reduction in its western service area level of service to 125 gallons per capita per day. As shown below in Table 4.5, this Level of Service is consistent with potable water demand projections contained in the South Florida Water Management District’s Lower East Coast Water Supply Plan.

Table 4.5: South Florida Water Management District LEC Plan: Tamarac Utility Summary

<table>
<thead>
<tr>
<th>City of Tamarac</th>
<th>Year 2005</th>
<th>Year 2015</th>
<th>Year 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected Population*</td>
<td>55,108</td>
<td>60,937</td>
<td>66,935</td>
</tr>
<tr>
<td>Projected Per Capita Usage</td>
<td>124</td>
<td>124</td>
<td>124</td>
</tr>
</tbody>
</table>

* SFWMD population projections are slightly higher than the projections used in this sub-element.

The City of Tamarac holds a consumptive use permit to withdrawal a total of 7.5 MGD of potable water from the Biscayne Aquifer. This provides the City with the capacity to provide 7.19 MGD of finished water to the western service area. Based on a revised level of service of 125 gallons per capita per day, the City of Tamarac will need to increase its available water capacity by the year 2015. The projected population, average daily demand, and potable water capacities for the western service area are shown in Table 4.6.

Table 4.6: Western Service Area Projected Population, Average Daily Demand, and Potable Water Capacities

<table>
<thead>
<tr>
<th>Year</th>
<th>Service Area Population</th>
<th>Revised Level of Service (LOS) in gpcpd</th>
<th>Service Area Avg. Daily Demand</th>
<th>Total Finished Water Available</th>
<th>Consumptive Use Permit Allowance and Permit #</th>
<th>Water Treatment Plant Capacity</th>
<th>Wellfield Pumping Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>54,860</td>
<td>125 gpcpd</td>
<td>6.8 MGD</td>
<td>7.19 MGD</td>
<td>7.5 MGD CU#06-00071-W</td>
<td>20.0 MGD</td>
<td>21.3 MGD</td>
</tr>
<tr>
<td>2010</td>
<td>57,169</td>
<td>125 gpcpd</td>
<td>7.1 MGD</td>
<td>7.19 MGD</td>
<td>7.5 MGD CU#06-00071-W</td>
<td>20.0 MGD</td>
<td>21.3 MGD</td>
</tr>
<tr>
<td>2015</td>
<td>60,002</td>
<td>125 gpcpd</td>
<td>7.5 MGD</td>
<td>7.19 MGD</td>
<td>7.5 MGD CU#06-00071-W</td>
<td>20.0 MGD</td>
<td>21.3 MGD</td>
</tr>
<tr>
<td>2020</td>
<td>62,077</td>
<td>125 gpcpd</td>
<td>7.8 MGD</td>
<td>7.19 MGD</td>
<td>7.5 MGD CU#06-00071-W</td>
<td>20.0 MGD</td>
<td>21.3 MGD</td>
</tr>
</tbody>
</table>
At this time, the SFWMD is not permitting any additional withdrawal increases from the Biscayne Aquifer. This is due to the fact that millions of gallons of this water are pumped out of the ground each day contributing to issues of saltwater in-migration and natural resource degradation. New stringent regulations regarding the Biscayne Aquifer have been adopted forcing water officials to seek alternative sources of water. The City of Tamarac will need to acquire alternative water supply sources in order to meet future demands. Currently, the SFWMD has scheduled a 2.0 MGD Floridian Reverse Osmosis Water Treatment Plan to be built in Tamarac. This facility would supply enough water to the western service area to meet demands through the year 2025. The City at this time is exploring this option and others as it develops its Water Facilities Work Plan as required by recent State legislation.

Once the Water Facilities Work Plan is completed, amendments will be made to this sub-element and other elements to ensure that the City has a comprehensive strategy to meet the future potable water needs of the western service area. Tamarac has until August of 2008 to incorporate alternate water supply plan projects into the City’s Comprehensive Plan.

*The Eastern Service Area*

The eastern service area has a population of 2,347 and an adopted level of service of 144 gallons per capita per day. In 2005, the eastern service area population demanded an average of 0.187 millions gallons a day of finished water. This equates to a demand of 79 gallons per capita per day which is much less that the currently adopted LOS. The lower consumption rate is likely due to water effective
conservation efforts and the type of development in Tamarac’s eastern service area. With an on-going commitment to conserve water and the built-out nature of the eastern service area, the City can lower its eastern level of service standard to 80 gallons per capita per day. As mentioned above, the City of Fort Lauderdale provides the eastern service area of Tamarac with potable water through a large user agreement. The City of Fort Lauderdale proactively plans for all of its water service area needs including Tamarac by the development of multi-year Water Master Plans. As shown in Table 4.7, a level of service of 80 gpcpd is consistent with the projections used by Fort Lauderdale in their Water Master Plan - 2006 Update.

Table 4.7: Projected Wholesale Water Use of Tamarac as shown in City of Fort Lauderdale’s Water Master Plan 2006 Update

<table>
<thead>
<tr>
<th>Wholesale User</th>
<th>Year 2005</th>
<th>Year 2010</th>
<th>Year 2015</th>
<th>Year 2020</th>
<th>Year 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected use of the Eastern Service Area</td>
<td>0.191 MGD</td>
<td>0.195 MGD</td>
<td>0.199 MGD</td>
<td>0.210 MGD</td>
<td>0.220 MGD</td>
</tr>
<tr>
<td>Resulting gallons per capita per day</td>
<td>81 gpcpd</td>
<td>80 gpcpd</td>
<td>78 gpcpd</td>
<td>79 gpcpd</td>
<td>81 gpcpd</td>
</tr>
</tbody>
</table>

Source: City of Fort Lauderdale Water Master Plan 2006 Update. Calculations of gpcpd were performed by Michele Mellgren & Associates, Inc. using eastern service area population projections.

The current capacity of Fort Lauderdale’s two treatment plants is 90 million gallons per day. The associated wellfields are capable of producing 85.2 million gallons per day and the consumptive use permit from SFWMD allows an average withdrawal of 50.6 million gallons per day from the Biscayne Aquifer. The City is currently in the process of exploring alternate water supply sources to meet future demands. The population of Tamarac’s eastern service area creates only a small demand on Fort Lauderdale’s potable water facilities. The projected population, average daily demand, and planned potable water supply for the eastern service area is shown in Table 4.8.
Table 4.8: Eastern Service Area Projected Population, Average Daily Demand and Planned Potable Water Supply

<table>
<thead>
<tr>
<th>Year</th>
<th>Eastern Service Area Population</th>
<th>Revised Level of Service (LOS) in gpcpd</th>
<th>Eastern Service Area Avg. Daily Demand</th>
<th>Fort Lauderdale’s Planned Supply For Tamarac</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>2,347</td>
<td>80 gpcpd</td>
<td>.187 MGD</td>
<td>0.191 MGD</td>
</tr>
<tr>
<td>2010</td>
<td>2,446</td>
<td>80 gpcpd</td>
<td>.196 MGD</td>
<td>0.195 MGD</td>
</tr>
<tr>
<td>2015</td>
<td>2,567</td>
<td>80 gpcpd</td>
<td>.205 MGD</td>
<td>0.199 MGD</td>
</tr>
<tr>
<td>2020</td>
<td>2,656</td>
<td>80 gpcpd</td>
<td>.212 MGD</td>
<td>0.210 MGD</td>
</tr>
<tr>
<td>2025</td>
<td>2,721</td>
<td>80 gpcpd</td>
<td>.218 MGD</td>
<td>0.220 MGD</td>
</tr>
</tbody>
</table>


As can be seen above, there are slight differences in the projected demand and planned supply for the eastern service area. These differences, however, are not considered to be significant. The City of Fort Lauderdale will continue to provide water to Tamarac as it is demanded and the City of Tamarac will continue to implement water conservation strategies to realize its adopted level of service.

The Broward County Utilities (BCU) Service Area

The adopted level of service standard for the BCU service area is 117 gallons per capita per day. The current population in the service area is 1,467 and the current capacity of the treatment plant is 16 million gallons per day. The wellfield capacity is 19.7 million gallons per day and the consumptive use permit allows for 10.5 million gallons per day of potable water to be withdrawn from the Biscayne Aquifer. Water Consumption figures are not available for the BCU Service Area since its consumption is combined with other retail service areas. Based on the SFWMD Lower East Coast Water Supply Plan Update 2005-2006, the service area is projected to have a consumption rate of 131 gallons per capita per day. Although the City has no control over the level of service provided to the BCU service area, for planning purposes the BCU area LOS standard will be revised to 131 gallons per capita per day. The
projected population, average daily demand, and planned potable water supply for the BCU service area is shown in Table 4.9.

Table 4.9: BCU Service Area Projected Population, Average Daily Demand and Potable Water Capacities

<table>
<thead>
<tr>
<th>Year</th>
<th>Service Area Population</th>
<th>Revised Level of Service (LOS) in gpcpd</th>
<th>BCU Service Area Avg. Daily Demand</th>
<th>Broward County Planned Supply for Tamarac</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>1,467</td>
<td>131</td>
<td>.192 MGD</td>
<td>.192 MGD</td>
</tr>
<tr>
<td>2010</td>
<td>1,529</td>
<td>131</td>
<td>.200 MGD</td>
<td>.200 MGD</td>
</tr>
<tr>
<td>2015</td>
<td>1,604</td>
<td>131</td>
<td>.210 MGD</td>
<td>.210 MGD</td>
</tr>
<tr>
<td>2020</td>
<td>1,660</td>
<td>131</td>
<td>.217 MGD</td>
<td>.217 MGD</td>
</tr>
<tr>
<td>2025</td>
<td>1,700</td>
<td>131</td>
<td>.223 MGD</td>
<td>.223 MGD</td>
</tr>
</tbody>
</table>


The City of Tamarac has planned a number of water plant and distribution system improvements as shown below in Table 4.10. These improvements are scheduled to maintain a high level of service only and do not constitute water treatment plant capacity expansions at this time.

Table 4.10: Planned Potable Water System Improvements FY 2007 - FY 2011

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Estimated Cost</th>
<th>Target Year(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UT06A</td>
<td>Water Treatment Plant Upgrade</td>
<td>$320,000</td>
<td>FY 2007 - FY 2010</td>
</tr>
<tr>
<td></td>
<td>Clearwell Structural Rehabilitation at WTP</td>
<td>$440,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td></td>
<td>Filter Media Replacement</td>
<td>$500,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td>UGMY2</td>
<td>Tamarac West System Rehabilitation</td>
<td>$1,200,000</td>
<td>FY 2007 - FY 2011</td>
</tr>
<tr>
<td></td>
<td>University Drive Water Main Upgrade</td>
<td>$1,100,000</td>
<td>FY 2007 - FY 2009</td>
</tr>
<tr>
<td></td>
<td>Rehabilitation of Lime Slakers at the Water Treatment Plant</td>
<td>$165,000</td>
<td>FY 2007</td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
<td>Estimated Cost</td>
<td>Target Year(s)</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>------------------------------------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Replace Hurricane Shutters &amp; Resistance Windows at WTP</td>
<td>Replace Hurricane Shutters &amp; Resistance Windows at WTP</td>
<td>$100,000</td>
<td>FY 2008</td>
</tr>
<tr>
<td>Rehabilitation/Recondition of Water Treatment Facility</td>
<td>Rehabilitation/Recondition of Water Treatment Facility</td>
<td>$400,000</td>
<td>FY 2008</td>
</tr>
<tr>
<td>Water System Master Plan (Study)</td>
<td>Water System Master Plan (Study)</td>
<td>$250,000</td>
<td>FY 2008</td>
</tr>
<tr>
<td>Lime Sludge Concentration Project</td>
<td>Lime Sludge Concentration Project</td>
<td>$1,600,000</td>
<td>FY 2009 - FY 2010</td>
</tr>
<tr>
<td>Shaker Village Water System Upgrade</td>
<td>Shaker Village Water System Upgrade</td>
<td>$1,560,000</td>
<td>FY 2009 - FY 2010</td>
</tr>
<tr>
<td>MIEX Pretreatment System (Study)</td>
<td>MIEX Pretreatment System (Study)</td>
<td>$100,000</td>
<td>FY 2010</td>
</tr>
<tr>
<td>Relocate Backyard Water Mains - Tamarac East</td>
<td>Relocate Backyard Water Mains - Tamarac East</td>
<td>$1,000,000</td>
<td>FY 2010 - FY 2011</td>
</tr>
<tr>
<td>Emergency Generator Replacement &amp; Fuel Capacity at WTP</td>
<td>Emergency Generator Replacement &amp; Fuel Capacity at WTP</td>
<td>$950,000</td>
<td>FY 2011</td>
</tr>
</tbody>
</table>

Source: City of Tamarac FY 07 Adopted Budget and Capital Improvement Program.

NATURAL GROUNDWATER AQUIFER RECHARGE

Existing Conditions
The Biscayne Aquifer, the water source for Tamarac, extends from Lake Okeechobee in a southeasterly direction to the southeast coast of south Florida. It varies in depth from approximately ground level to 200 feet at the coast. The principal source of recharge is rainfall which averages 60 inches annually in and around the City. Infiltration occurs from sheet flow through the Everglades, canal and lake systems, and pervious areas.

Analysis

Water Supply and Aquifer Recharge
Tamarac obtains water from 19 wells and groundwater levels are maintained at fairly constant levels by virtue of the close proximity to conservation areas 2A and 2B. The depth of the City wells averages 100 feet. The quality of the groundwater available from the wellfield at the Tamarac West Treatment Plant is good. Three (3) surface drainage pumps located along the northern City limits maintain the water levels in
the drainage canals. There are no salinity control structures and no saline water presently within four (4) miles of Tamarac's existing wells.

Adjacent Users of Water
The Fort Lauderdale Prospect Field Wellfield is located 3.5 miles east of Tamarac's wellfield, just east of U.S. 441 and north of Commercial Boulevard. In addition, one of Sunrise's wellfields is located 1.3 miles south of the Tamarac's wellfield. Groundwater movement is to the southeast in eastern Broward County. Impacts on or from the Fort Lauderdale and Sunrise wellfields are minimal.

Water Conservation
The City of Tamarac has been extremely successful in its water conservation efforts. The City requires water conserving fixtures for new construction, has adopted xeriscape landscape standards, has developed alternate water supply sources at nine of its golf courses which use canals for irrigation, and has hired a Water Conservation Coordinator to implement programs and promote public awareness. The City will continue to implement and monitor these programs as necessary to ensure that water is conserved.
V. CONSERVATION ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

INVENTORY AND ANALYSIS OF PHYSICAL NATURAL RESOURCES ......................... 1
Air Quality ........................................................................................................ 1
Water Resources and Quality ........................................................................... 2
Commercially Valuable Mineral Deposits ......................................................... 8

INVENTORY AND ANALYSIS OF BIOLOGICAL NATURAL RESOURCES ............. 9
Vegetative Communities .................................................................................. 9
Wildlife ............................................................................................................ 10
Endangered Species ....................................................................................... 11

EXISTING AND POTENTIAL USAGE OF NATURAL RESOURCES ................... 12
Existing Commercial, Recreational and Conservation Uses .............................. 12
Hazardous Waste Management ....................................................................... 13
Noise ............................................................................................................. 13

CURRENT AND PROJECTED POTABLE WATER NEEDS ................................ 14
Existing Potable Water Sources ...................................................................... 14
Projected Potable Water Demand .................................................................... 17

EXISTING AND PROJECTED AGRICULTURAL, COMMERCIAL AND INDUSTRIAL WATER DEMANDS. .............................................................. 18

List of Tables

Table 5.1: Endangered Species in Broward County with Federal Status .......... 11
V. CONSERVATION ELEMENT

The City of Tamarac is a landlocked community located in western Broward County and nestled between the Everglades conservation area and the Atlantic Coastal Ridge. Previously made up of wetlands, pastures, and fields, the City of Tamarac now is characterized by fully-developed residential and commercial areas. The purpose of this element is to promote the conservation, use and protection of natural resources within the City of Tamarac.

Inventory and Analysis of Physical Natural Resources
This section identifies and analyzes water bodies, wetlands, ground waters, air and water quality, floodplains, commercially valuable mineral deposits, soil problems, vegetative communities, wildlife habitats, and endangered species found within the City. Physical natural resources are presented first, and then followed by the biological natural resources.

Air Quality
The Clean Air Act requires the Environmental Protection Agency (EPA) to set NAAQS for six common air pollutants. Harmful to human health and the environment, these commonly found air pollutants consist of particle pollution (often referred to as particulate matter), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. Of the six pollutants, particle pollution and ground-level ozone are the most common health threats.

According to the Broward County Environmental Benchmarks Report 2006, the outdoor air quality in the County was rated as “good” 87 percent of the time in the year 2005, and “good” 91 percent of the time between 2001 and 2004. Pollutant levels are kept well dispersed due to a frequent sea breeze which also contributes to generally good air quality throughout southeastern Florida. During instances of limited vertical mixing and slow air-mass movement, the region occasionally experiences a buildup of
emissions at ground level resulting in infrequent exceedances of the National Ambient Air Quality Standards (NAAQS). The NAAQS for outdoor air are 9 parts per minute (ppm) for 8 hours, and 35 ppm for 1 hour.

The Broward County Environmental Protection Department (EPD) maintains air quality monitoring stations throughout the County and outputs an Air Quality Index (AQI). The AQI is considered a uniform method of reporting daily pollution levels and the associated ill health effects. An air quality monitoring station located north of Tamarac at Sawgrass Springs Middle School (AIRS #011-0031) measures ozone levels. The federal ozone standard is 0.12 ppm for maximum one-hour value, and .08 ppm for eight-hour average. In 2006, the Coral Springs station measured no exceedances and a maximum one-hour ozone reading of .091, and an eight-hour reading of .067, both well below the standard. The major source of air pollution in Tamarac is motor vehicle exhaust and ozone emissions along major arterials and in the vicinity of major intersections.

Water Resources and Quality

Surface Waters
The State classification of surface waters (Chapter 62-302.400 FAC) identifies five categories according to designated uses. These categories are:

- Class I Potable Water Supplies
- Class II Shellfish Propagation or Harvesting
- Class III Recreation, Propagation and Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife
- Class IV Agricultural Water Supplies
- Class V Navigation, Utility and Industrial Use
The State classifies water in the City as Class III quality - sufficient to foster fish and wildlife propagation and provide recreational opportunities.

The City has over 700 acres of public canals and lakes, all of which are man-made and whose principal use is for drainage. Secondary uses are irrigation, aquifer recharge, and open space and recreation. The major pollution threats to surface water in Broward County are stormwater runoff from parking lots, roadways, golf courses, and residential lawns.

Tamarac lies within the jurisdiction of the South Florida Water Management District (SFWMD), an agency responsible for balancing and improving water supply and quality, flood control, and natural systems in the region. The SFWMD maintains a water sampling station in the C-14 canal which runs on the north side of Southgate Boulevard along the northern boundary of the City.

The Broward County EPD has monitored surface water quality in the County since 1972 through a regimen of testing and sampling from water quality stations located along certain major waterways. Testing measures general water quality to characterize the overall ecological health of the system and to evaluate any potential health risks. Broward County monitors surface water along the C-14 canal just north of the intersection of Nob Hill Road and Southgate Boulevard. State and federal agencies use the water quality data to assess surface water conditions in the County per the United States Clean Water Act and State of Florida’s Watershed Restoration Act. Results of this quarterly testing program are documented in the Broward County, Florida Historical Water Quality Atlas: 1972-1997. This document is currently being updated to include the data collected through the year 2004.

Groundwater

Groundwater in the region is a supply of fresh water found beneath the surface, usually in the form of aquifers, which supply springs and wells. Groundwater is Tamarac’s sole source of drinking water, from the Biscayne Aquifer via 19 active raw
water wells which have the combined capacity to produce 21.3 Million Gallons per Day (MGD) and a firm capacity (20% of wells out of service) of 17.04 MGD. The current consumptive use permit allocated by the South Florida Water Management District allows Tamarac Utilities to withdrawal an average of 7.5 MGD and a maximum of 8.7 MGD of Biscayne Aquifer water from the wellfield. Please refer to the potable water section of the Infrastructure Element for additional information.

**Wellfield Protection**

Tamarac's wellfield protection areas are located to the north of Commercial Boulevard between Pine Island Road and University Drive and are included in the County Wellfield Protection Program, in place since 1990. The program regulates activities in the wellfield protection areas including the storage, handling, use, and production of regulated substances at hazardous material facilities. The Broward County Wellfield Protection Ordinance, Article XIII of the Natural Resources Protection Code (Chapter 27), regulates the use of hazardous materials within the zones surrounding existing and potential wellfields so to protect groundwater quality. The three protection zones are described below:

**Zone 1:** The land area situated between the well(s) and the ten day travel time contour.

**Zone 2:** The land area situated between the ten day and the thirty-day travel time contours.

**Zone 3:** The land area situated between the thirty-day and the 210 day travel time contours, or the thirty-day and the one-foot drawdown contours, whichever is greater.

A list of regulated substances within each zone is outlined in the Ordinance. Within Zone 1, a nonresidential activity including storage, handling, usage or production of any regulated substances shall not be permitted.
Zone 2 facilities which store, handle, use, or produce any regulated substances must obtain a hazardous material wellfield license. Licensed facilities in zone 2 are subject to the conditions listed in the Ordinance.

Zone 3 facilities which store, handle, use, produce, or manufacture regulated substances must obtain a hazardous material license from the County. Moreover, if a spill of a regulated substance occurs on the site, the hazardous materials license shall be replaced with a hazardous material wellfield license which would include the conditions listed above for zone 2.

For a map delineating the wellhead protection areas in Tamarac, see map in the Future Land Use Element. There is no industrial zoning or other zoning which permits use of hazardous materials within one (1) mile of either the existing or proposed well sites within the prohibited (30-day drawdown) area.

Aquifer Recharge
The Biscayne Aquifer is an underground geological formation, or group of formations that contains water and is the major source of groundwater for springs and wells. The City maintains an aggressive well field protection program with the goal of preventing contamination near drinking water wells through stringent management of nearby land uses.

Saltwater Intrusion
Protection of groundwater quality in Broward County depends upon proper management of the Biscayne Aquifer. Saltwater intrusion occurs when salt water invades fresh surface or ground water. Such intrusion is a major water quality issue for Broward County as the saltwater intrusion line has steadily moved westward during the past half century. The general location of the saltwater intrusion line, according to the United States Geological Survey is located along, or in some locations west of, Interstate 95 - approximately four to five miles from the easternmost limits of Tamarac. The County Water Resources Division is currently working in conjunction
with the United States Geological Survey on the development of a saltwater intrusion model, which, coupled with the County’s existing surface and groundwater model, shall help guide management decisions in support of resource sustainability.

_Floodplains_

Rule 9J-5.003(47) Florida Administrative Code, defines flood plains as areas that are inundated during a 100-year flood event or areas identified by the National Flood Insurance Program (NFIP) as an “A” zone on Flood Insurance Rate Maps (FIRM) or Flood Hazard Boundary Maps. Events causing such flooding can include heavy rains, storm surge, high tides, and drainage canal overflow. According to the FEMA Flood Insurance Rate Maps (FIRM), over 93 percent of the City of Tamarac lies within the AH zone, 4 percent lies in the X zone, and 3 percent lies in the AE zone. The definition of these zones is as follows:

- **Zone AH** - An area inundated by 100-year flooding (usually an area of ponding), for which base flood elevations have been determined; flood depths range from one to three feet
- **Zone X** - An area that is determined to be outside the 100- and 500-year floodplains
- **Zone AE** - An area inundated by 100-year flooding, for which no base flood elevations have been determined

The most flood-prone areas of the City are zones AE and AH, which encompass 96 percent of the City. The area to the west of NW 31st Avenue lies in the AH zone, while the area of the City to the east of NW 31st Avenue contains the AE.

