

ORDINANCE NO.

1 AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD
2 COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY
3 COMPREHENSIVE PLAN TEXT; AMENDING THE BROWARD COUNTY
4 COMPREHENSIVE PLAN TEXT RELATED TO THE DEEPWATER PORT
5 COMPONENT; AND PROVIDING FOR AN EFFECTIVE DATE.

6 (Sponsored by the Board of County Commissioners)

7 WHEREAS, Broward County adopted the Broward County Comprehensive Plan
8 on April 25, 2017 (the Plan);

9 WHEREAS, the Florida Department of Commerce has found the Plan in
10 compliance with the Community Planning Act;

11 WHEREAS, Broward County now wishes to propose an amendment to the
12 Deepwater Port Component of the Broward County Comprehensive Plan;

13 WHEREAS, the Public Works and Environmental Services Department, as the
14 local planning agency for the Broward County Comprehensive Plan, held its hearing on
15 January 14, 2026, with due public notice; and

16 WHEREAS, the Board of County Commissioners held its transmittal public hearing
17 on February 17, 2026, at 10:00 a.m., having complied with the notice requirements
18 specified in Subsection 163.3184(11), Florida Statutes, NOW, THEREFORE,

19 WHEREAS, the Board of County Commissioners held an adoption public hearing
20 on June 9, 2026, at 10:00 a.m., having complied with the notice requirements specified

21 in Section 163.3184(11), Florida Statutes, at which public comment was accepted and
22 considered; and

23 WHEREAS, the Board of County Commissioners, after due consideration of all
24 matters, hereby finds that the following amendment to the Plan is consistent with the State
25 Plan, Regional Plan, and the Plan; complies with the requirements of the Community
26 Planning Act; and is in the best interests of the health, safety, and welfare of the residents
27 of Broward County,

28 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
29 BROWARD COUNTY, FLORIDA:

30 Section 1. Section 1. The Plan is hereby amended by Amendment 25-T2,
31 which is a text amendment related to the Deepwater Port Component, as set forth in
32 Exhibit A, attached hereto and incorporated herein.

33 Section 2. Severability.

34 If any portion of this Ordinance is determined by any court to be invalid, the invalid
35 portion will be stricken, and such striking will not affect the validity of the remainder of this
36 Ordinance. If any court determines that this Ordinance, in whole or in part, cannot be
37 legally applied to any individual, group, entity, property, or circumstance, such
38 determination will not affect the applicability of this Ordinance to any other individual,
39 group, entity, property, or circumstance.

40 Section 3. Effective Date.

41 (a) The effective date of the plan amendment set forth in this Ordinance shall
42 be the later of:

- 43 (1) Thirty-one (31) days after the Department of Commerce notifies Broward
44 County that the plan amendment package is complete;
- 45 (2) If the plan amendment is timely challenged, the date a final order is issued
46 by the Administration Commission or the Department of Commerce finding
47 the amendment to be in compliance; or
- 48 (3) If the Department of Commerce or the Administration Commission finds the
49 amendment to be in noncompliance, pursuant to Section 163.3184(8)(b),
50 Florida Statutes, the date the Board of County Commissioners nonetheless
51 elects to make the plan amendment effective notwithstanding potential
52 statutory sanctions..
- 53 (b) This Ordinance is effective as of the date provided by law.

