

EXHIBIT 2

SECTION I
FLEXIBILITY ZONE BOUNDARY MODIFICATION
PCFZBM 16-1
(POMPANO BEACH)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Recommendation

August 16, 2016

It is recommended that the proposed modifications to the “Pompano Beach Unified Flexibility Zone” receiving areas be approved. See Attachment 1.B.

II. Planning Council Public Hearing Recommendation

August 25, 2016

Approval per Planning Council staff recommendation. (Vote of the board; Unanimous: 13-0; Blattner, Castillo, DiGiorgio, Fink, Gomez, Good, Graham, Grosso, Long, McColgan, Parness, Ryan and Stermer)

SECTION II
FLEXIBILITY ZONE BOUNDARY MODIFICATION
PCFZBM 16-1

BACKGROUND

The City of Pompano Beach has requested a modification of the receiving areas on the City of Pompano Beach Flex Allocation Map. The *“Administrative Rules Document: Broward County Land Use Plan”* provides that the Planning Council shall consider and make recommendations to the County Commission regarding a proposed flexibility zone modification after the Council has held at least one public hearing. The County Commission, upon receipt of the Planning Council recommendation, may adopt, modify or deny a flexibility zone modification after the County Commission has held at least one public hearing with proper notice.

A “flexibility zone” is a geographic area, as delineated on the “Flexibility Zone Boundary Map” of the *“Administrative Rules Document: Broward County Land Use Plan”* within which residential densities and land uses may be redistributed through the local development review process. “Flexibility units” are derived from the difference between the number of dwelling units shown on the Broward County Land Use Plan (BCLUP) and the number of dwelling units shown on the local land use plan within a subject flexibility zone. “Reserve units” consist of two-percent (2%) of the total number of dwelling units shown on the BCLUP within a subject flexibility zone as of 1989.

SECTION III
FLEXIBILITY ZONE BOUNDARY MODIFICATION
PCFZBM 16-1

PLANNING ANALYSIS

On August 30, 2011, the Broward County Commission approved the City's request to collapse Flexibility Zones 10, 11, and 14 through 24 (including 21A) into a unified flexibility zone with boundaries matching the Pompano Beach city limits. The subject unified flexibility zone includes receiving and non-receiving areas demarking those areas within the City which are either eligible or ineligible for allocations of flexibility. The City is requesting a modification to the "receiving areas" on its unified Flexibility Zone Map. See Attachments 1.A. and 1.B. According to the City, all proposed receiving areas modifications were selected to enhance the City's original rationale behind the 2011 Unified Flexibility Zone application to direct its residential flexibility and reserve units into mixed-use areas along the City's transit priority corridors in order to encourage energy efficient development and redevelopment.

Please note that the proposal, if approved, would only amend the receiving areas and **would not** assign "flexibility units," "reserve units" or "affordable housing units" to specific areas. Allocations of flexibility will continue to be performed on a case-by-case basis during the City, and if necessary, County development review process. Planning Council staff notes that the Broward County Land Use Plan (BCLUP) provisions and Administrative Rules regarding use of flexibility still pertain to any individual allocations.

The proposed modifications include seven (7) deletions and three (3) additions to the Receiving Areas. A brief summary of these changes is listed below.

Deletions:

1. **Downtown Pompano Transit Oriented Corridor (TOC)**
Rationale: Property within the TOC now has residential entitlements.
2. **Avondale Neighborhood** (except parcels south of Southwest 2 Place)
Rationale: Sufficient entitlements are available in this neighborhood to promote redevelopment compatible with the existing urban form.
3. **Fairview Neighborhood** (Residential and Community Facilities portion bounded by Southwest 6 Court, Southwest 14 Court, I-95, and Dixie Highway)
Rationale: Sufficient entitlements are available in this neighborhood to promote redevelopment compatible with the existing urban form.
4. **Blanche Ely Neighborhood** (all parcels bounded by Northwest 8 Street, Northwest 15 Place, I-95, and Southwest 2 Avenue)
Rationale: The existing land uses are sufficient in order to encourage redevelopment of an appropriate scale; further, these areas are not immediately adjacent to transit priority corridors.

PLANNING ANALYSIS (continued)

5. **Avalon Harbor Neighborhood** (all parcels bounded by Northeast 9 Street, Northeast 12 Street, Northeast 23 Terrace and Northeast 26 Avenue)
Rationale: Sufficient entitlements are available in this neighborhood to promote redevelopment compatible with the existing urban form.
6. **Snug Harbor, Garden Isles and Cypress Lakes Neighborhoods** (all “Medium Residential” designated parcels bounded by Southeast 3 Street, Southeast 5 Court, Southeast 19 Avenue and the Pompano Canal)
Rationale: Any increased development would not be compatible with the adjacent single family homes.
7. **Loch Lomond Neighborhood** (bounded by Northwest 33 Street, Northwest 29 Place, Northwest 5 Terrace and I-95)
Rationale: Sufficient entitlements are available in this neighborhood to promote redevelopment compatible with the existing urban form.

Additions:

1. **South Dixie Corridor** (all parcels abutting South Dixie Highway)
Rationale: Allocation of flexibility to these properties will help to attain the goals of the 2013 *Corridor Transformation Plan for Dixie Highway*.
2. **Collier City Neighborhood** (parcels abutting Northwest 27 Avenue between Northwest 6 Street and Northwest 1 Avenue)
Rationale: The allocation of flexibility units will encourage residential development that is more compatible with the existing neighborhood and the efforts of the City’s Northwest CRA.
3. **City Center** (located at the southwest corner of Federal Highway and Copans Road)
Rationale: The allocation of flexibility units will help achieve the City’s vision to integrate transit-accessible residential mixed use development along Federal Highway.

Planning Council staff has reviewed the proposed “unified flexibility zone” modification in light of key criteria for the same, as described below:

- **A unified flexibility zone must be consistent with an adopted municipal plan or plans, such as comprehensive plans/redevelopment plans/vision plans/master plans, or similar plans that have been subject to a municipal public participation/public hearing process that identify those areas which are appropriate and not appropriate for allocations for flexibility.**

Comment: The City of Pompano Beach indicates that the proposed “Unified Flexibility Zone” receiving area modification is intended to encourage transit-oriented and mixed-use development along the City’s major transit corridors. (Re)development in these areas will serve to promote sustainable, energy efficient developments based on a pedestrian and transit friendly environment. The City also notes that the proposed changes are consistent with the City’s Corridor Studies

PLANNING ANALYSIS (continued)

Transformation Plans adopted by the City Commission on February 11, 2014, as well as Future Land Use Element Policies 01.04.01, 01.12.02, 01.12.03, and 01.12.04.

- **The municipality must describe the municipal processes which will adequately address issues of compatibility of land uses and impacts on public facilities and services which may result from allocations of flexibility.**

Comment: The City of Pompano Beach has stated that, while it has historically utilized compatibility policies within its Future Land Use Element to allocate flexibility, the City is in the process of adopting additional specific review criteria within its zoning code related to the allocation of residential flexibility units in order to improve and quantify compatibility objectives. See Attachment 2.

Concerning impacts to public schools, the requested modification does not constitute a change in the currently permitted number of flexibility or reserve units, only to which areas are designated as receiving or non-receiving areas. As such, there is not additional impact anticipated to public schools servicing Pompano Beach. The Broward County School Board's School Consistency Review Report submitted as part of the City's initial 2011 Unified Flexibility Zone Application has been attached for informational purposes only. See Attachment 3.

The proposed amendment is not anticipated to have a substantial impact on traffic due to the fact that there is no proposed change in the total number of flexibility or reserve units, only the receiving and non-receiving areas. Further, the three additional receiving areas are located along established transit corridors with ample access to established Broward County Transit (BCT) routes. The Traffic Study for Flexibility Zone Modification submitted as part of the City's initial 2011 Unified Flexibility Zone Application has been attached for informational purposes only. See Attachment 4.

- **The maximum number of combined "flexibility units" and "reserve units" within an approved unified flexibility zone shall be 5,000. At such time a municipality assigns 5,000 dwelling units from the unified zone pool, the municipality may request the County Commission to approve additional allocations consistent with the provisions of Article 1 of the "Administrative Rules Document: Broward County Land Use Plan," of up to 5,000 dwelling units per allocation, if the municipality can demonstrate that such dwelling units would be available via application of the Broward County Land Use Plan's definitions regarding calculation of "flexibility units" and "reserve units."**

Comment: The proposed amendment does not constitute a change in the number of flexibility and reserve units within the Pompano Beach Unified Flexibility Zone. At this time there are a total of 1,248 combined flexibility and reserve units remaining within the Pompano Beach Unified Flexibility Zone. See Attachment 5.

PLANNING ANALYSIS (continued)

- **The proposed flexibility zone modification shall not cause substantial adverse effect upon a neighboring jurisdiction.**

Comment: Planning Council Staff notified the adjacent City of Lighthouse Point, of the City's intention to request a modification to the "City of Pompano Beach Unified Flexibility Zone" receiving areas. No comments have been received as of this writing.

- **The proposed flexibility zone modification shall be consistent with the goals, objectives and policies of the Broward County Land Use Plan.**

Comment: Our review finds that the proposed "Unified Flexibility Zone" receiving area modification is consistent with the goals, objectives and policies of the Broward County Land Use Plan, specifically Policy 12.01.06 which states that "to minimize impacts on local transportation facilities, development which generates high traffic volumes should be located adjacent to or have safe and adequate access to principal arterials, expressways or other regional transportation facilities" and with Policy 17.02.03 which states that "the Broward County Land Use Plan and local land use plans shall encourage mixed use developments within urban infill, urban redevelopment and downtown revitalization area(s)."

In conclusion, Planning Council staff analysis finds that the City of Pompano Beach's "Unified Flexibility Zone" modification meets the unified flexibility zone criteria of the "Administrative Rules Document: Broward County Land Use Plan," and we therefore recommend approval. See Attachment 1.B.