Broward County is governed by standards requiring the lowest finished floor elevations of residential uses to be at or above the level of the storm standard published on the Flood Insurance Rate Map (FIRM). Public roads must be above the level of the 10-year, 1-day storm. Drainage in Tamarac is controlled by an extensive network of water management structures and canals maintained by the SFWMD.
Wetlands

Section 373.019(25) Florida Statutes defines wetlands as those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Wetlands in Florida generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, Riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Much of the existing Broward County wetlands had been drained by the 1920’s via numerous canals in order to reclaim land. The freshwater wetlands remaining today are made up of cypress swamps, pond apple and cypress sloughs, freshwater marshes, sawgrass marshes and wet prairies.

According to United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), Tamarac is comprised of 85 percent Uplands - areas not defined as wetland or deepwater habitats. Ten percent consists of nontidal Palustrine wetlands characterized by one or more of the following: woody or forested vegetation, unconsolidated bottoms, permanent, temporarily or seasonally flooded areas, excavated man-made canals, partly drained areas, and/or containing emergent and persistent plant species. The remaining five percent of wetlands in the City are comprised of 360-acres of Riverine habitat contained in natural or artificial channels that periodically or continuously contain flowing water. These Riverine canals are located throughout the City and are further classified as being lower perennial - a wetland subsystem characterized by a nontidal, permanently flooded, unconsolidated bottom, excavated canal with a low gradient and slow water velocity featuring a sandy or muddy substrate. Lastly, a 30-acre body of water located at the northeastern corner of the intersection of Nob Hill Road and Commercial Boulevard is classified as a Lacustrine wetland system.
The Broward County EPD - Biological Resource Division (BRD) stated mission is to protect, restore and enhance the biological productivity, abundance and diversity of marine, estuarine, freshwater and terrestrial resources, which includes Broward County’s wetland resources. The EPD has administered a program to protect and preserve wetlands since 1993 with a purpose to maintain the functions and values provided by aquatic and wetland resources so to avoid overall net loss and strive for a net resource gain over present conditions. EPD also investigates violations of Chapter 27 of the Broward County Code - known as the Natural Resource Protection Code. Areas enforced include causing wetland impacts without a license, mangrove alterations, water body dredging or filling, and other water quality violations. A license must be issued by EPD prior to the alteration of wetlands after a decision-making process which evaluates the quality and condition of the wetland and derives a numerical ranking of the wetlands importance.

Broward County assesses wetlands through an evaluation method known as the Wetlands Benefit Index (WBI), codified in Chapter 27, Article XI of the County Code of Ordinances. The WBI is based on ten factors to develop a numerical ranking of wetlands, ranging from 0.25 to 1.0, where 0.25 is the poorest quality wetland and 1.0 is the highest quality wetland. The Wetland Protection Ordinance (Chapter 27) provides that property shall be developed so that it avoids or minimizes, to the greatest degree practicable, wetlands. Wetlands with a WBI ranking of 0.80 or higher create a presumption against development. If a wetland has a WBI ranking below 0.80, then development may proceed but the developer must mitigate or enhance the wetlands to compensate for the loss of wetland functions.

**Commercially Valuable Mineral Deposits**

Mining in Broward County is a minor commercial activity that accounts for less than a tenth of a percent of the County’s economy. All mining operations in the County are surface extractions resulting in open rockpits and slag piles. There are no known commercially valuable mineral deposits in the City of Tamarac.
Soil Erosion Problems
As a landlocked community with a relatively flat topography, soil erosion problems are not a serious issue with the City. The two areas where soil erosion occurs are construction sites and canal banks. The principal soil types and the percent of that soil found in the City of Tamarac include:

*Hallandale fine sand (34% of total).* A soil that is shallow, nearly level, rapidly permeable, poorly drained and sandy. This soil is located in the western half of the City and is formed in thin deposits of marine sandy materials over limestone.

*Matlasha gravelly fine sand (32% of total).* A soil consisting of very deep, somewhat poorly drained, moderately rapid to rapidly permeable soils located on filled and disturbed sloughs, flats, and depressions. This soil is located throughout the City.

*Udorthents, shaped (11% of total).* A mixture of soil and geologic soil materials that have been shaped and contoured mainly for golf courses and major highways. Consisting mostly of limestone fragments and sand, Udorthents are poorly drained, nearly level to steep near highway interchange sloping.

The remaining soils in Tamarac include are variety of fine, poorly drained, level sands (Immokalee, Margate, Paola and Pomello) and very poorly drained, rapidly permeable mucks (Dania, Lauderhill and Plantation).

Inventory and Analysis of Biological Natural Resources

Vegetative Communities
Vegetative communities are defined in Rule 9J-5.003(135) Florida Administrative Code as ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals. Local Areas of Particular Concern (LAPC), Natural Resource Areas (NRA),
Upland Tree Resources (UTR) and Environmentally Sensitive Land (ESL) have been designated by the Broward County Commission. These areas represent historic remnants of the vegetative communities that once flourished in the County. The City of Tamarac contains two UTR areas along McNab Road and one ESL/LAPC area located north of McNab Road between University Drive and Pine Island Road.

The Florida Fish and Wildlife Conservation Commission publish habitat and landcover dataset containing plant community and landcover data for the state of Florida. The vast majority of Tamarac consists of high- and low-impact urban areas. High-impact urban areas are devoid of vegetation such as roads, buildings, and parking lots. The low-impact urban areas are characterized as disturbed areas within urbanized areas that may or may not contain vegetation such as lawns, grassy areas and buildings, and park facilities. Localized pockets of exotic plants, open water, pinelands, shrub swamp, unimproved pasture, and freshwater marsh and wet prairie exist throughout the City.

Broward County administers the Upland Resources Program which enforces Article 14 of the County Natural Resource Protection Code, entitled “Tree Preservation”. The City of Tamarac falls under the jurisdiction of this article - regulating tree removal, tree pruning, protecting trees from construction, and payment into the Tree Preservation Trust Fund. The City also participates in the Tree City USA program and shall continue to do so. In the past, developers in the City have preserved mature stands of Cypress and Slash Pine, integrating these native species into site designs in many cases.

**Wildlife**

Much of the City of Tamarac has already been developed with very few areas remaining that can provide support for wildlife habitats. The most common wildlife species in Tamarac are Muscovy Duck, Cattle Egret, Grey Heron, and other waterfowl along waterways and lakes. Raccoon, opossum and grey fox are also common. Rare or threatened species are also seen occasionally. Valuable aquatic and terrestrial
wildlife as well as fishing and passive recreation are resources in the Cypress Creek Commons open space corridor which extends for over three (3) miles along Southgate Boulevard.

**Endangered Species**

Table 5.1 contains an Inventory List for Broward County of Endangered and Threatened Species by status, which may be found within the City of Tamarac.

**Table 5.1: Endangered Species in Broward County with Federal Status**

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida panther</td>
<td><em>Puma (= Felis) concolor concolor</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Puma (= mountain lion)</td>
<td><em>Puma (= Felis) concolor (all subs.: except concolor)</em></td>
<td>T/SA</td>
<td></td>
</tr>
<tr>
<td>Southeastern beach mouse</td>
<td><em>Peromyscus polionotus niviventer</em></td>
<td>T</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>West Indian manatee</td>
<td><em>Trichechus manatus</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Audubon’s crested caracara</td>
<td><em>Polyborus planus auduboni</em></td>
<td>T</td>
<td>Last documented 1987.91</td>
</tr>
<tr>
<td>Bald eagle</td>
<td><em>Halietus leucocephalus</em></td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Everglade snail kite</td>
<td><em>Rostharus sociabilis plumbeus</em></td>
<td>E, CH</td>
<td></td>
</tr>
<tr>
<td>Florida scrub-jay</td>
<td><em>Aphelocoma coerulescens</em></td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Ivory-billed woodpecker</td>
<td><em>Gymnophila principalis</em></td>
<td>E</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>Piping plover</td>
<td><em>Charadrius melodus</em></td>
<td>T</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>Red-cockaded woodpecker</td>
<td><em>Picoides borealis</em></td>
<td>E</td>
<td>Last documented prior to 1960</td>
</tr>
<tr>
<td>Red knot</td>
<td><em>Calidris canutus rufa</em></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td>Wood stork</td>
<td><em>Mycteria americana</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>American crocodile</td>
<td><em>Crocodile acutus</em></td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>American alligator</td>
<td><em>Alligator mississippiensis</em></td>
<td>T/SA</td>
<td></td>
</tr>
<tr>
<td>Eastern indigo snake</td>
<td><em>Drymarchon coster couperi</em></td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Green sea turtle</td>
<td><em>Chelonia mydas</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Hawksbill sea turtle</td>
<td><em>Eretmochelys imbricata</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Leatherback sea turtle</td>
<td><em>Dermochelys coriacea</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Loggerhead sea turtle</td>
<td><em>Caretta caretta</em></td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Smalltooth sawfish</td>
<td><em>Pristis pectinata</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Bartram’s hairstreak butterfly</td>
<td><em>Syrphus actis bartramii</em></td>
<td>C</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>Florida leafwing butterfly</td>
<td><em>Anago troglodyta floridalis</em></td>
<td>C</td>
<td>1988</td>
</tr>
<tr>
<td>Staghorn coral</td>
<td><em>Acropora cervicornis</em></td>
<td>PT</td>
<td></td>
</tr>
<tr>
<td>Benj’s jacquemontia</td>
<td><em>Jacquemontia reclinata</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Johnson’s seagrass</td>
<td><em>Halophila johnsonii</em></td>
<td>T, CH</td>
<td></td>
</tr>
<tr>
<td>Okreechobee gournd</td>
<td><em>Cucurbita okreechobee ssp. okreechobee</em></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Tiny polygalas</td>
<td><em>Polygalus sp</em></td>
<td>E</td>
<td></td>
</tr>
</tbody>
</table>

E=Endangered; T=Threatened; PE=Proposed Endangered; PT=Proposed Threatened; C=Candidate; SA=Similarity of Appearance to a listed taxon.

* Table should also include the Florida Burrowing Owl A.K.A. Nesting Ground Owl – *Athene cunicularia floridana.*
Existing and Potential Usage of Natural Resources

Rule 9-J5.013(1)(b) of the Florida Administrative Code requires that a local government inventory and analyze all natural resources found within its local jurisdiction in terms of commercial use, recreational use, conservation use, and pollution problems. This section illustrates the existing commercial, recreational and conservation uses for the physical and biological natural resources common to the City of Tamarac along with local hazardous waste management practices.

Existing Commercial, Recreational and Conservation Uses

Commercial Uses
Commercial uses mean activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services. Within the City of Tamarac, no natural resources are being utilized explicitly for commercial purposes, nor is it anticipated that they will in the future.

Recreational Uses
Recreational uses means activities within areas where residents are afforded the pursuit of leisure time activities occurring in an indoor or outdoor setting. Natural resources within the City are primarily used for recreational purposes. Community parks and preserves located within the City serve as transition between the built and natural environments allowing residents an opportunity to experience a natural setting while simultaneously protecting local plant and animal habitats. Caporella Park contains a fishing pier and Veteran’s Park features a boat ramp.

Conservation Uses
Section 373.019(28) Florida Statutes defines conservation uses as activities or conditions 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.

According to the Tamarac Existing Land Use Map, the areas in the City designated as conservation are located in the southwestern corner of the City, totaling approximately 35 acres. The majority of lakes and canals in the City are utilized as flood control measures for stormwater runoff. There is also an undeveloped seven-acre park site called the Wildlife Preserve located between Commercial Boulevard and Prospect Road.

**Hazardous Waste Management**

Section 373.019(54) Florida Statutes defines hazardous waste as meaning solid waste, or a combination of solid wastes, which, due to quality, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

**Household Hazardous Waste**

Broward County Waste and Recycling Services periodically hosts household hazardous waste (HHW) collection drop-off days at no charge to County residents. The goal of the HHW program is to reduce the amount of hazardous waste being disposed of improperly and harming our environment. The HHW program also aims to educate Broward County residents about the dangers associated with hazardous waste and encourage proper waste management. Items not collected by the HHW collections include biohazardous waste, i.e. medical waste, or explosives.

**Noise**

Both the City and Broward County enforce noise ordinances which limit noisy activities and restrict construction and other noisy outdoor work to certain hours of
the day. Setback, berm and landscaping requirements also help minimize noise encroachment into residential areas.

Current and Projected Potable Water Needs
This section contains an inventory of the current and projected water needs and sources to the year 2015. The projections will be based on present water consumption demands placed on water service providers as well as population projections derived in the future land use element.

Existing Potable Water Sources
The City of Tamarac receives water service from three separate water service providers. The western portion of Tamarac is provided with water service by Tamarac Utilities - an area bounded on the west by Conservation Area 2A, the north by the C-14 canal, the south by N.W. 44 Street, and the east by N.W. 31 Avenue. The eastern area of Tamarac is provided with potable water by the City of Fort Lauderdale through a large-user agreement. The eastern area is generally located east of N.W. 31 Avenue, and north and south of Commercial Boulevard. The third and final water service area is a small part of Tamarac, 38 acres in total, located between 31st Avenue and S.R. 7 which is served by Broward County Utilities as a retail service area.

The source of potable water in Tamarac is the Biscayne Aquifer - an underground formation of sand, clay and limestone layers, which filter and purify rainwater. The groundwater is pumped to the Water Treatment Plant via the use of 19 wells. More detailed information can be found in the potable water section of the Infrastructure Element.

Existing Potable Water Demand
Existing potable water demand in Tamarac is assessed among the three separate water service areas described above.
The Western Service Area

Tamarac Utilities provides potable water service to most of the City including the westernmost areas. The Utilities Department produces potable water at the Tamarac Water Treatment Plant located at 7803 N.W. 61 Street. The treatment plant which utilizes lime softening technology has a current pumping capacity of 20.0 million gallons per day (MGD). The plant draws its water from 19 active raw water wells which have the combined capacity to produce 21.3 MGD and a firm capacity (20% of wells out of service) of 17.04 MGD. The current consumptive use permit (CUP) allocated by the South Florida Water Management District allows Tamarac Utilities to withdrawal an average of 7.5 MGD and a maximum of 8.7 MGD of Biscayne Aquifer water from the wellfield. Tamarac currently holds a 20-year Consumptive Use Permit (CUP No. 06-00071-W) from the South Florida Water Management District (SFWMD) which does not expire until February 12, 2024. The CUP will change in February, 2009, and will allow Tamarac Utilities to withdraw an average of 7.19 MGD and a maximum of 8.31 MGD of Biscayne Aquifer water from the wellfield. The population of the western service area is estimated to be 54,860, and the adopted level of service standard for the western service area is 114 gallons per capita per day (gpcpd). In 2005, the western service area population demanded an average of 6.25 millions gallons a day of finished water. This equates to a demand of 114 gallons per capita per day. Finished water consumption for the 12 months rolling average ending May 1, 2007 saw a demand of 108 gpcpd. This reduction is primarily due to water conservation measures and mandated water restrictions.

Eastern Service Area

The eastern service area of Tamarac is provided water through a purchase agreement with the City of Fort Lauderdale. Potable water provided to Tamarac is produced at Fort Lauderdale’s Fiveash Water Treatment Plant and Peele-Dixie Water Treatment Plant with capacities of 70 MGD and 10 MGD, respectively. The two plants are interconnected though the water distribution system and potable water is delivered to Tamarac through four master meters. The current consumptive use permit (CUP) for Fort Lauderdale allows the City of Fort Lauderdale to withdrawal up to 50.6 MGD
of Biscayne aquifer water from its wellfields, and the permit is due for renewal in May of 2007. Fort Lauderdale, in conjunction with the South Florida Water Management District, is currently in the process of developing alternative water supply sources to meet future water demands without further impacting the Biscayne Aquifer. The population of the eastern service area is estimated to be 2,347, and the adopted level of service is 144 gallons per capita per day. In 2005, the eastern service area population demanded an average of 0.187 million gallons a day of finished water, which equates to a demand of 79 gpcpd.

Broward County Utility Service Area
The Broward County Utility service area in Tamarac is part of Broward County’s District 1 water service area. This service area is supplied potable water from the Broward County Water and Wastewater Services District 1 Wellfield and Treatment Plant. The wellfield is comprised of nine wells, one of which is currently out of service. The total firm capacity of the wellfield is 19.7 MGD. Pursuant to the South Florida Water Management District Consumptive Use Permit (CUP) for this wellfield, the maximum daily and average annual withdrawals allowed from the Biscayne Aquifer are 12.4 MGD and 10.5 MGD, respectively. The CUP is due for renewal in 2006. The District 1 water treatment plant is located at 3701 North State Road 7, Lauderdale Lakes. The plant uses upflow clarifiers and multimedia filtration to provide lime softening of the raw water supply. Per Broward County Water and Wastewater Services 2003 Annual Report, the plant is in very good condition and all equipment has been operating in a satisfactory manner. The plant operates 24 hours a day and meets current water quality standards. The population of the BCU service area is estimated to be 1,467, and the adopted level of service is 117 gpcpd. The BCU service area is a retail water service area and therefore long term water availability and supply is ensured by the County. Based on the Lower East Coast Water Supply Plan Update 2005-2006, the service area is projected to have a consumption rate of 131 gpcpd.
Projected Potable Water Demand
Projected potable water demand is thoroughly assessed in the Infrastructure Element. The following information is a summary of the projected potable water demands for the three service areas.

Western Service Area
The western service area has a population of 54,860 and an adopted level of service of 144 gallons per capita per day. In 2005, the western service area population demanded an average of 6.25 millions gallons a day of finished water. This equates to an average of 114 gallons per capita per day. This figure is quite a bit lower than the currently adopted level of service of 144 and is likely the result of effective water conservation efforts made by the City. With an on-going commitment to conserve water, the City of Tamarac can justify a reduction in its western service area level of service to 125 gallons per capita per day. As shown in Table 4.5 in the Infrastructure Element, this Level of Service is consistent with potable water demand projections contained in the South Florida Water Management District’s Lower East Coast Water Supply Plan.

Eastern Service Area
The eastern service area has a population of 2,347 and an adopted level of service of 144 gallons per capita per day. In 2005, the eastern service area population demanded an average of 0.187 millions gallons a day of finished water. This equates to a demand of 79 gallons per capita per day which is much less that the currently adopted LOS. The lower consumption rate is likely due to water effective conservation efforts and the type of development in Tamarac’s eastern service area. With an on-going commitment to conserve water and the built-out nature of the eastern service area, the City can lower its eastern level of service standard to 80 gallons per capita per day. As mentioned above, the City of Fort Lauderdale provides the eastern service area of Tamarac with potable water through a large user agreement. The City of Fort Lauderdale proactively plans for all of its water service area needs including Tamarac by the development of multi-year Water Master Plans.
A level of service of 80 gpcpd is consistent with the projections used by Fort Lauderdale in their Water Master Plan - 2006 Update.

**Broward County Utilities (BCU) Service Area**

The adopted level of service standard for the BCU service area is 117 gallons per capita per day. The current population in the service area is 1,467 and the current capacity of the treatment plant is 16 million gallons per day. The wellfield capacity is 19.7 million gallons per day and the consumptive use permit allows for 10.5 million gallons per day of potable water to be withdrawn from the Biscayne Aquifer. Water Consumption figures are not available for the BCU Service Area since its consumption is combined with other retail service areas. Based on the SFWMD Lower East Coast Water Supply Plan Update 2005-2006, the service area is projected to have a consumption rate of 131 gallons per capita per day. Although the City has no control over the level of service provided to the BCU service area, for planning purposes the BCU area LOS standard will be revised to 131 gallons per capita per day.

**Existing and Projected Agricultural, Commercial and Industrial Water Demands.**

The City of Tamarac has little to no agricultural uses, thus, the projected agricultural demand would be zero. The current and projected potable water demand for commercial and industrial land uses is minimal and considered a negligible portion of all potable water demand within the City.
10-Year Water Supply Facilities Work Plan

City Of Tamarac
Florida

Prepared By:
Eckler Engineering, Inc.
May 2008
# TABLE OF CONTENTS

## Section 1 - Introduction

1.1 Introduction ........................................ 1-1  
   1.1.1 General ....................................... 1-1  
1.2 Existing Facilities .................................. 1-2  
   1.2.1 City of Tamarac Utility Department ............... 1-2  
   1.2.2 Broward County Water and Wastewater Services-District 1 ........................................ 1-2  
   1.2.3 City of Fort Lauderdale Water Services ............ 1-2

## Section 2 - Water Demands

2.1 Water Demands ....................................... 2-1

## Section 3 - Water Supply Project Identification and Selection

3.1 City of Tamarac Utility Department ..................... 3-1  
3.2 Broward County Water and Wastewater Services .......... 3-4  
3.3 City of Fort Lauderdale Water Services .................. 3-4

## Section 4 - Summary

4.1 City of Tamarac ..................................... 4-1  
   4.1.1 City of Tamarac Utility Department ................. 4-1  
   4.1.2 Broward County Water and Wastewater Services-District 1 ........................................ 4-1  
   4.1.3 City of Fort Lauderdale Water Services ............ 4-1
1.1 Introduction

This work plan will generally follow the information for local government Comprehensive Plans outlined in Appendix B of the South Florida Water Management District Lower East Coast Water Supply Plan. This is outlined under paragraph B of Appendix B which is the 10-Year Water Supply Facilities Work Plan and other potable water sub-element revisions.

The Lower East Coast Water Supply Plan was adopted in 2006 in conjunction with the State Legislature’s expansion on the requirements of the Local Government Comprehensive Plans to include the development of a 10-Year Water Supply Work plan (Chapter 163, Florida Statutes) for coordination of water suppliers within the service area. The planned development is required by all local governments with responsibility for all or a portion of their water supply facilities, located in an area where a regional water supply plan, in our case the Lower East Coast Water Supply Plan, has been developed by the Water Management District. The City of Tamarac’s water utility is located within the Lower East Coast Water Supply Planning area and is responsible for insuring adequate water supply development to its retail customers, namely local businesses and residences.

1.1.1 General

Potable water facilities are structures designed to obtain, treat, and distribute potable water to the customers of the municipality. These facilities include raw water supply wells, raw water mains, treatment plants, storage facilities, pumping and metering facilities, distribution mains, and customer meters. The City of Tamarac has adequate facilities in most of these areas to support projected demands for the 10-Year Water Supply planning period. These facilities are adequate to provide water which meets all applicable water quality standards.

The City of Tamarac has three water utilities meeting the needs of the residents. These are:

- City of Tamarac Utility Department (TUD).
- Broward County Water and Wastewater Services - District 1 (BCWWS).
- City of Fort Lauderdale Water Services (FTLWS).

The City of Tamarac Utility Department is an enterprise fund within the City of Tamarac municipal government. BCWWS only serves several small portions of the City of Tamarac. The City cannot plan or budget for the infrastructure improvements for BCWWS. In addition, the City of Fort Lauderdale wholesales water to a portion of Tamarac. Again, the City cannot plan or budget for the infrastructure improvements for the City of Fort Lauderdale Water Services.

The Broward County Water and Wastewater Services serves the residents of the City of Tamarac in a small area north of NW 58th Street, south of Bailey Road, east of Rock Island Road, and west of State Road 7. Broward County Water Wastewater Services also serves
the commercially zoned areas within the City of Tamarac along Commercial Boulevard between S.R. 441 and NW 31st Avenue. The City of Fort Lauderdale supplies the eastern portion of Tamarac east of NW 31st Avenue within the City limits of Tamarac. The City of Tamarac Utility Department serves the remainder of the City of Tamarac. The City of Tamarac also serves a small development located in the City of North Lauderdale. The development is called the Courtyards and is located just east of SW 81st Avenue between McNab Road and Bailey Road. The Courtyards Development contains 288 units split into several buildings. Figure 1-1 is a map showing the boundary of the City of Tamarac with a breakdown of the service areas within it.

