seven 50

counties years

SEVEN50 TIMELINE

2009

2010

HUD & EPA LAUNCH GRANT
JUNE
HUD AND THE EPA COLLABORATE TO ESTABLISH A GRANT SUPPORTING REGIONS WORKING TO CREATE "REGIONAL PLANS FOR SUSTAINABLE DEVELOPMENT"

HUD APPLICATION SUBMITTED
AUGUST

REGIONAL PARTNERSHIP FORMED
FEBRUARY
SFRPC AND TCRPC INITIATE MEMORANDUM OF UNDERSTANDING WITH OVER 200 ORGANIZATIONS, CREATING THE SOUTHEAST FLORIDA REGIONAL PARTNERSHIP

2011

SOUTHEAST FLORIDA REGIONAL PARTNERSHIP SELECTED FOR INITIAL GRANT
OCTOBER

EXECUTIVE COMMITTEE & PROJECT MANAGEMENT FORMED
NOVEMBER 2010

2012

OPENING SUMMIT
JUNE 27, DELRAY BEACH
THE OPENING SUMMIT IS THE OFFICIAL LAUNCH OF SEVEN50. IT INTRODUCES THE PROJECT AND LOOKS BACK AT THE PAST 50 YEARS TO SEE WHAT 50 YEARS CAN REALLY BRING

CONSULTANT TEAM SELECTED, HEADED BY DOVER, KOHL & PARTNERS
OCTOBER

MONROE COUNTY ROADSHOW
OCTOBER 11

INDIAN RIVER ROADSHOW
OCTOBER 25

MARTIN COUNTY ROADSHOW
OCTOBER 24

BROWARD ROADSHOW
OCTOBER 26

2013

ST. LUCIE ROADSHOW
NOVEMBER 14

MIAMI-DADE ROADSHOW
NOVEMBER 15

PALM BEACH ROADSHOW
NOVEMBER 16

SECOND SUMMIT RECEPTION
JANUARY 23
FREEDOM TOWER

SECOND SUMMIT
A LOOK AHEAD: TREND & OPPORTUNITIES
JANUARY 24, MIAMI
THE TREND SCENARIOS AND POSSIBLE FUTURE HEADLINES ARE PRESENTED

HANDS-ON WORKSHOPS
APRIL 10
MIAMI-DADE, BROWARD, PALM BEACH, ST. LUCIE

THIRD SUMMIT
THE FUTURE IN FOCUS
JUNE 21-22, WEST PALM BEACH
ALTERNATIVE SCENARIOS ARE PRESENTED

2014

TRAVELING WORKSHOPS
SUMMER

VISION BLUEPRINT FRAMEWORK

IMPLEMENTATION PLANNING
FALL

CLOSING SUMMIT
JANUARY 15
PLAN ACCEPTANCE & ADOPTION

SEVEN50 TIMELINE

1960

1980

2000

2010

2011

2012

2013

2014

2020

2040

2060

SOUTH FLORIDA REGIONAL RESOURCE CENTER ESTABLISHED
JANUARY 2004
SFRPC, TCRPC, COLLINS CENTER FOR PUBLIC POLICY & SALTS CENTER FOR URBAN & ENVIRONMENTAL SOLUTIONS COLLABORATE TO EXAMINE TRENDS AFFECTING THE SEVEN-COUNTY SOUTHEAST FLORIDA REGION & DEVELOP REGIONAL INDICATORS & MEASURES.

EASTWARD HO!
ADOPTED JULY 1996

EVERGLADES FOREVER ACT
1994

JOINT REGIONAL PLANNING COUNCIL MEETING (SOUTHEAST FLORIDA 2060)
JANUARY & APRIL 2008
ESTABLISHED OUTLINE FOR WORKING TOGETHER ON A LONG-RANGE STRATEGIC REGIONAL PLAN FOR SEVEN-COUNTY SOUTHEAST FLORIDA REGION & DEFINE AREAS OF SHARED REGIONAL CHALLENGES & OPPORTUNITIES.

CLIMATE COMPACT
RATIFIED BY 4 COUNTIES JANUARY 2010

HUD & EPA LAUNCH GRANT
JUNE 2009
HUD & THE EPA COLLABORATE TO ESTABLISH A GRANT SUPPORTING REGIONS WORKING TO CREATE "REGIONAL PLANS FOR SUSTAINABLE DEVELOPMENT"

HUD APPLICATION SUBMITTED
AUGUST

SOUTHEAST FLORIDA REGIONAL PARTNERSHIP SELECTED FOR GRANT
OCTOBER

REGIONAL PARTNERSHIP FORMED
FEBRUARY
SFRPC & TCRPC INITIATE MEMORANDUM OF UNDERSTANDING WITH OVER 200 ORGANIZATIONS, CREATING THE SOUTHEAST FLORIDA REGIONAL PARTNERSHIP

EXECUTIVE COMMITTEE & PROJECT MANAGEMENT FORMED
NOVEMBER 2010

CONSULTANT TEAM SELECTED, HEADED BY DOVER, KOHL & PARTNERS
OCTOBER

OPENING SUMMIT
JUNE 27, DELRAY BEACH
THE OPENING SUMMIT LAUNCHES SEVEN50. PARTICIPANTS LOOK AT THE PAST 50 YEARS TO KNOW JUST HOW MUCH CAN CHANGE IN 50 YEARS

MARTIN COUNTY ROADSHOW
OCTOBER 24

MONROE COUNTY ROADSHOW
OCTOBER 11

INDIAN RIVER ROADSHOW
OCTOBER 25

BROWARD ROADSHOW
OCTOBER 26

ST. LUCIE ROADSHOW
NOVEMBER 14

MIAMI-DADE ROADSHOW
NOVEMBER 15

PALM BEACH ROADSHOW
NOVEMBER 18

HANDS-ON WORKSHOPS
APRIL 10
MIAMI-DADE, BROWARD, PALM BEACH, ST. LUCIE

JOHN D & CATHERINE T MACARTHUR FOUNDATION
FUNDS AWARDED TO THE FLORIDA HOUSING COALITION – 2013

SECOND SUMMIT RECEPTION
JANUARY 23
FREEDOM TOWER

SECOND SUMMIT
A LOOK AHEAD: TREND & OPPORTUNITIES
JANUARY 24, MIAMI
THE TREND SCENARIOS AND POSSIBLE FUTURE HEADLINES ARE PRESENTED.

TRAVELING WORKSHOPS
SUMMER & FALL
CLIMATE CHANGE RESILIENCE IN THE FLORIDA KEYS
PARK(ING) DAY WITH FLORIDA ATLANTIC UNIVERSITY
HAITIAN AMERICAN PROFESSIONALS COALITION (HAPC) SUMMIT
LEARNING NEW LEADERS EVENT

STAKEHOLDER MEETINGS TOTAL 60+

THIRD SUMMIT
THE FUTURE IN FOCUS
JUNE 25-26, WEST PALM BEACH
ALTERNATIVE SCENARIOS PRESENTED. THE PUBLIC BEGINS TO CHOOSE ITS FUTURE USING THE ONLINE MODULES

IMPLEMENTATION PLANNING
FALL

CLOSING SUMMIT
JANUARY 15, FORT LAUDERDALE
PROSPERITY PLAN PRESENTED

BRIGHTER FUTURE

PUBLIC ENGAGEMENT

extensive

public outreach

10 Virtual

Public

Twitter

Meetings

extensive

public outreach

5000+

Hands On!

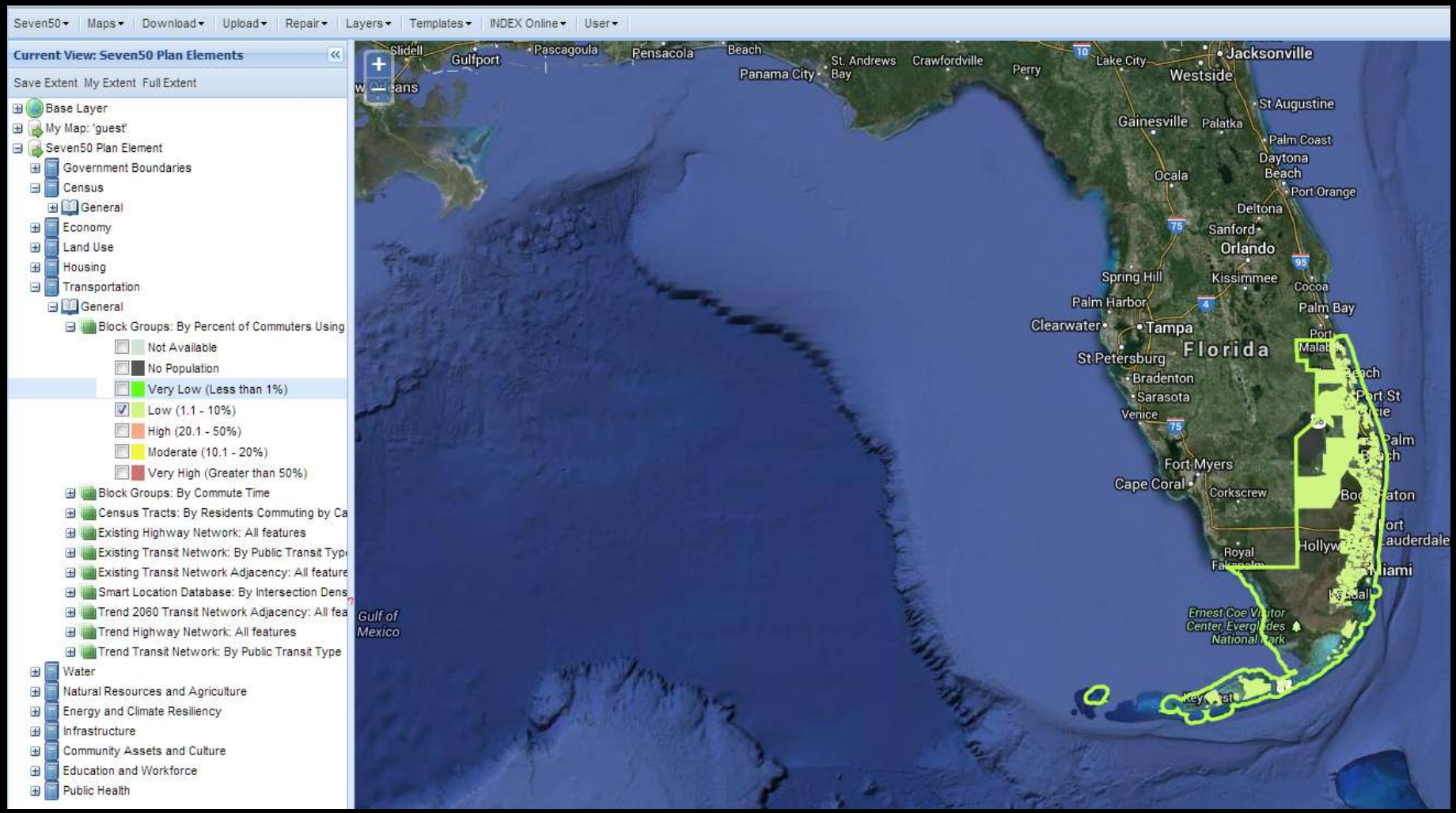
A PROCESS THAT REACHED **MORE THAN**

1 MILLION Seven50.org visits

executive committee

Mr. David Armstrong, Mr. Doug Bournique, Mr. Doug Bartel, The Honorable Heather Carruthers, Mr. Art Cobb, Ms. Carla Coleman, The Honorable Chris Dzadovsky, Ms. Sara E. Fain, The Honorable Samuel Ferreri, The Honorable Ed Fielding, Mr. Kevin J. Foley, Dr. Dennis P. Gallon, The Honorable Suzanne Gunzburger, The Honorable Kathryn Hensley, Mr. Donald Kiselewski, The Honorable Peter O'Bryan, Dr. Edwin Massey, Ms. Gepsie Metellus, The Honorable Jean Monestime, Mr. Jack Osterholt, Ms. Susan E. O'Rourke, Mr. Gus Pego, Mr. William Perry, The Honorable Raquel, Regalado, Mr. Steve Sauls, Ms. Kelly Smallridge, Mr. Michael Spring, Mr. Edwin Swift, Mr. Norman Taylor, The Honorable Priscilla Taylor, Mr. Ramon Trias, Mr. Carlos Vidueira, Mr. James Wolfe, Mr. Barrington Wright