SECTION IV
FLEXIBILITY ZONE BOUNDARY MODIFICATION
PCFZBM 16-1

ATTACHMENTS

1. A. City of Pompano Beach Flex Allocation Map (Proposed Changes)
 B. City of Pompano Beach Flex Allocation Map (As Amended)
2. Draft text amendments to the City of Pompano Beach Zoning Code regarding Flexibility Allocation and Residential Compatibility
3. School Board of Broward County “School Consistency Review Report” dated May 26, 2011
4. Traffic Study for Flexibility Zone Modification (Prepared by Walter H. Keller, Inc.) dated September 2010
5. City of Pompano Beach Certified Flexibility Table certified on April 28, 2016

CITY OF POMPANO BEACH Flex Allocation (PROPOSED CHANGES)

Map Updated: April 18, 2016



LEGEND

Land Use

No Residential Flex Allocation

I - Industrial

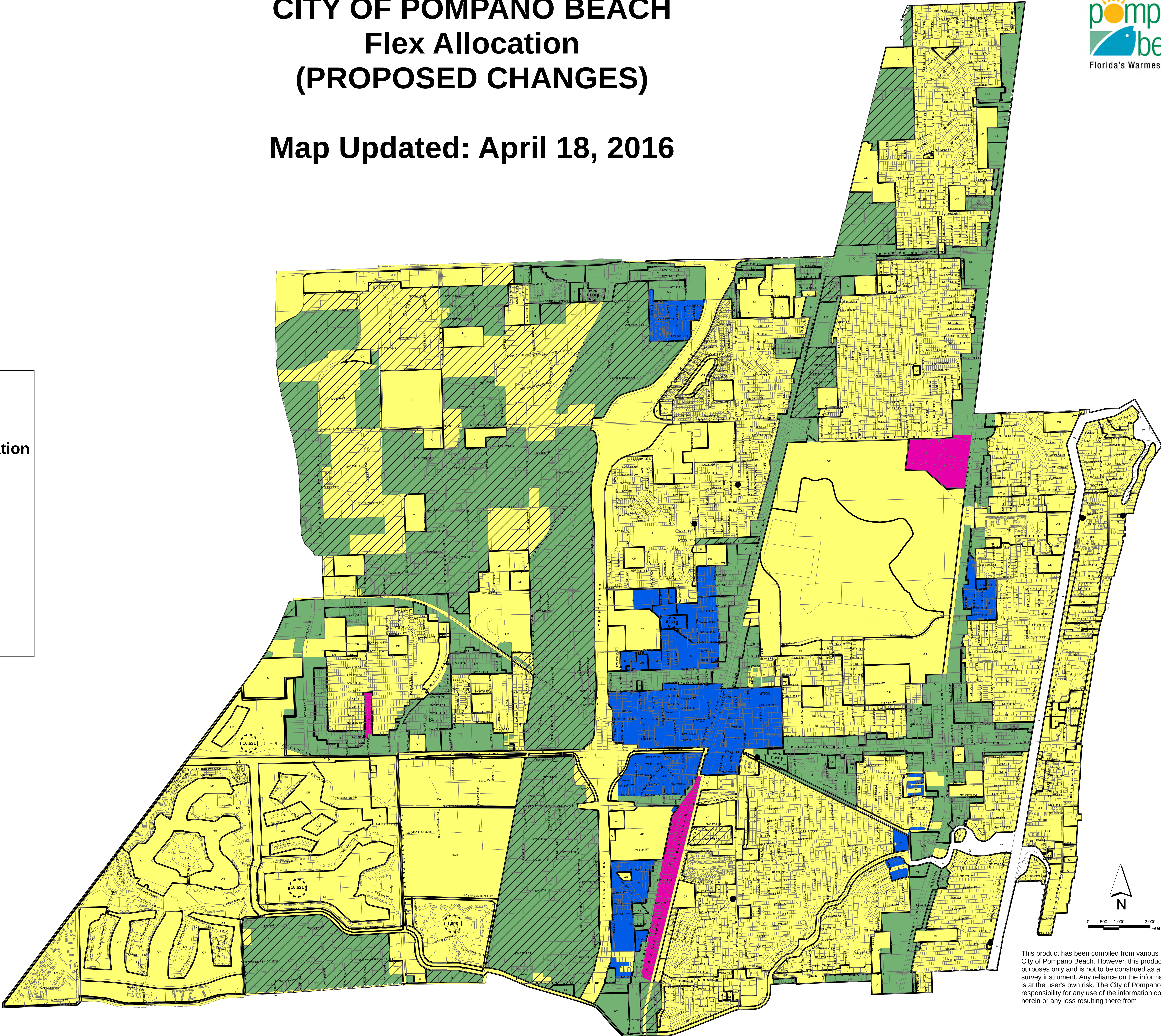
RECEIVING AREAS

NO

NO - NEW

YES

YES - NEW



This product has been compiled from various source data from the City of Pompano Beach. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. The City of Pompano Beach assumes no responsibility for any use of the information contained herein or any loss resulting there from

CITY OF POMPANO BEACH

Flex Allocation

(AS AMENDED)

Map Updated: April 18, 2016



LEGEND

Land Use

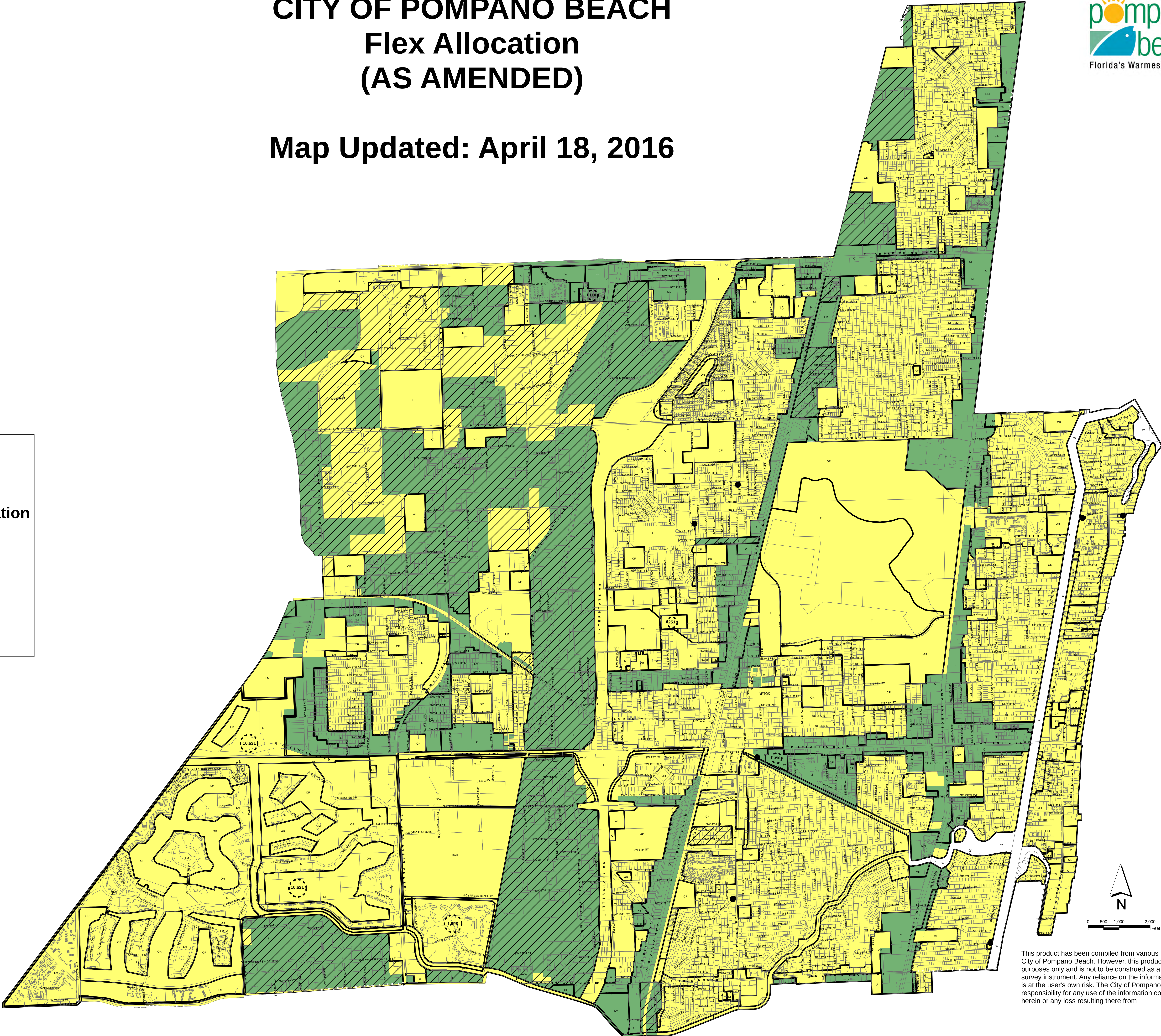
No Residential Flex Allocation

I - Industrial

RECEIVING AREAS

NO

YES



N

0 500 1,000 2,000
Feet

This product has been compiled from various source data from the City of Pompano Beach. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. The City of Pompano Beach assumes no responsibility for any use of the information contained herein or any loss resulting there from

§ 154.61 RESERVE AND FLEXIBILITY UNITS.

- (A) In conformance with the Comprehensive Plan, flexibility and reserve units as defined in § 154.60 of this chapter, may be allocated to authorize ~~multifamily dwellings for residential projects or mixed-use projects~~ on properties with commercial land use designations or additional units on properties with residential land use designations. Approval of a transfer of flexibility and reserve units shall be achieved as outlined below.
- ...
- (C) Procedure.
- ...
- (5) The ~~availability~~ allocation of reserve and flexibility units will become null and void upon the expiration of the following time limits, unless otherwise provided in the resolution allocating said flexibility and reserve units. Time extensions may only be granted for good cause shown if sufficient progress is demonstrated.
- (a) **Principal Building Permit.** The applicant shall obtain a principal building permit for the proposed principal structure within twenty-four months of the date of the resolution.
- (D) Application review standards. An application shall only be approved on a finding that ~~there is~~ the applicant has provided competent substantial evidence in the record that all of the following standards are met:
- (1) Consistency with applicable goals, objectives and policies of the city's Comprehensive Plan and this chapter
 - (2) ~~The use of the reserve and flexibility units will produce a reasonable development pattern. The criteria for reasonableness shall include compatibility of adjacent land uses and suitability of the parcel for various development patterns. Compliance with the following:~~
- (a) **Innovative Development.** The proposed development demonstrates innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development.
 - (b) **Sustainable Development.** The proposed development demonstrates environmental sensitivity and energy efficiency by achieving an additional ten sustainability development points over what would otherwise be required for the relevant development type.
 - (c) **Compatible Development.** The proposed development demonstrates compatibility with adjacent land uses. The applicant shall demonstrate how the project will comply with compatibility requirements including, but not limited to, Perimeter Buffer Standards in Zoning Code §155.5203.F, and Residential Compatibility Standards in Zoning Code §155.5604.
 - (d) **Accessible Development.** Public access to waterways, public parks, and/or the beach is dedicated, where applicable.
 - (e) **Pedestrian-Oriented Development.** Developments abutting an Arterial Roadway shall be designed to enhance the adjacent roadway's streetscape and promote walkable communities by implementing wide sidewalks, pedestrian-scale architecture, pedestrian-oriented site-layout, and context-sensitive landscaping as follows:
 - i. Buildings should be placed as close as possible to the property line abutting the Arterial Roadway, with the bulk of the building oriented towards the Arterial roadway. When setback from the front or street side property line, a plaza or similar public space, including hardscaping and

landscaping, in between the property line and the building shall be provided.