1.2 Existing Facilities

1.2.1 City of Tamarac Utility Department

The City of Tamarac Utility Department has a current Water Use Permit for 7.54 million gallons per day. After February 12, 2009, the allowable withdrawal will change to 7.19 million gallons per day. The current Water Use Permit number is 06-00071-W and expires in 2024. The City of Tamarac has one water treatment plant with a design capacity of 20 million gallons per day. Treatment of the raw water consists of lime softening, filtration, disinfection, storage, fluoridation, and pumping to the distribution system. The water treatment plant currently withdraws water from the Biscayne Aquifer with future plans to withdraw from the Floridan Aquifer. The water distribution system within the service area is in good condition and well maintained.

1.2.2 Broward County Water and Wastewater Services - District 1

The Broward County Water and Wastewater Services - District 1’s Water Use Permit is currently in the process of being renewed. At this time, it is expected that District 1 will receive a permit for 13.83 million gallons per day. District 1 has one water treatment plant with a design capacity of 16 million gallons per day. Treatment of the raw water consists of lime softening, filtration, disinfection, storage, and pumping to the distribution system. The water treatment plant currently withdraws water from the Biscayne Aquifer with future plans to withdraw from the Floridan Aquifer. The current Water Use Permit number is 06-00146. The water distribution system within the City limits of Tamarac’s service area is in good condition and well maintained.

1.2.3 City of Fort Lauderdale Water Services

The City of Fort Lauderdale Water Services is currently in the process of renewing their Water Use Permit. The permit number is 06-00123-W. At this time it is not known exactly what the allowable withdrawal will be. Their existing facilities are adequate to meet existing demands.
2.1 Water Demands

Water demands for utilities serving the City of Tamarac have been established by taking the historical average day per capita demand and multiplying it by the projected population within the utilities' service area. Table 2-1 outlines the population projections within the City Limits of Tamarac. The projections have been separated into the different utility service areas. The City of Tamarac purchases water from the City of Fort Lauderdale to serve their eastern service area, but owns and maintains their own distribution system.

The populations were derived from the current Broward County Population Forecasting Model. Broward County further broke down the populations into individual traffic analysis zones (TAZ) for each municipality. The total population for the City of Tamarac came from this breakdown. The population for the Broward County Service Area and the Eastern Service Area came from the 2007 City of Tamarac Comprehensive Plan. The Western Service Area is the difference between the total population and the two other service areas.

It should be noted that in attempting to coordinate populations with the City of Ft. Lauderdale and Broward County's service areas, several discrepancies were discovered. The City of Ft. Lauderdale's population projections for the Eastern Service Area are approximately three times the amount that the City of Tamarac projects. The area of Tamarac served by the City of Ft. Lauderdale includes small portions of TAZ’s 398, 393, 394, and 400. The City of Ft. Lauderdale used the total populations for these TAZs when only a fraction of the TAZ should have been used. Even with the discrepancy in populations the water demand is approximately the same due to different per capita flow rates being used. In addition, the Broward County 10-year Water Facilities Work Plan did not break out the populations or water demand for the portion of the City of Tamarac that they serve. Therefore, the City of Tamarac is using the populations from the 2007 City of Tamarac Comprehensive Plan.

Table 2-1
Population Served Within the Limits of the City of Tamarac

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Service Area (Served by the City of Tamarac) (107 gpcd)</td>
<td>53,849</td>
<td>54,130</td>
<td>56,111</td>
<td>57,264</td>
<td>58,417</td>
<td>60,624</td>
</tr>
<tr>
<td>Eastern Service Area (Water Wholesaled to Tamarac by Ft. Lauderdale) (80gpcd)</td>
<td>2,397</td>
<td>2,446</td>
<td>2,567</td>
<td>2,612</td>
<td>2,656</td>
<td>2,721</td>
</tr>
<tr>
<td>Broward County Service Area (Served by Broward County) (131 gpcd)</td>
<td>1,498</td>
<td>1,529</td>
<td>1,604</td>
<td>1,632</td>
<td>1,660</td>
<td>1,700</td>
</tr>
<tr>
<td>Total Population of Tamarac</td>
<td>57,744</td>
<td>58,150</td>
<td>60,282</td>
<td>61,508</td>
<td>62,733</td>
<td>65,045</td>
</tr>
</tbody>
</table>

For planning purposes the per capita water production within the City of Tamarac Utility Departments service area is 107 gallons per person per day (gpcd). This was determined from average per capita flow rate over the previous 5 years. The per capita water production within the
Eastern Service Area is 80 gpcd. Both of these per capita water production rates were determined by analyzing historical water use data and historical population projections.

The average per capita water production within Broward County Water and Wastewater Services - District 1 is set at 131 gpcd. This is assumed to be constant throughout the service area. This includes the portion of Tamarac that is served by Broward County.

These water demands indicate that the per capita usage for each of the utilities is well below the largest usage of 150 gallons per day set by the South Florida Water Management District. Tables 2-2 shows the projected water demands that correspond to the population projections. The water supply demands shown in Table 2-2 were determined by multiplying the population times the per capita usage for the given area. The values shown in the table are shown in million gallons per day.

<table>
<thead>
<tr>
<th>Table 2-2</th>
<th>Water Supply Demands Within the Limits of the City of Tamarac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Service Area (Served by the City of Tamarac) (107 gpcd) (MGD)</td>
<td>5.762</td>
</tr>
<tr>
<td>Eastern Service Area (Water sold to Tamarac by Ft. Lauderdale) (80 gpcd) (MGD)</td>
<td>0.192</td>
</tr>
<tr>
<td>Broward County Service Area (Served by Broward County) (131 gpcd) (MGD)</td>
<td>0.196</td>
</tr>
<tr>
<td>Total (MGD)</td>
<td>6.150</td>
</tr>
</tbody>
</table>

The City of Tamarac also serves a 288 unit development located in the City of North Lauderdale. The density of this development is assumed to be 1.5 people per unit with a total population of 432 people. This development is fully built out with a maximum density, therefore, the population is assumed to remain constant. This is outlined in Table 2-3.

<table>
<thead>
<tr>
<th>Table 2-3</th>
<th>The City of North Lauderdale Served by the City of Tamarac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>432</td>
</tr>
<tr>
<td>Water Supply Demand (MGD)</td>
<td>0.033</td>
</tr>
</tbody>
</table>

The total population and water demand for the City of Tamarac Utility Department is displayed in Table 2-4. According to this table the City of Tamarac will remain below their permitted raw water withdrawal allocation through 2025. Any additional raw water withdrawals are planned to come from the Floridan Aquifer or additional water conservation.
Table 2-4
Total Population and Water Supply Demands by the City of Tamarac

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population of the City of</td>
<td>54,422</td>
<td>54,562</td>
<td>56,543</td>
<td>57,696</td>
<td>58,849</td>
<td>61,056</td>
</tr>
<tr>
<td>Tamarac Service Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Water Supply Demand (MGD)</td>
<td>5.795</td>
<td>5.825</td>
<td>6.037</td>
<td>6.160</td>
<td>6.283</td>
<td>6.520</td>
</tr>
</tbody>
</table>

Currently, all of the water for the City of Tamarac Utility Department is pumped from the Biscayne Aquifer. Due to restrictions from the South Florida Water Management District, any withdrawals above 7.19 million gallons per day will come from the Floridan Aquifer. These combined withdrawals will be sufficient to supply water to the residents of the City of Tamarac through 2025. The City of Fort Lauderdale is also planning to develop a Floridan wellfield and reverse osmosis water treatment plant to meet future demands through 2025. Broward County is split into three water service districts. Broward County District 1 is the entity which serves portions of the City of Tamarac. Broward County District 1 is also proposing to withdraw water from the Florida Aquifer and treat it with reverse osmosis.
3.1 City of Tamarac Utility Department

The City of Tamarac Utility Department has a current Water Use Permit which will expire in February 2024. The current average daily allocation is 7.54 MGD, however, after February 12, 2009, this will change to 7.19 MGD. Tamarac currently withdraws water from only the Biscayne Aquifer.

The Lower East Coast Water Supply Plan that was prepared by the South Florida Water Management District has proposed an alternative water supply project for the City of Tamarac Utility Department. The project is to construct a 2.00 MGD Floridan wellfield and reverse osmosis water treatment plant. The alternative water supply project that was outlined in the Lower East Coast Water Supply Plan is shown in Table 3-1. Table 3-1 also outlines the other utility projects that are required through 2018.
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rehab of West 8 MG Accelator (UT08A)</td>
<td>20,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>20,000</td>
</tr>
<tr>
<td>Hurricane Shutters &amp; Resist Windows WTP (UT08C)</td>
<td>100,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100,000</td>
</tr>
<tr>
<td>Water System Master Plan-Study (UW08A)</td>
<td>250,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>250,000</td>
</tr>
<tr>
<td>Rehabilitation/Recondition of WTP (UT08B)</td>
<td>110,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>110,000</td>
</tr>
<tr>
<td>University Drive Water Main Upgrade (UW07A)</td>
<td>100,000</td>
<td>500,000</td>
<td>500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,100,000</td>
</tr>
<tr>
<td>WTP Well Upgrade Project (UT06A)</td>
<td>60,000</td>
<td>80,000</td>
<td>80,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>220,000</td>
</tr>
<tr>
<td>Chemical Treatment of WTP Filters</td>
<td>0</td>
<td>35,000</td>
<td>35,000</td>
<td>35,000</td>
<td>35,000</td>
<td>35,000</td>
<td>175,000</td>
</tr>
<tr>
<td>WTP Renewal/Replacement</td>
<td>0</td>
<td>75,000</td>
<td>75,000</td>
<td>75,000</td>
<td>75,000</td>
<td>75,000</td>
<td>375,000</td>
</tr>
<tr>
<td>Irrigation Replacement</td>
<td>0</td>
<td>60,000</td>
<td>60,000</td>
<td>60,000</td>
<td>60,000</td>
<td>60,000</td>
<td>300,000</td>
</tr>
<tr>
<td>Main Street Infrastructure Improvements (GP05B)</td>
<td>763,200</td>
<td>215,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>978,200</td>
</tr>
<tr>
<td>Tamarac West System Rehabilitation (UGMY2)</td>
<td>120,000</td>
<td>240,000</td>
<td>240,000</td>
<td>240,000</td>
<td>240,000</td>
<td>240,000</td>
<td>1,320,000</td>
</tr>
<tr>
<td>Clearwell Project at WTP</td>
<td>0</td>
<td>100,000</td>
<td>900,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Relocate Backyard Water Mains - Tamarac East</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>500,000</td>
<td>500,000</td>
<td>0</td>
<td>1,000,000</td>
</tr>
<tr>
<td>2 MGD Reverse Osmosis Water Treatment Facility</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>750,000</td>
<td>4,000,000</td>
<td>10,000,000</td>
<td>14,750,000</td>
</tr>
<tr>
<td>Filter Backwash Water Recovery</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200,000</td>
<td>2,000,000</td>
<td>0</td>
<td>2,200,000</td>
</tr>
<tr>
<td>Emergency Generator Replacement &amp; Fuel at WTP</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>950,000</td>
<td>0</td>
<td>0</td>
<td>950,000</td>
</tr>
<tr>
<td>Shaker Village Water System Upgrade</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>630,000</td>
<td>930,000</td>
<td>0</td>
<td>1,560,000</td>
</tr>
<tr>
<td>Rehab Above-Ground Diesel Tank at Grants Storage</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>60,000</td>
<td>0</td>
<td>60,000</td>
</tr>
<tr>
<td>Lime Sludge Concentration Project</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200,000</td>
<td>2,000,000</td>
<td>0</td>
<td>2,200,000</td>
</tr>
<tr>
<td>MIEX at Pretreatment System (Study)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100,000</td>
<td>0</td>
<td>100,000</td>
</tr>
<tr>
<td>Rehab of West 8 MG Accelator</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>250,000</td>
<td>0</td>
<td>250,000</td>
</tr>
<tr>
<td><strong>TOTAL UTILITIES FUNDS</strong></td>
<td><strong>1,523,200</strong></td>
<td><strong>1,305,000</strong></td>
<td><strong>1,890,000</strong></td>
<td><strong>3,440,000</strong></td>
<td><strong>8,100,000</strong></td>
<td><strong>12,760,000</strong></td>
<td><strong>29,018,200</strong></td>
</tr>
</tbody>
</table>
3.2 Broward County Water and Wastewater Services

The Broward County Water and Wastewater Services - District 1 is currently renewing their Water Use Permit which will more than likely expire in 2028. The expected average daily allocation is 13.90 MGD. District 1 currently withdraws water from the Biscayne Aquifer. The alternative water supply project that was outlined in the Lower East Coast Water Supply Plan is shown in Table 3-2. This project is to construct a Floridan wellfield and reverse osmosis water treatment plant.

Table 3-2
Broward County Water and Wastewater Services
Alternative Water Supply Development Projects Summary

<table>
<thead>
<tr>
<th>Projects</th>
<th>Alt. source</th>
<th>Total Cap. Costs</th>
<th>Total Design Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Two Floridan Wells and</td>
<td>Brackish</td>
<td>$30,000,000</td>
<td>0.00</td>
</tr>
<tr>
<td>Treatment Systems</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.3 City of Fort Lauderdale Water Services

The City of Fort Lauderdale Water Services is currently in the process of renewing their Water Use permit. Fort Lauderdale Water Services currently withdraws water from the Biscayne Aquifer. The City will, more than likely, be required to implement alternative water supply projects as a condition of their permit.

There are several alternative water supply projects that have been outlined in the Lower East Coast Water Supply Plan. These projects were proposed by Fort Lauderdale Water Services. The projects are outlined in Table 3-3. The projects include constructing two (2) new water treatment plants which will withdraw water from the Floridan Aquifer and treat with reverse osmosis.

Table 3-3
City of Fort Lauderdale Water Services
Alternative Water Supply Development Projects Summary

<table>
<thead>
<tr>
<th>Projects</th>
<th>Alt. source</th>
<th>Total Cap. Costs</th>
<th>Total Design Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Dixie Floridan Water Supply/Treatment Facility</td>
<td>Brackish</td>
<td>$22,885,000</td>
<td>0.00</td>
</tr>
<tr>
<td>Prospect Floridan Water Supply/Treatment Facility</td>
<td>Brackish</td>
<td>$220,696,000</td>
<td>0.00</td>
</tr>
</tbody>
</table>
4.1 City of Tamarac

Between the existing facilities and the proposed facilities outlined in this work plan, the City of Tamarac has adequate potable water supply facilities to support projected demands for the 10-Year Water Supply planning period. These facilities are adequate to provide water which meets all applicable water quality standards.

The City of Tamarac has three water utilities meeting the needs of the residents. These are:

- City of Tamarac Utility Department.
- Broward County Water and Wastewater Services - District 1.
- City of Fort Lauderdale Water Services.

4.1.1 City of Tamarac Utility Department

The City of Tamarac Utility Department has a total of over $29,000,000 in water supply projects through 2018. With the existing system in conjunction with these projects, the City of Tamarac Utility Department will have adequate potable water supply facilities to support projected demands throughout its service area. This includes the City of Tamarac portion of its service area. The City of Tamarac Utility Department Water Use Permit will expire in 2024. Alternative water supply projects will be required in order to continue to meet the demands and stay within the constraints of the permit.

4.1.2 Broward County Water and Wastewater Services - District 1

The Broward County Water and Wastewater Services - District 1 has a total of over $30,000,000 in alternative water supply projects through 2025. With the existing system in conjunction with these projects, the Broward County Water and Wastewater Services - District 1 will have adequate potable water supply facilities to support projected demands throughout its service area. This includes the City of Tamarac portion of its service area. The Broward County Water and Wastewater Services - District 1 Water Use Permit is currently being renewed, but will more than likely expire in 2028. Alternative water supply projects will be required in order to continue to meet the demands and stay within the constraints of the permit.

4.1.3 City of Fort Lauderdale Water Services

The City of Fort Lauderdale Water Services has a total of over $243,000,000 in water supply projects through 2025. With the existing system in conjunction with these projects, the City of Fort Lauderdale Water Services will have adequate potable water supply facilities to support projected demands throughout its service area. This includes the City of Tamarac portion of its service area. The City of Fort Lauderdale Water Use Permit is in the process of being renewed. Alternative water supply projects will be required in order to continue to meet the demands and stay within the constraints of the permit.
City of Tamarac
Service Area Boundaries

- Served by City of Tamarac Utilities within City Limits
- Served By City of Fort Lauderdale within City of Tamarac
- Served by Broward County BCWWS within City of Tamarac
- Served by the City of Tamarac Utilities within the City of North Lauderdale

Figure 1-1
City of Tamarac
Utility Service Areas
V. CONSERVATION ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

INVENTORY AND ANALYSIS OF PHYSICAL NATURAL RESOURCES ...................... 1
Air Quality ........................................................................................................... 1
Water Resources and Quality ........................................................................... 2
Commercially Valuable Mineral Deposits .......................................................... 8

INVENTORY AND ANALYSIS OF BIOLOGICAL NATURAL RESOURCES ........... 9
Vegetative Communities .................................................................................... 9
Wildlife .............................................................................................................. 10
Endangered Species .......................................................................................... 11

EXISTING AND POTENTIAL USAGE OF NATURAL RESOURCES ................... 12
Existing Commercial, Recreational and Conservation Uses ................................ 12
Hazardous Waste Management ......................................................................... 13
Noise .............................................................................................................. 13

CURRENT AND PROJECTED POTABLE WATER NEEDS ................................ 14
Existing Potable Water Sources ......................................................................... 14
Projected Potable Water Demand ..................................................................... 17

EXISTING AND PROJECTED AGRICULTURAL, COMMERCIAL AND INDUSTRIAL WATER DEMANDS. ........................................................................................................... 18

List of Tables

Table 5.1: Endangered Species in Broward County with Federal Status ............... 11
V. CONSERVATION ELEMENT

The City of Tamarac is a landlocked community located in western Broward County and nestled between the Everglades conservation area and the Atlantic Coastal Ridge. Previously made up of wetlands, pastures, and fields, the City of Tamarac now is characterized by fully-developed residential and commercial areas. The purpose of this element is to promote the conservation, use and protection of natural resources within the City of Tamarac.

Inventory and Analysis of Physical Natural Resources
This section identifies and analyzes water bodies, wetlands, ground waters, air and water quality, floodplains, commercially valuable mineral deposits, soil problems, vegetative communities, wildlife habitats, and endangered species found within the City. Physical natural resources are presented first, and then followed by the biological natural resources.

Air Quality
The Clean Air Act requires the Environmental Protection Agency (EPA) to set NAAQS for six common air pollutants. Harmful to human health and the environment, these commonly found air pollutants consist of particle pollution (often referred to as particulate matter), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. Of the six pollutants, particle pollution and ground-level ozone are the most common health threats.

According to the Broward County Environmental Benchmarks Report 2006, the outdoor air quality in the County was rated as “good” 87 percent of the time in the year 2005, and “good” 91 percent of the time between 2001 and 2004. Pollutant levels are kept well dispersed due to a frequent sea breeze which also contributes to generally good air quality throughout southeastern Florida. During instances of limited vertical mixing and slow air-mass movement, the region occasionally experiences a buildup of
emissions at ground level resulting in infrequent exceedances of the National Ambient Air Quality Standards (NAAQS). The NAAQS for outdoor air are 9 parts per minute (ppm) for 8 hours, and 35 ppm for 1 hour.

The Broward County Environmental Protection Department (EPD) maintains air quality monitoring stations throughout the County and outputs an Air Quality Index (AQI). The AQI is considered a uniform method of reporting daily pollution levels and the associated ill health effects. An air quality monitoring station located north of Tamarac at Sawgrass Springs Middle School (AIRS #011-0031) measures ozone levels. The federal ozone standard is 0.12 ppm for maximum one-hour value, and .08 ppm for eight-hour average. In 2006, the Coral Springs station measured no exceedances and a maximum one-hour ozone reading of .091, and an eight-hour reading of .067, both well below the standard. The major source of air pollution in Tamarac is motor vehicle exhaust and ozone emissions along major arterials and in the vicinity of major intersections.

**Water Resources and Quality**

*Surface Waters*

The State classification of surface waters (Chapter 62-302.400 FAC) identifies five categories according to designated uses. These categories are:

- Class I: Potable Water Supplies
- Class II: Shellfish Propagation or Harvesting
- Class III: Recreation, Propagation and Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife
- Class IV: Agricultural Water Supplies
- Class V: Navigation, Utility and Industrial Use
The State classifies water in the City as Class III quality—sufficient to foster fish and wildlife propagation and provide recreational opportunities.

The City has over 700 acres of public canals and lakes, all of which are man-made and whose principal use is for drainage. Secondary uses are irrigation, aquifer recharge, and open space and recreation. The major pollution threats to surface water in Broward County are stormwater runoff from parking lots, roadways, golf courses, and residential lawns.

Tamarac lies within the jurisdiction of the South Florida Water Management District (SFWMD), an agency responsible for balancing and improving water supply and quality, flood control, and natural systems in the region. The SFWMD maintains a water sampling station in the C-14 canal which runs on the north side of Southgate Boulevard along the northern boundary of the City.

The Broward County EPD has monitored surface water quality in the County since 1972 through a regimen of testing and sampling from water quality stations located along certain major waterways. Testing measures general water quality to characterize the overall ecological health of the system and to evaluate any potential health risks. Broward County monitors surface water along the C-14 canal just north of the intersection of Nob Hill Road and Southgate Boulevard. State and federal agencies use the water quality data to assess surface water conditions in the County per the United States Clean Water Act and State of Florida’s Watershed Restoration Act. Results of this quarterly testing program are documented in the Broward County, Florida Historical Water Quality Atlas: 1972-1997. This document is currently being updated to include the data collected through the year 2004.

**Groundwater**

Groundwater in the region is a supply of fresh water found beneath the surface, usually in the form of aquifers, which supply springs and wells. Groundwater is Tamarac’s sole source of drinking water, from the Biscayne Aquifer via 19 active raw
water wells which have the combined capacity to produce 21.3 Million Gallons per Day (MGD) and a firm capacity (20% of wells out of service) of 17.04 MGD. The current consumptive use permit allocated by the South Florida Water Management District allows Tamarac Utilities to withdrawal an average of 7.5 MGD and a maximum of 8.7 MGD of Biscayne Aquifer water from the wellfield. Please refer to the potable water section of the Infrastructure Element for additional information.

_Wellfield Protection_

Tamarac’s wellfield protection areas are located to the north of Commercial Boulevard between Pine Island Road and University Drive and are included in the County Wellfield Protection Program, in place since 1990. The program regulates activities in the wellfield protection areas including the storage, handling, use, and production of regulated substances at hazardous material facilities. The Broward County Wellfield Protection Ordinance, Article XIII of the Natural Resources Protection Code (Chapter 27), regulates the use of hazardous materials within the zones surrounding existing and potential wellfields so to protect groundwater quality. The three protection zones are described below:

**Zone 1:** The land area situated between the well(s) and the ten day travel time contour.

**Zone 2:** The land area situated between the ten day and the thirty-day travel time contours.

**Zone 3:** The land area situated between the thirty-day and the 210 day travel time contours, or the thirty-day and the one-foot drawdown contours, whichever is greater.

A list of regulated substances within each zone is outlined in the Ordinance. Within Zone 1, a nonresidential activity including storage, handling, usage or production of any regulated substances shall not be permitted.
Zone 2 facilities which store, handle, use, or produce any regulated substances must obtain a hazardous material wellfield license. Licensed facilities in zone 2 are subject to the conditions listed in the Ordinance.