ENACTED

PROPOSED

FILED WITH THE DEPARTMENT OF STATE

EFFECTIVE

Approved as to form and legal sufficiency:
Andrew J. Meyers, County Attorney

By: /s/ Maite Azcoitia 03/30/2026
Maite Azcoitia (date)
Deputy County Attorney

Exhibit A



TABLE OF CONTENTS

LIST OF ACRONYMS.....	4
INTRODUCTION.....	5
Policy History	5
Focus Areas.....	5
Legal Authority.....	6
GOALS, OBJECTIVES, AND POLICIES.....	7
Economic Vitality.....	7
DPC Goal 1	7
Objective 1.1 – Infrastructure Development.....	7
Objective 1.2 – Cargo and Cruise Industry Expansion	8
Objective 1.3 – Land Use Compatibility and Development Regulation	9
Objective 1.4 – Deepwater Access	9
Objective 1.5 – On-Port Road and Rail Network	9
Objective 1.6 – Transportation Agency Coordination	10
Objective 1.7 – Budgetary Process	11
Objective 1.8 – Capital Improvement Plan	12
Objective 1.9 – Funding Opportunities	12
Safety and Security.....	13
DPC Goal 2.....	13
Objective 2.1 – Protection from Natural Hazards.....	13
Objective 2.2 – Coastal High Hazard Areas.....	14
Objective 2.3 – Hurricane Preparedness	14
Objective 2.4 – Hazardous Materials.....	15
Objective 2.5 – Safe Operating Environment	15
Objective 2.6 – Port Security.....	15
Objective 2.7 – Emergency Management	16
Objective 2.8 – Post-Disaster Redevelopment	16
Environmental Stewardship.....	17
DPC Goal 3.....	17

Objective 3.1 – Natural Resource Preservation and Protection	17
Objective 3.2 – Estuarine Quality	19
Objective 3.3 – Water-Dependent Uses	19
Objective 3.4 – Beach and Dunes	20
Objective 3.5 – Sustainability	20
Community Engagement	21
DPC Goal 4.....	21
Objective 4.1 – Plan Implementation	21
Objective 4.2 – Coordination with Other Broward County Departments.....	22
Objective 4.3 – Community, Agency, and Stakeholder Coordination.....	23

LIST OF ACRONYMS

BCLUP	Broward County Land Use Plan
CHHA	Coastal High Hazard Area
CIP	Capital Improvement Program
DPC	Deepwater Port Component
EMD	Broward County Emergency Management Division
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FECR	Florida East Coast Railway
FLL	Fort Lauderdale-Hollywood International Airport
FSTED	Florida Seaport Transportation and Economic Development
FTZ	Foreign Trade Zone
ICTF	Intermodal Container Transfer Facility
M/VP	Master/Vision Plan
MPO	Metropolitan Planning Organization
PED	Port Everglades Department
PEDD	Port Everglades Development District
PJA	Port Jurisdictional Area
PWESD	Broward County Public Works and Environmental Services Department
SFWMD	South Florida Water Management District
SIS	Strategic Intermodal System
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USEPA	United States Environmental Protection Agency

INTRODUCTION

Port Everglades is a major economic powerhouse for international trade, travel, and investment through its cargo, cruise, fuel, real estate, and other revenue-producing enterprises. With a regional economic impact of more than \$28 billion dollars (2024), Port Everglades is a leading container port in Florida, one of the busiest cruise ports in the world, and among the most diverse seaports in the United States.

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

Policy History

The following summarizes the key points in the policy history governing Port Everglades:

- **1927:** Florida Legislature established the Broward County Port Authority.
- **1994:** Interlocal Agreement among the municipalities of Hollywood, Fort Lauderdale, and Dania Beach and Broward County dated May 6, 1994, defines the roles and responsibilities of the affected jurisdictions in the Port Jurisdictional Area (PJA).
- **1994:** The Port Everglades Authority transitioned to the Port Everglades Department (PED), administered by Broward County Board of County Commissioners.
- **2025-2026:** Most recent Board adoption of Port Everglades M/VP and DPC.

Focus Areas

The Port's goals, objectives, and policies, as summarized in this DPC, span the following four focus areas:

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

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

GOALS, OBJECTIVES, AND POLICIES

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

Economic Vitality

Port Everglades is a powerful economic generator for Broward County, generating more than \$28 billion in economic value and supporting more than 204,000 jobs statewide in 2024, including over 12,000 jobs at companies that provide direct services to Port Everglades. Economic vitality is, therefore, a fundamental focus area for the Port. There are several policies and systems established to guide the efficient and successful operation of Port Everglades so that it can continue as a viable world-class port, meet the needs of its consumers, substantiate its diverse revenue sources, capitalize on funding opportunities, and continue to boost tourism, trade, private commerce, and the wider economy.