- ii. Architecture shall be human-scaled and a minimum of 50% of the ground-level street-facing façade shall be occupied by transparent window or door openings. In lieu of the 50% transparency requirement, residential facades shall be articulated in a manner that promotes pedestrian activity including the provision of pedestrian-oriented street furniture or other seating surfaces, hardscaping and landscaping, awnings, and alternative paving materials in areas of pedestrian access.
- iii. No off-street parking or vehicular use areas shall be located between the street and the building.
- iv. Sidewalks shall be shaded, a minimum of 10 feet in width, and located at least five feet from the curb. Landscaping shall be located between the edge of curb and the sidewalk. This landscaped area shall not include sod, but shall include drought resistant ground cover. Street Trees shall be selected and placed to offer maximum shade of pedestrians. For properties installing on-street parking, the sidewalk width along the side of the property abutting the on-street parking spaces may be reduced to seven feet and can be located abutting the curb. The required landscape area shall be accommodated as bulb outs and street trees shall be installed.
- vi. When placed along front and/or street sides of a property, walls and fences shall be limited to a maximum 4 ft in height and a minimum 75% transparency.

(f) Mixed Use and Multifamily Development. The proposed development shall be of a use or typology as listed below:

- i. The proposed development meets the Zoning Code's definition and standards for a Live/Work Dwelling;
- ii. The proposed development meets the Zoning Code's definition and standards for a Mixed Use Dwelling;
- iii. Multifamily Dwelling development shall only be permitted if parking is provided in garages and enhanced multi-use trails or other enhanced recreation spaces are provided. In lieu of garage parking, low impact design surface parking may be permitted if, at a minimum, all of the following low impact design components are included in the parking lot design: drought tolerant ground coverings in all landscaped areas, landscaped islands designed to capture and store stormwater, and 25% additional trees.
- iv. The City reserves the right to allocate flex units for other uses and typologies in order to address inconsistencies between the City's Local Land Use Plan and the County's Land Use Plan.

(3) Submittal of an Agreement and Restrictive Covenants addressing at a minimum the applicant's compliance with the standards listed in Section 154.61(D)(2).

§ 155.4202. RESIDENTIAL: HOUSEHOLD LIVING USES

G. ~~Dwelling~~, Mixed Use Residential Development

2. Definition

~~A mixed use dwelling residential development is a multi-story building where a majority of the ground floor is used for Commercial Uses and dwelling units are located on the second floor or higher of a building with nonresidential uses located on the ground or street level. For purposes of Intensity and Dimensional Standards in the B-1, B-2, and B-3 Districts, Mixed Use Residential Development shall not be considered a Free-Standing Residential Development.~~

3. Standards

~~Mixed use dwelling uses are generally intended to accommodate residential living above street level nonresidential uses. Lobbies, security, and uses incidental to the upper story dwelling use may be allowed on the street level, but all principal living spaces in multi-story or multi-tenant buildings shall be above the first floor.~~

A mixed use residential development shall comply with the following standards:

- a. Properties with parking provided in a separate structure or in a surface parking lot shall have a minimum of 50% of the ground floor occupied by Commercial Uses. Lobbies, leasing areas, security, and any uses incidental to the upper story dwelling use shall not be considered Commercial Uses. Institutional Uses may be provided in lieu of Commercial Uses provided they are permitted within the applicable Zoning District and are compatible with the residential uses.
- b. Properties with structured parking integrated into the principal structure shall comply with following standards:
 - i. The ground-level street-facing façade shall provide a minimum of 75% of the width of the façade with habitable space. Such habitable space shall extend at least 20 feet into the structure and shall be occupied by Commercial Uses. Lobbies, leasing areas, security, and any uses incidental to the upper story dwelling use shall not be considered Commercial Uses. Institutional Uses may be provided in lieu of Commercial Uses provided they are permitted within the applicable Zoning District and are compatible with the residential uses.
 - ii. Those buildings which face more than one street shall provide the required habitable space on the façade facing the higher classified roadway. The other street-facing façade(s) shall either provide 75% habitable space, or they shall be articulated in a manner that promotes pedestrian activity including the provision of pedestrian-oriented street furniture or other seating surfaces, hardscaping and landscaping, awnings, and alternative paving materials in areas of pedestrian access.

§ 155.5604. RESIDENTIAL COMPATIBILITY STANDARDS

A. Purpose

These residential compatibility standards are used to provide a proper transition and compatibility between single-family ~~residential~~ and/or low intensity multifamily development and more intense multifamily residential, nonresidential, and mixed-use development. For purposes of this section low intensity multifamily development shall mean townhouses, duplex, triplex, and quadplex developments no greater than 35 feet in height. More specifically, it is the intent of these standards to:

1. Provide effective transitions between single-family ~~residential~~ and/or low intensity multifamily uses and more intense uses;
2. Protect the character of existing single-family ~~residential~~ and/or low intensity multifamily development from negative impacts resulting from more intense adjacent forms of development;

...

B. Applicability

1. General

~~Unless exempted in accordance with subsection 2 below, these~~ These residential compatibility standards shall apply to the following:

- ~~a. New multifamily residential, commercial, institutional, industrial, and mixed-use development located on land abutting or across a local street or alley from existing single-family residential development.~~
- ~~b. Commercial, institutional, industrial, and mixed-use development located on land abutting or across a local street or alley from existing single-family residential development which is required to obtain Major Building Design approval.~~
- ~~c. Multifamily residential development located on land abutting or across a local street or alley from existing single-family residential development which is required to obtain a Minor or Major Building Design approval.~~
- a. All new multifamily development and new nonresidential development that is located on land abutting or across a local street or alley from existing single-family development, and that is required to obtain Major Site Plan approval. New development required to obtain Minor Site Plan approval shall comply to the maximum extent practicable.
- b. All new multifamily development greater than 35 feet in height and all new nonresidential development that is located on land abutting or across a local street or alley from existing low intensity multifamily development, and that is required to obtain Major Site Plan approval. New development required to obtain Minor Site Plan approval shall comply to the maximum extent practicable.
- c. To the maximum extent practicable, additions to existing multifamily development and additions to existing nonresidential development that is located on land abutting or across a local street or alley from existing single-family development, and that is required to obtain Major Site Plan or Minor Site Plan approval.
- d. To the maximum extent practicable, additions to existing multifamily

development greater than 35 feet in height and additions to existing nonresidential development that is located on land abutting or across a local street or alley from low intensity multifamily development, and that is required to obtain Major Site Plan or Minor Site Plan approval.

C. Compatibility Standards

All ~~multifamily residential, nonresidential, and mixed-use~~ development subject to this section shall comply with the following standards:

1. Use Intensity

For multi-building development that includes varying use and/or development intensities in different buildings, the development shall locate buildings with the least intense use and/or development nearest to the abutting single-family and/or low intensity multifamily residential development.

2. Building Height/Setbacks

~~Any portion of a structure greater than 40 feet in height that is contiguous to existing single family residential development shall be set back one foot for each foot of height over 40 feet, up to a maximum distance of one half the height of the structure in addition to the setback required for the structure by district regulations.~~

a. The height of proposed structures on land abutting or across a local street or alley from existing single-family development is limited to 35 feet for the portion of the property within 20 feet of the applicable property line.

b. The height of proposed structures on land abutting or across a local street or alley from existing low intensity multifamily development is limited to 35 feet for the portion of the property within 10 feet of the applicable property line.

3. Bulk and Mass

Building breaks for properties abutting or across a local street or alley from single-family and/or low intensity multi-family development shall be in scale with the applicable development's lot size. For instance a building abutting a single family development with a 50 foot lot width, should have building breaks every 50 feet or as practicable. Wall offsets may be used in lieu of building breaks provided the offsets achieve the intended proportional bulk and mass.

4. Privacy

The placement of windows, balconies, roof top uses, and ground-floor door entrances shall be designed in a manner that optimizes privacy of residents of adjacent existing single-family and/or low intensity residential developments.

35. Retail Facades.

Retail commercial building facades that face single-family and/or low intensity multifamily development shall be designed to appear as a series of discrete storefronts, with no single storefront occupying more than 50 percent of the total facade width.

4 6. Off-Street Parking Areas

a. Off-street parking on lots adjacent to a single-family and/or low intensity multifamily dwelling shall be located as follows (listed in priority order):

i. Adjacent to off-street parking lots serving nonresidential uses on abutting lots;

- ii. Adjacent to lot lines abutting nonresidential development;
 - iii. Adjacent to lot lines abutting mixed-use development;
 - iv. Within a lot's corner side yard;
 - v. Behind the building;
 - vi. In front of the building; or
 - vii. Adjacent to lot lines for the abutting single-family and/or low intensity multifamily dwelling.
- b. Off-street surface parking areas located adjacent to single-family ~~residential~~ and/or low intensity multifamily development shall be screened by a type C perimeter buffer in accordance with Section 155.5203.F, Perimeter Buffers.
 - c. The facade of any parking structure facing adjacent single-family ~~residential~~ and/or low intensity multifamily development shall be designed to appear as an articulated building wall to soften its visual impact.

57. Loading, Service, and Refuse Areas

Loading, service, and refuse areas shall be:

- a. Located at least 12 feet from a lot containing an existing single-family and/or low intensity multifamily dwelling;
- b. Screened from view of abutting single-family and/or low intensity multifamily dwellings using materials that are the same as, or of equal quality to, the materials used for the principal building; and
- c. Incorporated into the overall design of the building and landscape so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent lots containing single-family and/or low intensity multifamily dwellings.

§ 155.5102. OFF-STREET PARKING AND LOADING

...

D. OFF-STREET PARKING SPACE REQUIREMENTS

1. Minimum Number of Off-Street Parking Spaces

...

TABLE 155.5102.D.1: MINIMUM NUMBER OF OFF-STREET PARKING SPACES		
Use Category	Use Type	Minimum Number of Parking Spaces
COMMERCIAL USES		
Retail Sales and Service Uses - Personal Services	...	...
	Dwelling, mixed-use Mixed Use Residential Development	1 per DU The residential portion shall provide parking per the standards for Multifamily Dwelling. The nonresidential portion shall provide 50% of the parking required per the applicable use type.
	...	...

...

ARTICLE 9: DEFINITIONS AND INTERPRETATION

...

PART 5 TERMS AND USES DEFINED

The following words, terms, and phrases, when used in this Code, shall have the meaning ascribed to them in this section.

...