Zone 3 facilities which store, handle, use, produce, or manufacture regulated substances must obtain a hazardous material license from the County. Moreover, if a spill of a regulated substance occurs on the site, the hazardous materials license shall be replaced with a hazardous material wellfield license which would include the conditions listed above for zone 2.

For a map delineating the wellhead protection areas in Tamarac, see map in the Future Land Use Element. There is no industrial zoning or other zoning which permits use of hazardous materials within one (1) mile of either the existing or proposed well sites within the prohibited (30-day drawdown) area.

Aquifer Recharge
The Biscayne Aquifer is an underground geological formation, or group of formations that contains water and is the major source of groundwater for springs and wells. The City maintains an aggressive well field protection program with the goal of preventing contamination near drinking water wells through stringent management of nearby land uses.

Saltwater Intrusion
Protection of groundwater quality in Broward County depends upon proper management of the Biscayne Aquifer. Saltwater intrusion occurs when salt water invades fresh surface or ground water. Such intrusion is a major water quality issue for Broward County as the saltwater intrusion line has steadily moved westward during the past half century. The general location of the saltwater intrusion line, according to the United States Geological Survey is located along, or in some locations west of, Interstate 95 - approximately four to five miles from the easternmost limits of Tamarac. The County Water Resources Division is currently working in conjunction
V. Conservation Element

with the United States Geological Survey on the development of a saltwater intrusion model, which, coupled with the County’s existing surface and groundwater model, shall help guide management decisions in support of resource sustainability.

Floodplains

Rule 9J-5.003(47) Florida Administrative Code, defines flood plains as areas that are inundated during a 100-year flood event or areas identified by the National Flood Insurance Program (NFIP) as an “A” zone on Flood Insurance Rate Maps (FIRM) or Flood Hazard Boundary Maps. Events causing such flooding can include heavy rains, storm surge, high tides, and drainage canal overflow. According to the FEMA Flood Insurance Rate Maps (FIRM), over 93 percent of the City of Tamarac lies within the AH zone, 4 percent lies in the X zone, and 3 percent lies in the AE zone. The definition of these zones is as follows:

- Zone AH - An area inundated by 100-year flooding (usually an area of ponding), for which base flood elevations have been determined; flood depths range from one to three feet
- Zone X - An area that is determined to be outside the 100- and 500-year floodplains
- Zone AE - An area inundated by 100-year flooding, for which no base flood elevations have been determined

The most flood-prone areas of the City are zones AE and AH, which encompass 96 percent of the City. The area to the west of NW 31st Avenue lies in the AH zone, while the area of the City to the east of NW 31st Avenue contains the AE.

Broward County is governed by standards requiring the lowest finished floor elevations of residential uses to be at or above the level of the storm standard published on the Flood Insurance Rate Map (FIRM). Public roads must be above the level of the 10-year, 1-day storm. Drainage in Tamarac is controlled by an extensive network of water management structures and canals maintained by the SFWMD.
Wetlands

Section 373.019(25) Florida Statutes defines wetlands as those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Wetlands in Florida generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, Riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Much of the existing Broward County wetlands had been drained by the 1920’s via numerous canals in order to reclaim land. The freshwater wetlands remaining today are made up of cypress swamps, pond apple and cypress sloughs, freshwater marshes, sawgrass marshes and wet prairies.

According to United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), Tamarac is comprised of 85 percent Uplands - areas not defined as wetland or deepwater habitats. Ten percent consists of nontidal Palustrine wetlands characterized by one or more of the following: woody or forested vegetation, unconsolidated bottoms, permanent, temporarily or seasonally flooded areas, excavated man-made canals, partly drained areas, and/or containing emergent and persistent plant species. The remaining five percent of wetlands in the City are comprised of 360-acres of Riverine habitat contained in natural or artificial channels that periodically or continuously contain flowing water. These Riverine canals are located throughout the City and are further classified as being lower perennial - a wetland subsystem characterized by a nontidal, permanently flooded, unconsolidated bottom, excavated canal with a low gradient and slow water velocity featuring a sandy or muddy substrate. Lastly, a 30-acre body of water located at the northeastern corner of the intersection of Nob Hill Road and Commercial Boulevard is classified as a Lacustrine wetland system.
The Broward County EPD - Biological Resource Division (BRD) stated mission is to protect, restore and enhance the biological productivity, abundance and diversity of marine, estuarine, freshwater and terrestrial resources, which includes Broward County’s wetland resources. The EPD has administered a program to protect and preserve wetlands since 1993 with a purpose to maintain the functions and values provided by aquatic and wetland resources so to avoid overall net loss and strive for a net resource gain over present conditions. EPD also investigates violations of Chapter 27 of the Broward County Code - known as the Natural Resource Protection Code. Areas enforced include causing wetland impacts without a license, mangrove alterations, water body dredging or filling, and other water quality violations. A license must be issued by EPD prior to the alteration of wetlands after a decision-making process which evaluates the quality and condition of the wetland and derives a numerical ranking of the wetlands importance.

Broward County assesses wetlands through an evaluation method known as the Wetlands Benefit Index (WBI), codified in Chapter 27, Article XI of the County Code of Ordinances. The WBI is based on ten factors to develop a numerical ranking of wetlands, ranging from 0.25 to 1.0, where 0.25 is the poorest quality wetland and 1.0 is the highest quality wetland. The Wetland Protection Ordinance (Chapter 27) provides that property shall be developed so that it avoids or minimizes, to the greatest degree practicable, wetlands. Wetlands with a WBI ranking of 0.80 or higher create a presumption against development. If a wetland has a WBI ranking below 0.80, then development may proceed but the developer must mitigate or enhance the wetlands to compensate for the loss of wetland functions.

**Commercially Valuable Mineral Deposits**

Mining in Broward County is a minor commercial activity that accounts for less than a tenth of a percent of the County’s economy. All mining operations in the County are surface extractions resulting in open rockpits and slag piles. There are no known commercially valuable mineral deposits in the City of Tamarac.
Soil Erosion Problems
As a landlocked community with a relatively flat topography, soil erosion problems are not a serious issue with the City. The two areas where soil erosion occurs are construction sites and canal banks. The principal soil types and the percent of that soil found in the City of Tamarac include:

*Hallandale fine sand (34% of total).* A soil that is shallow, nearly level, rapidly permeable, poorly drained and sandy. This soil is located in the western half of the City and is formed in thin deposits of marine sandy materials over limestone.

*Matlasha gravelly fine sand (32% of total).* A soil consisting of very deep, somewhat poorly drained, moderately rapid to rapidly permeable soils located on filled and disturbed sloughs, flats, and depressions. This soil is located throughout the City.

*Udorthents, shaped (11% of total).* A mixture of soil and geologic soil materials that have been shaped and contoured mainly for golf courses and major highways. Consisting mostly of limestone fragments and sand, Udorthents are poorly drained, nearly level to steep near highway interchange sloping.

The remaining soils in Tamarac include are variety of fine, poorly drained, level sands (Immokalee, Margate, Paola and Pomello) and very poorly drained, rapidly permeable mucks (Dania, Lauderhill and Plantation).

Inventory and Analysis of Biological Natural Resources

Vegetative Communities
Vegetative communities are defined in Rule 9J-5.003(135) Florida Administrative Code as ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals. Local Areas of Particular Concern (LAPC), Natural Resource Areas (NRA),
Upland Tree Resources (UTR) and Environmentally Sensitive Land (ESL) have been designated by the Broward County Commission. These areas represent historic remnants of the vegetative communities that once flourished in the County. The City of Tamarac contains two UTR areas along McNab Road and one ESL/LAPC area located north of McNab Road between University Drive and Pine Island Road.

The Florida Fish and Wildlife Conservation Commission publish habitat and landcover dataset containing plant community and landcover data for the state of Florida. The vast majority of Tamarac consists of high- and low-impact urban areas. High-impact urban areas are devoid of vegetation such as roads, buildings, and parking lots. The low-impact urban areas are characterized as disturbed areas within urbanized areas that may or may not contain vegetation such as lawns, grassy areas and buildings, and park facilities. Localized pockets of exotic plants, open water, pinelands, shrub swamp, unimproved pasture, and freshwater marsh and wet prairie exist throughout the City.

Broward County administers the Upland Resources Program which enforces Article 14 of the County Natural Resource Protection Code, entitled “Tree Preservation”. The City of Tamarac falls under the jurisdiction of this article - regulating tree removal, tree pruning, protecting trees from construction, and payment into the Tree Preservation Trust Fund. The City also participates in the Tree City USA program and shall continue to do so. In the past, developers in the City have preserved mature stands of Cypress and Slash Pine, integrating these native species into site designs in many cases.

**Wildlife**

Much of the City of Tamarac has already been developed with very few areas remaining that can provide support for wildlife habitats. The most common wildlife species in Tamarac are Muskovy Duck, Cattle Egret, Grey Heron, and other waterfowl along waterways and lakes. Raccoon, opossum and grey fox are also common. Rare or threatened species are also seen occasionally. Valuable aquatic and terrestrial
wildlife as well as fishing and passive recreation are resources in the Cypress Creek Commons open space corridor which extends for over three (3) miles along Southgate Boulevard.

**Endangered Species**

Table 5.1 contains an Inventory List for Broward County of Endangered and Threatened Species by status, which may be found within the City of Tamarac.

**Table 5.1: Endangered Species in Broward County with Federal Status**

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida panther</td>
<td>Puma (= Felis) oconalufensis</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Puma (= mountain lion)</td>
<td>Puma (= Felis) concolor (all subs. except concolor)</td>
<td>T/SA</td>
<td></td>
</tr>
<tr>
<td>Southeastern beach mouse</td>
<td>Peromyscus polionotus viverrurus</td>
<td>T</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>West Indian manatee</td>
<td>Trichebus manatus</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Audubon’s crested caracara</td>
<td>Polyborus planiceps audubonii</td>
<td>T</td>
<td>Last documented 1987-91</td>
</tr>
<tr>
<td>Bald eagle</td>
<td>Halieetus leucocephalus</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Everglade snail kite</td>
<td>Rostrhamus sociabilis plumeus</td>
<td>E, CH</td>
<td></td>
</tr>
<tr>
<td>Florida scrub-jay</td>
<td>Aphelocoma coerulescens</td>
<td>T</td>
<td>Last documented mid 1970s</td>
</tr>
<tr>
<td>Ivory-billed woodpecker</td>
<td>Campephilus principalis</td>
<td>E</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>Piping plover</td>
<td>Charadrius melodus</td>
<td>T</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>Red-cockaded woodpecker</td>
<td>Picochoides borealis</td>
<td>E</td>
<td>Last documented prior to 1960</td>
</tr>
<tr>
<td>Red knot</td>
<td>Calidris canus rubra</td>
<td>C</td>
<td></td>
</tr>
<tr>
<td>Wood stork</td>
<td>Mycteria americana</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>American crocodile</td>
<td>Crocodylus acutus</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>American alligator</td>
<td>Alligator mississippiensis</td>
<td>T/SA</td>
<td></td>
</tr>
<tr>
<td>Eastern indigo snake</td>
<td>Drymarchon corais couperi</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Green sea turtle</td>
<td>Chelonia mydas</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Hawksbill sea turtle</td>
<td>Eretmochelys imbricata</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Leatherback sea turtle</td>
<td>Dermochelys corocea</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Loggerhead sea turtle</td>
<td>Caretta caretta</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Smalltooth sawfish</td>
<td>Pristis pectinilitae</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Bartram’s hairstreak butterfly</td>
<td>Strymon actis bartram</td>
<td>C</td>
<td>Historic date unknown</td>
</tr>
<tr>
<td>Florida leafwing butterfly</td>
<td>Antho troglodyta floridalis</td>
<td>C</td>
<td>1988</td>
</tr>
<tr>
<td>Staghorn coral</td>
<td>Acropora cervicornis</td>
<td>PT</td>
<td></td>
</tr>
<tr>
<td>Benjic jacquinomina</td>
<td>Jacquinomina rectiloba</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Johnson’s seagrass</td>
<td>Halophila johnstonii</td>
<td>T, CH</td>
<td></td>
</tr>
<tr>
<td>Okeechobee gourd</td>
<td>Cucurbita okeechobensis ssp. okeechobensis</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Tiny polypals</td>
<td>Polygalo smelitii</td>
<td>E</td>
<td></td>
</tr>
</tbody>
</table>

*E=Endangered; T=Threatened; P=E=Proposed Endangered; PI=P=Proposed Threatened; C=Candidate; SA=S=Similarity of Appearance to a listed taxon; XN=X=Experimental Population, Non-Essential; CH=C=Public Habitat; PCH=P=Proposed Critical Habitat; *=National Marine Fisheries Service has lead for this species in the water, please contact National Marine Fisheries Service for more information and/ or consultation; **=National Marine Fisheries Service has lead for this species, please contact National Marine Fisheries Service for more information and/ or consultation.*


* Table should also include the Florida Burrowing Owl A.K.A. Nesting Ground Owl – *Athene cunicularia floridana.*
Existing and Potential Usage of Natural Resources

Rule 9-J5.013(1)(b) of the Florida Administrative Code requires that a local government inventory and analyze all natural resources found within its local jurisdiction in terms of commercial use, recreational use, conservation use, and pollution problems. This section illustrates the existing commercial, recreational and conservation uses for the physical and biological natural resources common to the City of Tamarac along with local hazardous waste management practices.

Existing Commercial, Recreational and Conservation Uses

Commercial Uses
Commercial uses mean activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services. Within the City of Tamarac, no natural resources are being utilized explicitly for commercial purposes, nor is it anticipated that they will in the future.

Recreational Uses
Recreational uses means activities within areas where residents are afforded the pursuit of leisure time activities occurring in an indoor or outdoor setting. Natural resources within the City are primarily used for recreational purposes. Community parks and preserves located within the City serve as transition between the built and natural environments allowing residents an opportunity to experience a natural setting while simultaneously protecting local plant and animal habitats. Caporella Park contains a fishing pier and Veteran’s Park features a boat ramp.

Conservation Uses
Section 373.019(28) Florida Statutes defines conservation uses as activities or conditions 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.

According to the Tamarac Existing Land Use Map, the areas in the City designated as conservation are located in the southwestern corner of the City, totaling approximately 35 acres. The majority of lakes and canals in the City are utilized as flood control measures for stormwater runoff. There is also an undeveloped seven-acre park site called the Wildlife Preserve located between Commercial Boulevard and Prospect Road.

**Hazardous Waste Management**

Section 373.019(54) Florida Statutes defines hazardous waste as meaning solid waste, or a combination of solid wastes, which, due to quality, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

**Household Hazardous Waste**

Broward County Waste and Recycling Services periodically hosts household hazardous waste (HHW) collection drop-off days at no charge to County residents. The goal of the HHW program is to reduce the amount of hazardous waste being disposed of improperly and harming our environment. The HHW program also aims to educate Broward County residents about the dangers associated with hazardous waste and encourage proper waste management. Items not collected by the HHW collections include biohazardous waste, i.e. medical waste, or explosives.

**Noise**

Both the City and Broward County enforce noise ordinances which limit noisy activities and restrict construction and other noisy outdoor work to certain hours of
Current and Projected Potable Water Needs

This section contains an inventory of the current and projected water needs and sources to the year 2015. The projections will be based on present water consumption demands placed on water service providers as well as population projections derived in the future land use element.

Existing Potable Water Sources

The City of Tamarac receives water service from three separate water service providers. The western portion of Tamarac is provided with water service by Tamarac Utilities - an area bounded on the west by Conservation Area 2A, the north by the C-14 canal, the south by N.W. 44 Street, and the east by N.W. 31 Avenue. The eastern area of Tamarac is provided with potable water by the City of Fort Lauderdale through a large-user agreement. The eastern area is generally located east of N.W. 31 Avenue, and north and south of Commercial Boulevard. The third and final water service area is a small part of Tamarac, 38 acres in total, located between 31st Avenue and S.R. 7 which is served by Broward County Utilities as a retail service area.

The source of potable water in Tamarac is the Biscayne Aquifer - an underground formation of sand, clay and limestone layers, which filter and purify rainwater. The groundwater is pumped to the Water Treatment Plant via the use of 19 wells. More detailed information can be found in the potable water section of the Infrastructure Element.

Existing Potable Water Demand

Existing potable water demand in Tamarac is assessed among the three separate water service areas described above.
**The Western Service Area**

Tamarac Utilities provides potable water service to most of the City including the westernmost areas. The Utilities Department produces potable water at the Tamarac Water Treatment Plant located at 7803 N.W. 61 Street. The treatment plant which utilizes lime softening technology has a current pumping capacity of 20.0 million gallons per day (MGD). The plant draws its water from 19 active raw water wells which have the combined capacity to produce 21.3 MGD and a firm capacity (20% of wells out of service) of 17.04 MGD. The current consumptive use permit (CUP) allocated by the South Florida Water Management District allows Tamarac Utilities to withdrawal an average of 7.5 MGD and a maximum of 8.7 MGD of Biscayne Aquifer water from the wellfield. Tamarac currently holds a 20-year Consumptive Use Permit (CUP No. 06-00071-W) from the South Florida Water Management District (SFWMD) which does not expire until February 12, 2024. The CUP will change in February, 2009, and will allow Tamarac Utilities to withdraw an average of 7.19 MGD and a maximum of 8.31 MGD of Biscayne Aquifer water from the wellfield. The population of the western service area is estimated to be 54,860, and the adopted level of service standard for the western service area is 114 gallons per capita per day (gpcpd). In 2005, the western service area population demanded an average of 6.25 millions gallons a day of finished water. This equates to a demand of 114 gallons per capita per day. Finished water consumption for the 12 months rolling average ending May 1, 2007 saw a demand of 108 gpcpd. This reduction is primarily due to water conservation measures and mandated water restrictions.

**Eastern Service Area**

The eastern service area of Tamarac is provided water through a purchase agreement with the City of Fort Lauderdale. Potable water provided to Tamarac is produced at Fort Lauderdale’s Fiveash Water Treatment Plant and Peele-Dixie Water Treatment Plant with capacities of 70 MGD and 10 MGD, respectively. The two plants are interconnected though the water distribution system and potable water is delivered to Tamarac through four master meters. The current consumptive use permit (CUP) for Fort Lauderdale allows the City of Fort Lauderdale to withdrawal up to 50.6 MGD
of Biscayne aquifer water from its wellfields, and the permit is due for renewal in May of 2007. Fort Lauderdale, in conjunction with the South Florida Water Management District, is currently in the process of developing alternative water supply sources to meet future water demands without further impacting the Biscayne Aquifer. The population of the eastern service area is estimated to be 2,347, and the adopted level of service is 144 gallons per capita per day. In 2005, the eastern service area population demanded an average of 0.187 million gallons a day of finished water, which equates to a demand of 79 gpcpd.

_Broward County Utility Service Area_

The Broward County Utility service area in Tamarac is part of Broward County’s District 1 water service area. This service area is supplied potable water from the Broward County Water and Wastewater Services District 1 Wellfield and Treatment Plant. The wellfield is comprised of nine wells, one of which is currently out of service. The total firm capacity of the wellfield is 19.7 MGD. Pursuant to the South Florida Water Management District Consumptive Use Permit (CUP) for this wellfield, the maximum daily and average annual withdrawals allowed from the Biscayne Aquifer are 12.4 MGD and 10.5 MGD, respectively. The CUP is due for renewal in 2006. The District 1 water treatment plant is located at 3701 North State Road 7, Lauderdale Lakes. The plant uses upflow clarifiers and multimedia filtration to provide lime softening of the raw water supply. Per Broward County Water and Wastewater Services 2003 Annual Report, the plant is in very good condition and all equipment has been operating in a satisfactory manner. The plant operates 24 hours a day and meets current water quality standards. The population of the BCU service area is estimated to be 1,467, and the adopted level of service is 117 gpcpd. The BCU service area is a retail water service area and therefore long term water availability and supply is ensured by the County. Based on the Lower East Coast Water Supply Plan Update 2005-2006, the service area is projected to have a consumption rate of 131 gpcpd.
Projected Potable Water Demand

Projected potable water demand is thoroughly assessed in the Infrastructure Element. The following information is a summary of the projected potable water demands for the three service areas.

Western Service Area

The western service area has a population of 54,860 and an adopted level of service of 144 gallons per capita per day. In 2005, the western service area population demanded an average of 6.25 millions gallons a day of finished water. This equates to an average of 114 gallons per capita per day. This figure is quite a bit lower than the currently adopted level of service of 144 and is likely the result of effective water conservation efforts made by the City. With an on-going commitment to conserve water, the City of Tamarac can justify a reduction in its western service area level of service to 125 gallons per capita per day. As shown in Table 4.5 in the Infrastructure Element, this Level of Service is consistent with potable water demand projections contained in the South Florida Water Management District’s Lower East Coast Water Supply Plan.

Eastern Service Area

The eastern service area has a population of 2,347 and an adopted level of service of 144 gallons per capita per day. In 2005, the eastern service area population demanded an average of 0.187 millions gallons a day of finished water. This equates to a demand of 79 gallons per capita per day which is much less that the currently adopted LOS. The lower consumption rate is likely due to water effective conservation efforts and the type of development in Tamarac’s eastern service area. With an on-going commitment to conserve water and the built-out nature of the eastern service area, the City can lower its eastern level of service standard to 80 gallons per capita per day. As mentioned above, the City of Fort Lauderdale provides the eastern service area of Tamarac with potable water through a large user agreement. The City of Fort Lauderdale proactively plans for all of its water service area needs including Tamarac by the development of multi-year Water Master Plans.
A level of service of 80 gpcpd is consistent with the projections used by Fort Lauderdale in their Water Master Plan - 2006 Update.

**Broward County Utilities (BCU) Service Area**
The adopted level of service standard for the BCU service area is 117 gallons per capita per day. The current population in the service area is 1,467 and the current capacity of the treatment plant is 16 million gallons per day. The wellfield capacity is 19.7 million gallons per day and the consumptive use permit allows for 10.5 million gallons per day of potable water to be withdrawn from the Biscayne Aquifer. Water Consumption figures are not available for the BCU Service Area since its consumption is combined with other retail service areas. Based on the SFWMD Lower East Coast Water Supply Plan Update 2005-2006, the service area is projected to have a consumption rate of 131 gallons per capita per day. Although the City has no control over the level of service provided to the BCU service area, for planning purposes the BCU area LOS standard will be revised to 131 gallons per capita per day.

**Existing and Projected Agricultural, Commercial and Industrial Water Demands.**
The City of Tamarac has little to no agricultural uses, thus, the projected agricultural demand would be zero. The current and projected potable water demand for commercial and industrial land uses is minimal and considered a negligible portion of all potable water demand within the City.
VI. RECREATION AND OPEN SPACE ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

DEFINITIONS ............................................................................................................. 1
EXISTING CONDITIONS ............................................................................................ 3
Public Parks, Open Space, and Recreational Facilities ......................................... 3
Private Recreation Facilities ................................................................................... 7
Golf Courses ............................................................................................................ 8
RECREATIONAL ANALYSIS .................................................................................... 9
Recreation Standards ............................................................................................... 9
Recreation Needs of Special Groups ...................................................................... 10
LIBRARY .................................................................................................................. 13

List of Tables

Table 6.1: Recreation and Open Space Level of Service Standards ......................... 9
Table 6.2: Recreation and Open Space Level of Service Standards, 2010-2030 ........ 10
Table 6.3: Recreational Activity Demand ............................................................... 11
VI. RECREATION AND OPEN SPACE ELEMENT

The City of Tamarac feels that parks, recreation, and open space are an important component in maintaining a high quality of life for its residents. The City is experiencing a shift in its demographics, from a predominantly senior community to a younger population with families, and is committed to providing a variety of recreational opportunities to meet the needs of residents, regardless of age and ability. The City is blessed with acres of public and private recreation facilities that provide active, passive, indoor, and outdoor opportunities for recreation and leisure.