DPC Goal 1

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

Objective 1.1 – Infrastructure Development

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

- Policy 1.1.1

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

- Policy 1.1.2

PED shall provide adequate maintenance and upkeep of in-water and upland infrastructure to support the efficient and effective use of its facilities.

PED shall continue to promote the use of multi-purpose berths and other facilities for cruise and cargo activities to maximize their occupancy.

- Policy 1.1.4

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

- Policy 1.1.5

PED shall pursue the development of intermodal facilities within the PJA to capitalize on the Intermodal Container Transfer Facility (ICTF) and ensure the Port's continued ability to compete for global trade, while also investing in multimodal access facilities to enhance the Port's cruise passenger business.

- Policy 1.1.6

PED shall maintain its designation as a Foreign Trade Zone (FTZ) and pursue expansion of this zone and related sub-zones, as feasible.

- Policy 1.1.7

As described in the 10-year and 20-year Vision Plans that are part of the complete Port Everglades M/VP, PED shall pursue additional capital improvements to provide the supporting infrastructure needed for future Port operations.

- Policy 1.1.8

Broward County will work to encourage or attract vendors and stakeholders to utilize the new convention center and hotel for future events, meetings, and conventions.

Objective 1.2 – Cargo and Cruise Industry Expansion

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

- Policy 1.2.1

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

- Policy 1.2.2

PED shall maintain and enhance the diversity of its operations by marketing the Port to shippers and carriers in the Port's cargo lanes and to cruise lines in the Port's diverse market areas.

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

Objective 1.3 – Land Use Compatibility and Development Regulation

PED shall maintain land use compatibility, consistent with the Port Everglades M/VP and with the goals, objectives, and policies in the Broward County Comprehensive Plan, while pursuing economic development opportunities customarily associated with ports and FTZs.

- Policy 1.3.1

PED shall ensure that land uses are consistent with future land use designations of the [Broward County Land Use Plan](#) (BCLUP) and the land use patterns in the [Port Everglades M/VP](#) and that all land uses maximize the use of Port property.

Objective 1.4 – Deepwater Access

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

- Policy 1.4.1

PED shall undertake maintenance dredging within the berthing and turning basin areas when necessary to ensure safe navigational conditions for the ships calling at its facilities and shall develop and implement a dredging management program for the PJA in coordination with other agencies. These include USACE, the Florida Inland Navigation District, Florida Department of Environmental Protection (FDEP), the Florida Seaport Environmental Management Committee of the Florida Seaport Transportation and Economic Development (FSTED) Council, and the Broward County Public Works and Environmental Services Department (PWESD). The Atlantic shipping lane adjacent to the Port is part of the Federal Marine Highway System, specifically the M-10, M-95, and M-2 corridors to Puerto Rico.

- Policy 1.4.2

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

Objective 1.5 – On-Port Road and Rail Network

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

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

- **Policy 1.5.2**

PED shall promote near-Port rail infrastructure, including the ICTF.

- **Policy 1.5.3**

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

- **Policy 1.5.4**

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

- **Policy 1.5.5**

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

- **Policy 1.5.6**

PED shall continue to collaborate with transportation partner agencies to support transit investments that will conveniently and efficiently transport passengers between Fort Lauderdale-Hollywood International Airport (FLL), Port Everglades, and the Broward County Convention Center in order to relieve traffic congestion and improve the cruise passenger experience.

Objective 1.6 – Transportation Agency Coordination

PED shall coordinate future transportation system improvements within the PJA with the Broward MPO, FDOT, and other appropriate agencies to obtain the funding needed to implement Port-related transportation projects on and off the Port.

PED shall annually update the Port Everglades Projects Section of the Broward MPO's Metropolitan Transportation Plan, to be consistent with the Port's 5-Year Capital Improvement Program (CIP) and the Capital Improvements Element of the Broward County Comprehensive Plan.

- **Policy 1.6.2**

PED shall annually update the Port-related projects listed within the FDOT District 4 Annual Work Program and shall identify intermodal projects for SIS funding.

- **Policy 1.6.3**

PED shall actively participate in the FSTED Council, which reviews and approves funding applications for the Port's transportation projects under the FSTED Program, Chapter 311, Florida Statutes.