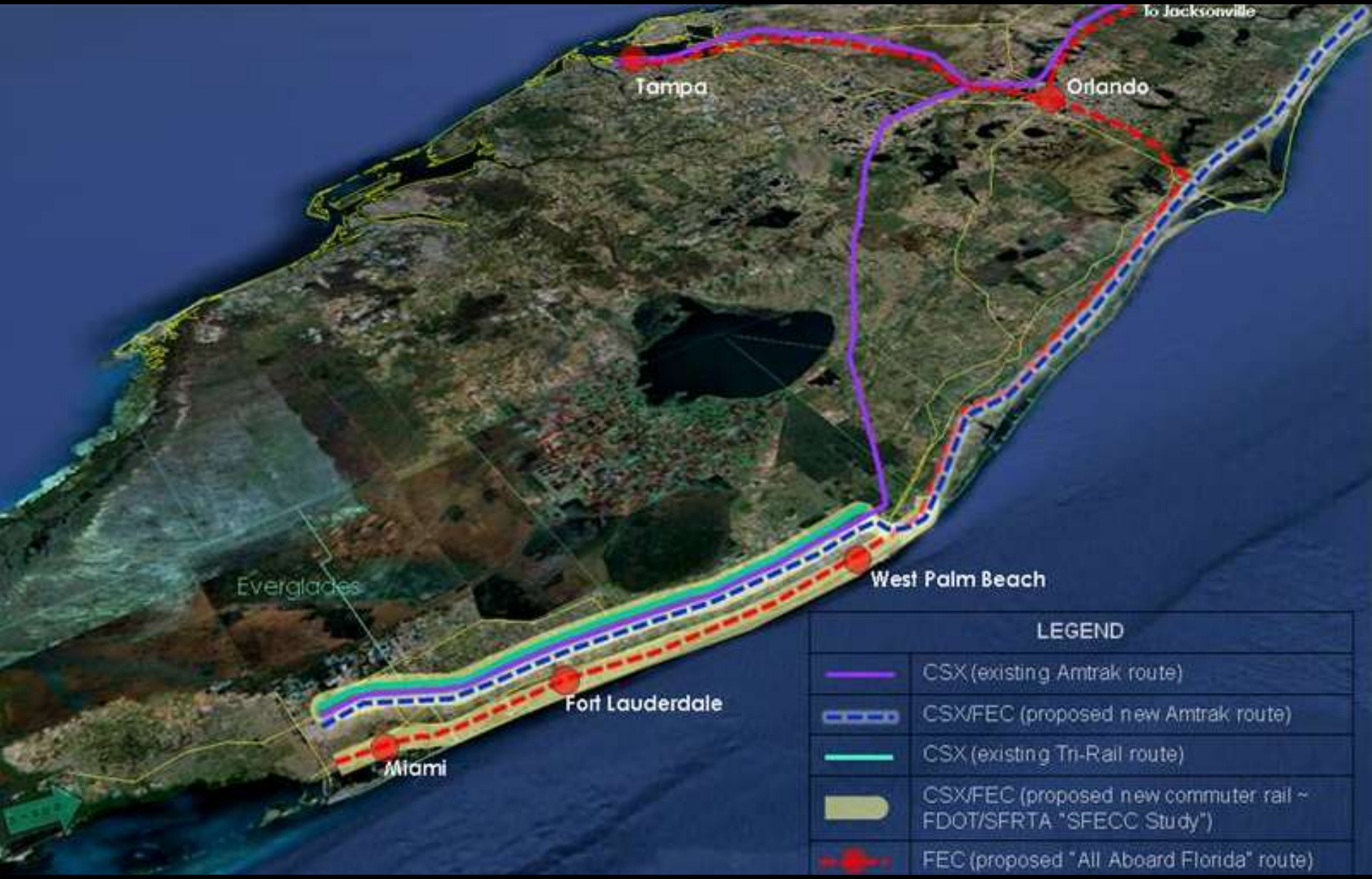
data driven
regional data warehouse



what's inside

- data sets
- trends (current and future)
- toolbox
- scenarios
- direct quotes
- guest essays
- regional priorities (collaboration)
- progress Indicators
- implementation section:
    - local government
    - private sector/EDO
    - RPC's
    - leadership models

balanced mobility & transporation



New local commuter rail, new regional passenger rail

"Invest locally in premium transit"

LOCAL BUS NETWORKS
A FIRST STEP TO TRANSIT

Changwon, South Korea

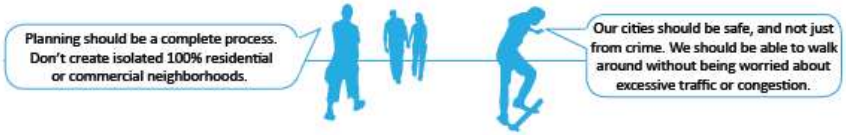
Traditional local bus systems are in use throughout the world, and providing significant benefit to the community. Local buses serve the most extensive network and offer more frequent stops, as opposed to BRTs or light-rail systems that must limit stops to offer longer-range mobility.

Local buses are still plagued by the single biggest complaint of motorists: traffic. Buses travel in the same lanes as cars, resulting in potentially sluggish transit and reducing the number of people willing to use buses. Despite this, buses are still one of the most popular modes of transportation worldwide will be a part of every widespread transit system, especially for underserved markets.

BUS RAPID TRANSIT
A FIRST STEP TOWARD PREMIUM TRANSIT

Miami Beach, Miami-Dade County

Bus Rapid Transit (BRT) systems seek to remove many of the factors that cause delays in traditional bus systems. Special buses travel in lanes separate from normal traffic, allowing for constant circulation. BRT stations expedite the boarding process because fares are paid off the bus, rather than directly to the driver, and platforms are usually the same height as the bus' floor. True BRT systems have intersection priority, making movement even faster. Although they are faster than buses, BRTs, like light rail, are very expensive to construct and cannot serve all neighborhoods. To increase their usage, BRTs and all high-capacity transit systems should connect as many forms of transportation as possible, as well as ensuring that cyclists can be accommodated. All diesel-powered bus systems still present significant environmental impacts, but the impacts are far less than individual vehicles.



RUBBER TIRE TROLLEYS
SPECIAL ROUTES FOR SPECIAL PLACES

Lancaster, PA

Rubber-tire trolleys can add to the atmosphere of a neighborhood and provide a quick method of transit in a small, clearly defined area. Also known as tourist trolleys, these are vehicles designed to look like traditional streetcars. They differ from bus systems however, in that they are not designed primarily for commuters, but seek to serve casual riders. In downtowns or other areas where parking is difficult, pedestrians can leave their cars in designated locations and use the trolley service to move more freely around the neighborhood. Rubber-tire trolleys are often used as circulators, moving constantly between points of interest and other public transit stops.

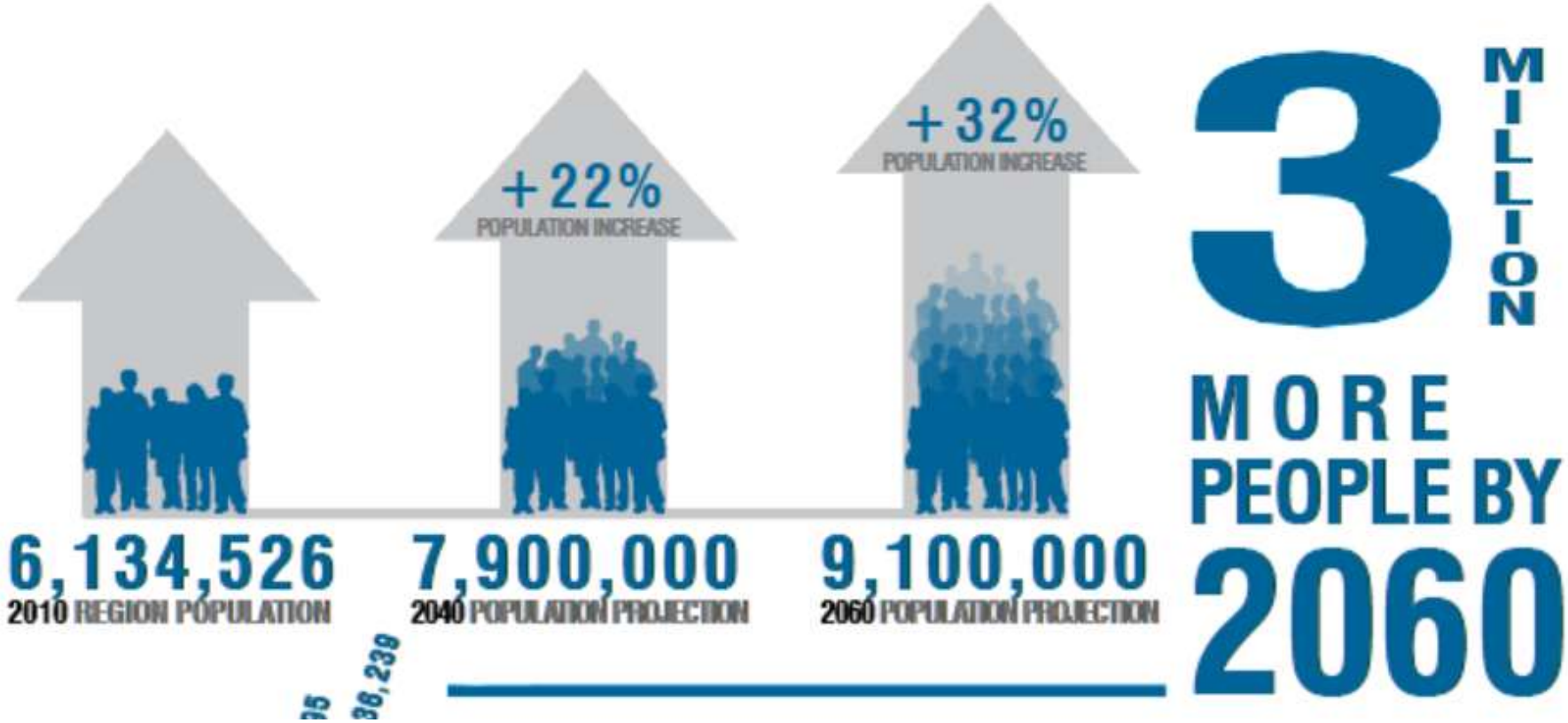
ELECTRIC STREETCARS
THE ULTIMATE IN PREMIUM TRANSIT

Columbia Pike, Arlington VA

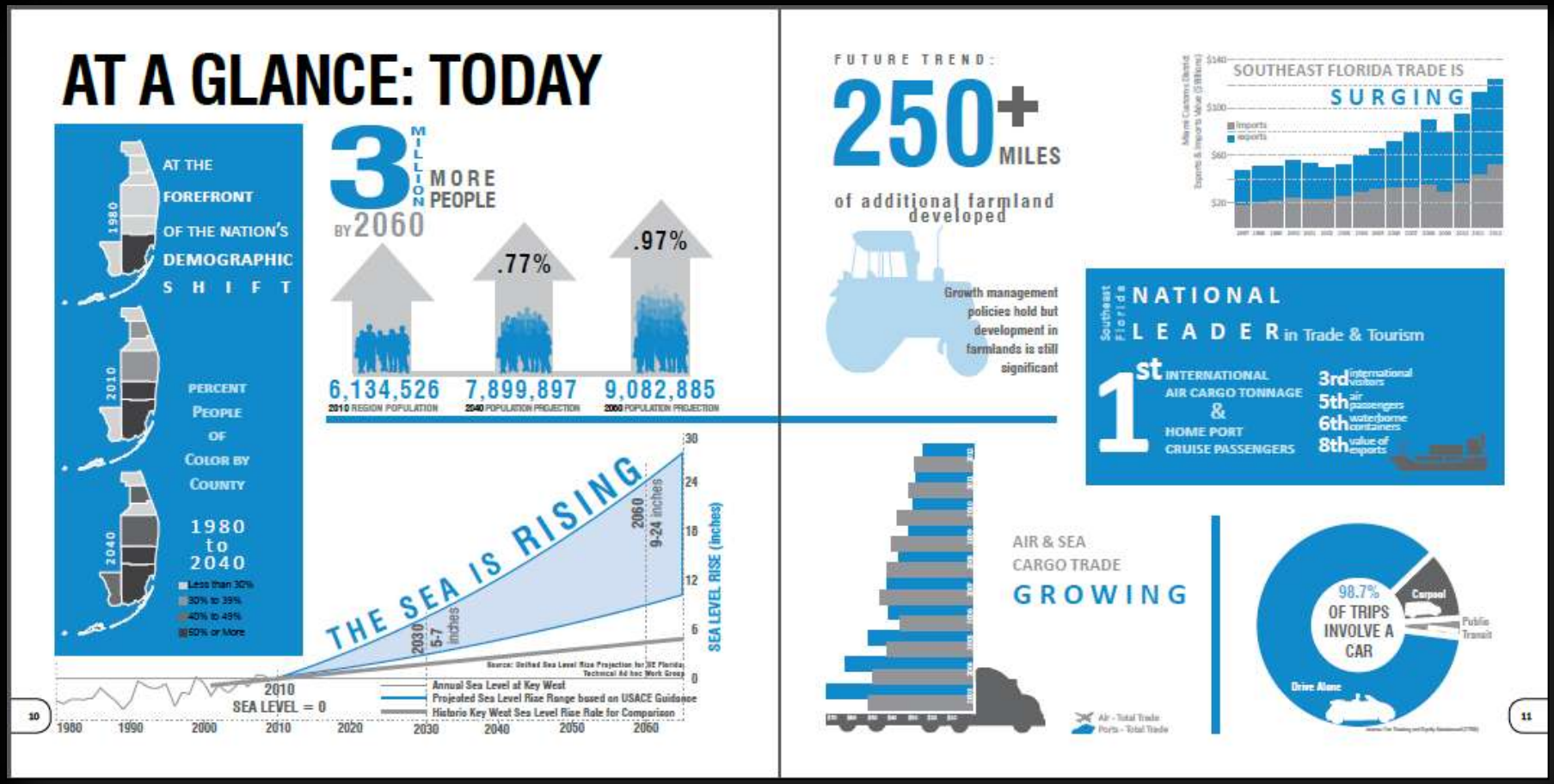
Electric trolleys on rails, also known as streetcars, lend a sense of permanence to a neighborhood that helps create strong economic corridors. Trolley systems are typically more efficient and have a higher carrying capacity than buses, making them ideal for transit in small established districts, particularly downtowns. The high visibility of trolleys and their tracks allows for greater simplicity in using the system, especially benefiting visitors and tourists, as the streetcars in San Francisco exemplify. The use of electricity rather than petroleum based fuel sources reduces pollution in dense areas. Streetcars also have a much longer life than buses systems, and help decrease the number of cars on a road. The initial cost of trolleys on rail will be higher, but it can be a long-term, attractive method of public transportation.