Definitions
The Florida Department of Environmental Protection’s Division of Recreation and Parks developed the Statewide Comprehensive Outdoor Recreation Plan (SCORP) to address the growing need for recreational parks and facilities in the State of Florida. This plan defines and establishes standards for park types and facilities. These guidelines are intended for broad statewide application and therefore the State encourages localities, such as cities and counties, to make modifications for individual areas. The City of Tamarac has based their park classifications on the guidelines presented by Broward County and the 2000 SCORP. In addition the City utilizes these definitions to analyze, and plan for existing and future facilities.

The City uses three primary park classifications in addressing public recreation needs. These are pocket parks, neighborhood parks and community parks. Pocket parks are typically smaller open spaces designed to break up the urban area with aesthetically pleasing green buffers. Pocket parks vary in size, from less than an acre to several acres, and accommodations; for example, it may simply be a commemorative bench, or may have a trails, picnic area, and/or other like amenities. Neighborhood parks are generally walk-to parks that serve the recreational needs of surrounding neighborhoods. Facilities are approximately five to ten acres in size and
accommodate a population of approximately 5,000 persons. The facility amenities may vary for each neighborhood park, including but not limited to, free play areas and play apparatus, multipurpose courts, sports fields, picnic areas, and recreational buildings. Community parks are generally ride-to parks that serve several neighborhoods. They are normally about 10 to 40 acres in size and provide for a population of approximately 30,000 persons. Community park amenities include a wide range of program and facility opportunities for families and individuals, including the same amenities offered at neighborhood parks. In addition community parks often include but are not limited to swimming pools and water parks, gardens, cultural activities, and ball fields. The City’s service radii for all the park classifications vary from 0.6 to 1.5 miles.

The City also has a number of private home subdivisions that offer a variety of recreational options to community members. The City categorizes these community amenities as private recreation facilities, since they are not necessarily available to any Tamarac resident or visitor but rather a resident or visitor of the specific development. Each development’s amenities vary but may include items such as a pool, clubhouse, tot lot, and tennis courts. It is noted that several of these private subdivisions, in addition to the private recreation and open space, also have dedicated public recreation and open space.

Public and private recreation can also be divided into activity types - active and passive. Active recreation activity involves some direct and specialized physical manipulation by the participant such as swimming, hiking, boating, fishing, running, etc. Whereas passive recreation activity is more mental than physical, such as sightseeing, nature study, scenic appreciation, arts and crafts, card and/or board games, etc. There is also active and passive participation in recreation, for example the basketball team engaged in a game is actively participating and the audience watching the game is passively participating, or being the spectators. Generally most park and recreation facilities have both active and passive recreation activities.
Existing Conditions

Public Parks, Open Space, and Recreational Facilities
The City of Tamarac has 322.3 acres of parks, open space, and recreation sites. This represents approximately 5.4 acres per 1,000 people, based on the 2007 population of 59,949. Map 6.1 shows the location of Tamarac’s public parks, conservation areas, and proposed parks.

Public parks, recreation, and open space owned by the City include the following facilities:

- Tamarac Park, a 10.1 acre community park, located at University Drive and NW 76th Street, serving the entire City with a playground, 4 ball fields, a batting cage, jogging trail, picnic area, concession stand, restroom, recreation building, and multi-purpose center.

- Tamarac Sports Complex, a 35.7 acre community park, located at Nob Hill Road and NW 77th Street, serves the area with facilities including a hockey rink, multi-purpose trail, tennis courts, basketball courts, covered playground, picnic shelter, picnic tables, recreation center, football/soccer fields, baseball/softball fields, green space, a fishing pier, concession stands, and restrooms.

- Caporella Park, a 9.3 acre community park, located on Prospect Road just north of Commercial Boulevard contains a lake, 1-mile walkway, seating areas, grills, a 70 foot fishing pier, covered playground, shelters, and restrooms.

- Southgate Boulevard Linear Park is a 48.2 acre site, of which 23 acres has been developed to serve the area with picnic shelters, picnic areas, playgrounds, multi-purpose path, restrooms, fishing pier, and natural artistic features. The remaining 25.2 acres is currently undeveloped, serving as a passive park area.
VI. Recreation and Open Space Element  

The park is located between the C-14 canal and Southgate Boulevard, west of Nob Hill Road.

- Veteran’s Park, a 6.3 acre neighborhood linear park, located along the Cypress Creek Canal between University Drive and the Sawgrass Expressway is a water-oriented park. Amenities include a boat ramp, picnic areas, gazebos, restrooms, and the Tamarac Veteran’s Memorial.

- Dog Park, a 3.5 acre neighborhood park, is planned to be located on Southgate Boulevard adjacent to the existing Veteran’s Park, just south of the C-14 Canal and the City of Coral Springs. Amenities will include three fenced areas for dogs (1 each for small and large dogs and 1 common area), 1,028 linear feet of walking path, a shelter, a washing area, and drinking fountains for people and dogs. This park is still under construction and is expected to be completed by the end of the planning period.

- Sunset Point Park, an 8.5 acre community park, located at the western end of McNab Road east of the Sawgrass Expressway provides the community with a number of amenities, including a multi-purpose trail with exercise stations, shelters, a wetlands nature study kiosk, an ADA compliant playground with shade cover, a small amphitheater, and restrooms.

- Caporella Aquatic Complex and Fitness Center, a 5 acre neighborhood park, located just north of Commercial Boulevard between Nob Hill Road and Pine Island Road includes an eight-lane pool with slides, a picnic pavilion, concession stands, a fitness center, locker rooms, and a children’s water activity area.

- Tamarac Community Center, a 6.1 acre property, located on Commercial Boulevard, just east of Pine Island Road includes amenities such as a
gymnasium, meeting rooms, a fitness room, ball room, arts and craft room, restrooms, and locker rooms.

- Tamarac Multi-purpose Center is a 16,466 square foot building accompanied by the Recreation Building which is a 16,000 square foot building, both are constructed on a 10.39 acre site located on University Drive, just north of McNab Road. Amenities include a gymnasium, meeting rooms, an art room, a teen club, a concession stand, an instructional kitchen, and restroom/locker rooms. In addition to being a public facility, the School Board has a lease agreement with the City to use this Multi-Purpose Center during specific periods of the week for various activities.

- Tamarac Commons Park, a one acre pocket park, located on the southwest corner of McNab Road and Pine Island Road features a fountain, public art sculpture, a walkway, and a seating area.

- Prospect Wildlife Area, a 7.8 acre neighborhood park, is a preserve for native flora and fauna habitat that includes a lake, a walking path, and a scenic area. It is located east of NW 21st Avenue between Commercial Boulevard and Prospect Road.

- Sawgrass Conservation Area is 32.1 acres of natural habitat conservation for the native flora and fauna. It runs nearly the entire length of the City along the western perimeter and is located west of the Sawgrass Expressway.

- Public bikeways, 7 feet in width, are located on NW 57th Street from University Drive to NW 94 Avenue and on University Drive from Commercial Boulevard to NW 82 Avenue. These bikeways constitute 2.5 acres of additional public open space.
There is about 3.4 acres of passive open space located between the Tamarac Library and the Community Center to provide an aesthetic buffer for residents; accommodations include a fountain, walkway, and a scenic overlook area.

The City of Tamarac also owns two properties that are each designated open space; however, the City does not have development plans for the parks at this time. The sites are:

- Cummings Property is a 1.7 acre passive park located adjacent to the Caporella Aquatic Center on NW 94th Avenue.
- Spiritual Warfare Property is a 2.6 acre passive park located south of the Cummings Property on NW 94th Avenue adjacent to Caporella Aquatic Center. Both properties are located east of Millennium Middle School.

Several private subdivisions within the City of Tamarac also include some publicly dedicated lands that are counted towards the City’s total acreage of public parks, recreation, and open space. Each of these areas are briefly described below:

- Woodmont has a large preserve area called the Woodmont Environmentally Sensitive Lands, of which 2.1 acres accounts for public open space
- University Landings provides 2 acres of passive public recreation area with benches and landscaping
- There are three subdivisions that have recently dedicated public recreation areas to the City. Since Tamarac has just acquired these sites, the City does not currently have development plans for them. Specific site location and acreage for the City's recently acquired open space is:
  - Monterey subdivision dedicated 23 acres
• Sabal Palm subdivision dedicated 9 acres
• Waters Edge subdivision dedicated 5.9 acres

• There are a number of condominium and apartment developments that have dedicated public parks, recreation, and open space to the City. These areas total 57.2 acres and are counted towards Tamarac’s total acreage of public parks, recreation and open space.

• The City of Tamarac also includes 28.88 acres of golf course lands, which is a small portion of the City’s total golf course lands towards the City’s total acreage of parks, recreation, and open space.

There are no County regional parks in the City of Tamarac. Broward County defines regional parks as typically being 40 acres or larger with the ability to serve the entire County population; a smaller park may be classified as a regional park, provided it possesses unique recreational, environmental, or cultural resources. However, Broward County has a regional park in nearby Coral Springs, which is the Turtle Run Environmentally Sensitive Land. Other adjacent regional parks include conservation areas on the western City boundary, Markham Park located near SR 84 in Sunrise, Tradewinds Park in Coconut Creek, and Fern Forest Nature Center in North Lauderdale. Woodville Dog Park, a dedicated dog park located in the City of North Lauderdale, is a special use park that is also located within commuting distance for Tamarac’s residents and visitors.

Private Recreation Facilities
The City of Tamarac has about 20 private home subdivisions that offer a variety of recreational opportunities for members of these communities, totaling about 300 acres of private recreation facilities in Tamarac, not including private and semi-public golf courses. Although Tamarac inventories these recreational opportunities, the community amenities are not used in calculating the LOS provided by the City. The specific recreation options may include any combination of the following:
VI. Recreation and Open Space Element  

Data, Inventory & Analysis

- Pool
- Tot Lot
- Tennis Court
- Recreation Area
- Shuffleboard Courts
- Clubhouse
- Racquetball Courts
- Practice Courts
- Spa
- Volleyball Court
- Boat Ramps

**Golf Courses**

Other recreation facilities include golf courses. The City of Tamarac has about 818 acres in six golf courses. These golf courses are both public and private facilities. It is important to the City of Tamarac to protect these valuable recreational opportunities. The City has been experiencing development pressures to convert golf courses into other uses, such as residential, and is working with appropriate entities to minimize potential losses of the remaining golf course resources. The public and private golf courses within the City are:

- Colony West Country Club, Championship Course, a public course
- Colony West Country Club, Glades Course, a public course
- Woodlands Country Club, West Course, a private equity course*
- Woodlands Country Club, East Course, a private equity course
- Woodmont Country Club, Pines Course, a private non-equity course**
- Woodmont Country Club, Cypress Course, a private non-equity course

*Note:* "Equity Memberships: membership fees invest and provide partial ownership of the golf course to the member. **Non-Equity Memberships: membership fees do not provide investment or entitlements to the member."
Recreational Analysis

Recreation Standards
The Broward County Land Use Plan currently requires that all municipalities demonstrate the availability of three acres of recreation open space per 1,000 residents. The City’s public recreational lands tally 322.3 acres, with a 2007 population of 59,949 these lands are provided at the rate of 5.4 acres per 1,000 population. Private recreation land is provided at the rate of 7.1 acres per 1,000 population, this only includes 15 percent of golf course land, as allowed by Broward County. Table 6.1 presents the recreation and open space required to meet the adopted LOS based on the 2007 population figure, as shown, the City is currently exceeding the LOS.

Table 6.1: Recreation and Open Space Level of Service Standards

<table>
<thead>
<tr>
<th>Park Type</th>
<th>Acres per 1,000 Population (adopted LOS)</th>
<th>2007 Actual Acreage</th>
<th>Acreage Needed to Meet LOS</th>
<th>Surplus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Park Land</td>
<td>3</td>
<td>322.3</td>
<td>177.687</td>
<td>+144.613</td>
</tr>
<tr>
<td>Private Recreation Land*</td>
<td>3.5</td>
<td>424.0</td>
<td>207.301</td>
<td>+216.699</td>
</tr>
</tbody>
</table>


*Excludes water management areas; only 15 percent of golf course land (817.68 acres total) may count towards fulfilling these standards, as per Broward County Land Use Plan.

Table 6.2 projects the anticipated parks LOS according to the City’s population projections through 2030. As shown in the table, the City of Tamarac will continue to exceed the adopted LOS through the planning horizon. However, since the City believes that parks and recreation ensure a high quality of life for residents, Tamarac should continue to assess the feasibility of acquiring additional park lands and expanding existing facilities to serve the needs of residents and visitors. In addition, the City should continue to require private development, especially large scale residential redevelopment projects, to provide on-site recreation for their residents in the form of pools, tennis courts, tot lots, and other amenities.
Table 6.2: Recreation and Open Space Level of Service Standards, 2010-2030

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Actual LOS*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>61,026</td>
<td>5.3 acres</td>
</tr>
<tr>
<td>2015</td>
<td>63,419</td>
<td>5.1 acres</td>
</tr>
<tr>
<td>2020</td>
<td>65,535</td>
<td>4.9 acres</td>
</tr>
<tr>
<td>2025</td>
<td>67,378</td>
<td>4.8 acres</td>
</tr>
<tr>
<td>2030</td>
<td>68,787</td>
<td>4.7 acres</td>
</tr>
</tbody>
</table>


*Based on 2007 City park, recreation, and open space total of 322.3 acres.

Although the City does not maintain a LOS for recreation facilities, such as multi-purpose courts and fields, the City does maintain an inventory of such facilities. As of 2005 the City has:

- 7 Baseball/Softball Fields
- 2 Soccer Fields
- 61 Tennis Courts
- 2 Recreation Centers
- 5.67 miles of Bicycle/Pedestrian Trails
- 234 Shuffleboard Courts

**Recreation Needs of Special Groups**

All existing public recreation facilities are accessible to handicapped persons; as well any future recreation facilities provided by the City, other government agencies, and/or private development will also be constructed to provide handicap accessibility. In addition the City operates a variety of city-wide transit that allows and encourages the mobility of elderly and disabled Tamarac residents. These alternative transportation options include stops at local parks and community centers, both offering active and passive recreation opportunities for the special populations within Tamarac. The Transportation Element describes these city-wide transit options.
Most of Tamarac’s recreation facilities offer both active and passive activities. For example, the Tamarac Community Center provides passive recreational activities including arts and crafts, chair aerobics, card-playing, and movie watching. Other passive recreational activities in the City include art classes at the Tamarac Multi-purpose Center, educational wetland kiosks at Sunset Point Park, and a fishing pier at Caporella Park. This is by no means an exhaustive list of passive activities, just a few examples.

Table 6.3 shows the demand of a variety of recreational activities within the community by both residents and visitors. Monitoring the use and attendance of recreational opportunities ensures that Tamarac is offering appropriate and desirable programs for its residents and visitors, thereby ensuring a higher quality of life for the City’s various populations now and in the future.

**Table 6.3: Recreational Activity Demand**

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>TOTAL USERS</th>
<th>RESIDENT USERS</th>
<th>NON-RESIDENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Special Events:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art Exhibits</td>
<td>300</td>
<td>300</td>
<td>--</td>
</tr>
<tr>
<td>Concert Series</td>
<td>2,000</td>
<td>2,000</td>
<td>--</td>
</tr>
<tr>
<td>Hurricane Expo</td>
<td>3,000</td>
<td>3,000</td>
<td>--</td>
</tr>
<tr>
<td>Veteran’s Assembly</td>
<td>250</td>
<td>150</td>
<td>100</td>
</tr>
<tr>
<td>Memorial Day Ceremony</td>
<td>250</td>
<td>150</td>
<td>100</td>
</tr>
<tr>
<td>4th of July Celebration</td>
<td>12,000</td>
<td>12,000</td>
<td>--</td>
</tr>
<tr>
<td>Fashion Show</td>
<td>100</td>
<td>80</td>
<td>20</td>
</tr>
<tr>
<td>Veterans Day Parade</td>
<td>1,000</td>
<td>700</td>
<td>300</td>
</tr>
<tr>
<td>Turkey Trot 5K Race</td>
<td>1,100</td>
<td>400</td>
<td>700</td>
</tr>
<tr>
<td>Holiday Lighting Festival</td>
<td>500</td>
<td>300</td>
<td>200</td>
</tr>
<tr>
<td>Adult Trips</td>
<td>700</td>
<td>600</td>
<td>100</td>
</tr>
<tr>
<td>Princess Party</td>
<td>100</td>
<td>75</td>
<td>25</td>
</tr>
<tr>
<td>Lunch with Peter Cottontail</td>
<td>150</td>
<td>115</td>
<td>35</td>
</tr>
<tr>
<td>Springfest</td>
<td>310</td>
<td>250</td>
<td>60</td>
</tr>
<tr>
<td>Spook A Lot For Tots</td>
<td>55</td>
<td>50</td>
<td>5</td>
</tr>
<tr>
<td>ACTIVITY</td>
<td>TOTAL USERS</td>
<td>RESIDENT USERS</td>
<td>NON-RESIDENT</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------</td>
<td>----------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Halloween Hoopla</td>
<td>500</td>
<td>420</td>
<td>80</td>
</tr>
<tr>
<td>Garage Sales</td>
<td>550</td>
<td>450</td>
<td>100</td>
</tr>
<tr>
<td>Recreation:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fitness Memberships</td>
<td>1,384</td>
<td>1,297</td>
<td>87</td>
</tr>
<tr>
<td>Swim Lessons</td>
<td>650</td>
<td>553</td>
<td>97</td>
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<tr>
<td>Health and Fitness:</td>
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<td></td>
</tr>
<tr>
<td>Fitness Classes</td>
<td>27,097</td>
<td>24,388</td>
<td>2,709</td>
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<tr>
<td>Social Services:</td>
<td></td>
<td></td>
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<tr>
<td>Health Services</td>
<td>1,332</td>
<td>1,199</td>
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<tr>
<td>Support Group Services</td>
<td>2,123</td>
<td>1,911</td>
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<td>Program Services</td>
<td>268</td>
<td>242</td>
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<tr>
<td>Financial Assistance</td>
<td>63</td>
<td>63</td>
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<tr>
<td>Volunteers Services</td>
<td>40</td>
<td>40</td>
<td>--</td>
</tr>
<tr>
<td>Family Programs</td>
<td>449</td>
<td>449</td>
<td>--</td>
</tr>
<tr>
<td>Information &amp; Referral</td>
<td>1,162</td>
<td>1,046</td>
<td>116</td>
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<tr>
<td>Nutrition</td>
<td>2,835</td>
<td>2,278</td>
<td>557</td>
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<tr>
<td>Transportation:</td>
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<td></td>
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<tr>
<td>Para-transit Program</td>
<td>645</td>
<td>645</td>
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<tr>
<td>Community Transit Program</td>
<td>43,782</td>
<td>43,782</td>
<td>--</td>
</tr>
<tr>
<td>Youth and Teen:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Middle School Dance</td>
<td>600</td>
<td>550</td>
<td>50</td>
</tr>
<tr>
<td>Elementary School Dance</td>
<td>800</td>
<td>750</td>
<td>50</td>
</tr>
<tr>
<td>Dance Class</td>
<td>816</td>
<td>966</td>
<td>25</td>
</tr>
<tr>
<td>Sports and Fitness</td>
<td>516</td>
<td>494</td>
<td>22</td>
</tr>
<tr>
<td>Adult Activities:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dance Class</td>
<td>5,000</td>
<td>2,006</td>
<td>2,947</td>
</tr>
<tr>
<td>Computer Class</td>
<td>96</td>
<td>90</td>
<td>6</td>
</tr>
<tr>
<td>Specialty Class</td>
<td>122</td>
<td>90</td>
<td>32</td>
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<tr>
<td>Senior Programs:</td>
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<td></td>
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<tr>
<td>Club and Activities</td>
<td>18,115</td>
<td>16,303</td>
<td>1,812</td>
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<tr>
<td>Health and Fitness</td>
<td>27,097</td>
<td>25,116</td>
<td>2,791</td>
</tr>
<tr>
<td>Sweetheart Ball</td>
<td>140</td>
<td>123</td>
<td>17</td>
</tr>
</tbody>
</table>

Source: Tamarac Planning and Zoning Department, 2007.
According to the data collected, the most attended events included the July 4th fireworks, the Hurricane expo, and the concert series. Fitness and dance classes were popular among all age groups. The most popular of the comprehensive social services provided by the City include health, nutrition, and support group services.

The City of Tamarac will continue to strive for the utmost in recreation opportunities for its residents and visitors. As a part of this commitment the City will monitor the needs and demographics of the community and respond accordingly. As well, Tamarac will continue to dedicate available funding to the expansion and renovation of existing parks, open spaces, and facilities as deemed necessary.

Library
Although the City of Tamarac does not have a City owned and operated library, Broward County Library has the Tamarac Branch Library located within the City at 8701 West Commercial Boulevard. This facility was a $6.4 million capital investment by the Broward County library system to serve County and City residents alike. The Tamarac Branch Library is a 30,000 square foot one-story building that opened in 2003. In addition to offering a wide variety of programs and amenities for various age groups and needs, the Library has a number of resources to serve users including:

- English and Spanish books and publications
- Large print books
- An electronic resource data base
- A large selection of digital materials, such as CDs, DVDs, and videos
- 56 public use computers: 24 in the computer lab and 32 in the main area of the library
- A 92-Seat Meeting Room
VI. Recreation and Open Space Element  

- A Children’s Area with six computers and six KidCats, which is a web-based library catalog system that introduces young children to the library catalog and teaches them how to use the catalog.

The Tamarac Branch Library offers use of the facility, and its programs and resources seven days per week, for a total of 62 operating hours per week. The facility is also home for two of the County’s public art pieces.
VII. INTERGOVERNMENTAL COORDINATION ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
Table of Contents

INTERGOVERNMENTAL COORDINATION INVENTORY ........................................ 1
Local Agencies ............................................................................................. 1
Regional Agencies .................................................................................... 8
State Agencies .......................................................................................... 10
Federal Agencies ...................................................................................... 16
Private ........................................................................................................ 20

INTERGOVERNMENTAL COORDINATION ANALYSIS .............................. 22
Effectiveness of Existing Coordination Mechanisms .................................. 22
Improving Intergovernmental Coordination ............................................... 25
Growth and Development Implications ...................................................... 26
Areas of Critical State Concern .................................................................. 27

List of Tables

Table 7.1: Interlocal and Service Agreement Matrix .................................... 24
VII. INTERGOVERNMENTAL COORDINATION ELEMENT

Intergovernmental Coordination Inventory
Several formal and informal intergovernmental coordination mechanisms exist. Formal mechanisms include contracts and interlocal and operating agreements, whereas, informal mechanisms include meetings and telephone calls. The coordinating agencies are at the local, regional, state, and federal level. The inventory below provides a brief description of the coordination mechanisms, subject area, and the office with primary responsibility of coordination.

Local Agencies

City of Coral Springs
Due to their proximity to each other, Tamarac coordinates with the City of Coral Springs as needed. Issues include planning and development, land use, traffic and transportation, drainage, and emergency management.

City of Fort Lauderdale
Due to their proximity to each other, Tamarac coordinates with the City of Fort Lauderdale as needed. Issues include planning and development, land use, traffic and transportation, drainage, and emergency management. As well these two cities coordinate water service and associated fees.