~~Dwelling, Mixed Use~~ Residential Development

A multi-story building where a majority of the ground floor is used for Commercial Uses and dwelling units are located on the second floor or higher of a ~~building with nonresidential uses located on the ground or street level.~~

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT

**LAND USE FLEX/RESERVE ALLOCATION
SBBC-1002-2011**

**County No: PCFZBM 11-1
Pompano Beach Modification for BC LUPA Flex
May 26, 2011**



**Growth Management Department
Facility Management, Planning, and Site Acquisition
600 SE 3rd Avenue, 8th Floor
Fort Lauderdale, Florida 33301
Tel: (754) 321-2177 Fax: (754) 321-2179
www.browardschools.com**

SCHOOL CONSISTENCY REVIEW REPORT - LAND USE

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE	PROPERTY INFORMATION
Date: May 26, 2011	Units Permitted 1,437 Units Proposed 1,437	Existing Land Use: N/A
Name: Pompano Beach Modification for BC LUPA Flex	NET CHANGE (UNITS):	Proposed Land Use: N/A
SBBC Project Number: SBBC-1002-2011	Students Permitted Proposed NET CHANGE	Current Zoning Flex
County Project Number: PCFZBM 11-1	Elem 150 150 0	Proposed Zoning: Flex
Municipality Project Number:	Mid 72 72 0	Section: N/A
Owner/Developer: City of Pompano Beach	High 98 98 0	Township: N/A
Jurisdiction: Pompano Beach	Total 320 320 0	Range: N/A

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS Capacity	20th Day Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of Gross Capacity
Cypress Elementary	909	909	788	-121	-6	86.7%
Drew Elementary	579	579	622	43	3	107.4%
Palmview Elementary	711	711	604	-107	-5	85.0%
Pompano Beach Elementary	615	615	589	-26	-1	95.8%
Crystal Lake Community Middle	1,640	1,640	1,427	-213	-9	87.0%
Pompano Beach Middle	1,236	1,236	1,109	-126	-5	89.8%
Deerfield Beach High	2,848	2,848	2,402	-446	-17	84.3%
Ely, Blanche High	3,639	3,639	1,947	-1,692	-67	53.5%

Currently Assigned Schools	Adjusted 20th Day Enrollment	Over/Under LOS-Adj. 20th Day Enrollment	% Permanent Capacity Adjusted 20th Day	Projected Enrollment				
				11/12	12/13	13/14	14/15	15/16
Cypress Elementary	837	-72	92.1%	817	844	851	830	800
Drew Elementary	622	43	107.4%	621	623	624	617	605
Palmview Elementary	604	-107	85.0%	617	628	636	647	665
Pompano Beach Elementary	589	-26	95.8%	604	591	636	647	654
Crystal Lake Community Middle	1,427	-213	87.0%	1,515	1,577	1,537	1,499	1,527
Pompano Beach Middle	1,135	-100	91.9%	1,116	1,082	1,072	1,103	1,126
Deerfield Beach High	2,402	-446	84.3%	2,396	2,364	2,266	2,284	2,282
Ely, Blanche High	1,970	-1,669	54.1%	1,938	1,929	1,913	1,899	1,883

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate 20th Day Enrollment	Aggregate Over/Under Enrollment	15/16	16/17	17/18	18/19	19/20
Area B - Elementary	20,058	16,968	-3,090	19,169	19,530	19,892	20,253	20,615
Area B - Middle	9,340	7,278	-2,062	7,820	7,911	8,002	8,092	8,183
Area B - High	13,526	10,366	-3,160	8,821	8,854	8,887	8,920	8,953

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2009-10 Contract Permanent Capacity	2009-10 20th Day Enrollment	Over/Under	Projected Enrollment		
				11/12	12/13	13/14
Paragon K_5	450	162	-288	162	162	162
Pompano Charter	600	63	-537	63	63	63
Somerset Pines Academy	500	256	-244	256	256	256

**PLANNED AND FUNDED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 1 - 5)**

School(s)	Description of Improvements
Cypress Elementary	Previously budgeted capacity addition, already included in the FISH
Drew Elementary	None
Palmview Elementary	None
Pompano Beach Elementary	None
Crystal Lake Community Middle	None
Pompano Beach Middle	None
Deerfield Beach High	None
Ely, Blanche High	Previously budgeted capacity addition, already included in the FISH

**PLANNED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 6 - 10)**

Improvements for Planning Area B	
School Level	Comments
Elementary	Elementary School (B #1): Land Only; Broadview: concurrent replacement of 35 different classrooms; Margate: remodeling and renovation of classroom; Morrow: 2 classroom additions
Middle	Middle School (B #1): Land Only; Margate: Final Phase Concurrent Replacement; Crystal Lake: 6 classroom additions; Deerfield Beach: 6 classroom additions; Pompano Beach: concurrent replacement of classroom
High	None

Comments

Information contained in the application proposes to collapse the fourteen current flex zone boundaries (Flex Zones 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 21A, 22, 23, and 24) located within the City of Pompano Beach into citywide unified flex zone. The Broward County Future Land Use Map (FLUM) currently allows a total of 1,437 residential flexibility units (457 two-bedroom townhouse and 980 mid-rise) within the fourteen flex zone boundaries. Staff reviewed this application for 1,437 (457 two-bedroom townhouse and 980 mid-rise) flexibility units for citywide unified flex zone. Information provided by the applicant indicates the residential type and bedroom mix of the existing and proposed units are the same. Therefore, based on the currently adopted student generation rates contained in the Broward County Land Development Code (BCLDC) both the existing and the proposed units would generate 320 students (150 elementary, 72 middle, and 98 high school students) into Broward County Public Schools. THE STUDENTS SHOWN AS GENERATED DUE TO THE COLLAPSING OF THE FLEX ZONES ARE PROVIDED FOR INFORMATION PURPOSES ONLY.

This application was reviewed based on its location in the School District's Long Range Seven Planning Areas, and Ten-Year Long Range Plan contained in the Five-Year Adopted District Educational Facilities Plan (DEFP) FY 2010/11 – 2014/15. However, the statistical data regarding the level of service standard (LOS) status of the actual schools impacted by this land use application in the initial five-year of the ten-year period is depicted herein for informational purposes only.

Schools serving the citywide flex zones in the 2010-11 school year are Deerfield Beach, Norcrest, Cresthaven, Charles Drew, Palmview, Sanders Park, Markham Robert, Pompano Beach, Cypress, and McNab Elementary Schools; Deerfield Beach, Lyons Creek, Crystal Lake, and Pompano Beach Middle Schools; and Deerfield Beach, Coconut Creek, Ely, and Monarch High Schools. Based on the District's Public School Concurrency Planning Document, most of the schools are operating below the adopted LOS of 100% of their capacities in the 2010-11 school year except Charles Drew and McNab Elementary schools. These two elementary schools are operating at 107.4% and 114.7% of their capacities respectively. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2010-11 – 2012-13), most of the schools are expected to operate below the adopted LOS of 100% through the 2012-13 school year except Charles Drew and McNab Elementary schools which are expected to operate over the adopted LOS of 100% through the 2012-13 school year. The Schools' permanent capacities and adopted LOS are also reflected herein. It should be noted that the stated capacity status of the primarily impacted schools reflect permanent capacity additions that are planned for the Schools within the first three years of the Five-Year Adopted District Educational Facilities Plan (DEFP) FY 2010/11 – 2014/15.

Charter schools located within a two-mile radius of the unified flex zones in the 2010-11 school year and their relevant information are depicted herein.

Capital Improvements scheduled in the long range section (2015-16 to 2019-20) of the currently Five-Year Adopted District Educational Facilities Plan (DEFP) FY 2010/11 – 2014/15 regarding pertinent impacted schools is depicted above. Additionally, a previously budgeted classroom addition is planned for Norcrest Elementary school.

Based on the School District's Seven Planning Areas, the unified flex zones are located within School District Planning Area "B", and the elementary, middle, and high schools currently assigned to Planning Area "B" and their cumulative twentieth day student enrollment, permanent capacity and ten-year student enrollment projections are depicted herein.

Therefore, Planning Area "B" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. As such, the action regarding collapsing of the flex zones is not anticipated to have a negative impact on Broward County Public Schools. Please be advised that if approved, the units from this project will be subject to a public school concurrency review at the plat, site plan (or functional equivalent) phase of development review, whichever comes first.

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT
PROJECT NUMBER: SBBC-1002-2011

Reviewed By:

5/26/2011
Date


Signature

Mohammed Rasheduzzaman, AICP
Name

Planner
Title

ATTACHMENT 4



City of Pompano Beach, Florida

Traffic Study for Flexibility Zone Modification

September 2010

Prepared by:



Walter H. Keller, Inc.
Consulting Engineers & Planners
Coral Springs • Sewall's Point

Introduction

The City of Pompano Beach includes two Community Redevelopment Areas and several locations where Transit Oriented Development is desirable. The City is proposing modifications to Broward County's Flexibility Zones to facilitate this effort. The modifications will enable additional residential in-fill development supporting the continued revitalization in the CRA's and other locations to support regional and local mass transit goals. The City authorized a traffic impact study to assess the impact of the proposed Flexibility Zone modifications for submission to the Broward County Planning Council. This report presents the results of the traffic impact study.

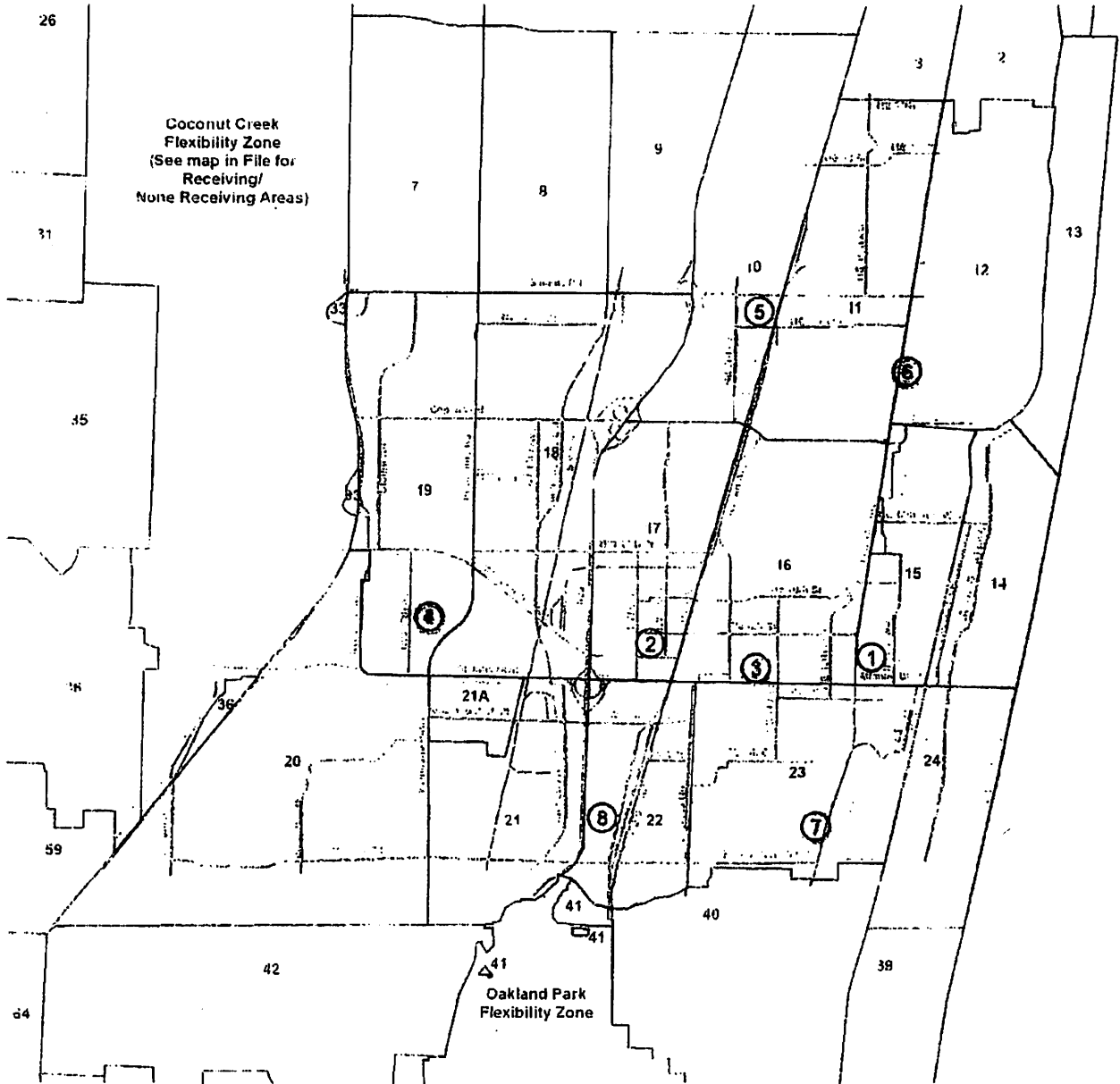
The report provides a discussion of the proposed Flex Zone revisions, describes the methodology used and concludes with an analysis section identifying the resulting traffic impacts.