POPULATION GROWTH

WE'RE GROWING FAST, CHANGING RAPIDLY



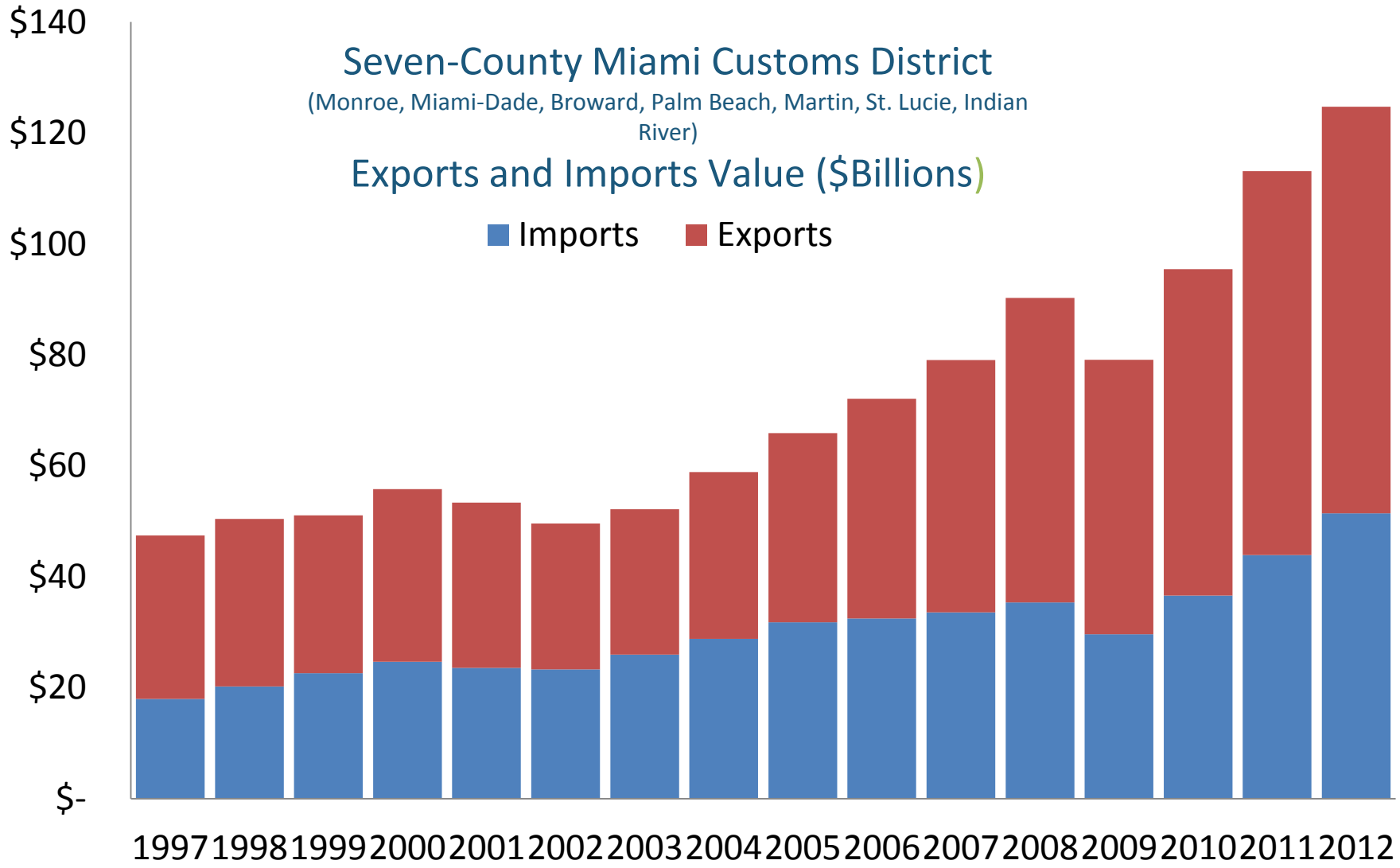
current and future trends
key indicators



trends that affect all of us...

trending ⬆

Southeast Florida trade is SURGING



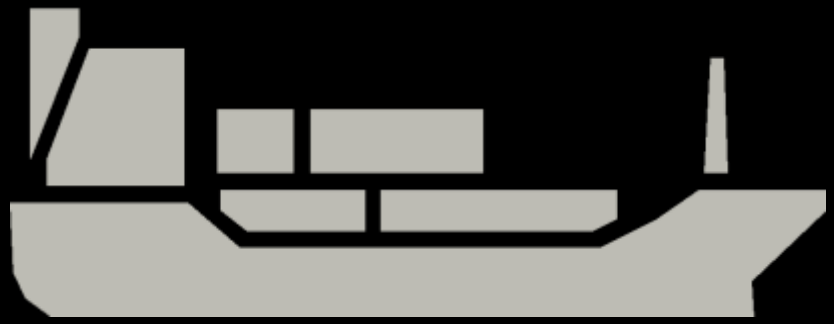
Source: U.S. Bureau of the Census

national leader in TRADE & TOURISM

1st International air cargo tonnage

6th Waterborne containers

8th Value of exports



only region

were **EXPORTS** values

are **HIGHER THAN**

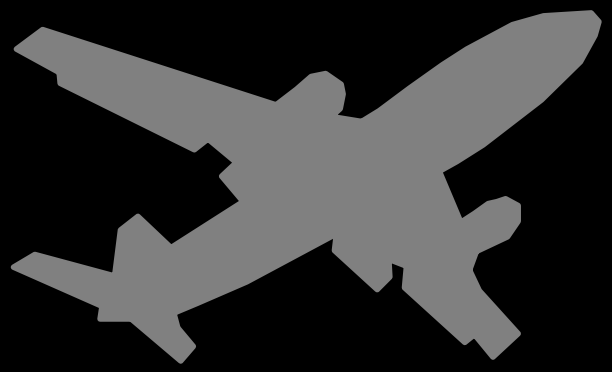
IMPORTS values

national leader in TRADE & TOURISM

1st Home port cruise passengers

3rd International visitors

5th Air passengers



and becoming even more so…

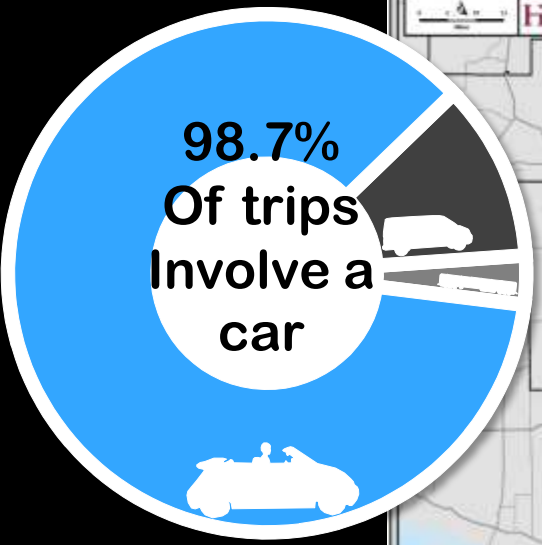
and even more so..

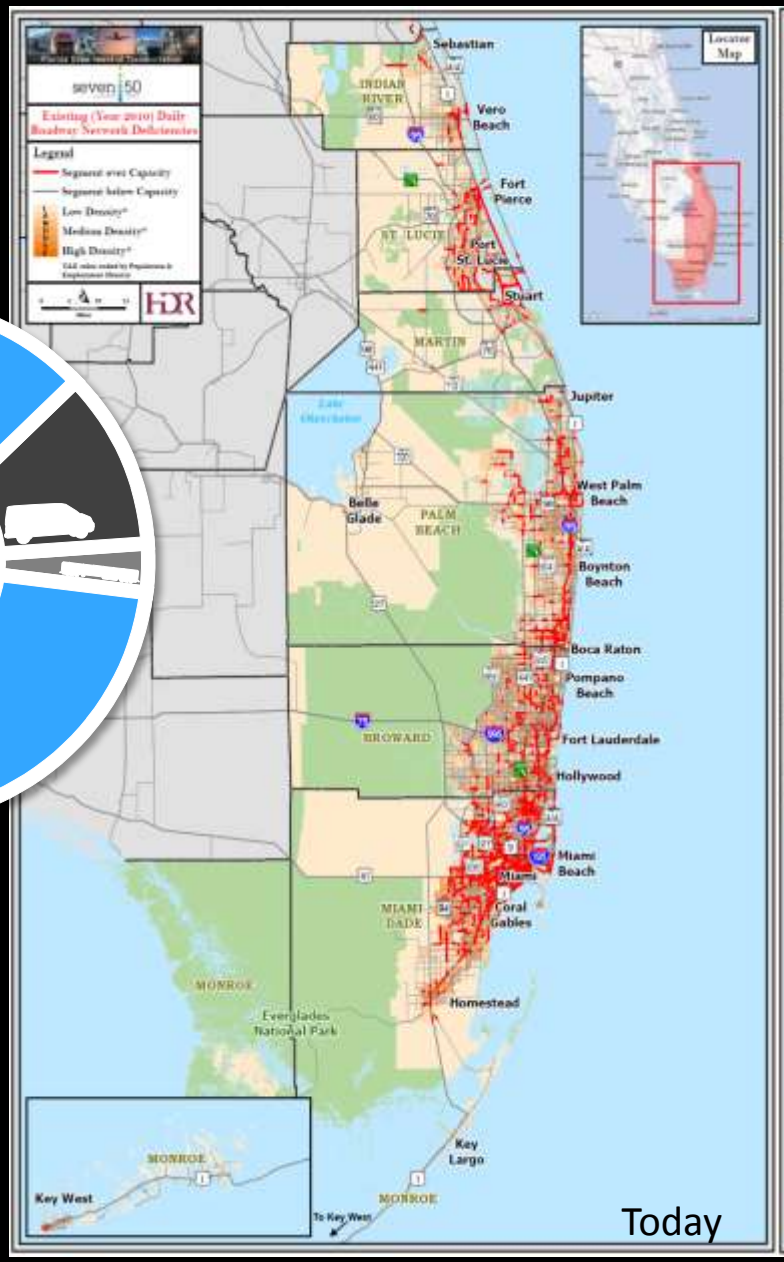
On track to reach 100,000,000 tourist visitors annually statewide

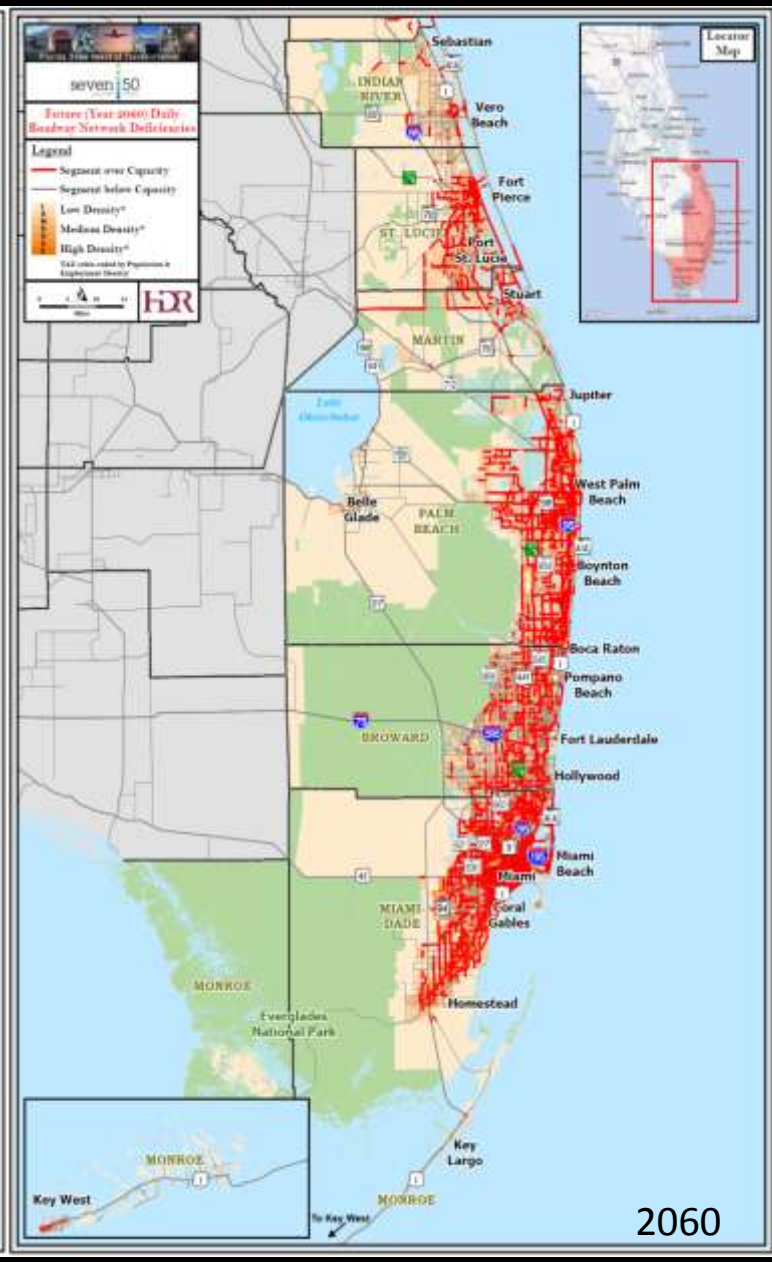
trends that affect all of us...