- **Policy 1.6.4**

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

- **Policy 1.6.5**

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

- **Policy 1.6.6**

PED shall collaborate with other governmental agencies and private interests to protect and enhance vehicular access and the flow of commodities between the Port and regional transportation facilities. These entities include FDOT, the Broward MPO, and FECR.

Objective 1.7 – Budgetary Process

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

- **Policy 1.7.1**

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

PED shall base business decisions on revenue trends, returns on investments, and cash flow trends.

- Policy 1.7.3

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

- Policy 1.7.4

Within the Coastal Storm Area, PED shall use public funds only to support water-dependent uses and associated ancillary and accessory facilities, consistent with the Port Everglades M/VP and with the goals, objectives, and policies of the Broward County Comprehensive Plan.

Objective 1.8 – Capital Improvement Plan

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

- Policy 1.8.1

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

- Policy 1.8.2

PED shall prepare 10-Year and 20-Year Vision Plans as part of its Plan updates to identify capital needs beyond the 5-year planning horizon.

Objective 1.9 – Funding Opportunities

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

- Policy 1.9.1

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

- Policy 1.9.2

PED shall actively seek matching grant funds from State and federal sources.

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

- **Policy 1.9.4**

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

Safety and Security

Port Everglades has a long-standing history of providing safety and security, having served as a military base for the U.S. Navy during World War II, and has been the “liberty” port of choice for the U.S. Navy for many years. Today, a major focus of the Port is to provide a safe and secure environment to its employees and the general public, including more than 4.7 million cruise ship guests annually. The Port has adopted several strategies to mitigate exposure to a diverse range of threats, including natural hazards, man-made disasters, hazardous materials, criminal activity, and terrorism.

DPC Goal 2

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

Objective 2.1 – Protection from Natural Hazards

PED shall implement the measures required by Broward County and other agencies to protect human life and property from natural hazards, including airborne hazards, intensifying sea level rise, and potential flooding, and will work with Broward County in implementing the Broward County Enhanced Local Mitigation Strategy (2023) and Broward County Resilience Strategy (2025) and ensure new Port facilities and infrastructure, including roads, are hardened from disasters related to wind and flood.

- **Policy 2.1.1**

PED shall ensure that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage.

- **Policy 2.1.2**

PED shall ensure that all buildings are designed and constructed in accordance with the Florida Building Code and as approved by Broward County and the appropriate municipality.

Objective 2.2 – Coastal High Hazard Areas

PED shall follow Broward County's requirements for Coastal High Hazard Areas (CHHA), as shown on the Broward County Land Use Map (Series) entitled "Flood Plains, Flood-Prone Areas, and Coastal Storm Area."

- *Policy 2.2.1*

The CHHA, as identified in the Broward County Comprehensive Plan, shall be designated the CHHA within the Port.

- *Policy 2.2.2*

PED shall not use public funds for infrastructure improvements that would promote residential development or the concentration of permanent populations within the CHHA. PED shall discourage any amendment of the Broward County Land Use Plan's Port Everglades Transportation Area permitted uses section and any amendment of the Port Everglades Development District (PEDD) to allow permanent residential uses within the PJA.

Objective 2.3 – Hurricane Preparedness

PED shall maintain an up-to-date Hurricane Evacuation Contingency Plan, ensuring that it is consistent with County and other governmental emergency plans and procedures and shall encourage all persons within the Port area to be familiar with Port evacuation to ensure safe evacuation before a hurricane strikes. Relevant plans and procedures include the Broward County Emergency Management Plan and the United States Coast Guard (USCG) Port Conditions Marine Safety Bulletin.

- *Policy 2.3.1*

PED shall continue to maintain or reduce documented hurricane evacuation times for Port personnel and marine vessels in accordance with Broward County Emergency Management Division (EMD) and USCG standards.

- *Policy 2.3.2*

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

- *Policy 2.3.3*

PED shall continue to coordinate its plans with the hurricane evacuation plans of the EMD and the USCG.