Proposed Flexibility Zone Revisions

The Pompano Beach Land Use Plan includes portions of fourteen (14) Flexibility Zones. The difference between the number of units permitted in the City's Future Land Use Plan and the Broward County Land Use Plan within individual Flexibility Zones is the Flexibility Units. Flexibility Units are assigned through Amendments to the Future Land Use Plan. Additionally, up to 2% of the permitted units within a flexibility zone (reserve units) can be assigned without amendments to the Future Land Use Plan. The City is proposing to encompass all the Flex Zones into one Unified Flex Zone. The City Staff has projected there are 617 Flex Units, 806 Reserve Units and 14 Affordable Housing Units within the City (see Table in the Appendix). The City also identified eight target areas where additional residential units would facilitate land use and redevelopment goals and support increased mass transit use.

Figure 1 illustrates the Flex Zone boundaries within the City, target areas and the existing roadway network. Table 1 presents a listing of available Flex and Reserve Units, and Table 2 provides the proposed redistribution of residential units to the eight target areas.

Figure 1 – Flex Zones & Target Areas



City of Pompano Beach
Figure 1 - Flex Zones & Target Areas

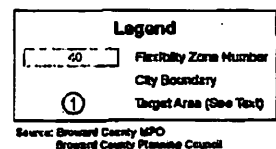


Table 1 - Summary of Flex Zone Revisions

Flex Zone	Available Flex Units	Available Reserve Units	Total Units	Units Retained	Units Relocated	% Retained
10	103	35	138	120	18	87%
11	33	75	108	108	0	100%
14	0	0	0	0	0	n/a
15	32	99	131	131	0	100%
16	6	52	58	58	0	100%
17	280	115	395	240	155	61%
18	163	96	259	199	60	77%
19	0	0	0	0	0	n/a
20	0	172	172	0	172	0%
21	0	36	36	0	36	0%
21A	0	0	0	0	0	n/a
22	0	14	14	14	0	100%
23	0	30	30	30	0	100%
24	0	82	82	82	0	100%
AHU	0	14	14	0	14	0%
Total	617	820	1,437	982	455	68%

Source: City of Pompano Beach

Table 2 – Unit Redistribution to Target Areas

Target Area No.	Target Area	Total Units
1	Eastern CRA	310
2	Old "Downtown" Pompano/Dixie TOD	300
3	Atlantic Blvd Corridor	120
4	Western CRA South of MLK Boulevard	227
5	Sample Road Corridor	120
6	Federal Hwy Corridor N of East CRA	120
7	Federal Hwy Corridor S of East CRA	120
8	Dixie Hwy South of SW 6th Street	120
Total		1,437

Source: City of Pompano Beach

Methodology

The Methodology for the Traffic Study follows guidelines established in the Administrative Rules Document of the Broward County Planning Council. Existing and projected traffic data was obtained from the Broward County Metropolitan Planning Organization (MPO) on existing traffic volumes, historical traffic information and the recently adopted 2035 Long Range Transportation Plan. The most recent version of the Florida Department of Transportation's LOS Manual was used for establishing capacity and service volume criteria for the Level of Service (LOS) analysis. Land use data and residential unit distribution was provided by the City's Planning Staff. Trip generation estimates were based on the Institute of Transportation Engineer's Trip Generation – 8th Edition. Based on the trip generation associated with each target area, the average daily traffic (ADT) was assigned to the roadway network and resulting LOS determined for short range (2015) and long range (2035) time frames.

The City is proposing to utilize 1,437 available Flex, Reserve and Affordable residential dwelling units. The majority of the residential units are expected to be mid rise apartments (6 stories or less) with the remaining units townhouses. Since the actual use is not known at this time, an ITE Apartment (Land Use Code 220) trip rate will be used in the traffic analysis. The ITE Apartment average trip rate is 6.65 versus a Condominium/Townhouse (Land Use Code 230) average trip rate of 5.81. Since the Apartment trip rate is higher than the Condominium/Townhouse trip rate, substitution of townhouses for apartments would result in a lesser traffic impact.

It should also be emphasized the resulting traffic impact is less than the total number of units since a significant portion of the available units (68%) are retained within the existing Flex Zones (see Table in the Appendix) and therefore, incorporated in current traffic assignments. Table 3 on the following page illustrates this condition.

Table 3 – Trip Generation Estimates

ITE Code		Units		Daily Trips
Flex Units				
	Apartment Units	820		
	Less Units w/i Flex Zone	476		
220	Apartment	344	DU's	2,208
Reserve Units				
	Apartment Units	617		
	Less Units w/i Flex Zone	384		
220	Apartment	233	DU's	1,536

Source: Walter H. Keller, Inc.
ITE Trip Generation Manual, 8th Edition

Traffic Impact Analysis

Broward County MPO historical traffic counts were used to determine the compound annual growth rate for roadway segments within the City. Table 4 provides the 5 year growth rates. Consistent with recent trends, the 5 year historic traffic volume trends result in negative compound growth rates.

Because of the negative growth rate trends, a straight line interpolation of the 2009 existing traffic volume and the 2035 Long Range Transportation Plan assignment was utilized to project the 2015 traffic conditions within the City. Information from the traffic assignment of Flex and Reserve Units was incorporated assuming build out of the redistributed residential units by 2015. Table 5 provides the LOS results for background, with Flex and with Reserve dwelling unit conditions.

The Broward County MPO 2035 Traffic Assignment is provided in Table 6. Information from the traffic assignment of Flex and Reserve Units was incorporated assuming build out of the redistributed residential units by 2035. Table 6 provides the LOS results for background, with Flex and with Reserve dwelling unit conditions.

Table 4 – Traffic Growth Trends (1 of 2)

Roadway	Location	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	Compound Growth Rate	Avg Annual Growth
Sample Road	W of Powerline Road	65,500	66,000	65,500	64,000	59,500	-2.37%	-2.33%
	E of Powerline Road	50,665	49,621	47,314	46,077	44,600	-3.14%	-3.13%
	E of Military Trail	63,500	65,000	57,500	57,500	65,500	0.78%	1.18%
	W of NE 3 Ave	52,000	52,000	51,000	53,500	53,500	0.71%	0.74%
	W of Dixie Hwy	42,926	48,000	50,000	49,000	39,500	-2.06%	-5.74%
	E of Dixie Hwy	39,000	38,500	37,500	38,000	37,000	-1.31%	-1.29%
	W of US 1	34,000	32,500	33,000	33,500	30,000	-3.08%	-2.95%
	E of US 1	15,367	17,353	13,421	12,800	12,800	-4.47%	-3.59%
Copans Road	W of US 1	25,361	25,857	22,571	23,500	22,500	-2.95%	-2.72%
	E of Dixie Hwy	31,945	32,215	25,928	25,500	24,500	-6.42%	-6.06%
	W of Dixie Hwy	35,313	45,614	38,826	34,000	33,000	-1.68%	-0.27%
	E of I-95	49,000	45,500	47,000	55,000	51,000	1.01%	1.48%
	E of Military Trails	58,000	58,000	57,000	61,000	51,500	-2.93%	-2.57%
	E of Powerline Rd	34,683	35,099	47,531	39,000	38,000	2.31%	4.03%
	W of Powerline Rd	34,683	35,099	34,682	37,500	32,500	-1.61%	-1.30%
NE 14th St Cswy	W of A1A	15,700	15,000	14,100	15,200	14,400	-2.14%	-1.98%
	E of US 1	18,200	16,500	16,600	17,600	18,600	0.54%	0.74%
NW 15th St	E of NW 15 Ave	8,979	8,421	10,954	9,500	9,200	0.61%	1.86%
	W of Dixie Hwy	3,902	4,590	4,797	4,700	4,300	2.46%	2.90%
NE 10th St	E of Dixie Hwy	10,219	8,171	8,326	8,100	9,500	-1.81%	-0.89%
	W of US 1	7,793	9,088	9,132	7,400	8,500	2.19%	3.25%
	E of US 1	2,190	2,977	2,164	2,100	3,000	8.19%	12.13%
DMLKJ Blvd*	W of Powerline Rd	26,412	33,377	28,499	27,500	25,500	-0.87%	0.24%
	W of NW 15 Ave	23,685	29,318	21,813	18,500	18,000	-6.63%	-4.93%
	W of Dixie Hwy	16,475	15,780	12,920	11,900	12,800	-6.12%	-5.67%
Atlantic Blvd	W of SR A1A	29,000	29,500	29,000	25,000	28,000	-0.87%	-0.44%
	W of US 1	36,563	39,500	41,500	40,500	40,000	2.27%	2.36%
	E of NE 5th Ave	49,000	43,500	44,500	43,500	39,000	-5.55%	-5.38%
	E of Cypress Rd	52,250	50,500	48,000	47,250	41,750	-5.45%	-5.38%
	E of I-95	55,500	57,500	51,500	51,000	44,500	-5.37%	-5.14%
	W of I-95	59,500	60,500	62,000	60,000	62,500	1.24%	1.28%
	E of Powerline Rd	58,000	58,500	61,000	55,500	52,000	-2.69%	-2.55%
	W of Powerline Rd	50,902	51,621	52,654	48,833	48,400	-1.25%	-1.18%
McNab Road	W of US 1	14,048	15,587	15,408	15,000	14,500	0.79%	0.96%
	W of Dixie Hwy	12,342	11,908	10,723	10,500	9,900	-5.36%	-5.32%
	E of Powerline Rd	18,302	20,984	18,270	15,800	15,600	-3.91%	-3.27%
	W of Powerline Rd	23,754	27,429	24,407	21,400	20,600	-3.50%	-2.90%
	E of NW 31st Ave	20,833	24,979	25,917	19,800	16,900	-5.10%	-3.65%
Florida's Turnpike	N of Sample Rd	83,300	84,500	82,900	76,000	71,500	-3.75%	-3.67%
	S of Sample Rd	91,900	93,600	92,100	84,500	79,700	-3.50%	-3.42%
	N of Atlantic Blvd	88,400	90,500	89,300	81,800	77,400	-3.27%	-3.18%
	S of Atlantic Blvd	100,200	102,600	101,200	94,200	88,400	-3.08%	-3.01%
Powerline Rd	S of Sample Rd	33,500	32,000	34,500	35,500	29,500	-3.13%	-2.67%
	S of Copans Rd	44,995	42,545	39,359	36,000	35,000	-6.09%	-6.06%
	S of DMLKJ Blvd*	36,500	37,900	39,500	38,500	36,000	-0.34%	-0.24%
	S of Atlantic Blvd	46,500	47,000	50,500	49,000	38,000	-4.92%	-4.22%
	S of McNab Rd	42,000	40,000	39,000	39,000	38,000	-2.47%	-2.46%
Military Trail	N of Sample Rd	24,643	32,046	23,315	20,000	19,400	-5.81%	-3.61%
	N of Copans Rd	20,451	22,203	19,662	19,800	16,400	-5.37%	-4.84%
continued...								