City of Lauderdale Lakes
Due to their proximity to each other, Tamarac coordinates with the City of Lauderdale Lakes as needed. Issues include planning and development, land use, traffic and transportation, drainage, and emergency management.
City of Lauderhill
Due to their proximity to each other, Tamarac coordinates with the City of Lauderhill as needed. Issues include planning and development, traffic, drainage, and emergency management.

City of North Lauderdale
Due to their proximity to each other, Tamarac coordinates with the City of North Lauderdale as needed. Issues include planning and development, land use, traffic and transportation, drainage and water, and emergency management.

City of Oakland Park
Due to their proximity to each other, Tamarac coordinates with the City of Oakland Park as needed. Issues include planning and development, land use, traffic and transportation, drainage, and emergency management. The principal contacts for the City of Tamarac in matters relating to abutting municipalities are the City Manager, the Community Planning Department, and the Public Works Department. Information is shared between these entities on an as-needed basis through informal and formal means.

Broward County
The City of Tamarac is located within Broward County and coordinates with Broward County on numerous issues. Communication regarding these issues occurs through both formal and informal methods, such as interlocal agreements and phone calls. Information is exchanged on both a continuous level and on as-needed basis. Since the coordination between the two entities spans a variety of interests, the contact responsibility is shared by a number of agencies, including Community Development, Building, Engineering and Utilities, Board of Rules and Appeals, and Growth Management. Some of the major subjects of City and County coordination are:
• Transit
• Annexation issues
• Planning and zoning
• Traffic control issues
• Drainage and NPDES permitting
• Conservation of natural resources
• County recreation and open space
• Solid waste services and recycling
• Water, sewer, and septic tank services
• Social services and public health services
• Construction and maintenance of County roads
• Emergency management, including disaster preparedness and hurricane evacuation

_Broward County Board of County Commissioners_

As required by the Broward County Charter, the Broward County Board of County Commissioners (BCC) was established to act as the legislative branch of Broward County Government. The Commission is charged with overseeing a variety of County operations, including land use, plats, and environmental matters. Therefore the BCC has final authority regarding Broward County Land Use Plan amendments. In addition, the BCC appoints the County Attorney, Administrator, and Auditor, as well as, numerous regulatory and advisory boards.

The BCC is comprised of nine members; one Commissioner is elected by each of the nine districts in partisan elections. The City of Tamarac falls within the boundaries of Districts 1, 3, and 9. The City and the BCC coordinate through formal and informal meetings and information sharing. Dependant on the subject this communication occurs on a continuous or an as-needed basis. The Community Development Department is the principal contact for the City in matters relating to the Commission.
Metropolitan Planning Organization
The Metropolitan Planning Organization (MPO) was established in 1977 by the Florida Legislature to direct urban transportation planning and the expenditure of federal and state funds. The MPO is the lead agency responsible for developing and administering plans and programs to maintain eligibility and receive federal funds for the transportation systems in Broward County, which includes the City of Tamarac as an area of concern for these entities.

The MPO consists of five districts and 19 members, including representatives from cities within the county, the Broward County School Board, the Broward County Board of County Commissioners, and the South Florida Regional Transportation Authority. For each of the five districts, the municipality with the largest population appoints an elected official to serve as the district representative, and the municipality with the second largest population is the alternate. Tamarac and Coral Springs represent District 1, which has two representatives due to population size.

The MPO’s advisory board is the Technical Coordinating Committee (TCC), which is comprised of municipal and county staff, including the City of Tamarac. The City and MPO coordinate through formal and informal meetings and information sharing, depending on the subject this communication occurs on a continuous or an as-needed basis. The Community Development Department is the principal contact for the City in matters relating to the MPO.

Broward County Planning Council
The Broward County Planning Council (BCPC) was created in 1974 to replace the 1959 Broward County Area Planning Board. The BCPC is multi-jurisdictional planning agency established to promote coordinated, comprehensive, long-range planning throughout Broward County through the joint cooperation and participation of all local governments, public officials and private citizens.
The BCPC consists of twenty members: one member is a Broward County Commissioner selected by a majority vote of the Commission; one member is a Broward County School Board member, selected by the School Board membership. In addition, each County Commissioner individually appoints two members from their respective nine County Commission districts, one member in each district being an elected municipal official and one being an elector not holding elected public office.

In addition to special projects and participating in and encouraging intergovernmental coordination efforts, the BCPC is charged with three main responsibilities, they are the:

- **Broward County Trafficways Plan** - the BCPC rules on waivers and proposed amendments to this plan, which preserves roadway right-of-way for the County.
- **Broward County Land Use Plan** - the BCPC reviews and makes recommendations to the Broward County Board of County Commissioners regarding proposed amendments to the Broward County Land Use Plan; and ensures that adequate facilities are available for the proposed land use.
- **Platting** - the BCPC staff implements a countywide plat compliance monitoring system; interprets the countywide platting requirements contained within the Broward County Land Use Plan; and reviews plats and other development proposals to ensure proposed uses are consistent with those permitted by the effective land use plan designation.

The BCPC and the City coordinate on the above issues through an informal means, such as meetings, and information sharing occurs on an as-needed basis. The Department of Community Development is the principal contact for the City in matters relating to the Planning Council.
**Broward County School Board**

The School Board of Broward County, Florida is composed of nine members and a superintendent. Seven members are elected from single member districts, and two members are residents of the district and are nominated and elected from the district at large. The School Board has the authority to acquire, build, construct, erect, enlarge and improve Broward County public school facilities, and to furnish and equip public schools. To pay the cost of such projects, the School Board is authorized to tax real property and to issue certificates of indebtedness and bonds. Additionally, the Board is charged with formulating policy governing the administration and operation of public schools, including the public school facilities located in Tamarac. These facilities are two elementary schools, Challenger Elementary and Tamarac Elementary, and one middle school, Millennium Middle School.

The City coordinates with the School Board to analyze public education facilities impacts on the transportation system, to encourage the siting of future schools, if needed, and expansion of existing schools as closely to residential areas as practical; to encourage the co-location of Tamarac public facilities, such as parks, libraries, and community centers, with schools to the extent possible; and to encourage the use of elementary schools as focal points for neighborhoods. The School Board and the City coordinate through an interlocal agreement, meetings, and information sharing on a continuous basis. The City Manager is the principal contact for the City in matters relating to the School Board.

**Broward County Sheriff’s Office**

The Broward County Sheriff’s Office (BSO) is the largest fully accredited sheriff’s office in the nation and one of the County’s largest employers. The City of Tamarac maintains a contract with the BSO to provide a full spectrum of law enforcement services. The BSO and the City coordinate through a service agreement, meetings, and information sharing on a continuous basis. The City Manager is the principal contact for the City in matters relating to the BSO.
North Broward Hospital District

Broward County has created two special hospital districts: the North Broward Hospital District and the South Broward or Memorial Hospital District. Griffin Road serves as the dividing line between the two districts.

Tamarac has been served by the North Broward Hospital District since 1938. The North Broward Hospital District is a nonprofit community health system offering a full spectrum of health care services. Facilities include four hospitals:

- Broward General Medical Center;
- North Broward Medical Center;
- Imperial Point Medical Center; and
- Coral Springs Medical Center.

The District is a medical safety net for Broward County residents. These four medical centers anchor District services which include primary health care centers, home health services and hospice, family health places, physician practices, specialty care services and extensive community services and programming. The District provides a complete continuum of health care services, from wellness and prevention programs to treatment and rehabilitation, home health, and follow-up care. This is accomplished through the availability of progressive specialty care services, advanced technology and equipment, a highly skilled and trained medical staff and professional personnel, and the guidance of a dedicated administrative staff and Board of Commissioners. The North Broward Hospital District and the City coordinate through formal and informal methods and information sharing on a continuous basis. The City Manager is the principal contact for the City in matters relating to the Hospital District.
Regional Agencies

South Florida Water Management District
The South Florida Water Management District (SFWMD) is a State created agency that functions as a multi-county independent special district responsible for flood-control and water conservation within the South Florida Region. Local governments within the SFWMD jurisdiction, including the City of Tamarac, must base their local water supply plan on the SFWMD’s regional water supply plan. As well, the City and the District coordinate regarding the C-13 and C-14 basins. Other subjects of major interest between the City and SFWMD are:

- Stormwater drainage
- Wetlands protection
- Consumptive use permits
- Coordination with regional water supply plan
- Grant funding to perform stormwater evaluations and improvements

Information regarding these and other issues is shared on a continuous basis through informal means. The Building Department is the principal contact for the City in matters relating to the SFWMD.

As one of Florida’s five regional water management districts, SFWMD issues permits for the consumptive use of water, surface water management, well construction, and artificial recharge and creates a regional water supply plan. Besides its permitting activities, the district is authorized to:

- Gather water resource data
- Engage in water resource planning
- Construct and operate water control works
- Participate in technical investigations of water resources
- Monitor discharges into SFWMD canals from City canals
An executive director appointed by a Citizen Board administers the staff of each district. Staff recommendations and public testimony received at Board meetings and public hearings are the basis of the Board’s decisions and policy.

South Florida Regional Planning Council
The South Florida Regional Planning Council (SFRPC) is one of Florida’s 11 regional planning councils and includes the counties of Broward, Miami-Dade, and Monroe. The SFRPC is administered by an executive director who reports to a Board. The Board is made up of elected officials from local governments belonging to the Council and Governor appointees.

The SFRPC provides technical assistance to local governments. In addition, the SFRPC has the responsibility for reviewing comprehensive plans or portions thereof in order to ensure consistency with the Strategic Regional Policy Plan (SRPP) goals, objectives, and policies. Tamarac would also coordinate development of regional impact (DRI) review with the SFRPC. The SFRPC may also submit recommendations to the State requesting modification of local plans.

The City and SFRPC coordinate through formal and informal meetings and information sharing, depending on the subject this communication occurs on a continuous or an as-needed basis. The City Manager is the principal contact for the City in matters relating to the SFRPC. The major subjects of interest include:

- Eastward Ho!
- Hurricane evacuation
- Intergovernmental review
- Socio-economic data projections
- Comprehensive Regional Policy Plan
- Development of Regional Impact issues
State Agencies

Department of Community Affairs
The Florida Department of Community Affairs (DCA) is the state land planning agency, and therefore, has land use approval authority over local government comprehensive plans and plan amendments. Land use approval is a precursor to development. DCA is administered by a Secretary appointed by the Governor. DCA provides technical assistance to local governments in the areas of:

- Housing
- Public safety
- Community services
- Post-disaster recovery
- Community development
- Land and water management
- Resource planning and management
- Emergency management preparedness

DCA administers a variety of grant programs designed to assist local governments in improving growth management resources, community infrastructure, and service delivery systems. The City of Tamarac has been coordinating with DCA in amending its comprehensive plan pursuant to State laws.

The City’s Comprehensive Plan must meet both statutory and administrative requirements with review by DCA. As well, both entities work together to coordinate resource conservation and growth management issues. DCA also provides funding assistance for local comprehensive planning activities, and emergency aid and assistance. DCA and Tamarac coordinate through formal and informal methods of information sharing on a continuous basis to achieve the aforementioned. The
Director of Community Development is the project director for comprehensive planning issues and is the principal liaison with DCA on this activity.

*Florida Department of Transportation*

The Florida Department of Transportation (FDOT) directs planning functions and coordinates maintenance and development of Florida’s transportation system. FDOT has authority to direct the design, construction, maintenance, and related activities of the Florida Highway System. FDOT has limited regulatory authority over the use of land along State roads including design standards for curb cuts on the State’s major highway system. In addition, FDOT is responsible for determining the functional classification of roads within the City.

FDOT is a decentralized agency, which is divided into eight districts. The primary responsibility of each of the eight districts is to implement FDOT’s transportation programs, such as improvements to State roads, installing traffic control devices, and funding for transit related projects. FDOT District 4 office is responsible for coordinating most FDOT issues with City of Tamarac. The City and FDOT coordinate through formal and informal methods of information sharing on an as-needed basis. The Director of Community Development is the principal contact for the City in matters relating to FDOT.

FDOT is responsible for the maintenance of the following roads within the City of Tamarac:

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>CLASSIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sawgrass Expressway (SR 869)</td>
<td>Urban Principal Arterial</td>
</tr>
<tr>
<td>Nob Hill Road</td>
<td>Urban Minor Arterial</td>
</tr>
<tr>
<td>Pine Island Road</td>
<td>Urban Minor Arterial</td>
</tr>
<tr>
<td>University Drive (SR 817)</td>
<td>Urban Principal Arterial</td>
</tr>
<tr>
<td>Rock Island Road</td>
<td>Urban Minor Arterial</td>
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VII. Intergovernmental Coordination Element

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>CLASSIFICATION</th>
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</thead>
<tbody>
<tr>
<td>Florida Turnpike</td>
<td>Urban Principal Arterial</td>
</tr>
<tr>
<td>US 441 / SR 7</td>
<td>Urban Principal Arterial</td>
</tr>
<tr>
<td>NW 31st Avenue</td>
<td>Urban Minor Arterial</td>
</tr>
<tr>
<td>McNab Road</td>
<td>Urban Minor Arterial</td>
</tr>
<tr>
<td>Commercial Boulevard (SR 870)</td>
<td>Urban Principal Arterial</td>
</tr>
</tbody>
</table>

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*Florida Department of Environmental Protection*

The Department of Environmental Protection (DEP) is the state administrative agency in charge of environmental issues and natural resource protection. DEP is administered by a Secretary appointed by the Governor. Its primary duties are:

- Protecting and conserving Florida’s natural resources,
- Managing State owned lands/aquatic preserves, and
- Regulating impacts on the environment, including industrial waste, air pollution emission, hazardous wastes, potable water usages, solid waste disposal, dredge and fill activities, and alteration to environmentally sensitive areas.

DEP also serves as an umbrella agency for Florida’s five regional water management districts and issues national pollution discharge elimination system (NPDES) water qualities certifications. Tamarac coordinates with DEP on environmental resource issues involving public projects and private development.

The DEP and the City coordinate on issues including those listed as DEP’s primary duties, as well as, storm water discharge and park development. DEP and the City coordinate through formal and informal arrangements and share information on an as-needed basis. The Building Department is the principal contact for the City in matters relating to DEP.
Florida Housing Finance Corporation
The Florida Housing Finance Corporation was created by the Florida Legislature over 20 years ago to help Floridians obtain safe, decent housing that might otherwise be unavailable to them. Florida Housing’s Board of Directors and staff continue to work to increase affordable housing opportunities for Floridians, ensure that Florida Housing’s programs are well matched to the housing needs of Floridians, and communicate the importance of affordable housing to Florida’s communities program. The City, through its State Housing Initiatives Partnership (SHIP) program, provides allocations to maintain existing housing stock through minor home repair/weatherization and provide opportunities for home ownership through home purchase loans as identified in the City’s Local Housing Assistance Program (LHAP). The Department of Community Development is the principal contact for the City in matters relating to the Florida Housing Finance Corporation.

Florida Department of Agriculture and Consumer Affairs
The Department of Agriculture and Consumer Services (DACS) mission is to safeguard the public and support Florida’s agricultural economy by ensuring the safety and wholesomeness of food and other consumer products through inspection and testing programs; protecting consumers from unfair and deceptive business practices and providing consumer information; assisting Florida’s farmers and agricultural industries with the production and promotion of agricultural products; and conserving and protecting the state’s agricultural and natural resources by reducing wildfires, promoting environmentally safe agricultural practices, and managing public lands.

The head of DACS is the Commissioner of Agriculture who is elected every four years at the time of the general election and is part of the Governor’s cabinet. The Department’s agricultural agent extension service, typically through the County, provides City staff and residents with technical assistance, consumer related services, and publications which address a broad range of special services.
The City coordinates with Broward County extension agencies and DACS to promote and ensure the continued viability of Florida’s agricultural market, as well as, to inform and educate consumers regarding these and many other products. DACS and the City of Tamarac coordinate through formal and informal arrangements, sharing information on an as-needed basis. The City Manager and Department of Community Development are the principal contacts for the City in matters relating to DACS.

*Florida Department of State*

The Florida Department of State (DOS) coordinates with the City of Tamarac on issues related to State archives and records. The City presently has two recorded historic resources within its corporate limits - one of which the DOS believes has been demolished, the remaining resource (archeological site 8BD2136) is intact. Tamarac will continue working with the Division of Historical Resources (DHR), Bureau of Historic Preservation, in addressing comprehensive planning issues surrounding historic and archaeological sites of significance. The Department of State is also the City’s primary source for obtaining rules and regulations promulgated by State agencies and historic survey grants.

DHR and the City share information on an as-needed basis through formal and informal coordination methods. The City Manager is the principal contact for the City in matters relating to the DOS.

*Florida Department of Health*

The Department of Health’s (DOH) mission is to promote and protect the health and safety of all Floridians. The DOH seeks to accomplish this through the prevention and control of the spread of acute, chronic, and infectious disease, the provision of basic health care services, such as immunizations and prenatal care, monitoring conditions in group living facilities, and monitoring of water and sewage systems to ensure operating conditions are sanitary.
The DOH delivers public health services through sixty-seven county health departments, which are funded through a combination of federal, state, and local dollars. The DOH coordinates with the City of Tamarac on issues related to public health and environmental control. The City principally coordinates through the Broward County Environmental Protection Department (EPD) and the Broward County Health Department. DOH, the County, and the City share information on an as-needed basis through formal and informal coordination methods. The City Manager is the principal contact for the City in matters relating to DOH.

*Florida Fish and Wildlife Conservation Commission*

The Florida Fish and Wildlife Conservation Commission (FWC), formerly the Game and Fresh Water Fish Commission, has jurisdiction over all terrestrial and aquatic wildlife, including both freshwater and saltwater. Its mission is to manage fish and wildlife resources for their long-term well-being and the benefit of people.

The FWC coordinates with the City of Tamarac primarily through the review of projects that may have potential impacts on local fish and wildlife habitat or which may intrude on and disturb habitats of endangered species. The City coordinates its comprehensive planning activities with the FWC in order to achieve professional fish and wildlife management perspectives on issues potentially impacting fish and wildlife habitat, particularly habitats of species listed as endangered, threatened or species of special concern. Tamarac and FWC coordinate information sharing through formal and informal arrangements on an as-needed basis. The Director of Community Development is the principal contact for the City in matters relating to FWC.

*Florida Department of Children and Families*

The Florida Department of Children and Families (DCF) coordinates with the City on issues surrounding delivery of rehabilitative, social and medical services for children, youth, family, and elderly, including services directed toward special needs, such as physically and mentally challenged, and impoverished. DCF also coordinates with Tamarac on Assisted Living Facilities (ALF) that are classified as Community
Residential Homes according to Florida Statutes and regulates community residential homes, mobile homes, foster care homes, and homes for special children. The City and DCF coordinate through formal and informal information sharing methods on an as-needed basis. The City Manager is the principal contact for the City in matters relating to DCF.

**Federal Agencies**

**Environmental Protection Agency**

The Environmental Protection Agency (EPA) is the federal agency responsible for protection of the environment. This federal agency is divided into ten regions. Florida is one of eight states located in Region 4, which is the Southeast. The main office for the Southeast Region is located in Atlanta, Georgia.

The mission of the EPA is to protect human health and to safeguard the natural environment (air, water, and land) upon which life depends. To accomplish this mission, the EPA administers a variety of programs ranging from noise abatement to air and water quality protection. EPA exercises authority through its power to fine violators and through the issuance of grant monies. The agency establishes national drinking water and air quality standards with which all local agencies must comply. The Southeast Regional Office of the EPA is responsible for administering the agency’s programs in Florida. EPA standards are generally administered at the local level through the Florida Department of Environmental Protection (DEP) and the Broward County Environmental Protection Department (EPD).

The EPA also coordinates clean-up efforts and advises the Department about safety measures for handling unusual materials and clean-up of hazardous waste spills. The EPA issues National Pollution Discharge Elimination System (NPDES) permits and reviews permits issued by DEP for the treatment, disposal and storage of hazardous waste. EPA may also prohibit or otherwise restrict the discharge of dredge and fill material.
The City and EPA coordinate through formal and informal information sharing methods on an as-needed basis. The Department of Community Development is the principal contact for the City in matters relating to the EPA.

**Department of Agricultural, Natural Resources Conservation Services**

The Natural Resources Conservation Service (NRCS) has six mission goals:

- high quality, productive soils;
- clean and abundant water;
- healthy plant and animal communities;
- clean air; an adequate energy supply; and
- working farms and ranchlands.

NRCS provides technical assistance, and often financial assistance, to those engaging in conservation activities. As well, NRCS disseminates educational and informative information concerning conservation techniques and programs, such as prevention of soil erosion, to the public, development industries, and agricultural operations.

NRCS also has responsibility for mapping soils according to type, including soils that define wetlands, and this information is used to assist in locating areas that deserve special attention. The Broward County Soil and Water Conservation District is a sub-agency of the Department of Agriculture and shares soil mapping responsibilities and describing the soil type suitability for land uses. The District staff provides technical assistance to the City regarding large scale development impacts.

The City coordinates with NRCS and the Broward County District office to ensure land use activities occur consistent with specific soil properties. Tamarac, NRCS, and the County coordinate through formal and informal information sharing methods on an as-needed basis. The Department of Community Development is the principal contact for the City in matters relating to these two agencies.
**Federal Emergency Management Agency and Flood Insurance Administration**

The Federal Emergency Management Agency’s (FEMA) continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program.

Although not specifically related to the issue of environmental conservation, the 100-year flood zone mapping effort carried out by the FEMA Flood Insurance Administration often tends to be useful in defining sensitive areas. If an area is, both, flood prone and environmentally unique, the flood protection policies tend to provide additional reinforcement to the other City policies created for protection of the area.

Tamarac coordinates with FEMA regarding emergency management and disaster mitigation, preparedness, response, and recovery. Coordination is also in place for compliance with federal flooding regulations; FEMA is responsible for mapping 100-year flood zones. The City and the FEMA coordinate through formal and informal information sharing methods on an as-needed basis. The City Manager is the principal contact for the City in matters relating to FEMA.

**Department of Housing and Urban Development**

The mission of the Department of Housing and Urban Development (HUD) is to increase homeownership, support community development and increase access to affordable housing free from discrimination. Therefore, HUD is responsible for policy, programs, and regulation regarding community development, housing needs, and fair housing.

HUD coordinates with the City regarding the implementation and monitoring of these programs, policy, and regulation. Other mutual interests between the City of Tamarac and HUD include:
• Quality, availability, and affordability of housing stock
• Ensure fair housing
• Implement and coordinate housing programs, including the Community Development Block Grant (CDBG) Program

HUD and the City coordinate through formal and informal information sharing methods on an as-needed basis. The Department of Community Development is the principal contact for the City in matters relating to HUD.

National Oceanic and Atmospheric Administration National Hurricane Center
The National Oceanic and Atmospheric Administration (NOAA) is responsible for a variety of issues. The two most pertinent to Tamarac are the National Weather Service and the National Hurricane Center; both of these agencies have a role in the City. The National Weather Service provides weather forecasts for Tamarac, including boating forecasts. The National Hurricane Center aids in emergency preparedness by providing watches and warnings through its hurricane tracking services. NOAA and the City coordinate through informal information sharing methods on an as-needed basis. The City Manager and Department of Community Development are the principal contacts for the City in matters relating to NOAA.

US Army Corps of Engineers
The US Army Corps of Engineers (ACE) consists of military and civilian engineers, scientists and other specialists that work together as leaders in engineering and environmental matters. The ACE serves the Armed Forces and the Nation by providing vital engineering services and capabilities, as a public service, across a full spectrum of operations in support of national interests. Specifically, the ACE’s mission is to:

• Help care for the nations aquatic resources
• Act as a steward of the environment and to engage in environmental
restoration projects

- Build and sustain critical infrastructure facilities for national water resources, military global missions, and growing security objectives
- Expand capabilities that support growing national homeland security missions
- Shape capabilities and agency structure that provide highly adaptable and effective support of the National Defense Strategy and the National Military Strategy

The ACE works in cooperation with state and local agencies to achieve its mission. The ACE reviews permits that affect water resources and other environmental issues, including endangered species for compliance with the Clean Water Act, the Endangered Species Act, and other Federal laws. The ACE, the City, and other involved agencies coordinate through informal and formal information sharing methods on an as-needed basis. The City Manager is the principal contact for the City in matters relating to ACE.