trending ⬇

anticipated future roadway deficiencies



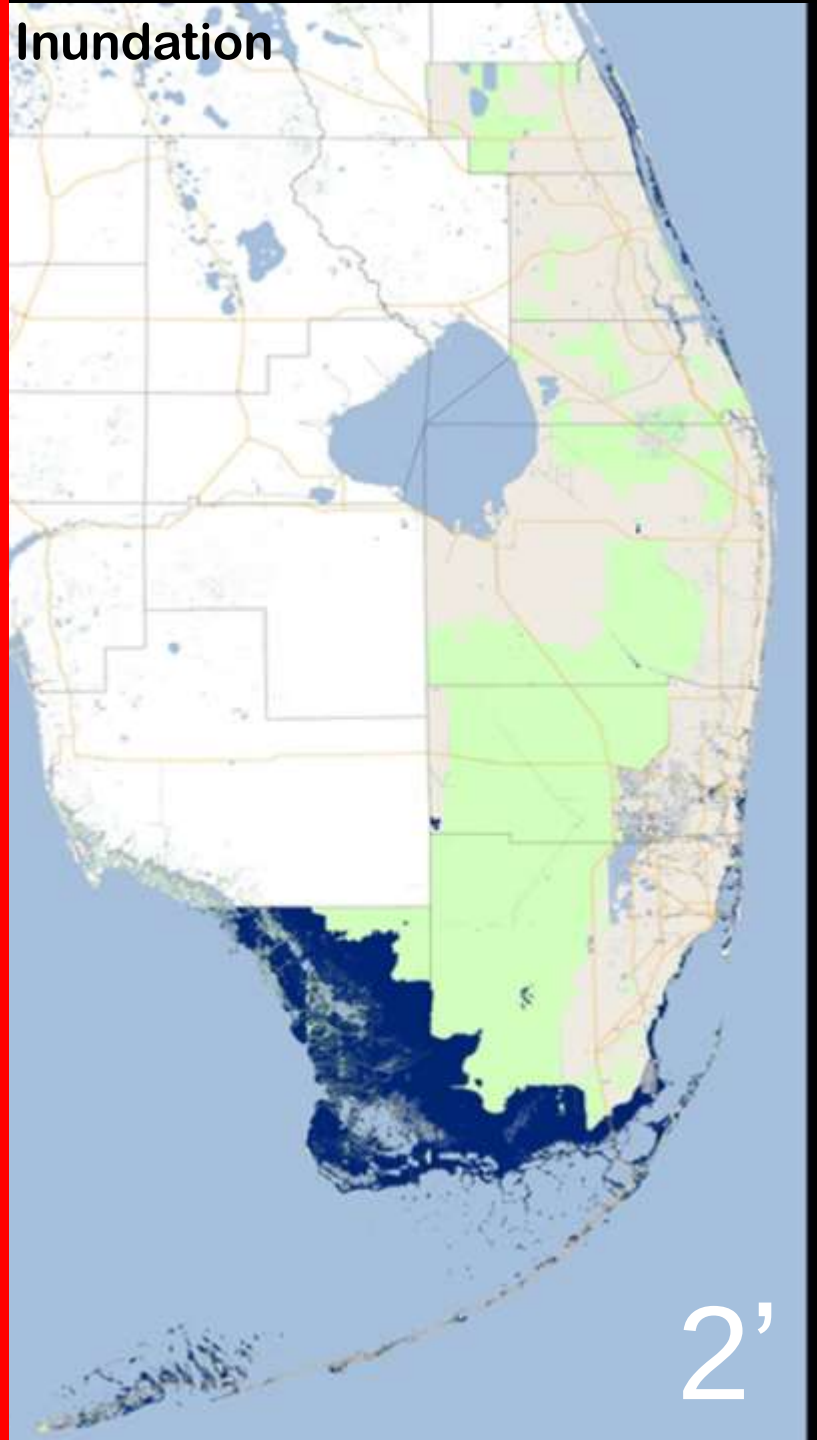




sea rise

(approx. 50 yrs.)

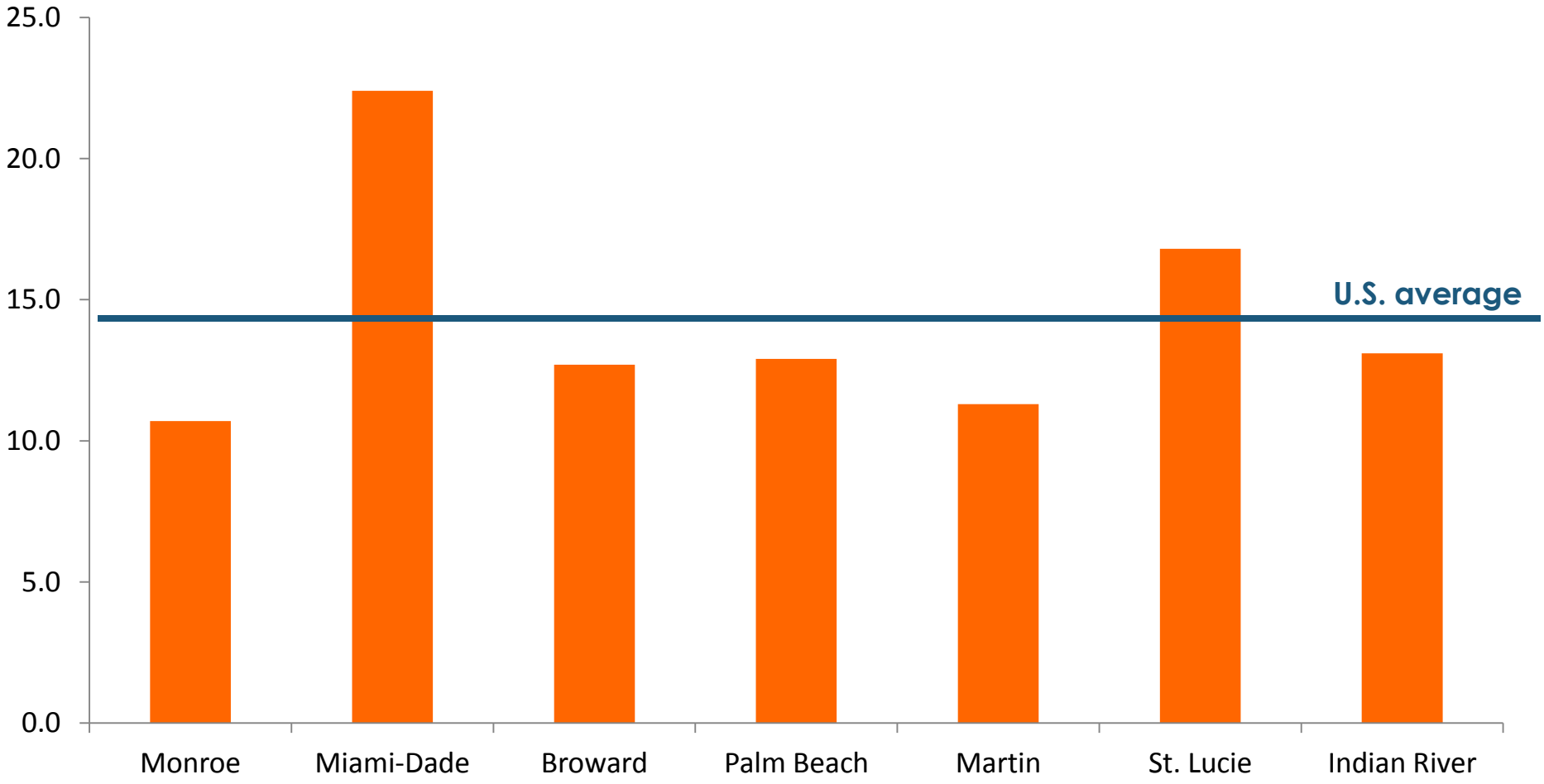
2060



GDP per person ranks lags other major regions

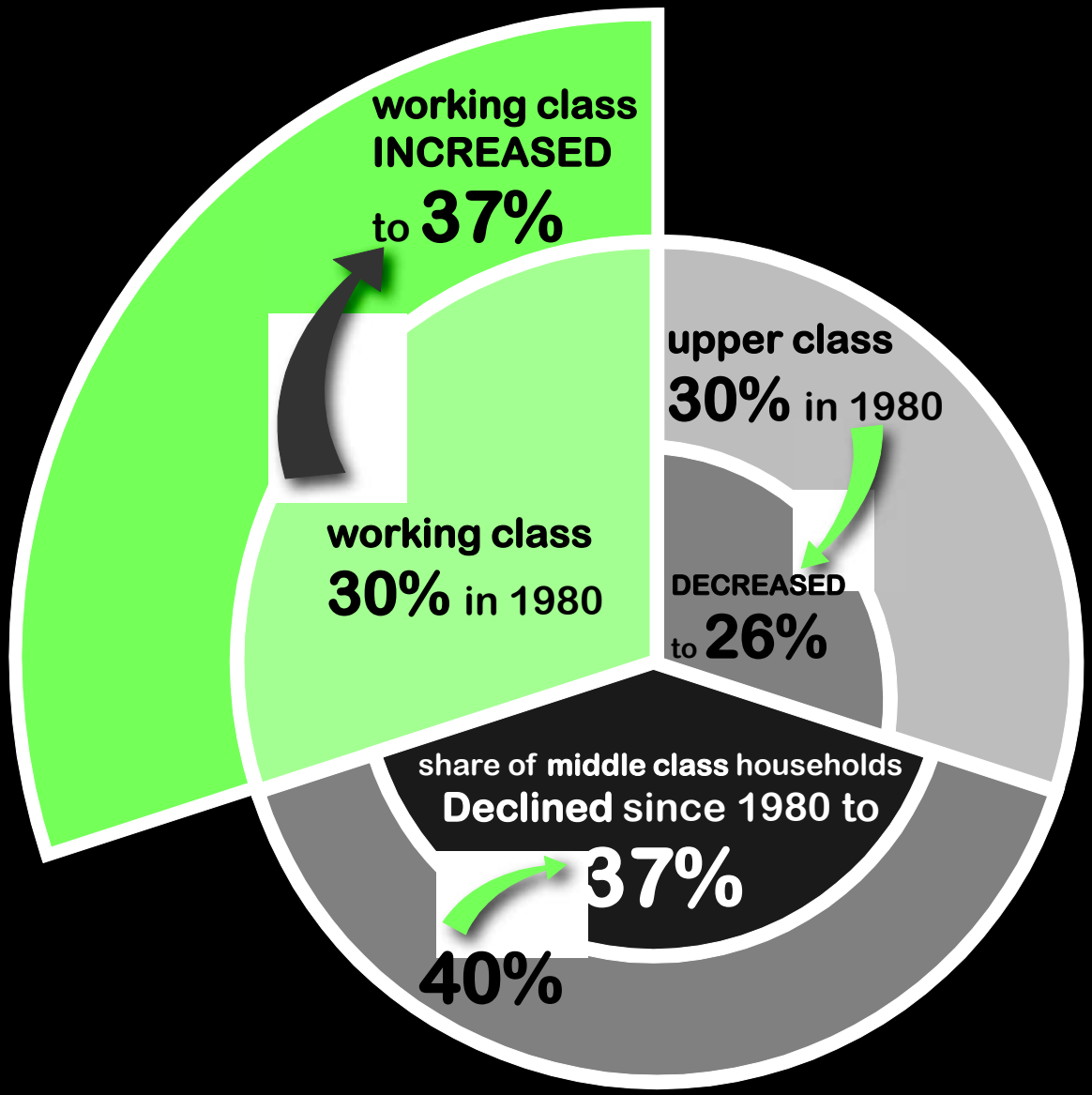
Source: U.S. Bureau of Economic Analysis