- *Policy 2.3.4*

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

Objective 2.4 – Hazardous Materials

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

- **Policy 2.4.1**

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

- **Policy 2.4.2**

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

- **Policy 2.4.3**

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

Objective 2.5 – Safe Operating Environment

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

- **Policy 2.5.1**

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

- **Policy 2.5.2**

PED shall ensure its operations comply with applicable health and safety standards.

Objective 2.6 – Port Security

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

- **Policy 2.6.1**

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

- **Policy 2.6.2**

PED shall coordinate with the appropriate agencies, including the Federal Bureau of Investigation, the USCG, the Florida Department of Law Enforcement, and the Broward Sheriff's

Office, in implementing the Port's security plan and making any changes required by new development.

- **Policy 2.6.3**

PED shall continue over the 5- and 10-year planning horizons to maintain adequate public access to the PJA, consistent with federal, State, and local security mandates, and shall continue to maintain public ingress and egress through security checkpoints at Eller Drive and I-595, Spangler Boulevard/SR 84 and US 1, and Eisenhower Boulevard at SE 20th Street.

- **Policy 2.6.4**

PED shall continue to control public access to dockside operational areas by requiring the issuance of a permit to access the designated "secure area."

- **Policy 2.6.5**

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

Objective 2.7 – Emergency Management

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

- **Policy 2.7.1**

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

- **Policy 2.7.2**

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

- **Policy 2.7.3**

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

Objective 2.8 – Post-Disaster Redevelopment

PED shall work with EMD to implement the Broward County Recovery Plan (2016), a long-term strategic framework for post-disaster redevelopment in compliance with State guidelines.

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

- **Policy 2.8.2**

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

Environmental Stewardship

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

DPC Goal 3

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

Objective 3.1 – Natural Resource Preservation and Protection

PED shall conserve, protect, and, where possible, enhance environmental resources consistent with the PEDD, the Broward County Land Development Code, and the Broward County Natural Resource Protection Code. The Port shall work with federal, State, regional, and local agencies in developing

sound environmental policies and measures to minimize the environmental impacts of Port development and operations.

- **Policy 3.1.1**
PED shall evaluate specific and cumulative impacts on coastal resources before undertaking maintenance and expansion activities and shall take measures to minimize or avoid negative impacts and to mitigate for damage that cannot be avoided.
- **Policy 3.1.2**
PED shall maintain a current inventory and map of unique and productive terrestrial and aquatic habitats that exist in the Port's vicinity that could be adversely affected by Port activities and shall implement the environmental policies and statements in the Port Everglades M/VP to manage Port facilities in a manner that will protect natural habitat.
- **Policy 3.1.3**
PED shall continue to assist FDEP, the Florida Fish and Wildlife Conservation Commission, and PWESD in maintaining and enhancing manatee habitat within the Florida Power and Light Discharge Canal on the Port.
- **Policy 3.1.4**
PED shall implement approved mitigation plans addressing measures to be taken should Port facilities adversely effect productive terrestrial and aquatic habitat existing in the Port's vicinity.
- **Policy 3.1.5**
PED shall identify and provide best management practice environmental guidelines for staff and tenants to observe in conducting their operations.
- **Policy 3.1.6**
PED shall continue to encourage and coordinate with USEPA and USACE with respect to the use of previously agreed-upon ocean dredged material disposal sites and management goals: marine environmental protection, beneficial use of dredged material whenever possible, and documentation of disposal activity at the site.
- **Policy 3.1.7**
PED shall pursue water-depth maintenance, new deepening activities, and the management of dredge material in a manner consistent with the State Comprehensive Plan and the other elements of the Broward County Comprehensive Plan.
- **Policy 3.1.8**
PED, in coordination with USACE and FDEP, shall continue planning for its long-term dredge disposal needs.

Objective 3.2 – Estuarine Quality

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

- **Policy 3.2.1**

PED shall see that development within the PJA is consistent with the rules and regulations of PWESD and the Broward County Land Development Code to ensure the protection of estuarine systems and prevent estuarine pollution within the PJA.