**Private**

*Electricity*

The City maintains a franchise agreement with the Florida Power and Light Company (FPL) for the provision of electricity within its corporate limits. This is the sole electric utility company in Broward County. Tamarac depends on FPL to generate and distribute an adequate and dependable supply of electricity. As well, FPL and Tamarac coordinate regarding franchise fees and utility taxes. FPL and the City coordinate through formal and informal information sharing methods on an as-needed basis. The City Manager is the principal contact for Tamarac in matters relating to FPL and electric franchise service agreements.

*Gas Service*

The City maintains franchise agreements for the provision of propane gas to properties within its corporate limits. Peoples Gas Company is the major vendor with
other smaller vendors providing this service to the City. Tamarac depends on these providers to generate and distribute an adequate and dependable supply of natural gas. As well, the natural gas service providers and Tamarac coordinate regarding franchise fees. The service providers and the City coordinate through formal and informal information sharing methods on an as-needed basis. The City Manager is the principal contact for Tamarac in matters relating to propane gas service and related franchise service agreements.

**Telephone Service**

The City maintains franchise agreements for the provision of telephone access and other telecommunication services opportunities within its corporate limits. Telecommunication services may include internet, radio, wireless features, and cable and satellite services. BellSouth is the major local provider and A&T is the major long distance provider, other smaller vendors also provide both of these services to the City. Tamarac depends on these providers to generate and distribute adequate and dependable telephone and telecommunication services. As well, the telephone service providers and Tamarac coordinate regarding franchise fees. The service providers and the City coordinate through formal and informal information sharing methods on an as-needed basis. The City Manager is the principal contact for Tamarac in matters relating to telephone and telecommunication services and related franchise service agreements.

**Cable Service**

The City maintains franchise agreements for the provision of cable access and other telecommunication services opportunities within its corporate limits. Telecommunication services may include internet, radio, wireless features, and cable and satellite services. Comcast is the major vendor with other smaller vendors providing this service to the City. Tamarac depends on these providers to generate and distribute adequate and dependable cable and telecommunication services. As well, the cable service providers and Tamarac coordinate regarding franchise fees. The service providers and the City coordinate through formal and informal
information sharing methods on an as-needed basis. The City Manager is the principal contact for Tamarac in matters relating to cable and telecommunication services and related franchise service agreements.

**Intergovernmental Coordination Analysis**

Intergovernmental Coordination mechanisms, problems, and needs within the City of Tamarac are analyzed in this section.

**Effectiveness of Existing Coordination Mechanisms**

This subsection provides an analysis of the effectiveness of the existing intergovernmental coordination mechanisms. This analysis has been separated by each individual mechanism to ensure proper coverage of the coordination mechanisms that are utilized within the City of Tamarac.

One of the most prevalent methods of ensuring intergovernmental coordination is the implementation of an interlocal or service agreement. These agreements serve as coordination mechanisms in cases where the City of Tamarac receives a service from another unit of local government or provides a service to a unit of local government outside the City’s jurisdiction. The agreements also serve as coordination when two or more entities will be collaborating for a special purpose, such as public schools. Tamarac finds interlocal and service agreements to be very productive and useful in facilitating intergovernmental coordination and projects. Table 7.1 inventories each of these mechanisms. In addition, brief descriptions of two major interlocal agreements that affect the City are provided below.

*Broward County School Board*

The City of Tamarac originally signed the Interlocal Agreement for Public School Facility Planning with the Broward County School Board on July 20, 2004. However, state legislation occurred to strengthen this coordination and require public school concurrency. As such, the School Board, Broward County and county municipalities,
VII. Intergovernmental Coordination Element

Data, Inventory & Analysis

including Tamarac, collaborated to amend the interlocal agreement to provide for both public school facility planning and school concurrency. The City signed the amended agreement on April 23, 2008. This interlocal agreement facilitates school facility planning, including:

- School concurrency
- Attendance boundaries
- Level of service standards
- Special education programs
- Facility siting and expansions
- Schools as neighborhood focal points
- Student population projections and needs
- Co-location of schools and other public facilities, such as libraries and parks

Broward County Sheriff’s Office

The Broward Sheriff’s Office (BSO) and the City of Tamarac entered into a contractual agreement to provide comprehensive law enforcement services in 1989. The jurisdictional boundaries for the district are in the central to western portion of Broward County including Tamarac, bordered by the Sawgrass Expressway on the west, Southgate Boulevard on the north, Commercial Boulevard to the south and NW 15th Avenue to the east.

Other techniques that promote intergovernmental coordination include, but are not limited to, joint or work groups, meeting attendance, and special legislation. Each of these techniques is employed by the City and has been deemed as effective coordination mechanisms by Tamarac and other participating entities.

Although existing methods are effective, each agency partnered in these coordination efforts is continually working to improve efficiency, services, and communication. The City of Tamarac is committed to quality intergovernmental coordination and will
continue to participate in local, regional, and state efforts to maximize such coordination.

Table 7.1: Interlocal and Service Agreement Matrix

<table>
<thead>
<tr>
<th>Coordinating Entities with City</th>
<th>Description of Coordination</th>
<th>Approval Date</th>
<th>Termination Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Department of Community Affairs</td>
<td>Statewide Mutual Aide Agreement</td>
<td>1992</td>
<td>ongoing</td>
</tr>
<tr>
<td>Florida’s Water/Wastewater Agency Response Network</td>
<td>Mutual Aide for Water and Wastewater</td>
<td>2006</td>
<td>ongoing</td>
</tr>
<tr>
<td>Broward County</td>
<td>National Pollutant Discharge Elimination System</td>
<td>1996</td>
<td>ongoing</td>
</tr>
<tr>
<td>Broward County</td>
<td>Solid Waste Disposal</td>
<td>1987</td>
<td>2013</td>
</tr>
<tr>
<td>Broward County</td>
<td>Potable Water</td>
<td>1994</td>
<td>ongoing</td>
</tr>
<tr>
<td>Broward County</td>
<td>NatureScape Irrigation Service</td>
<td>2005</td>
<td>ongoing</td>
</tr>
<tr>
<td>Broward County Sheriff’s Office</td>
<td>Service Agreement for Comprehensive Law Enforcement Services</td>
<td>1989</td>
<td>ongoing</td>
</tr>
<tr>
<td>Broward County School Board</td>
<td>Interlocal Agreement for Public Schools Facility Planning</td>
<td>2004</td>
<td>ongoing</td>
</tr>
<tr>
<td>Broward County School Board</td>
<td>Interlocal agreement for use of Multi-Purpose Center</td>
<td>1991</td>
<td>2041</td>
</tr>
<tr>
<td>Broward County School Board</td>
<td>Reciprocal use agreement for schools Tamarac, Challenger and Millennium</td>
<td>2004</td>
<td>2009</td>
</tr>
<tr>
<td>City of Fort Lauderdale</td>
<td>Large User Agreement for Potable Water</td>
<td>1994</td>
<td>2024</td>
</tr>
<tr>
<td>City of Lauderdale Lakes</td>
<td>Fire Rescue Automatic Aid</td>
<td>2003</td>
<td>ongoing</td>
</tr>
<tr>
<td>City of North Lauderdale</td>
<td>Fire Rescue Automatic Aid</td>
<td>2003</td>
<td>ongoing</td>
</tr>
<tr>
<td>City of Lauderhill</td>
<td>Fire Rescue Automatic Aid</td>
<td>2006</td>
<td>ongoing</td>
</tr>
</tbody>
</table>

Source: City of Tamarac, 2008 and Broward County, 2007.
Improving Intergovernmental Coordination

Several successful formal and informal intergovernmental coordination mechanisms exist. However, the City of Tamarac has identified some issues that could benefit from increased intergovernmental coordination. These issues and their potential solutions for improving coordination are discussed below. These items are also currently the subjects of discussion between the City of Tamarac and respective agencies.

Public Schools

Public school facility planning and coordination are a high priority for both the City of Tamarac and the Broward County School Board. The City recognizes the current effectiveness of coordination efforts with the School Board and will work to strengthen and promote these efforts, ensuring compliance with requirements of school concurrency and the adoption of a Public School Facilities Element. The City will also work closely with the School Board to support a wider application of the joint-use recreation concept.

Water Supply

Water supply planning is a high priority at all levels of state government. The City of Tamarac, surrounding municipalities, Broward County, and the SFWMD have been working diligently to ensure that Tamarac will have adequate potable water facilities and supply for current and projected populations. The City of Tamarac will continue to coordinate with these and other appropriate entities by attending meetings and workshops, participating in committee efforts, and providing information for studies and plans, such as the SFWMD Lower East Coast Water Supply Plan, Broward’s Integrated Water Resource Plan, and the City’s Water Supply Plan. In addition, the City will develop policies to promote conservation and responsible consumption by water users.

Housing Attainability

Housing attainability is a major issue in Tamarac, Broward County and the south
Florida region. As such, the City will work aggressively with local government, the SFRPC, the state, and other appropriate agencies to coordinate efforts, and strategize solutions for this issue. Tamarac will also monitor and participate in planning and developing workforce/affordable housing policies to the best of the City’s ability and continue to rehabilitate the existing housing stock.

Future Redevelopment
The City of Tamarac and Broward County on the whole are experiencing various levels of redevelopment. The City recognizes the benefits and challenges represented by large scale redevelopment and will strive to fortify relationships within local governments and agencies to maximize redevelopment potential and benefits. The City will also work with appropriate entities to evaluate impacts of large scale redevelopment within Tamarac’s jurisdiction and adjacent municipalities, and to determine ways in which this type of development can be mutually beneficial.

Economic Development
The City of Tamarac also recognizes the benefits and challenges of economic development. The City has successfully attracted a number of large and small companies to the Tamarac Commerce Park; the next strategy for economic development is to create interest in the newly designated mixed use district. The City will evaluate local tools for economic development and coordinate with appropriate local, state, and regional governments and agencies to ensure compliance with plans and regulations.

Growth and Development Implications
The data, inventory, and analysis for the Intergovernmental Coordination Element has:
VII. Intergovernmental Coordination Element  Data, Inventory & Analysis

- presented an inventory and analysis of entities with which the City of Tamarac coordinates multi-jurisdictional issues surrounding resource conservation, growth, and development;
- identified and analyzed each functional element of the Plan for issues having multi-jurisdictional impacts; and
- provided a proactive approach for guiding the governmental coordination process in order to promote and further the resolution of intergovernmental coordination issues and/or conflicts.

The City of Tamarac will continue to coordinate intergovernmental issues involving land use, transportation, housing, public facilities, and resource conservation with Broward County, adjacent local governments, regional, state, and federal agencies. The City of Tamarac will also review future intergovernmental coordination policy issues with the State of Florida Plan and South Florida Regional Planning Council Strategic Policy Plan. In addition, the City will utilize intergovernmental coordination mechanisms to mitigate any undesirable impacts and to maximize beneficial impacts of future growth and development.

Areas of Critical State Concern
There are currently no Areas of Critical State Concern as defined by state law within the City of Tamarac.
VIII. CAPITAL IMPROVEMENTS ELEMENT

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
# Table of Contents

**PUBLIC FACILITY NEEDS**

- Transportation including Mass Transit ............................................. 1
- Sanitary Sewer .................................................................................. 1
- Solid Waste ...................................................................................... 2
- Drainage .......................................................................................... 2
- Potable Water ................................................................................... 2
- Parks and Recreation ......................................................................... 2
- Public Education .............................................................................. 3

**PUBLIC EDUCATION AND PUBLIC HEALTH SYSTEMS** ................................ 3

- Public Education Facilities ................................................................. 3
- Public Health Facilities ...................................................................... 5

**EXISTING REVENUE SOURCES AND FUNDING MECHANISMS** ..................... 5

- Major Revenues .............................................................................. 5
- Minor Revenues ............................................................................... 8
- Other Fund Revenues ........................................................................ 9

**ANALYSIS** ..................................................................................... 10

- Current local practices .................................................................... 10
- Fiscal implication of existing deficiencies ....................................... 11
- Impacts of public education and public health systems on infrastructure ...... 11
- Timing of Capital Improvements ...................................................... 12
- Ability to Fund Capital Improvements ............................................. 12
- Summary and Conclusions ............................................................... 16
List of Tables

Table 8.1: Tamarac Elementary School Enrollment Projections 2006/07 - 2010/11.....4
Table 8.2: Challenger Elementary School Enrollment Projections 2006/07 - 2010/11 ..5
Table 8.3: Millennium Middle School Enrollment Projections 2006/07 - 2010/11.......5
Table 8.4: Property Tax Revenues (in millions) and Millage Rate .......................6
Table 8.5: Projection of Ad Valorem Tax Base, Millage Rate, and Property Taxes .... 12
Table 8.6: Projection of All Taxes and Other Revenue Sources .......................... 13
Table 8.7: Projection of Personal Services and Operating Expenses ..................... 13
Table 8.8: Five Year Forecast of Revenues and Expenditures .............................. 14
Table 8.9: Debt Service Obligations for Outstanding Bond Issues ....................... 14
Table 8.10: Projection of debt capacity ............................................................ 14
Table 8.11: 2007-2011 Capital Improvement Program ........................................ 15

List of Maps

Map 8.1: Location of Public Schools within the City of Tamarac .......................... 4
VIII. CAPITAL IMPROVEMENTS ELEMENT

The purpose of the Capital Improvements Element is to identify the capital improvements that are needed to implement the Comprehensive Plan and ensure that adopted Level of Service (LOS) standards are achieved and maintained for concurrency related facilities.

Data Requirements
The following data is provided as required by 9J-5.016 (1), F.A.C.

Public Facility Needs

Transportation including Mass Transit
As discussed in the Transportation Element, there are five roadway improvements needed to maintain roadway LOS. Each of these improvements are scheduled in the Transportation Improvement Plan (TIP) or Long Range Transportation Plan (LRTP). In April of 2005, the County adopted a Transit-Oriented Concurrency (TOC) Management System which is based on meeting certain transit level of service requirements. The City of Tamarac is within two of the TOC districts established by Broward County and therefore, is subject to the concurrency requirements of these areas. In order to ensure that level of service standards will be maintained, Broward County has developed a County Transit Program (CTP) which uses transit concurrency assessments to pay for transit service improvements. The CTIP is updated annually to ensure that it remains financially feasible. There are no transportation facility needs currently unaddressed.

Sanitary Sewer
The City of Tamarac is completely sewered and will have adequate capacity to treat sewer through the ten-year planning horizon. Other than replacements and repairs,
no major public facility improvements are needed to maintain Level of Service standards.

**Solid Waste**
Collection and Disposal of Solid Waste are the responsibility of contracted haulers and Broward County Solid Waste Division. The City of Tamarac maintains agreements with these entities to ensure that solid waste is collected and disposed of according to the terms of the contract and within all safety regulations. No public improvements are needed to maintain Level of Service standards.

**Drainage**
At this time, the City is developing a Storm Drainage Master Plan. The previous plan was based on a study by the University of Florida which had been performed in the early 1980s. The updated Stormwater Master Plan will take advantage of recent advances in stormwater modeling software and will expand on the previous study by providing visual exhibits showing the existing stormwater facilities as well as providing model results alerting the City to potential problem areas. The results and recommendations of the Master Plan will guide future public facility needs.

**Potable Water**
A Water Treatment Plant expansion/conversion is needed to meet projected potable water demand within the next ten years. At this time, the City is working on developing its Water Supply Facilities Work Plan. Once completed, the City will be able to better estimate the capital improvements needed to ensure Level of Service standards are maintained.

**Parks and Recreation**
The City of Tamarac’s adopted LOS for parks, recreation, and open space is 3.0 acres per 1,000 population. As identified within the Recreation and Open Space Element, the City is currently exceeding this LOS, providing 5.5 acres per 1,000 population. In addition, Tamarac is anticipated to continue meeting the adopted LOS through the
ten-year planning horizon. Even though the City will be providing an adequate LOS, Tamarac is dedicated to maintaining a high quality of life for residents and has committed to improving and expanding its current parks and recreation facilities as demonstrated in the Five Year Capital Improvement Plan.

**Public Education**

Broward County is currently in the process of developing LOS standards for school facilities. All public education facility needs are scheduled by Broward County School District in the Five Year District Educational Facilities Plan. The City of Tamarac will update the CIE as needed once plans are finalized by Broward County Schools.

The City of Tamarac and the Broward County School Board will continue coordinating public education efforts through the Interlocal Agreement for Public School Facility Planning, which the City and School Board signed on July 20, 2004. This interlocal agreement facilitates school facility planning, including:

- LOS standards
- Facility siting and expansions
- School concurrency and mitigation
- Schools as neighborhood focal points
- Student population projections and needs
- Co-location of schools and other public facilities, such as libraries and parks

**Public Education and Public Health Systems**

**Public Education Facilities**

The City of Tamarac's "Community Facilities" land use category is designated for educational uses, public buildings and grounds, and other public facilities. "Educational uses" includes public and private elementary, middle and high schools as well as colleges and universities. The City of Tamarac is consistent with the Broward
County Land Use Plan by allowing “Community Facilities” in all land use categories subject to the limitations and restrictions set forth in Section 24 (Zoning) of The City of Tamarac Code of Ordinances.

The City of Tamarac has three public schools within the City limits. These are Tamarac Elementary, Challenger Elementary, and Millenium Middle School. Based on the Broward County School Board projected enrollment figures, Challenger Elementary School is projected to be over capacity over the next five years, while Tamarac Elementary and Millennium Middle School will remain under capacity.

**Map 8.1: Location of Public Schools within the City of Tamarac**

![Map showing location of public schools](image)

**Table 8.1: Tamarac Elementary School Enrollment Projections 2006/07 - 2010/11**

<table>
<thead>
<tr>
<th>Year</th>
<th>Enrollment</th>
<th>FISH Capacity</th>
<th>Over + / Under - Capacity</th>
</tr>
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<tbody>
<tr>
<td>2006/07</td>
<td>1,171</td>
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<td>-153</td>
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<tr>
<td>2007/08</td>
<td>1,193</td>
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<tr>
<td>2008/09</td>
<td>1,209</td>
<td>1,324</td>
<td>-115</td>
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<tr>
<td>2009/10</td>
<td>1,234</td>
<td>1,324</td>
<td>-90</td>
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<tr>
<td>2010/11</td>
<td>1,290</td>
<td>1,324</td>
<td>-34</td>
</tr>
</tbody>
</table>

Source: Broward County Adopted Educational Facilities Plan 2006-2011
Table 8.2: Challenger Elementary School Enrollment Projections 2006/07 - 2010/11

<table>
<thead>
<tr>
<th>Year</th>
<th>Enrollment</th>
<th>FISH Capacity</th>
<th>Over + / Under - Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
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</tr>
<tr>
<td>2010/11</td>
<td>1,161</td>
<td>1,036</td>
<td>+125</td>
</tr>
</tbody>
</table>

Source: Broward County Adopted Educational Facilities Plan 2006-2011

Table 8.3: Millennium Middle School Enrollment Projections 2006/07 - 2010/11

<table>
<thead>
<tr>
<th>Year</th>
<th>Enrollment</th>
<th>FISH Capacity</th>
<th>Over + / Under - Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>1,447</td>
<td>1,618</td>
<td>-171</td>
</tr>
<tr>
<td>2007/08</td>
<td>1,459</td>
<td>1,618</td>
<td>-159</td>
</tr>
<tr>
<td>2008/09</td>
<td>1,496</td>
<td>1,618</td>
<td>-122</td>
</tr>
<tr>
<td>2009/10</td>
<td>1,513</td>
<td>1,618</td>
<td>-105</td>
</tr>
<tr>
<td>2010/11</td>
<td>1,498</td>
<td>1,618</td>
<td>-120</td>
</tr>
</tbody>
</table>

Source: Broward County Adopted Educational Facilities Plan 2006-2011

**Public Health Facilities**

Tamarac lies within the North Broward Hospital District and is served by the Coral Springs Medical Center. There are no public health facilities in Tamarac. University Hospital and Medical Center, a private facility, is located at 7201 University Drive in Tamarac.

**Existing Revenue Sources and Funding Mechanisms**

**Major Revenues**

Major revenue sources for the City of Tamarac are property taxes, utilities/franchise fees, and sales and use/intergovernmental revenues. Property taxes alone account for approximately 47 percent of General Fund Revenues. Property taxes, franchise
fees and intergovernmental revenues have been steadily increasing throughout the years, and during this time the City’s dependency on property taxes has also increased. Tamarac remains one of the few cities in Broward County that has not instituted a public service tax on electricity or water utility service consumption. The absence of a public service tax levy on utility usage is a significant difference in public policy compared to other municipalities and certainly contributes to the City’s reliance on ad valorem revenue. The description of major and minor revenue sources and funding mechanisms below has been derived from the City of Tamarac FY07 Adopted Budget.

Ad Valorem Taxes
The major revenue funding Tamarac’s general operations continues to be the property tax, and the City benefits from increased property tax collections due to the increasing property values in the city. The millage rate for 2007 will decrease from the current 6.2499 mils to 6.2224 due to increasing values. The budget for Property Taxes is developed through the calculation of the City’s millage rate applied to the total taxable value of property within the City as reported by the Broward County Property Appraiser. The table below illustrates the recent history and projections of property taxes and corresponding millage rates.

<p>| Table 8.4: Property Tax Revenues (in millions) and Millage Rate |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|</p>
<table>
<thead>
<tr>
<th>Revenue (in millions)</th>
<th>FY 01</th>
<th>FY 02</th>
<th>FY 03</th>
<th>FY 04</th>
<th>FY 05</th>
<th>FY 06</th>
<th>FY 07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue (in millions)</td>
<td>13.90</td>
<td>14.18</td>
<td>14.93</td>
<td>16.70</td>
<td>17.17</td>
<td>18.15</td>
<td>17.89</td>
</tr>
<tr>
<td>Millage Rate</td>
<td>5.9999</td>
<td>5.9999</td>
<td>5.9999</td>
<td>5.9999</td>
<td>5.9999</td>
<td>6.2499</td>
<td>6.2224</td>
</tr>
</tbody>
</table>

Source:

Utilities/Franchise Fees
Franchise fees are negotiated fixed fees to a company or utility for the use of municipal right-of-ways (poles, lines, pipes, etc.) and could include the value of the right for the utility to be the exclusive provider of its services within the City. The City has franchise agreements for electricity. The franchise fee for electricity is a fee placed on Florida Power and Light (FPL) to provide services to the customers in
Tamarac. The current fee is six percent of the total annual gross revenues FPL receives from the citizens of Tamarac. This revenue has been increasing due to the growth of the City, and represents approximately 6 percent of General Fund Revenues. These revenues are estimated by trend analysis, utilization of historical data, and the use of market and economic indicators.

*Sales and Use Intergovernmental*

Intergovernmental revenues have increased as the state economy grows. The majority of revenue in this category consists of State Sales Tax and State Shared Revenue. The City’s portions of these state intergovernmental revenues are determined by formulas that compare ratios of City’s population to the County’s population. These revenues are initially estimated by trend analysis, utilization of historical data, and the use of market and economic indicators, and are later compared to information provided by the State.

*Sales Tax, Half-Cent*

The State of Florida collects the Local Government Half Cent Sales Tax. The State returns the money to the counties who distribute the money to the cities. The City’s portion is calculated as a percentage of the County’s distribution formula. Sales Tax has increased throughout the years, and represents approximately 4 percent of General Fund Revenues.