percent of population 25 & over with less than a high school diploma



Source: U.S. Bureau of the Census

the middle class is shrinking



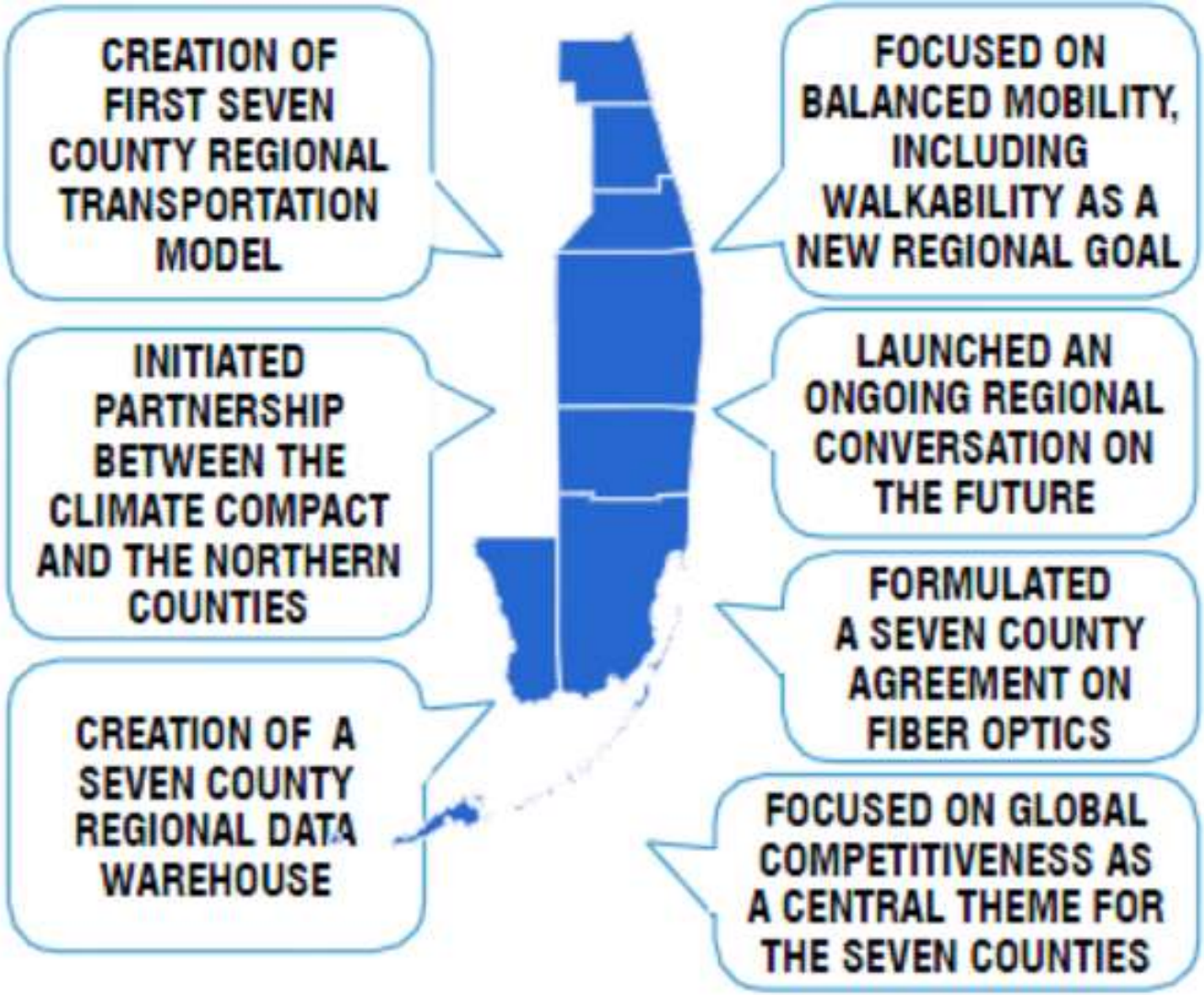
the Middle Class is SHRINKING

“Simply having the conversation is changing the trend”.

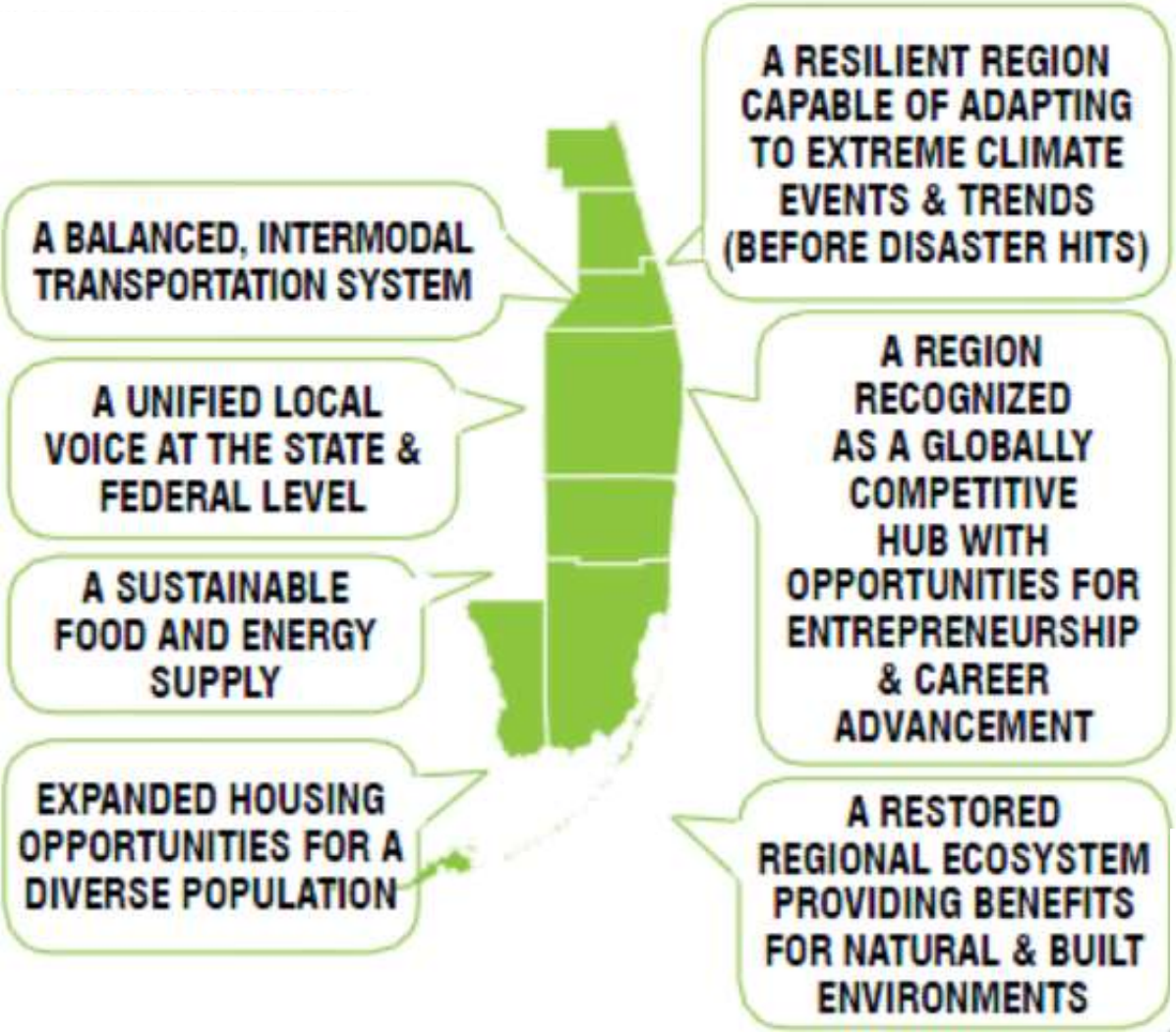
Dr. Robert Burchell

Rutgers University

the Seven50 difference:
we accomplished together



the Seven50 difference:
we can accomplish tomorrow



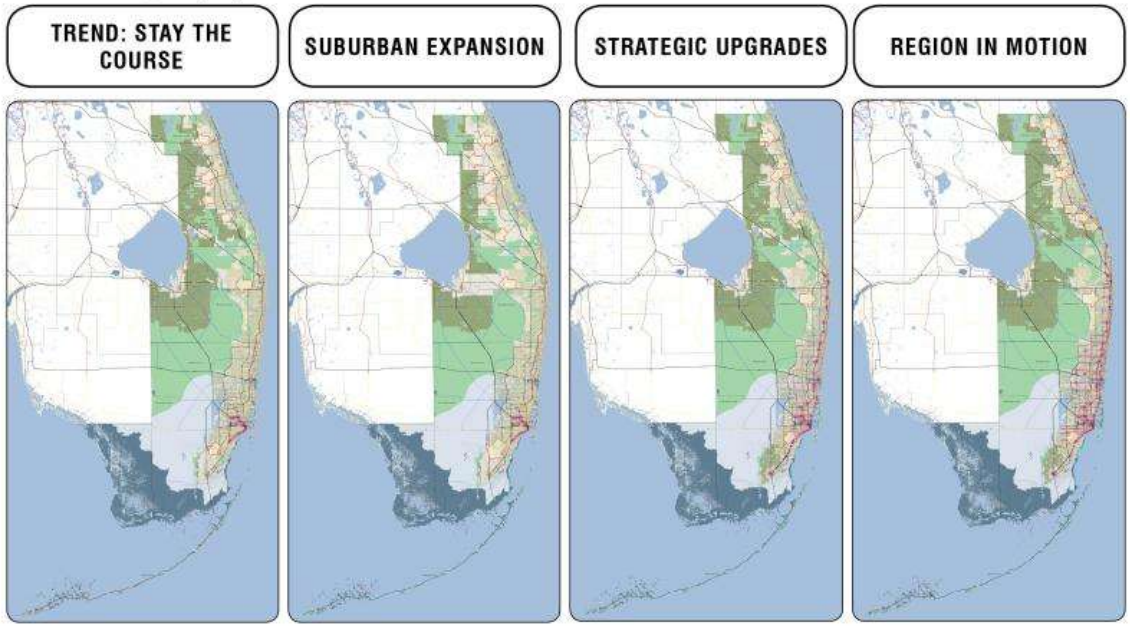
the scenarios

PREFERRED SCENARIO

BETTER REGION. BETTER LIFE.

The Online Scenario Modeler gave the region the ability to explore and vote on their preferred future scenario.
In three months of voting mid-June through mid-September of 2013 the site was visited by over 100 people a week.

This is how the 1,300+ people who visited the site voted:



TREND: STAY THE COURSE	SUBURBAN EXPANSION	STRATEGIC UPGRADES	REGION IN MOTION
4%	19%	4%	73%

	Trend	1:SuburbanExpansion	2: Strategic Upgrades	3: Region in Motion
Farmland Consumed	250+ Sq. Miles	480+ Sq. Miles	150 Sq. Miles	60 Sq. Miles
Infrastructure Cost (Transportation, Water, Sewer, Utilities)	$31.3 Billion	$38.1 Billion	$26.4 Billion	$24 Billion
Single Family Homes vs. Condos, Apartments & Townhomes	SF 85% Multi 15%	SF 90% Multi 10%	SF 75% Multi 25%	SF 65% Multi 35%
Transportation Choices				
Walkable Communities (Walk to Work, Stores, School, Transit, Parks)				
Average Housing + Transportation % Income Per Household	60%	50%	45%	43%
Climate Resilience Investment	$	$	$ $	$ $ $