Table 4 – Traffic Growth Trends (2 of 2)

Roadway	Location	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	Compound Growth Rate	Avg Annual Growth
Andrews Ave	S of Copans Rd	0	11,945	9,376	7,800	7,300	-15.14%	-14.91%
	S of Atlantic Blvd	12,495	12,061	10,941	10,500	10,000	-5.42%	-5.39%
	N of McNab Rd	18,074	21,055	19,312	14,900	14,500	-5.36%	-4.33%
Interstate 95	S of Sample Rd	226,000	220,000	220,000	210,000	217,000	-1.01%	-0.97%
	S of Copans Rd	245,000	239,000	239,000	208,000	224,000	-2.22%	-1.93%
	S of Atlantic Blvd	244,000	246,000	246,000	250,000	221,000	-2.44%	-2.29%
NW 8th Ave	S of Sample Rd	0	0	3,400	3,300	4,300	12.46%	13.68%
NW 6th Ave	N of Hammondville Rd	6,202	8,732	9,172	7,700	7,500	4.87%	6.80%
Dixie Highway	S of NE 54th St	19,300	20,500	19,300	20,500	18,600	-0.92%	-0.67%
	S of NE 48th St	16,437	25,500	26,500	26,000	30,500	16.71%	18.62%
	S of Sample Rd	20,000	20,500	18,600	20,500	23,000	3.56%	3.91%
	N of NW 15 Street	26,500	28,000	26,500	24,000	24,000	-2.45%	-2.28%
	S of Atlantic Blvd	25,500	24,500	25,000	25,000	23,000	-2.55%	-2.47%
	N of McNab Rd NB	11,500	11,500	11,000	12,000	10,500	-2.25%	-1.94%
	N of McNab Rd SB	11,500	11,500	11,500	12,000	9,700	-4.17%	-3.70%
	N of Cypress Creek Rd	22,500	22,500	21,500	23,500	19,400	-3.64%	-3.15%
Cypress Road	S of Atlantic Blvd	21,753	21,422	21,896	21,000	19,500	-2.70%	-2.64%
	N of McNab Rd	18,018	21,169	20,435	19,400	18,800	1.07%	1.47%
	S of McNab Rd	19,420	19,592	19,894	17,000	17,100	-3.13%	-2.88%
NE 3rd Ave	N of Sample Rd	12,935	12,747	12,388	12,000	11,500	-2.90%	-2.89%
	S of Sample Rd	12,660	11,278	11,902	11,500	9,500	-6.93%	-6.54%
	N of Copans Rd	9,823	9,811	9,398	8,700	8,500	-3.55%	-3.51%
NE 5th Avenue	N of NE 10th St	4,195	4,391	4,060	4,000	3,300	-5.82%	-5.46%
	N of Atlantic Blvd	2,942	2,760	2,682	2,600	2,800	-1.23%	-1.09%
NE 10th Ave	N of NE 10th St	128	489	708	700	800	58.11%	84.99%
	N of Atlantic Blvd	3,972	4,366	4,253	4,200	4,800	4.85%	5.09%
US Highway 1	S of NE 54th St	41,500	43,000	39,000	40,000	35,500	-3.83%	-3.59%
	N of Sample Rd	43,679	50,000	50,000	48,000	38,000	-3.42%	-2.59%
	S of Sample Rd	37,101	50,133	45,773	44,000	43,000	3.76%	5.07%
	N of Copans Rd	46,000	47,000	44,000	45,500	41,500	-2.54%	-2.40%
	N of 14th St	47,500	49,000	48,500	52,500	47,500	0.00%	0.22%
	N of Atlantic Blvd	39,000	42,000	42,500	41,500	42,000	1.87%	1.93%
	S of Atlantic Blvd	39,297	41,000	41,000	39,000	41,000	1.07%	1.15%
	N of McNab Rd	49,500	49,000	45,000	47,500	41,000	-4.60%	-4.33%
State Road A1A	N of Atlantic Blvd	14,324	13,863	13,070	12,301	12,100	-4.13%	-4.11%
	S of Atlantic Blvd	23,000	21,500	22,000	27,000	18,600	-5.17%	-3.14%

Sources: Walter H. Keller, Inc.
Broward County, MPO

DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd

Table 5 – 2015 Traffic Conditions (1 of 2)

Roadway	Location	Func Class	2009				Flex Assignment		2015							
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	Total	w/Flex Unit LOS	Total	w/Resv Unit LOS
Sample Road (SIS Connector)	W of Powerline Rd	St-PA	6	53,500	62,079	F	0	0	6	53,500	64,253	F	64,253	F	64,253	F
	E of Powerline Rd	St-PA	6	49,200	46,533	C	-30	-10	6	49,200	47,979	C	47,949	C	47,969	C
	E of Military Trail	St-PA	6	49,200	68,339	F	-50	-20	6	49,200	65,780	F	65,730	F	65,760	F
	W of NE 3 Ave	St-PA	6	49,200	55,819	F	-50	-20	6	49,200	54,989	F	54,939	F	54,969	F
	W of Dixie Hwy	St-PA	6	49,200	41,212	D	-50	-20	6	49,200	42,594	D	42,544	D	42,574	D
	E of Dixie Hwy	St-PA	6	49,200	38,604	C	-20	-20	6	49,200	39,249	C	39,229	C	39,229	C
	W of US 1	St-PA	6	49,200	31,300	C	-20	-20	6	49,200	29,985	C	29,965	C	29,965	C
Copans Road	W of US 1	Co-MA	6	49,200	23,475	C	20	20	6	49,200	24,242	C	24,262	C	24,262	C
	E of Dixie Hwy	Co-MA	6	49,200	25,562	C	20	20	6	49,200	27,648	C	27,668	C	27,668	C
	W of Dixie Hwy	Co-MA	6	49,200	34,430	D	0	0	6	49,200	34,054	D	34,054	D	34,054	D
	E of I-95	Co-MA	6	49,200	53,210	F	0	0	6	49,200	49,608	F	49,608	F	49,608	F
	E of Military Trails	Co-MA	6	49,200	53,732	F	0	0	6	49,200	55,155	F	55,155	F	55,155	F
	E of Powerline Rd	Co-MA	6	49,200	39,647	B	0	0	6	49,200	45,036	C	45,036	C	45,036	C
	W of Powerline Rd	Co-MA	6	50,825	33,909	B	0	0	6	50,825	39,583	B	39,583	B	39,583	B
NE 14th St Cswy	W of A1A	St-MA	4	32,700	16,041	C	0	0	4	32,700	15,778	C	15,778	C	15,778	C
	E of US 1	St-MA	4	32,700	20,720	C	0	0	4	32,700	19,308	C	19,308	C	19,308	C
NW 15th St	E of NW 15 Ave	Ci-Col	2	10,000	9,599	D	0	0	2	10,000	9,922	D	9,922	D	9,922	D
	W of Dixie Hwy	Ci-Col	2	10,000	4,486	C	0	0	2	10,000	5,320	D	5,320	D	5,320	D
NE 10th St	E of Dixie Hwy	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	10,163	E	10,163	E	10,163	E
	W of US 1	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	9,176	D	9,176	D	9,176	D
DMLKJ Blvd*	W of Powerline Rd	Ci-MA	4	32,700	26,605	D	130	90	4	32,700	29,535	D	29,665	D	29,625	D
	W of NW 15 Ave	Ci-MA	4	33,915	18,780	B	0	0	4	33,915	24,577	B	24,577	B	24,577	B
	W of Dixie Hwy	Ci-MA	4	33,915	13,355	B	0	0	4	33,915	16,942	B	16,942	B	16,942	B
Atlantic Blvd	W of SR A1A	St-MA	4	28,900	31,191	E	0	-490	4	28,900	30,616	E	30,616	E	30,126	E
	W of US 1	St-PA	4	32,700	41,734	F	0	-490	4	32,700	42,695	F	42,695	F	42,205	F
	E of NE 5th Ave	St-PA	4	32,700	40,690	F	160	150	4	32,700	42,885	F	43,045	F	43,035	F
	E of Cypress Rd	St-PA	4	32,700	43,559	F	220	150	4	32,700	44,769	F	44,989	F	44,919	F
	W of Dixie Hwy	St-PA	6	49,200	46,429	D	-320	-170	6	49,200	49,468	E	49,148	D	49,298	E
	W of I-95	St-PA	6	49,200	65,209	F	-190	-240	6	49,200	62,161	F	61,971	F	61,921	F
	E of Powerline Rd	St-PA	6	49,200	54,254	F	-160	-200	6	49,200	52,510	F	52,350	F	52,310	F
	W of Powerline Rd	St-PA	6	49,200	50,498	E	130	170	6	49,200	56,775	F	56,905	F	56,945	F
McNab Road	W of US 1	Co-MA	2	10,000	15,128	F	0	0	2	10,000	13,587	F	13,587	F	13,587	F
	W of Dixie Hwy	Co-MA	6	50,825	10,329	B	0	0	6	50,825	18,930	B	18,930	B	18,930	B
	E of Powerline Rd	Co-MA	6	50,825	16,276	B	0	0	6	50,825	17,089	B	17,089	B	17,089	B
	W of Powerline Rd	Co-MA	4	33,915	21,493	B	0	0	4	33,915	24,160	B	24,160	B	24,160	B
	E of Lyons Rd	Co-MA	4	33,915	17,632	B	0	0	4	33,915	21,698	B	21,698	B	21,698	B
Florida's Tpke/ (SIS Corridor)	N of Sample Rd	St-PA	6	103,600	74,599	C	0	0	6	103,600	84,476	C	84,476	C	84,476	C
	S of Sample Rd	St-PA	6	103,600	83,154	C	0	0	6	103,600	95,280	D	95,280	D	95,280	D
	N of Atlantic Blvd	St-PA	6	103,600	80,754	C	0	0	6	103,600	89,511	D	89,511	D	89,511	D
	S of Atlantic Blvd	St-PA	6	103,600	92,231	D	0	0	6	103,600	104,870	E	104,870	E	104,870	E
Powerline Rd	S of Sample Rd	St-PA	6	53,500	30,778	B	-100	-50	6	53,500	36,345	B	36,245	B	36,295	B
	S of Copans Rd	St-PA	6	53,500	36,517	B	-190	-110	6	53,500	41,036	B	40,846	B	40,926	B
	S of DMLKJ Blvd*	St-PA	6	53,500	37,560	B	0	0	6	53,500	37,046	B	37,046	B	37,046	B
	S of Atlantic Blvd	St-PA	6	49,200	39,647	C	0	-1,160	6	49,200	46,975	D	46,975	D	45,815	D
	S of McNab Rd	St-PA	6	49,200	39,647	C	0	-550	6	49,200	41,667	D	41,667	D	41,117	D
Military Trail	N of Sample Rd	Co-MA	4	33,915	20,241	B	0	0	4	33,915	22,862	B	22,862	B	22,862	B
	N of Copans Rd	Ci-MA	4	33,915	17,111	B	0	0	4	33,915	19,381	B	19,381	B	19,381	B
Andrews Ave	S of Copans Rd	Co-MA	4	33,915	17,111	B	0	0	4	33,915	19,231	B	19,231	B	19,231	B
	S of Atlantic Blvd	Co-MA	2	10,000	10,433	E	0	-230	4	33,915	19,449	B	19,449	B	19,219	B
	N of McNab Rd	Co-MA	4	33,915	15,128	B	0	-230	4	33,915	18,826	B	18,826	B	18,596	B
continued...																