- **Policy 3.2.2**

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

- **Policy 3.2.3**

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

- **Policy 3.2.4**

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

- **Policy 3.2.5**

PED shall continue to conduct a regular hydrographic survey of in-water facilities which will aid in the monitoring of sediment deposition within the Port.

- **Policy 3.2.6**

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

- **Policy 3.2.7**

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

Objective 3.3 – Water-Dependent Uses

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

PED shall maintain shoreline land uses within the PJA in accordance with the recommendations of the Port Everglades M/VP, which gives priority to water-dependent uses.

Objective 3.4 – Beach and Dunes

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

- **Policy 3.4.1**

PED shall continue to see that all oceanfront development and redevelopment conforms to FDEP's effective Coastal Construction Control Line regulations.

- **Policy 3.4.2**

PED shall continue to encourage and coordinate with PWESD with respect to constructing a sand bypass system to transport sand from the north side of the Port's Entrance Channel north jetty to the south side of the south jetty.

- **Policy 3.4.3**

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

- **Policy 3.4.4**

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

Objective 3.5 – Sustainability

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

- **Policy 3.5.1**

PED shall continue its efforts to reduce greenhouse gas emissions. These efforts may include converting Port and tenant equipment to alternative fuels or electrifying equipment over time, transitioning the Port's fleet of service vehicles to fuel-efficient models, and promoting the use of energy-efficient designs in new buildings at the Port, as feasible.

- **Policy 3.5.2**

PED shall continue its efforts to implement energy-saving measures in its operations. These efforts may include transitioning rail-mounted gantry cranes to shore power, promoting the

use of rail rather than truck to move commodities on and off the Port, and identifying opportunities to reduce idling time for trucks moving through the Port's facilities, as feasible.

- **Policy 3.5.3**

PED shall support the initiatives of the Broward County Climate Change Action Plan with respect to greenhouse gas emissions, climate change mitigation and adaptation efforts, and infrastructure planning.

- **Policy 3.5.4**

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

Community Engagement

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

DPC Goal 4

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

Objective 4.1 – Plan Implementation

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

- **Policy 4.1.1**

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

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

Objective 4.2 – Coordination with Other Broward County Departments

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

- **Policy 4.2.1**

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

- **Policy 4.2.2**

PED shall continue to coordinate its development plans for Southport and Midport with the Broward County Aviation Department to address potential impacts from Port development on FLL's approach and departure surfaces.

- **Policy 4.2.3**

PED shall undertake the following efforts regarding infrastructure level-of-service standards:

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

PED shall see that future development within the PJA is consistent with the adopted local comprehensive plans and land development codes within Broward County and the Cities of Fort Lauderdale, Hollywood, and Dania Beach.

- **Policy 4.2.5**

PED shall continue to review land use amendments within the PJA for consistency with the Port Everglades M/VP, compatibility with adjacent land uses, compatibility with existing and planned transportation facilities within Broward County, and the availability of adequate facilities and services concurrent with the impact of development.

Objective 4.3 – Community, Agency, and Stakeholder Coordination

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

- **Policy 4.3.1**

In implementing the goals, objectives, and policies of the Port Everglades M/VP, PED shall coordinate with the municipalities within the PJA, which includes the Cities of Fort Lauderdale, Hollywood, and Dania Beach.

- **Policy 4.3.2**

In addition to Broward County agencies, PED shall cooperate with the South Florida Regional Planning Council, the Broward MPO, SFWMD, FDOT, FDEP, the State Division of Community Development, USACE, USCG, and other applicable agencies in implementing the goals, objectives, and policies of the Port Everglades M/VP.

- **Policy 4.3.3**

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

Transportation Element Amendments Related to the Deepwater Port Component

POLICY T4.2.7 The ~~2019~~ 2024 update to the Port Everglades Master/Vision Plan, which is a plan designed to maximize market share and revenue through a realistic five year facility development program within a framework of 10 and 20-year vision plans, shall guide Port development.

POLICY T4.2.8 Projected development ~~consistent~~ consistent with the ~~2019~~ updated to the 2024 Port Everglades Master/Vision Plan shall consider the impacts of intensifying sea level rise and flooding on Port improvements projects and incorporate adaptation practices to protect Port investments.