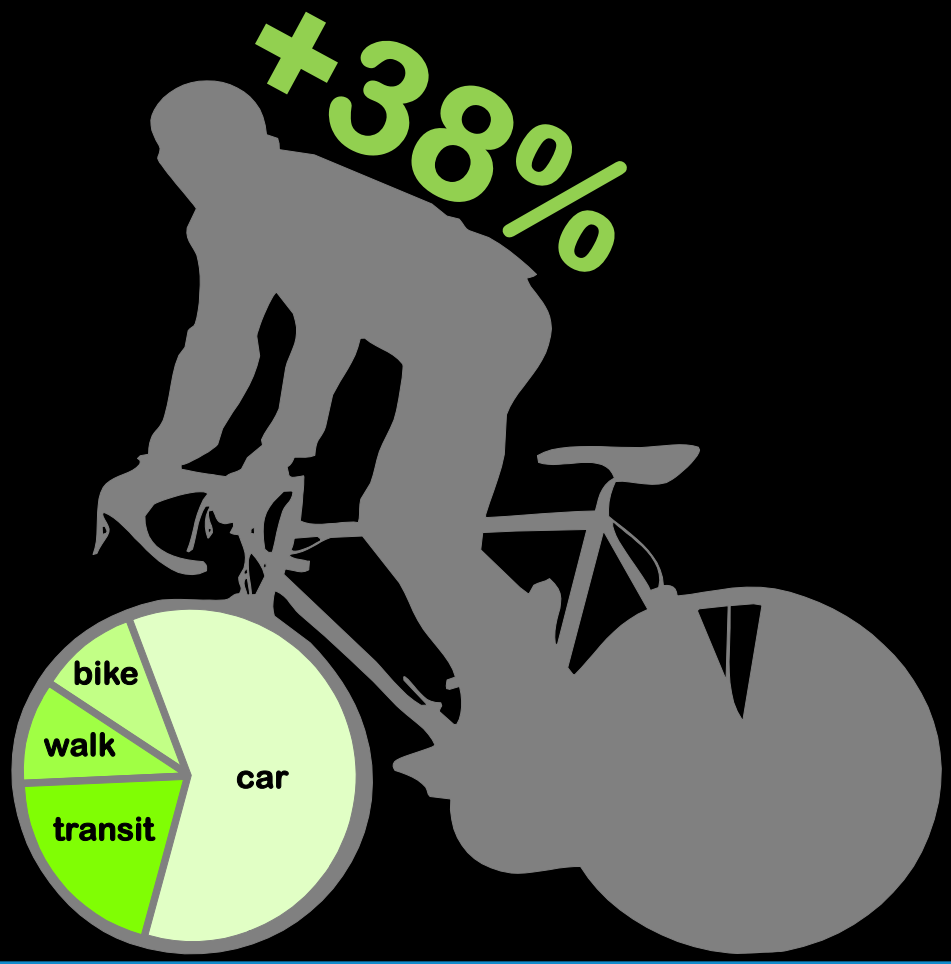
at a glance: TOMORROW

over **200** sq miles

of farmland

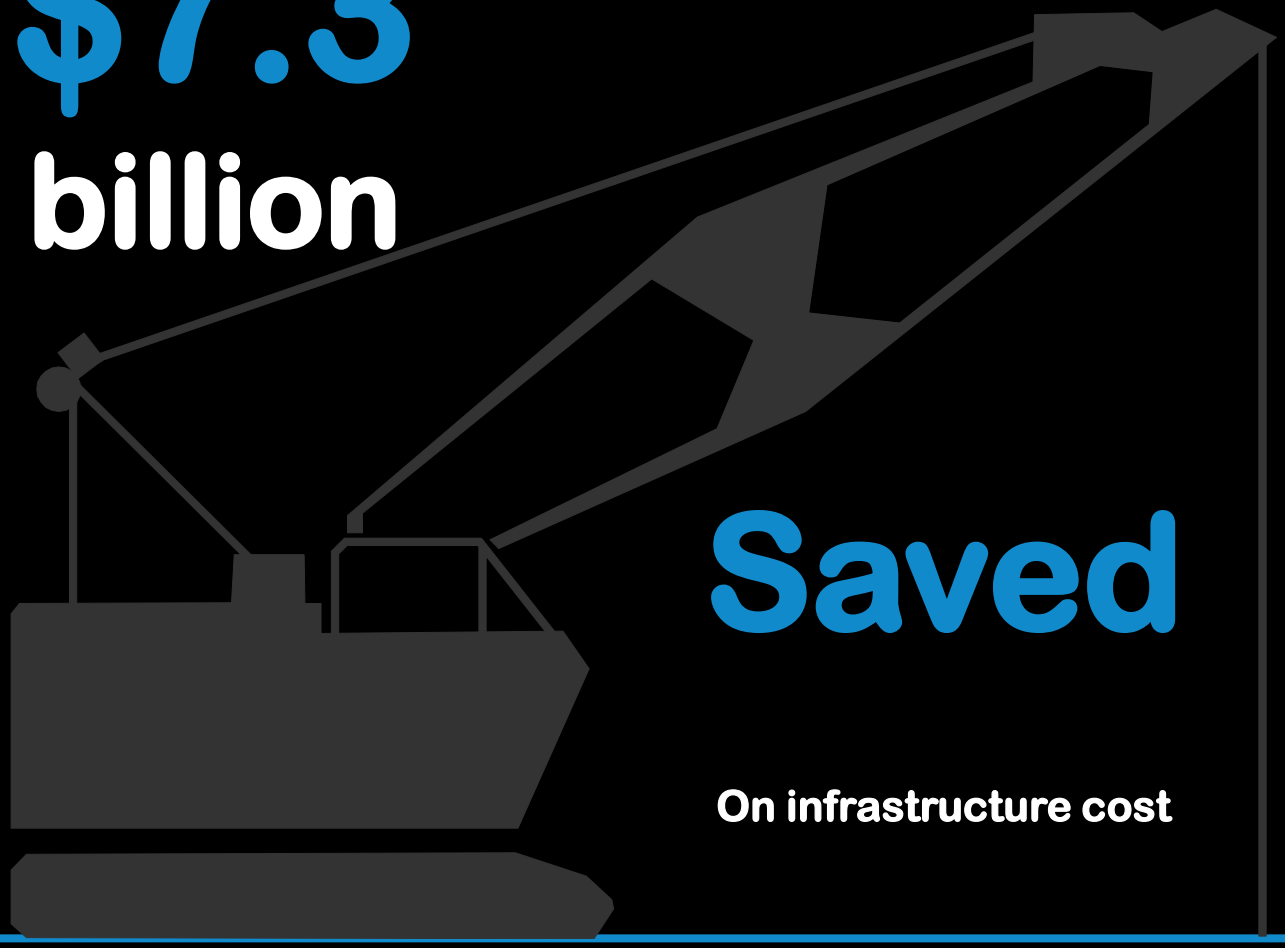
SAVED

at a glance: TOMORROW



More than 38% increase in transit use, biking, and walking

at a glance: TOMORROW



$7.3 billion

Saved

On infrastructure cost

$2.3 Billion

Saved

On new roads

Save on infrastructure cost (transportation, water, sewer, utilities)

at a glance: TOMORROW

+65%
Households within 1 mile of
transit, schools, parks

+20%
multi-family homes

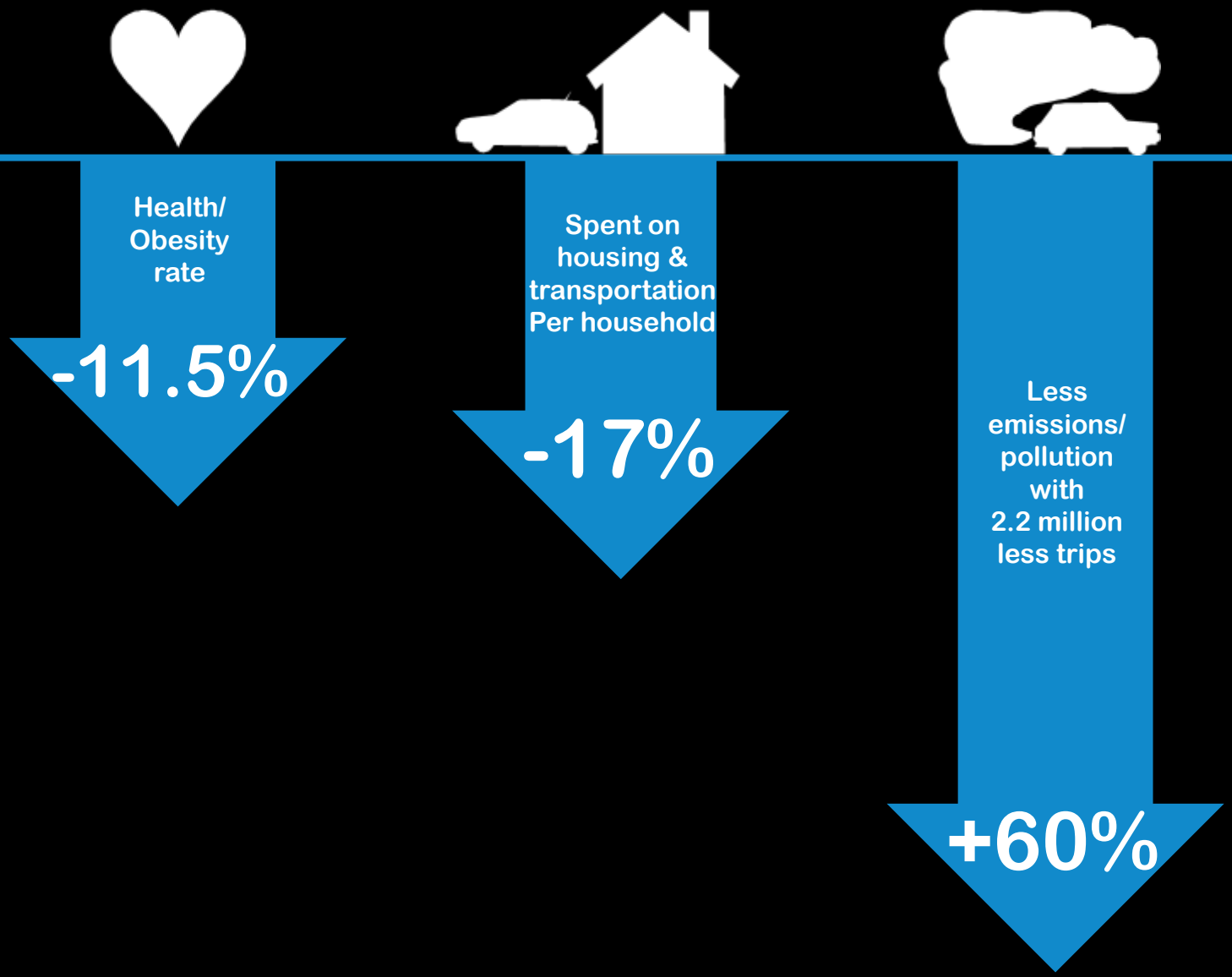
+15%
regional migration toward urban counties

+8%
Creative class in workforce

+1.54%
artists in workforce

increases compared to current trend

the plan at a glance: TOMORROW

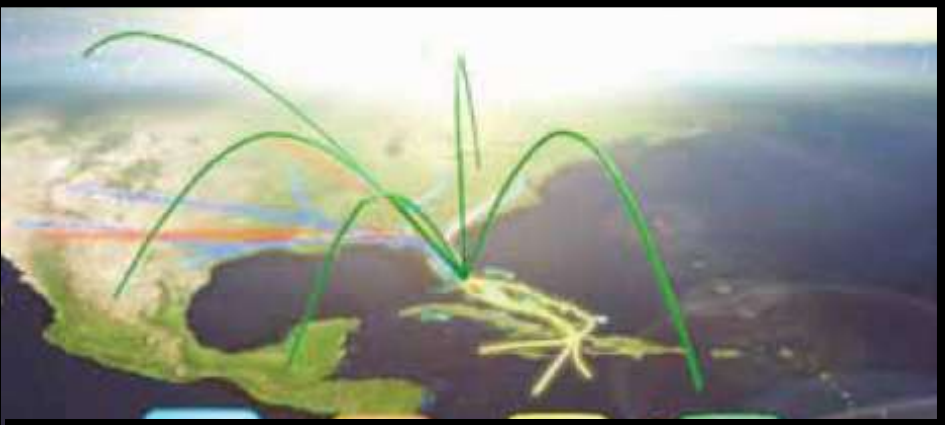


decreases compared to current trend

Regional Priorities

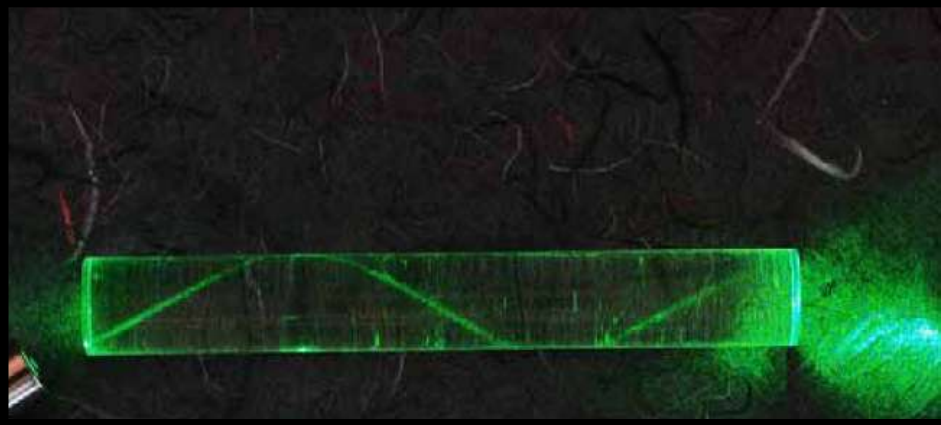
1. Growing the Economy
2. The Livable Region
3. Celebrating Arts and Culture
4. Valuing the Environment
5. Adaptation and Mitigation
6. Inclusive Regional Leadership

growing the economy: infrastructure



Intermodal Logistics Centers:

Coordinate trucks, trains, ships, planes



Fiber optic cable

Intermodal centers

Downtown parking strategies

growing the economy: education

Career pathways

Shared Work Spaces

Regional Economic

Development Assistance Groups

growing the economy: quality of life

Transit Oriented Development

Great Streets

Build resilience infrastructure that is also an amenity

livable region: TODs
from rural towns…

DRAFT

There are several opportunities to better connect Southeast Florida in order to encourage economic prosperity and regional innovation. Implementing additional transit options in key locations such as Fellsmere, will not only make the area more livable, but also more accessible.

Proposed Conditions

Bus Rapid Transit is a method that is used to connect transit patrons to popular destinations in a way that is both reliable and economically feasible. Implementing a fast and effective bus service system in Fellsmere will provide an opportunity for residents to gain access to major resources in the surrounding area. Bus Rapid transit is also sustainable—contributing to a reduction in automobile trips and greenhouse gas emissions. A dynamic transit system has the potential to increase nearby land values, increase connectivity to employment, reduce auto-related infrastructure costs to cities and counties, and reduce transportation costs for residents while also further engendering a sense of community and place.

Private investment follows public. A tree-lined boulevard with wide sidewalks which can be used for outdoor dining gives the sites along Broadway Street greater "curb appeal." A walkable, traffic-calmed street keeps pedestrians safe. Customers are also more likely to frequent multiple businesses when they can walk to them in a "park-once" environment.