*State Revenue Sharing*

This revenue is generated from three sources: (1) 32.4 percent of net cigarette tax collections, (2) the 1-cent municipal gas tax collections and (3) 25 percent of the state alternative fuel user decal fee. The State of Florida collects the revenue and disburses directly to the cities. Distribution to municipalities is based upon population, sales tax collected and local ability to raise revenue. The City of Tamarac’s share has been increasing recent years, and represents approximately 4 percent of all General Fund Revenue.
Minor Revenues
The minor revenue sources are licenses and permits, charges for services, and miscellaneous revenue. The minor revenue sources funding the City’s general operations tend to be more volatile than the major revenue sources over the last ten years. The minor revenues tend to vary with external economic factors to a greater degree than the major revenues. The elastic nature is expected to continue in the near future. Minor Revenues represent approximately 10 percent of General Fund revenues.

Licenses and Permits
The licenses and permits category consists primarily of building permits and occupational license revenue. Building permits have shown the greatest volatility, which reflects building “boom” cycles within the City. Building permits revenue has ranged from a low of $432,836 in past years to a high in 2005 of $1,530,716, thus contributing to difficulty in forecasting. The amount collected in 2005 was driven by increased building activity due to the strong economy and demand for housing. These revenues are estimated by trend analysis, utilization of historical data, and the use of market and economic indicators, as well as input from operating departments on projected activity levels.

Charges for Service
Charges for Services tend to fluctuate with the economy as this revenue includes recycling revenues, engineering fees, and recreational user fees. Engineering and development fees have been increasing due to construction of housing units around the City. Recreational user fees have increased in recent years as programming has been expanded. Beginning in FY 01 revenues have increased significantly due to increased programming as a result of the operation of the Tamarac Community Center, and through expanded recreational programming that is partially supported by these fees. These revenues are estimated by trend analysis, utilization of historical data, and the use of market and economic indicators, as well as input from the operating departments on projected activity levels.
Miscellaneous Revenues

Miscellaneous revenues contain a variety of revenues such as reimbursements, investment income, bus shelters and bus bench advertising, sale of recyclable materials, rental fees for city facilities, and telecommunication tower leases. Falling interest rates have caused interest income revenues to decrease from the higher levels of FY 01, but telecommunication tower leases have helped offset the decrease. These revenues are estimated by trend analysis, utilization of historical data, and the use of market and economic indicators, as well as input from the operating departments on projected activity levels.

Other Fund Revenues

Fire Rescue Fund

A primary revenue source for the Fire Rescue Fund is a non-ad valorem special assessment levied on residential and commercial property owners. This assessment was first levied in FY 97 and has been adjusted periodically to cover increased costs associated with expansions in Fire Rescue services, normal cost increases, and to reduce the Fire Rescue Fund’s subsidy from the General Fund.

Stormwater Fund

The major revenue source in this fund, supporting approximately 95 percent of operating costs, is the Stormwater Fee charged to all property owners for the services and facilities of the Stormwater Management System. The fund was created to comply with the National Pollutant Discharge Elimination System (NPDES). Property is classified as undeveloped, residential or nonresidential. A fee increase was part of the FY 06 Budget to ensure that future revenues would cover increasing expenditures. This revenue is estimated by trend analysis and the use of historical data.

Utilities Fund
The Utilities Fund is primarily funded by charges to residential and commercial customers for water and wastewater charges. The City provides water to residential and commercial dwellings in a safe and efficient manner and transports the wastewater from these dwellings. The City pays Broward County for the wastewater disposal, along with nine other municipalities and two other separate water districts, as a participating member of the County’s North Regional Wastewater Treatment Plant. Other revenues in the Utilities Fund are meter fees, plan review fees, and turn-on and turn-off charges. Water and Wastewater revenues are expected to grow as development grows. Temporary water conservation rules, imposed by the South Florida Water Management District as a result of seasonal drought, caused the City’s water and wastewater revenues to decrease in FY 02. There were no water restrictions for FY 03 and water and sewer revenues increased accordingly. The FY 04 Adopted Budget included a rate increase of 11.25 percent and future rates will include a CPI increase to provide recurring funding in support of the Department operations and Capital Improvement Program. Charges for Services revenues provide approximately 96 percent of the revenues to support the operations of the Utilities Department. Initial estimates for FY 07 are projected a bit lower in anticipation of conservation efforts by the Department. These revenues are estimated by trend analysis, utilization of historical data, and the use of market and economic indicators, as well as input from the operating departments on projected activity levels.

ANALYSIS

The element is based on the following analyses which support the comprehensive plan as required by 9J-5.016 (2), F.A.C.

Current local practices

The City prepares a yearly assessment of the level of service status of all public facilities prior to preparation of the annual budget. Tamarac also has a concurrency management system in place through its land development regulations, which evaluates level of service impacts on public facilities and requires developers to pay
their fair share of the costs of development. The City's concurrency management system also depends on other agencies including the Broward County Commission and South Florida Regional Planning Council which implement countywide and regional planning, and concurrency management policies. Developers are required to participate in providing services and facilities by dedicating rights-of-way, conveying easements, paying impact fees and making public facility improvements.

**Fiscal implication of existing deficiencies**

As identified in the Infrastructure Element, the City of Tamarac will need to develop an alternate water supply source to meet its water demands in the 10-year planning horizon. The specific alternate water supply project to be pursued will need to be determined at the time of drafting the water facilities work plan. The fiscal implications of alternate projects will need to be considered at that time.

There are no other facilities that were identified as being deficient in the short or long term planning horizons.

**Impacts of public education and public health systems on infrastructure**

At this time, there are no anticipated impacts from public educational and public health care systems and facilities on existing infrastructure. Any future impacts will be appropriately addressed in the site planning process and concurrency management system.
**Timing of Capital Improvements**

The City of Tamarac schedules all major capital improvements in a five year plan to guide the timing and location of all public facilities. In addition, the City maintains a concurrency management system to ensure that public facilities and services needed to support development are available concurrent with the impacts of such development. At this time, Tamarac is also developing a water supply facilities workplan to assist in guiding the timing and location of improvements specific to its potable water system.

**Ability to Fund Capital Improvements**

The following is an assessment of Tamarac’s ability to fund future capital improvements or particularly, improvements needed to maintain LOS standards as outlined in other comprehensive plan elements. A more thorough assessment is conducted yearly in the City’s annual budgeting process. Before beginning, however, it is important to note that figures contained in this analysis are preliminary and subject to change since the official projections for the FY 2008 budget and 2008-2012 Capital Improvements Plan are still forthcoming at this time.

**Table 8.5: Projection of Ad Valorem Tax Base, Millage Rate, and Property Taxes**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ad Valorem Tax Base</td>
<td>$3,841,908,839</td>
<td>$4,402,093,105</td>
<td>$3,611,718,351</td>
<td>$4,834,495,433</td>
<td>$5,093,747,627</td>
</tr>
<tr>
<td>Millage Rate</td>
<td>6.2224</td>
<td>5.0496</td>
<td>5.0496</td>
<td>5.0496</td>
<td>5.0496</td>
</tr>
<tr>
<td>Property Taxes</td>
<td>$22,830,200</td>
<td>$21,228,513</td>
<td>$17,417,035</td>
<td>$18,619,159</td>
<td>$19,838,824</td>
</tr>
</tbody>
</table>

Source: City of Tamarac Budgeting Department

As shown in Table 8.5 above, the City of Tamarac is currently projecting its ad valorem tax base to decrease in FY 2009 before reaching and surpassing present day values in FY 2010. In addition, the millage rate is projected to be reduced by 1.1728 percentage points from FY 2007. Based on these projections, property tax revenue will be less in the short term future than present day levels. This less than optimistic
projection is due to recently passed tax reduction legislation and the anticipation of further tax reductions (passing by voter referendum) starting in January 2008. While this will undoubtedly create a challenging fiscal environment in future years, total revenues for the City of Tamarac, shown below in Table 8.6, are still projected to increase; albeit slighter than in previous years.

**Table 8.6: Projection of All Taxes and Other Revenue Sources**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All Taxes</td>
<td>$30,930,200</td>
<td>$30,187,100</td>
<td>$26,549,800</td>
<td>$27,980,300</td>
<td>$29,434,000</td>
</tr>
<tr>
<td>Charges for Service</td>
<td>$1,756,100</td>
<td>$2,520,000</td>
<td>$2,583,200</td>
<td>$2,647,800</td>
<td>$2,714,400</td>
</tr>
<tr>
<td>Inter-governmental</td>
<td>$6,567,900</td>
<td>$6,133,000</td>
<td>$6,286,500</td>
<td>$6,443,700</td>
<td>$6,604,700</td>
</tr>
<tr>
<td>Licenses &amp; Permits</td>
<td>$2,276,600</td>
<td>$2,885,000</td>
<td>$2,957,300</td>
<td>$3,031,400</td>
<td>$3,107,200</td>
</tr>
<tr>
<td>Fines &amp; Forfeitures</td>
<td>$540,500</td>
<td>$725,000</td>
<td>$743,200</td>
<td>$761,700</td>
<td>$780,800</td>
</tr>
<tr>
<td>Misc. &amp; Other Sources</td>
<td>$6,395,700</td>
<td>$6,783,100</td>
<td>$7,110,500</td>
<td>$7,453,900</td>
<td>$7,814,100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$48,467,000</td>
<td>$49,233,200</td>
<td>$46,230,500</td>
<td>$48,318,800</td>
<td>$50,455,200</td>
</tr>
</tbody>
</table>

Source: City of Tamarac Budgeting Department

The City of Tamarac projects its personal services to increase slightly over the next five years while its operating expenses are projected to fluctuate both higher and lower than present day values (Table 8.7). In total, expenditures are projected to be lower or generally the same as 2007 expenditures until FY 2010 (Table 8.8).

**Table 8.7: Projection of Personal Services and Operating Expenses**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$14,962,400</td>
<td>$14,398,500</td>
<td>$17,143,600</td>
<td>$20,135,600</td>
<td>$23,399,300</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$33,139,150</td>
<td>$36,314,750</td>
<td>$30,378,872</td>
<td>$32,218,218</td>
<td>$34,883,730</td>
</tr>
</tbody>
</table>
Table 8.8: Five Year Forecast of Revenues and Expenditures

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenues</td>
<td>$48,467,000</td>
<td>$49,233,200</td>
<td>$46,230,500</td>
<td>$48,318,800</td>
<td>$50,455,200</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$48,467,000</td>
<td>$49,233,200</td>
<td>$46,808,322</td>
<td>$49,499,768</td>
<td>$52,439,580</td>
</tr>
</tbody>
</table>

Source: City of Tamarac Budgeting Department

Tamarac has a number of outstanding bond issues that will require debt service over the next five years as shown in Table 8.9. Nevertheless, the City of Tamarac is in adequate financial shape to issue new debt as shown in Table 8.10. At this time, sufficient revenue funds are projected to be available to meet the capital improvement needs as outlined in the 2007-2011 Capital Improvements Plan shown in Table 8.11.

Table 8.9: Debt Service Obligations for Outstanding Bond Issues

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1992 G.O. Bonds</td>
<td>$212,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1998 G.O. Bonds</td>
<td>$265,100</td>
<td>$264,900</td>
<td>$258,687</td>
<td>$258,528</td>
<td>$258,364</td>
</tr>
<tr>
<td>1999 Revenue Bonds</td>
<td>$718,600</td>
<td>$707,700</td>
<td>$697,793</td>
<td>$693,523</td>
<td>$693,335</td>
</tr>
<tr>
<td>2002 Revenue Bonds</td>
<td>$1,052,400</td>
<td>$1,054,100</td>
<td>$1,052,708</td>
<td>$1,054,120</td>
<td>$1,055,340</td>
</tr>
<tr>
<td>2005 Revenue Bonds</td>
<td>$817,200</td>
<td>$818,300</td>
<td>$811,700</td>
<td>$835,843</td>
<td>$858,905</td>
</tr>
<tr>
<td>2006 Utilities Bonds</td>
<td>0</td>
<td>$464,820</td>
<td>$1,338,494</td>
<td>$1,301,842</td>
<td>$1,262,482</td>
</tr>
<tr>
<td>Water &amp; Sewer Bonds</td>
<td>$2,617,800</td>
<td>$1,028,900</td>
<td>$1,030,400</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Debt Svc. Payment</td>
<td>$6,392,400</td>
<td>$5042920</td>
<td>$5,881,865</td>
<td>$4,836,813</td>
<td>$4,821,071</td>
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</tbody>
</table>

Table 8.10: Projection of debt capacity

<table>
<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Debt Capacity*</td>
<td>$146,000,000</td>
<td>$146,000,000</td>
<td>$146,000,000</td>
<td>$146,000,000</td>
<td>$146,000,000</td>
</tr>
</tbody>
</table>

*Assumes debt service payments for a 15 year G.O. bond issuance at 5 percent interest with a 10.0 millage cap.
### Table 8.11: 2007-2011 Capital Improvement Program

<table>
<thead>
<tr>
<th>DEPARTMENT</th>
<th>REQUEST</th>
<th>FY2007</th>
<th>FY2008</th>
<th>FY2009</th>
<th>FY2010</th>
<th>FY2011</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Development</td>
<td>Main Street Infrastructure Improvements</td>
<td>$511,700</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$511,700</td>
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<tr>
<td>Community Development</td>
<td>12&quot; Force Main, 62nd St &amp; University</td>
<td>$400,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$400,000</td>
</tr>
<tr>
<td>Community Development</td>
<td>Water Treatment Plant Well Upgrade</td>
<td>$80,000</td>
<td>$80,000</td>
<td>$80,000</td>
<td>$80,000</td>
<td>$0</td>
<td>$320,000</td>
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<tr>
<td>Community Development</td>
<td>East Master WW Pumping Station Rehab</td>
<td>$250,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
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<tr>
<td>Community Development</td>
<td>Tamarac West System Rehab</td>
<td>$240,000</td>
<td>$240,000</td>
<td>$240,000</td>
<td>$240,000</td>
<td>$0</td>
<td>$1,200,000</td>
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<tr>
<td>Community Development</td>
<td>Re rozwiązania WW Pump Stations 34 &amp; 53</td>
<td>$75,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>Community Development</td>
<td>University Drive Water Main Upgrade</td>
<td>$100,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,150,000</td>
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<tr>
<td>Community Development</td>
<td>Rehabilitation of Lime Slakers at WTP</td>
<td>$165,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$165,000</td>
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<tr>
<td>Community Development</td>
<td>Place Elevator Shutters &amp; Windows at WTP</td>
<td>$0</td>
<td>$100,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$100,000</td>
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<tr>
<td>Community Development</td>
<td>Rehab/Reconciliation Water Treatment Facility</td>
<td>$0</td>
<td>$400,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$400,000</td>
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<tr>
<td>Community Development</td>
<td>Upgrade of WW Pump Stations 11/18B/39</td>
<td>$0</td>
<td>$200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$200,000</td>
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<tr>
<td>Community Development</td>
<td>Upgrade of WW Pump Stations 2E/6/30A</td>
<td>$0</td>
<td>$175,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$175,000</td>
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<tr>
<td>Community Development</td>
<td>Water System Master Plan (Study)</td>
<td>$0</td>
<td>$250,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
</tr>
<tr>
<td>Community Development</td>
<td>Wastewater Master Plan (Study)</td>
<td>$0</td>
<td>$250,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
</tr>
<tr>
<td>Community Development</td>
<td>Upgrade of WW Pump Stations 15A &amp; 15C</td>
<td>$0</td>
<td>$200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$200,000</td>
</tr>
<tr>
<td>Community Development</td>
<td>Lime Sludge Concentration Project (Study)</td>
<td>$0</td>
<td>$100,000</td>
<td>$1,500,000</td>
<td>$0</td>
<td>$1,600,000</td>
<td></td>
</tr>
<tr>
<td>Community Development</td>
<td>Shaker Village Water Systems Upgrade</td>
<td>$0</td>
<td>$630,000</td>
<td>$830,000</td>
<td>$0</td>
<td>$1,460,000</td>
<td></td>
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<tr>
<td>Community Development</td>
<td>McNab Force Main, 92nd Ave/Nob Hill Rd.</td>
<td>$0</td>
<td>$250,000</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
<td></td>
</tr>
<tr>
<td>Community Development</td>
<td>MIEX Pretreatment System</td>
<td>$0</td>
<td>$100,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$100,000</td>
</tr>
<tr>
<td>Community Development</td>
<td>Mechanical Upgrade WW Pump Stations 1.1, &amp; 19</td>
<td>$0</td>
<td>$250,000</td>
<td>$0</td>
<td>$0</td>
<td>$250,000</td>
<td></td>
</tr>
<tr>
<td>Community Development</td>
<td>Relocate Pump Station 15B</td>
<td>$0</td>
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<td>Relocate Backyard Water Mains - Tamarac East</td>
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<td>Upgrade of WW Pump Stations 5, 5E, 15D</td>
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<tr>
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<td>Relocate Water Pump Station 15B</td>
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<td>$250,000</td>
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<td>Geographic Information Systems (GIS)</td>
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<td>$93,400</td>
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**TOTAL UTILITIES FUND**

$3,341,700 $2,336,400 $2,390,000 $4,400,000 $2,240,000 $14,620,100

**TOTAL CAPITAL IMPROVEMENT PROJECTS (FY2007-2011)**

$6,806,100 $4,190,200 $3,980,000 $9,090,000 $3,825,000 $24,891,300
Summary and Conclusions

The City of Tamarac is now in the position of maintaining its existing level of service standards within a built-out community. Although its financial situation is currently positive, it will face new challenges as new construction tax and permit revenue slows. Going forward, Tamarac will need to make sure that it is collecting sufficient revenue to pay for long-term capital improvement needs and facility replacement or expansions.
IX. PUBLIC SCHOOL FACILITIES ELEMENT

Note for Data, Inventory and Analysis for Public School Facilities

Since public school facility planning and concurrency is being addressed on a county-wide level in Broward County, of which the City of Tamarac is a part of, the Department of Community Affairs (DCA) has approved the option of local municipalities to rely upon the County’s data and analysis. Therefore, this element of the comprehensive plan has adopted goals, objectives and policies in Volume I but does not include the supporting documentation in Volume II, the data, inventory and analysis, as the City of Tamarac is relying on the data and analysis submitted by Broward County to the DCA to support the City’s goals, objectives and policies addressing public school concurrency and planning. Specifically, the City of Tamarac is relying on the data and analysis adopted by Broward County on January 15, 2008 and submitted by Broward County to the DCA on January 25, 2008, titled “Public School Facilities Element Support Document, including Attachments A-H.” This information is available in the County’s Planning and Redevelopment Division and can be located on the County’s website at the following link: http://www.broward.org/planningservices/comp_plan.htm
X. MAP SERIES

VOLUME II: DATA, INVENTORY & ANALYSIS

City of Tamarac
List of Maps

Future Land Use Element Map Series
Map 1.1: Existing Land Use Map
Map 1.2: Future Land Use Map
Map 1.3: Public Schools within City
Map 1.4: Hospitals within City
Map 1.5: Vacant/Undeveloped Land
Map 1.6: Existing & Planned Potable Water Wells & Wellhead Areas
Map 1.7: FEMA Flood Zones
Map 1.8: Manmade Wells
Map 1.9: Surface Soil Map
Map 1.10: Natural Resource Areas & LAPCs
Map 1.11: Topographic Map

Transportation Element Map Series
Map 2.1: Existing Roadway System
Map 2.2A: Existing Public Transit System (County)
Map 2.2B: Existing Public Transit System (City)
Map 2.3: Existing Bicycle & Pedestrian Ways
Map 2.4: Existing Ports, Airport Facilities, Railways & Intermodal Facilities
Map 2.5: Existing Functional Classification of Roadways
Map 2.6: Existing Number of Through Lanes
Map 2.7: Existing Major Public Transit Trip Generators & Attractors
Map 2.8: Existing Evacuation Routes
Map 2.9: Existing Peak Hour, AADT, Peak Directional and Level of Service
Map 2.10: Future Roadway Service
Map 2.11A: Future Public Transit System (County)
Map 2.11B: Future Public Transit System (City)
Map 2.12: Significant Bicycle & Pedestrian Ways
Map 2.13: Future Ports, Airport Facilities, Railways & Intermodal Facilities
Map 2.14: Future Functional Classification of Roadways
Map 2.15: Future Number of Through Lanes
Map 2.16: Future Major Public Transit Trip Generators & Attractors
Map 2.17: Future Evacuation Routes
Map 2.18: Projected Peak Hour, AADT, Peak Directional, LOS

Infrastructure Element Map Series
Map 4.1: City of Tamarac Utility Service Areas

Recreation & Open Space Element Map Series
Map 6.1: City of Tamarac Public Parks

Notes:
1. Elements of the Comprehensive Plan not listed here do not have maps associated with their respective data, inventory and analysis.
2. As required by state statute, the Future Land Use Element also contains the Future Land Use Map in Volume I: Goals, Objectives & Policies (the adopted portion of the plan).
3. As required by state statute, the Public Schools Facilities Element has its associated map series in Volume I: Goals, Objectives & Policies (the adopted portion of the plan).
CITY OF TAMARAC PUBLIC SCHOOLS

The City of Tamarac is entirely within the Broward County School District

Source: City of Tamarac Community Development Department.
This April 24, 2007 Map is for general location and planning purposes only and is not a legal description of property.
S:\Tamarac\2006plan\Hospital_Facilities.mxd
CITY OF TAMARAC HOSPITAL FACILITIES

The City of Tamarac is entirely within the North Broward Hospital District

Source: City of Tamarac Community Development Department. This April 24, 2007 Map is for general location and planning purposes only and is not a legal description of property.
CITY OF TAMARAC EXISTING PEDESTRIAN AND BICYCLEWAYS

- Tamarac Sidewalks
- P Major Parks
- MF Multi Family
- H Hospital
- S Shopping Concentration
- E Employment Center
- Significant Bike Facilities
- Per Map 3-3 BCTE, Either
- A Bike Lane or Curb Lane
- SC Public Schools
- Tamarac City Limits

Source: Broward County Functional Classification Map May 2006
This May 25, 2007 Map is for general location and planning purposes only and is not a legal description of property.
CITY OF TAMARAC EXISTING PORTS, AIRPORT FACILITIES, RAILROADS AND INTERMODAL FACILITIES

DISTANCE FROM TAMARAC
To Port Everglades: 6.5 miles
To Ft. Lauderdale Executive Airport: 0.0 miles
To Ft. Lauderdale Airport: 7.0 miles
To Pompano Beach Airport: 5.5 miles

Intermodal Facilities

Source: Broward County Functional Classification Map May 2006
This May 25, 2007 Map is for general location and planning purposes only and is not a legal description of property.
S:\Tamarac\2007plan\l_4_Existing_Ports_Airports_Etc.mxd
CITY OF TAMARAC EXISTING AADT, PEAK HOUR, DIRECTION AND LEVEL OF SERVICE

Source: Broward County Functional Classification Map May 2006.
This June 12, 2007 Map is for general location and planning purposes only and is not a legal description of property.
0:15tamarc/2007topandh_r_Existing_LOS.md

MAP 2.9
CITY OF TAMARAC FUTURE TRANSIT TRIP GENERATORS AND ATTRACTORS

[Map showing city layout with various areas marked: Industrial Areas, Commercial Areas, Multi-Family Areas, Tamarac City Limits.]

Source: Broward County Functional Classification Map May 2005. This June 11, 2007 Map is for general location and planning purposes only and is not a legal description of property. S:\Tamarac\2007\plan\IL_10_Future_Number_of_Lanes_Map.mxd

MAP 2.16