Table 5 – 2015 Traffic Conditions (2 of 2)

Roadway	Location	Func Class	2009				Flex Assignment			2015							
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit Total	LOS	w/Resv Unit Total	LOS	
Interstate 95/ (SIS Corridor)	S of Sample Rd	St-PA	8	163,900†	226,404	F	-80	-160	8	163,900†	237,919	F	237,839	F	237,759	F	
	S of Copans Rd	St-PA	8	163,900†	233,708	F	-100	-200	8	163,900†	241,991	F	241,891	F	241,791	F	
	S of Atlantic Blvd	St-PA	8	163,900†	230,578	F	-100	-200	8	163,900†	240,114	F	240,014	F	239,914	F	
Dixie Highway	S of NE 54th St	St-MA	4	32,700	31,822	D	0	0	4	32,700	32,071	D	32,071	D	32,071	D	
	S of NE 48th St	St-MA	4	32,700	23,997	C	0	0	4	32,700	24,978	C	24,978	C	24,978	C	
	S of Sample Rd	St-MA	4	32,700	25,040	C	0	0	4	32,700	26,969	D	26,969	D	26,969	D	
	N of NW 15 Street	St-MA	4	32,700	23,997	C	-120	-60	4	32,700	24,632	C	24,512	C	24,572	C	
	S of Atlantic Blvd	St-MA	4	32,700	10,955	C	0	430	4	32,700	15,119	C	15,119	C	15,549	C	
	N of McNab Rd	St-MA	6	59,040	21,075	C	0	370	6	59,040	21,658	C	21,658	C	22,028	C	
N of Cypress Creek Rd	St-MA	4	32,700	20,241	C	0	0	4	32,700	24,685	C	24,685	C	24,685	C		
Cypress Road	S of Atlantic Blvd	Ci-Col	4	31,100	20,345	C	0	0	4	31,100	23,312	D	23,312	D	23,312	D	
	N of McNab Rd	Ci-Col	4	31,100	19,615	C	0	0	4	31,100	25,208	D	25,208	D	25,208	D	
	S of McNab Rd	Ci-Col	4	31,100	17,841	C	0	0	4	31,100	23,578	D	23,578	D	23,578	D	
NE 3rd Ave	N of Sample Rd	Ci-Col	2	10,000	11,998	E	0	0	2	10,000	14,630	F	14,630	F	14,630	F	
	S of Sample Rd	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	15,032	F	15,032	F	15,032	F	
	N of Copans Rd	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	13,353	F	13,353	F	13,353	F	
NE 5th Avenue	N of NE 10th St	Ci-Col	2	10,000	3,443	C	0	0	2	10,000	5,279	D	5,279	D	5,279	D	
	N of Atlantic Blvd	Ci-Col	2	10,000	2,921	C	0	0	2	10,000	5,547	D	5,547	D	5,547	D	
NE 10th Ave	N of NE 6th St	Ci-Col	2	10,000	835	C	0	0	2	10,000	965	C	965	C	965	C	
	N of Atlantic Blvd	Ci-Col	2	10,000	5,008	D	0	0	2	10,000	4,383	C	4,383	C	4,383	C	
US Highway 1	S of NE 54th St	St-PA	6	49,200	37,039	C	10	30	6	49,200	39,591	C	39,601	C	39,621	C	
	N of Sample Rd	St-PA	6	49,200	39,647	C	10	30	6	49,200	40,790	D	40,800	D	40,820	D	
	S of Sample Rd	St-PA	6	49,200	44,864	D	20	50	6	49,200	44,595	D	44,615	D	44,645	D	
	N of Copans Rd	St-PA	6	49,200	43,299	D	20	50	6	49,200	46,218	D	46,238	D	46,268	D	
	N of 14th St	St-PA	6	49,200	49,559	E	20	50	6	49,200	50,953	E	50,973	E	51,003	E	
	N of Atlantic Blvd	St-PA	6	49,200	43,820	D	90	160	6	49,200	44,534	D	44,644	D	44,714	D	
	S of Atlantic Blvd	St-PA	6	49,200	42,777	D	220	330	6	49,200	43,901	D	44,121	D	44,231	D	
	N of McNab Rd	St-PA	6	49,200	42,777	D	170	260	6	49,200	45,990	D	46,160	D	46,250	D	
State Road A1A	N of Atlantic Blvd	St-Col	4	35,700	13,479	B	0	0	4	35,700	12,261	B	12,261	B	12,261	B	
	S of Atlantic Blvd	St-Col	2	16,400	20,720	F	0	-490	2	16,400	20,069	F	20,069	F	19,579	F	

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: St-PA - State Principal Arterial
St-MA - State Minor Arterial
St-Col - State Collector
Co-MA - County Minor Arterial
Co-Col - County Collector
Ci-MA - City Minor Arterial
Ci-Col - City Collector
*: DMLKI Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

Table 6 -- 2035 Traffic Conditions (1 of 2)

Roadway	Location	Func Class	2009					Flex Assignment		2035							
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit Total	LOS	w/Resv Unit Total	LOS	
Sample Road (SIS Connector)	W of Powerline Rd	St-PA	6	53,500	62,079	F	0	0	6	53,500	71,500	F	71,500	F	71,500	F	
	E of Powerline Rd	St-PA	6	49,200	46,533	C	-30	-10	6	49,200	52,800	D	52,770	D	52,790	D	
	E of Military Trail	St-PA	6	49,200	68,339	F	-50	-20	6	49,200	57,250	F	57,200	F	57,230	F	
	W of NE 3 Ave	St-PA	6	49,200	55,819	F	-50	-20	6	49,200	52,225	F	52,175	F	52,205	F	
	W of Dixie Hwy	St-PA	6	49,200	41,212	D	-50	-20	6	49,200	47,200	D	47,150	D	47,180	D	
	E of Dixie Hwy	St-PA	6	49,200	38,604	C	-20	-20	6	49,200	41,400	D	41,380	D	41,380	D	
	W of US 1	St-PA	6	49,200	31,300	C	-20	-20	6	49,200	25,600	C	25,580	C	25,580	C	
Copans Road	W of US 1	Co-MA	6	49,200	23,475	C	20	20	6	49,200	26,800	C	26,820	C	26,820	C	
	E of Dixie Hwy	Co-MA	6	49,200	25,562	C	20	20	6	49,200	34,600	C	34,620	C	34,620	C	
	W of Dixie Hwy	Co-MA	6	49,200	34,430	D	0	0	6	49,200	32,800	C	32,800	C	32,800	C	
	E of I-95	Co-MA	6	49,200	53,210	F	0	0	6	49,200	37,600	C	37,600	C	37,600	C	
	E of Military Trails	Co-MA	6	49,200	53,732	F	0	0	6	49,200	59,900	F	59,900	F	59,900	F	
	E of Powerline Rd	Co-MA	6	49,200	39,647	B	0	0	6	49,200	63,000	F	63,000	F	63,000	F	
	W of Powerline Rd	Co-MA	6	50,825	33,909	B	0	0	6	50,825	58,500	F	58,500	F	58,500	F	
NE 14th St Cswy	W of A1A	St-MA	4	32,700	16,041	C	0	0	4	32,700	14,900	C	14,900	C	14,900	C	
	E of US 1	St-MA	4	32,700	20,720	C	0	0	4	32,700	14,600	C	14,600	C	14,600	C	
NW 15th St	E of NW 15 Ave	Ci-Col	2	10,000	9,599	D	0	0	2	10,000	11,000	E	11,000	E	11,000	E	
	W of Dixie Hwy	Ci-Col	2	10,000	4,486	C	0	0	2	10,000	8,100	D	8,100	D	8,100	D	
NE 10th St	E of Dixie Hwy	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	11,000	E	11,000	E	11,000	E	
	W of US 1	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	10,200	E	10,200	E	10,200	E	
DMLKJ Blvd*	W of Powerline Rd	Ci-MA	4	32,700	26,605	D	130	90	4	32,700	39,300	F	39,430	F	39,390	F	
	W of NW 15 Ave	Ci-MA	4	33,915	18,780	B	0	0	4	33,915	43,900	F	43,900	F	43,900	F	
	W of Dixie Hwy	Ci-MA	4	33,915	13,355	B	0	0	4	33,915	28,900	C	28,900	C	28,900	C	
Atlantic Blvd	W of SR A1A	St-MA	4	28,900	31,191	E	0	-490	4	28,900	28,700	D	28,700	D	28,210	D	
	W of US 1	St-PA	4	32,700	41,734	F	0	-490	6	49,200	45,900	D	45,900	D	45,410	D	
	E of NE 5th Ave	St-PA	4	32,700	40,690	F	160	150	6	49,200	50,200	E	50,360	B	50,350	B	
	E of Cypress Rd	St-PA	4	32,700	43,559	F	220	150	6	49,200	48,800	D	49,020	D	48,950	D	
	W of Dixie Hwy	St-PA	6	49,200	46,429	D	-320	-170	6	49,200	59,600	F	59,280	F	59,430	F	
	W of I-95	St-PA	6	49,200	65,209	F	-190	-240	6	49,200	52,000	F	51,810	F	51,760	E	
	E of Powerline Rd	St-PA	6	49,200	54,254	F	-160	-200	6	49,200	46,700	D	46,540	D	46,500	D	
	W of Powerline Rd	St-PA	6	49,200	50,498	E	130	170	6	49,200	77,700	F	77,830	F	77,870	F	
McNab Road	W of US 1	Co-MA	2	10,000	15,128	F	0	0	2	10,000	8,450	D	8,450	D	8,450	D	
	W of Dixie Hwy	Co-MA	6	50,825	10,329	B	0	0	6	50,825	47,600	C	47,600	C	47,600	C	
	E of Powerline Rd	Co-MA	6	50,825	16,276	B	0	0	6	50,825	19,800	B	19,800	B	19,800	B	
	W of Powerline Rd	Co-MA	4	33,915	21,493	B	0	0	4	33,915	33,050	D	33,050	D	33,050	D	
	E of Lyons Rd	Co-MA	4	33,915	17,632	B	0	0	4	33,915	35,250	F	35,250	F	35,250	F	
Florida's Tpke/ (SIS Corridor)	N of Sample Rd	St-PA	6	103,600	74,599	C	0	0	8	140,200	117,400	D	117,400	D	117,400	D	
	S of Sample Rd	St-PA	6	103,600	83,154	C	0	0	8	140,200	135,700	D	135,700	D	135,700	D	
	N of Atlantic Blvd	St-PA	6	103,600	80,754	C	0	0	8	140,200	118,700	D	118,700	D	118,700	D	
	S of Atlantic Blvd	St-PA	6	103,600	92,231	D	0	0	8	140,200	147,000	E	147,000	E	147,000	E	
Powerline Rd	S of Sample Rd	St-PA	6	53,500	30,778	B	-100	-50	6	53,500	54,900	F	54,800	F	54,850	F	
	S of Copans Rd	St-PA	6	53,500	36,517	B	-190	-110	6	53,500	56,100	F	55,910	F	55,990	F	
	S of DMLKJ Blvd*	St-PA	6	53,500	37,560	B	0	0	6	53,500	35,333	B	35,333	B	35,333	B	
	S of Atlantic Blvd	St-PA	6	49,200	39,647	C	0	-1,160	6	49,200	71,400	F	71,400	F	70,240	F	
	S of McNab Rd	St-PA	6	49,200	39,647	C	0	-550	6	49,200	48,400	D	48,400	D	47,850	D	
Military Trail	N of Sample Rd	Co-MA	4	33,915	20,241	B	0	0	4	33,915	31,600	C	31,600	C	31,600	C	
	N of Copans Rd	Ci-MA	4	33,915	17,111	B	0	0	4	33,915	26,950	B	26,950	B	26,950	B	
Andrews Ave	S of Copans Rd	Co-MA	4	33,915	17,111	B	0	0	4	33,915	26,300	B	26,300	B	26,300	B	
	S of Atlantic Blvd	Co-MA	2	10,000	10,433	E	0	-230	4	33,915	49,500	F	49,500	F	49,270	F	
	N of McNab Rd	Co-MA	4	33,915	15,128	B	0	-230	4	33,915	31,150	C	31,150	C	30,920	C	
continued...																	