Broadway Street, Fellsmere, Indian River County

livable region: TODs
...to intense cities

FUTURE INVESTMENTS

TRANSIT-ORIENTED DEVELOPMENT
DOWNTOWN KENDALL, MIAMI-DADE

DRAFT

Downtown Kendall is a major Transit-Oriented Development neighborhood located in South Miami, near Dadeland Mall. The entire 150+ acre site is entirely within ½ mile from two light rail transit stops including Dadeland South. The area saw major redevelopment following the implementation of a comprehensive plan and form based code in 1998. Since then, a substantial amount of commercial and residential space has been added to a part of the city that was previously parking lots. These investments include:

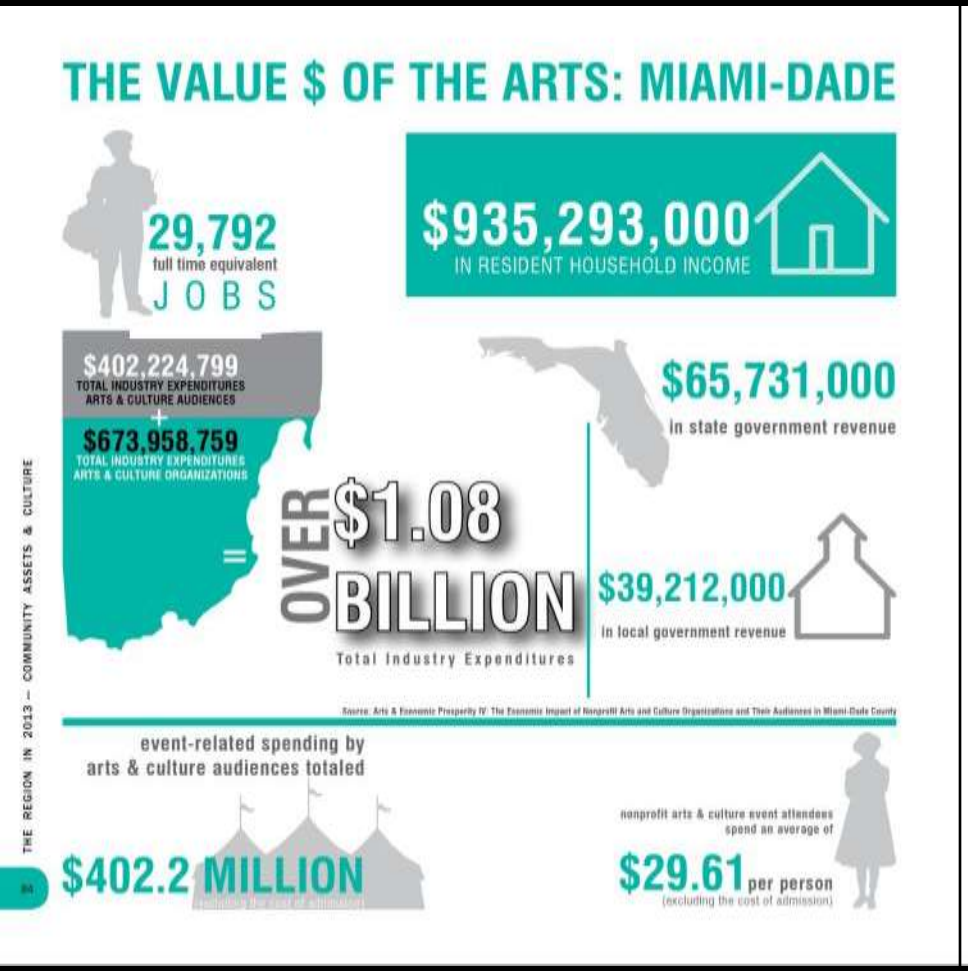
1. Dadeland Centre II
   15 floors
   116,530 sq ft commercial
2. Marriott City Kendall
   4 floors
   128 units
   3 SDG Dadeland
   121,266 sq ft commercial
3. SDG Dadeland
   121,266 sq ft commercial
4. Town Center 1
   25 floors
   214,364 sq ft commercial
5. Metropolis
   25 floors
   397 units
6. Toscano
   25 floors
   403 units
   39,086 sq ft commercial
7. Downtown Dadeland
   7 floors
   416 units
   127,586 sq ft commercial

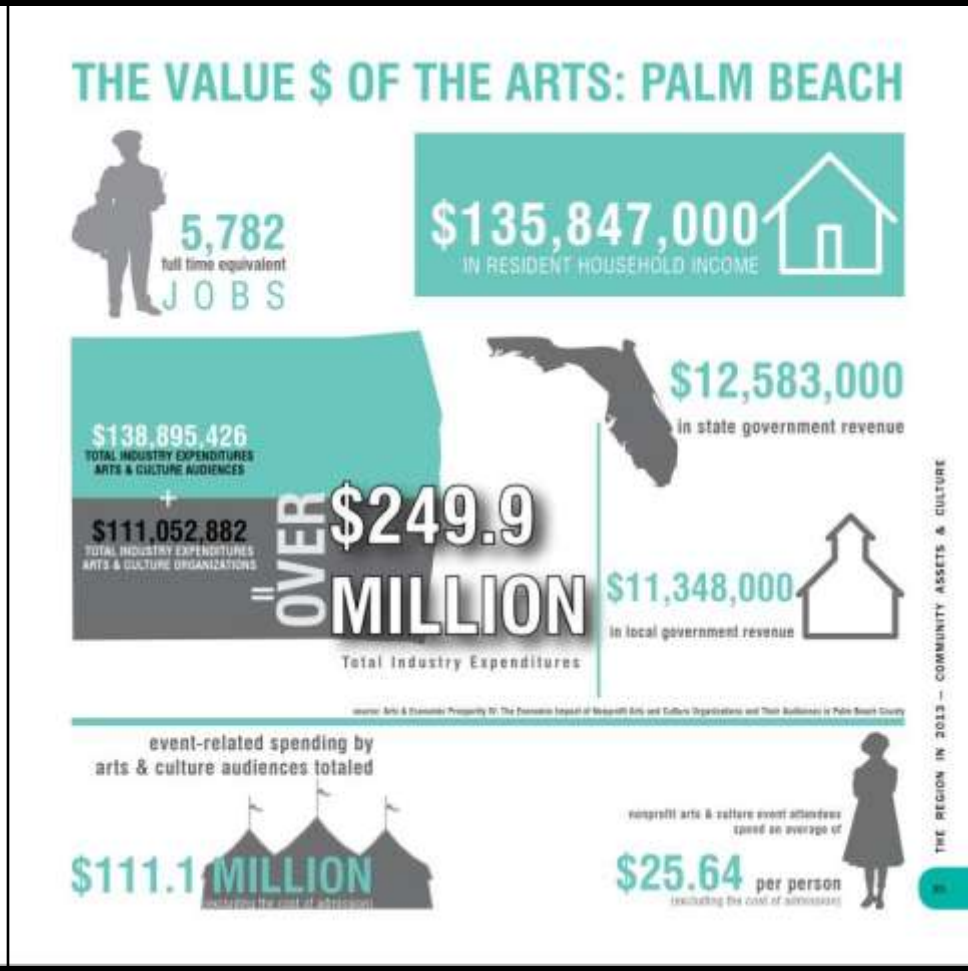
Downtown Kendall has only begun to emerge. Continued investment in Downtown Kendall will result in several more walkable, low auto-use neighborhoods that will add up to a major regional destination. Development follows a plan that calls for structured parking; shopfronts, awnings and arcades; investments in public art; short block sizes, and tree-lined streets that are safe comfortable and interesting to the pedestrian.

Downtown Kendall is one of Miami's most fashionable neighborhoods among the city's emerging creative class. Apartments and condominium uses mix with restaurants, clubs and workplaces.

Downtown Kendall, Miami-Dade

celebrating arts & culture





Community Assets & Culture

valuing the environment

DRAFT

ENVIRONMENT & AGRICULTURAL TOOLKIT

APPROACHES FOR CREATING A MORE SUSTAINABLE FUTURE

PAYMENT FOR ENVIRONMENTAL SERVICES WATER FARMING & THE NORTHERN EVERGLADES

A sawgrass prairie on the Everglades

Environmental services are the multitude of resources and processes that are supplied by natural ecosystems. The natural environment also provides, for free, services that we would otherwise have to pay for, in both capital outlay, and operation and maintenance costs. "Environmental Services" refers to a wide range of natural processes that help sustain and fulfill human life, such as:

- Purification of air and water
- Detoxification and decomposition of wastes
- Pollination of crops and natural vegetation
- Cycling and movement of nutrients
- Protection of coastal shores from erosion by waves
- Moderation of weather extremes and their impacts
- Provision of aesthetic beauty and intellectual stimulation that lift the human spirit (Beever, J. and Walker, T., 2013)

In August 2013, the SFWMD Governing Board approved the first water farming pilot project to store excess water on fallow citrus land. Under the pilot program, Caulkins Citrus Company will pump water onto 450 acres of its property located along the St. Lucie Canal in Martin County, capturing an average of 6,780 acre-feet of water a year that would otherwise flow along the canal from Lake Okeechobee and surrounding basins into the St. Lucie River and Estuary. The three-year pilot project will provide vital information on the proposed concept of retaining storm water on citrus properties.

The Northern Everglades-Payment for Environmental Services (NE-PES) program is a partnership between water managers and private landowners to achieve water storage, water quality and habitat improvement benefits in the Northern Everglades. The SFWMD Governing Board approved the first eight NE-PES projects in October 2011. These cost-effective projects will collectively provide 4,800 acre-feet of water retention on local ranches in the Northern Everglades.

SCALE OF IMPLEMENTATION

REGION | CITY, TOWN & VILLAGE

DRAFT

The Everglades are one of South Florida's biggest assets. We should continue working to repair them and keep them around as long as possible.

FINISH & IMPLEMENT EXISTING PLANS FOR RESTORING THE EVERGLADES

A tiny patch of upland on the Everglades river of grass.

Much of the water that ultimately flows into the Everglades originates in the Kissimmee Chain of Lakes region in Central Florida. Water flows south into the Kissimmee River, enters Lake Okeechobee and is then moved through the Everglades Agriculture Area into stormwater treatment areas, ultimately entering the Everglades Protection Area. Initiated by several lawsuits, a series of major Everglades restoration initiatives were begun. Some have been completed and others are still in the planning stages. The long-term economic and environmental sustainability of Southeast Florida can only be achieved if these major Everglades restoration projects are completed and implemented.

- *Everglades Construction Project (ECP)*
  This series of projects have been built and in operation consisting of over 40,000 acres within six large constructed wetlands that use "passive" biological treatment facilities called stormwater treatment areas (STAs) that cost over $700 million to build.
- *Kissimmee River Restoration*
  When restoration construction is completed by the U.S. Army Corps of Engineers in 2015, 40 square miles of Kissimmee River and floodplain ecosystem will be affected, including almost 25,000 acres of wetlands and 40 miles of historic river channel.
- *Comprehensive Everglades Restoration Plan (CERP)*
  CERP was authorized by the Federal government in 1996 consisting of 68 components with an estimated construction cost of $7.8 billion and is considered the "world's largest ecosystem restoration project".
- *Central Everglades Planning Project (CEPP)*
  CEPP is a joint planning effort between the Corps of Engineers and the SFWMD to identify and use land already in public ownership to allow more water to be directed south to the central Everglades, Everglades National Park and Florida Bay while protecting coastal estuaries through increased storage, treatment and conveyance south of Lake Okeechobee; removing and/or plugging canals and levees; and, retaining water within the Everglades National Park.
- *Everglades Restoration Strategy*
  The Everglades Restoration Strategy was approved by the 2012 Florida Legislature and is a series of projects designed to meet the 10-parts-per-billion phosphorous ambient water quality criterion established in rule for the Everglades Protection Area.
- *Indian River Lagoon South Project*
  Flood control canals have historically channeled huge discharges of nutrient laden waters from regional watersheds and Lake Okeechobee into the St. Lucie River and the Indian River Lagoon creating devastating impacts to marine life. The project holds back the water and cleans it up, reuses it instead of dumping it into the estuary.

NEIGHBORHOOD, DISTRICT & CORRIDOR | BLOCK, STREET& BUILDING

adaptation & mitigation

two approaches to climate change

mitigation

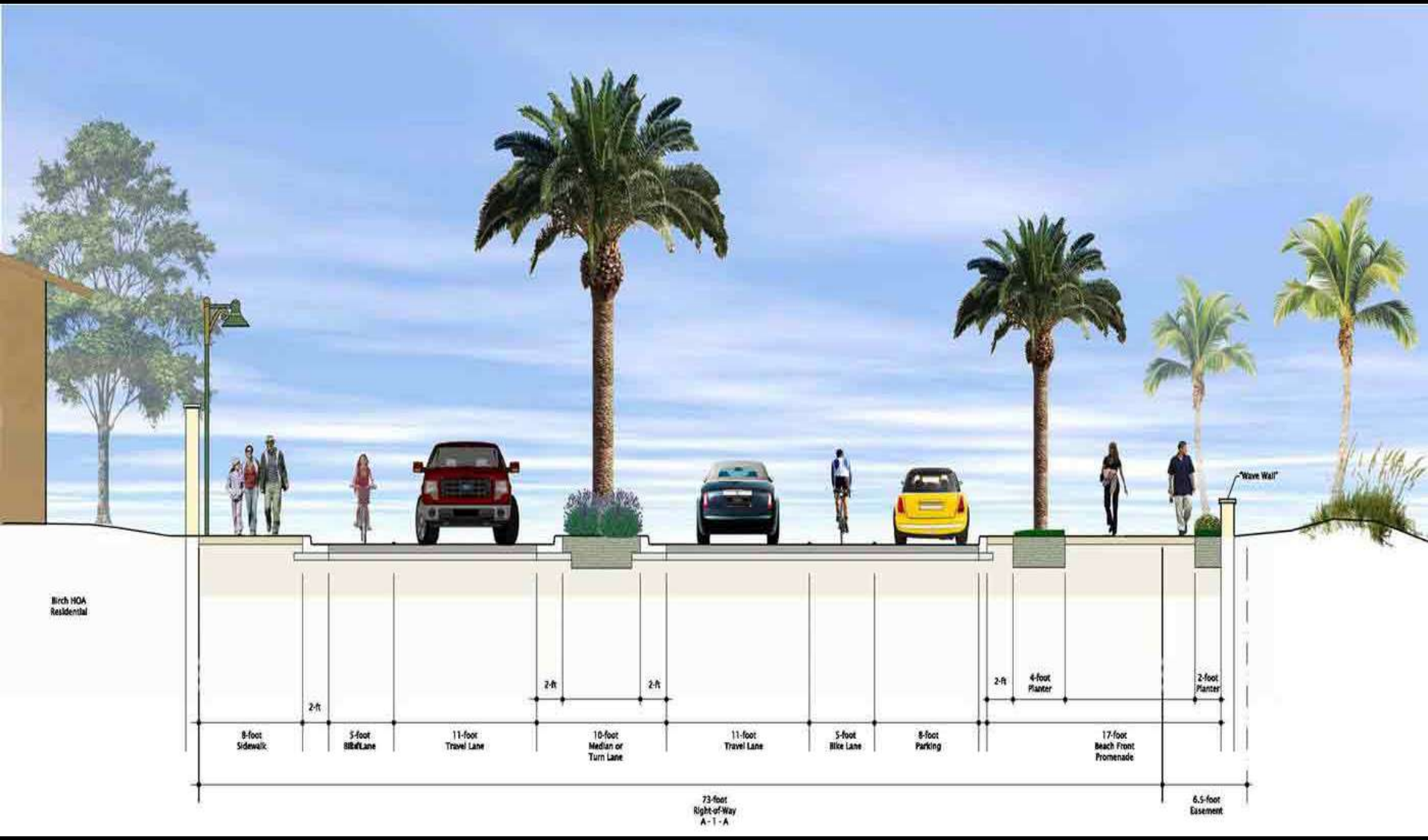
adaptation

October 2012: A1A, Fort Lauderdale

October 2012: A1A, Fort Lauderdale

Today: A1A, Fort Lauderdale

Today: A1A, Fort Lauderdale



consensus issues: opportunities to work together

DRAFT

REGIONAL PRIORITIES

In addition to identifying and prioritizing issues affecting the Region, the workgroups were tasked with focusing on one or two main issues to be tackled both in the short and long term. These focus issues impact the livability of the region as a whole. They constitute a common objective so that everyone, whether from the private, public or civic realm, can support and understand the benefit to the overall region. They are the type of endeavours that can only be accomplished if we join forces and address as a common goal. It will take some time, possibly beyond the completion of the grant period to identify and stand united behind a few regional issues. These issues comprise the Priorities of the Plan.

GROWING THE ECONOMY

1. Strengthen Southeast Florida's role as a global hub for trade, visitors, talent & investment
2. Create & expand strong regional innovation clusters
3. Develop & retain a highly skilled, diverse, globally fluent workforce
4. Promote an entrepreneurial culture that fosters new business opportunities
5. Plan for the impact of climate change & sea level rise on private & public investment in the form of rising insurance rates & costs of new resilient infrastructure
6. Enhance Southeast Florida's quality of life to attract & retain a diverse mix of families, workers, visitors, retirees & businesses
7. Develop & maintain globally competitive infrastructure & economic development sites that support the region's economic vision
8. Improve coordination & collaboration to help Southeast Florida compete globally as a leading region
9. Position Southeast Florida to attract national & international events

THE LIVABLE REGION

1. Integrate land use & transportation planning to provide more transportation choices & increase opportunities
2. Enhance physical infrastructure to increase economic competitiveness & growth
3. Provide more housing & workplace choices in response to emerging trends
4. Integrate land use & transportation planning: plan more transit-oriented development areas to support transit
5. Improve coordination & collaboration among all levels of government & the private sector
6. Protect & enhance the unique character of all communities & ensure protection of private property rights
7. Explore sustainable transportation funding with alternative ways to finance improved mobility

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CELEBRATING ARTS & CULTURE

1. Embrace great design as a core Seven50 planning principle & policy
2. Connect with local arts & culture to create communities with a distinctive sense of place
3. Invest strategically in the creative arts
4. Recognize that culture is a significant driver for economic competitiveness & quality of life
5. Add the "A"(rts) to STEM to produce the competitive workforce of tomorrow
6. Develop regional cultural assets according to a hub & spoke strategy
7. Empower the region's arts leadership to implement the arts objective of the Seven50 plan
8. Promote sustainable development that emphasizes the region's natural, historic, & cultural assets & preserves sense of place

VALUING THE ENVIRONMENT

1. Ensure the future supply & quality of water to meet the region's economic, environmental & quality of life goals
2. Redevelopment opportunities should be prioritized over new development
3. Enhance independence, quality, access & security of the region's food supply
4. Encourage resilient & sustainable development in coastal areas
5. Mitigate damage & assure proper freshwater flows to the St. Lucie & Lake Worth estuaries, Indian River Lagoon, Lake Okeechobee, the Everglades & Florida Bay
6. Ensure future growth & development decisions strengthen agricultural opportunities & meet natural resource & ecosystem restoration goals
7. Support Everglades restoration

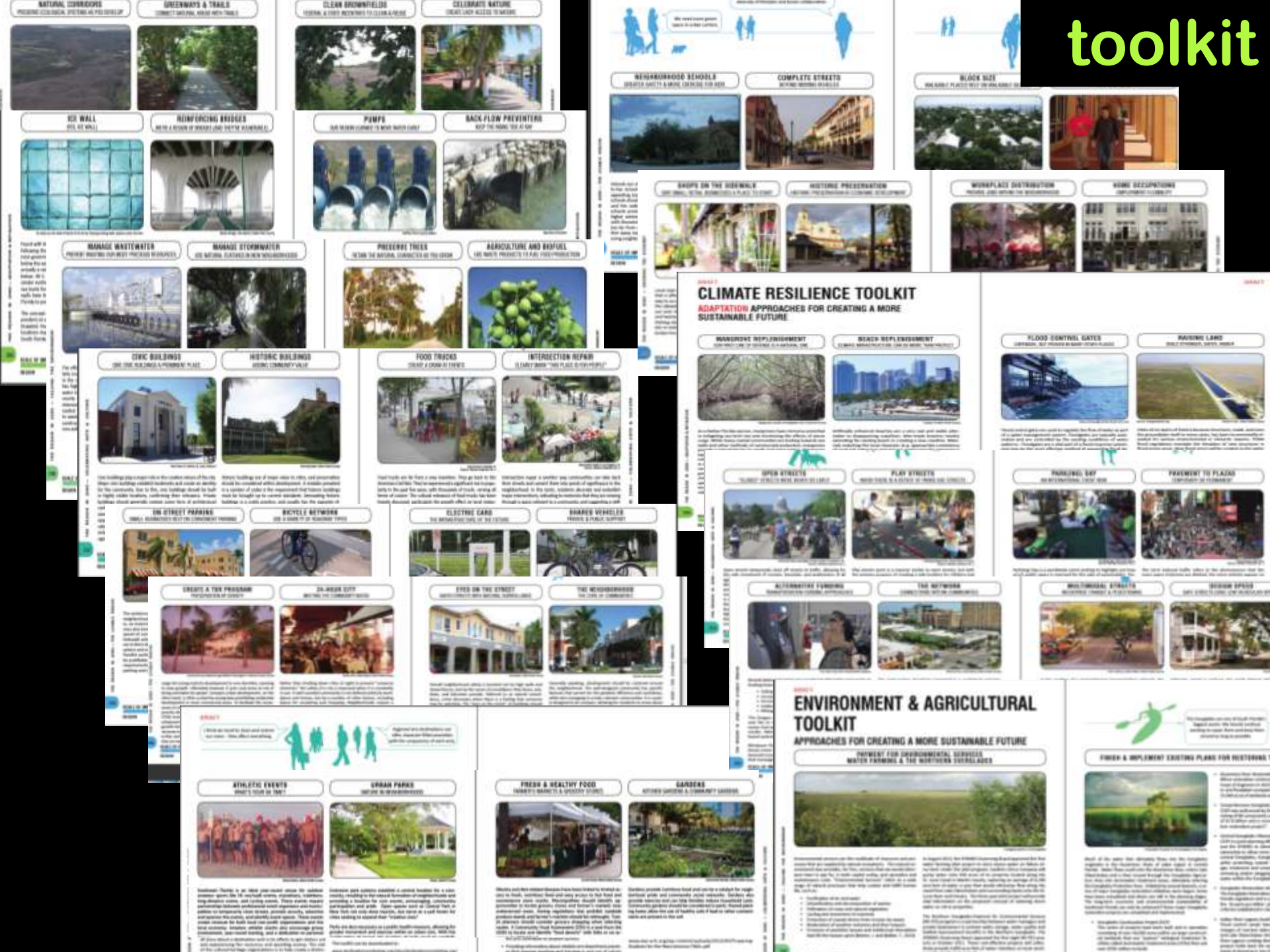
ADAPTATION & MITIGATION

1. Ensure water supply: identify & prioritize at-risk natural resources & infrastructure & minimize saltwater intrusion
2. Engage & educate the public to create new policy regarding climate change issues
3. Utilize adaptive planning for natural systems
4. Infrastructure, utilities, transportation choices & the built environment should reflect goals for conservation, energy efficiency & sustainable infrastructure
5. Prioritize storm preparedness, risk reduction & emergency management
6. Value & enhance agricultural assets
7. Ensure a sustainable, consistent, independent & cost effective energy supply & delivery system throughout the region
8. Focus on the region's barrier islands first: they host unique destinations & also provide frontline barriers for the mainland

INCLUSIVE REGIONAL LEADERSHIP

1. Continue the discussion on creating a Regional Leadership Organization focused on resolving major issues
2. Regional Leadership Organizations should be politically independent
3. A Regional Leadership Organizations should operate as one voice for the region
4. Build capacity for decision-making at the local level & devolve funding to the lowest effective level

toolkit


NATURAL CORRIDORS
GREENWAYS & TRAILS
CLEAN BROWNFIELDS
CELEBRATE NATURE
ICE WALL
REINFORCING BRIDGES
PUMPS
BACK FLOW PREVENTERS
NEIGHBORHOOD SCHOOLS
COMPLETE STREETS
BLOCK SIZE
SHOPS ON THE SIDEWALK
HISTORIC PRESERVATION
WORKPLACE DISTRIBUTION
HOME OCCUPATIONS
MANAGE WASTEWATER
MANAGE STORMWATER
PRESERVE TREES
AGRICULTURE AND BIOFUEL
CIVIC BUILDINGS
HISTORIC BUILDINGS
FOOD TRUCKS
INTERSECTION REPAIR
ON STREET PARKING
BICYCLE NETWORK
ELECTRIC CARS
SHARED VEHICLES
CREATE A TOD PROGRAM
24-HOUR CITY
EYES ON THE STREET
THE NEIGHBORHOOD
DRAFT
CLIMATE RESILIENCE TOOLKIT
ADAPTATION APPROACHES FOR CREATING A MORE SUSTAINABLE FUTURE
MANGROVE REPLENISHMENT
BEACH REPLENISHMENT
FLOOD CONTROL GATES
RAISING LAND
OPEN STREETS
PLAY STREETS
PARKING DAY
PAVEMENT TO PLAZAS
ALTERNATIVE FUNDING
THE NETWORK
MULTIMODAL STREETS
DESIGN SPEED
DRAFT
ENVIRONMENT & AGRICULTURAL TOOLKIT
APPROACHES FOR CREATING A MORE SUSTAINABLE FUTURE
PAYMENT FOR ENVIRONMENTAL SERVICES
WATER FARMING & THE NORTHERN EVERGLADES
FINISH & IMPLEMENT EXISTING PLANS FOR RESTORING
ATHLETIC EVENTS
URBAN PARKS
FRESH & HEALTHY FOOD
GARDENS

inclusive regional leadership
sharing good ideas

Who is in charge here? No one group. There are 121 individual municipalities. Who speaks for the region? No one person – especially given that our state capital is 500 miles away. Are there advantages to this dispersement of authority? Absolutely. There is more local control when power continues to be delegated to the group most affected by governmental decisions. Who will continue the Seven50 effort? Many individual organizations. Perhaps new advocacy groups should be formed, but no new overarching regulatory organization is proposed. Leaders rise from the regional conversation hosted by Seven50, not from an official action but rather because of individual initiative, timely relevance and a unified objective .

Inclusive Regional Leadership & Opportunity

Seven50: value to local governments

identify trends:

address the downward trends
benefit of upward trends

identify regional projects and initiatives:

continued communication and where the public and private sectors can work together

measure progress

next steps

- Executive Committee Meeting: 11/01/13
- Seven50 "Tour" (Counties, MPO's, others)
- RPC meetings (December)
- Final Report : 12/28/13
- Final Summit: 01/15/13

a work-in-progress

...so send comments

Final Summit

January 15th, 2014

Broward Convention Center

council comments