Table 6 – 2035 Traffic Conditions (2 of 2)

Roadway	Location	Func Class	2009				Flex Assignment		2035							
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit		w/Resv Unit	
													Total	LOS	Total	LOS
Interstate 95/ (SIS Corridor)	S of Sample Rd	St-PA	8	163,900†	226,404	F	-80	-160	12	251,200†	276,300	F	276,220	F	276,140	F
	S of Copans Rd	St-PA	8	163,900†	233,708	F	-100	-200	12	251,200†	269,600	F	269,500	F	269,400	F
	S of Atlantic Blvd	St-PA	8	163,900†	230,578	F	-100	-200	12	251,200†	271,900	F	271,800	F	271,700	F
Dixie Highway	S of NE 54th St	St-MA	4	32,700	31,822	D	0	0	4	32,700	32,900	E	32,900	E	32,900	E
	S of NE 48th St	St-MA	4	32,700	23,997	C	0	0	4	32,700	28,250	D	28,250	D	28,250	D
	S of Sample Rd	St-MA	4	32,700	25,040	C	0	0	4	32,700	33,400	E	33,400	E	33,400	E
	N of NW 15 Street	St-MA	4	32,700	23,997	C	-120	-60	4	32,700	26,750	D	26,630	D	26,690	D
	S of Atlantic Blvd	St-MA	4	32,700	10,955	C	0	430	4	32,700	29,000	D	29,000	D	29,430	D
	N of McNab Rd	St-MA	6	59,040	21,075	C	0	370	6	59,040	23,600	C	23,600	C	23,970	C
	N of Cypress Creek Rd	St-MA	4	32,700	20,241	C	0	0	4	32,700	39,500	F	39,500	F	39,500	F
Cypress Road	S of Atlantic Blvd	Ci-Col	4	31,100	20,345	C	0	0	4	31,100	33,200	F	33,200	F	33,200	F
	N of McNab Rd	Ci-Col	4	31,100	19,615	C	0	0	4	31,100	43,850	F	43,850	F	43,850	F
	S of McNab Rd	Ci-Col	4	31,100	17,841	C	0	0	4	31,100	42,700	F	42,700	F	42,700	F
NE 3rd Ave	N of Sample Rd	Ci-Col	2	10,000	11,998	E	0	0	2	10,000	23,400	F	23,400	F	23,400	F
	S of Sample Rd	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	32,100	F	32,100	F	32,100	F
	N of Copans Rd	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	28,300	F	28,300	F	28,300	F
NE 5th Avenue	N of NE 10th St	Ci-Col	2	10,000	3,443	C	0	0	2	10,000	11,400	E	11,400	E	11,400	E
	N of Atlantic Blvd	Ci-Col	2	10,000	2,921	C	0	0	2	10,000	14,300	F	14,300	F	14,300	F
NE 10th Ave	N of NE 6th St	Ci-Col	2	10,000	835	C	0	0	2	10,000	1,400	C	1,400	C	1,400	C
	N of Atlantic Blvd	Ci-Col	2	10,000	5,008	D	0	0	2	10,000	2,300	C	2,300	C	2,300	C
US Highway 1	S of NE 54th St	St-PA	6	49,200	37,039	C	10	30	6	49,200	48,100	D	48,110	D	48,130	D
	N of Sample Rd	St-PA	6	49,200	39,647	C	10	30	6	49,200	44,600	D	44,610	D	44,630	D
	S of Sample Rd	St-PA	6	49,200	44,864	D	20	50	6	49,200	43,700	D	43,720	D	43,750	D
	N of Copans Rd	St-PA	6	49,200	43,299	D	20	50	6	49,200	55,950	F	55,970	F	56,000	F
	N of 14th St	St-PA	6	49,200	49,559	E	20	50	6	49,200	55,600	F	55,620	F	55,650	F
	N of Atlantic Blvd	St-PA	6	49,200	43,820	D	90	160	6	49,200	47,000	D	47,090	D	47,160	D
	S of Atlantic Blvd	St-PA	6	49,200	42,777	D	220	330	6	49,200	47,650	D	47,870	D	47,980	D
	N of McNab Rd	St-PA	6	49,200	42,777	D	170	260	6	49,200	56,700	F	56,870	F	56,960	F
State Road A1A	N of Atlantic Blvd	St-Col	4	35,700	13,479	B	0	0	4	35,700	8,200	B	8,200	B	8,200	B
	S of Atlantic Blvd	St-Col	2	16,400	20,720	F	0	-490	2	16,400	17,900	F	17,900	F	17,410	F

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: St-PA - State Principal Arterial
St-MA - State Minor Arterial
St-Col - State Collector
Co-MA - County Minor Arterial
Co-Col - County Collector
Ci-MA - City Minor Arterial
Ci-Col - City Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

Flex Zone Modification Traffic Impact Results

The traffic impact results for the Flex Zone Modifications proposed by the City of Pompano Beach indicate very minimal traffic impact (see Tables 5 and 6). While 1,437 dwelling units are located in eight target areas, only four areas have measurable characteristics: Flex Zone 20; Flex Zone 24; Target Area 7; and, Target Area 8.

Flex Zone 20 is the Palm Aire Development. This area has 172 Reserve Units relocated to the City's Target Areas. The removal of the units reduces traffic volumes by 1,160 vehicles per day on portions of Powerline Road.

Flex Zone 24 is the barrier island south of Atlantic Boulevard. Eighty-four (84) Reserve Units are relocated reducing traffic volumes on SR A1A and on Atlantic Boulevard by approximately 440 vehicles per day.

Target Area 7 is Federal Highway South where 120 dwelling units have been added. The additional units will increase traffic on portions of Federal Highway by 550 vehicles per day and on Atlantic Boulevard by 310 vehicles per day.

Target Area 8 is Dixie Highway South where 104 dwelling units are added. The additional dwelling units will increase traffic on portions of Dixie Highway by 430 vehicles per day.

Traffic Study Conclusions

The Traffic Study results reveal the redistribution of Flex and Reserve units to the City's eight Target Areas has minimal traffic impacts. While 1,437 dwelling units are available for redistribution, only 32% of the units are redistributed, thereby minimizing the traffic impact.

Appendix

Flex Zone	Base Flex Units	Base Resv.	Ord or Res	Number	Date Approved	Expiration Date	Flex (+ or -)	Resv. (+ or -)	Avail. Flex	Avail. Resv.	Address	Project Name	Notes
10'	0	0	Res.	2003-139	2/22/05	n/a		-1	0	-1	380 NE 30th Street	RGM Enterprises	
			Ord.	2005-65	7/22/05	n/a	104	36	104	35			Adopted land use for Leisureville, Kendall Green
			Res.	2005-257	6/27/06	n/a	-1	0	103	35	540 NE 34th Street	Duncan & Sanlaby	
11'	0	0				n/a	33	75	33	75			Adopted land use Cresthaven
14	121	142	Res.	2002-323	8/13/03	n/a	-121	-142	0	0	3301 E Atlantic Blvd	Atlantic Point	
15	62	102	Res.	2002-65	11/21/11	n/a	-8	0	54	102	39 NE 23rd Ave	Rebecca Sway	Original request: 10 (2 returned)
			Res.	2002-337	9/24/02	n/a	-17	0	37	102	35 NE 24th Avenue	Lavish Holdings	Original request: 38 (21 returned)
			Res.	2003-74	11/26/02	n/a	-4	0	33	102	35 NE 24th Avenue	Lavish Holdings	
			Res.	2006-115	3/14/06	n/a	-1	-3	32	99	2470 NE 22nd Street	Gaspirini	
16	6	52						6	52				
17'	158	115	Res.	2002-145	3/12/02	n/a	-79	0	79	115	1290 NW 6th Avenue	CRA (Tony Parish)	
			Ord.	2003-35	3/11/03	n/a	85	0	164	115			Novelty LUPA, Res-M to Res-L
			Ord.	2003-36	3/11/03	n/a	122	0	286	115			Parkway LUPA, Res-M to CF
			Ord.	2010-25	4/13/10	10/13/11	-6	0	280	115	NW 3rd Avenue	Highland Oaks	Originally approved by Res. 2008-189. This resolution says they are affordable housing units. Should they be AHU?
18'	186	72	Res.	2003-15	8/10/02	n/a	-1	0	185	72	2221 NW 4th Ct	Jason Bodnick	
			Res.	2005-294	7/26/05	n/a	0	-1	185	71	450 NW 18th Ave	JM Properties	
			Ord.	2005-65	7/12/05	n/a	0	25	185	96			Adopted land use for Loch Lomond
			Res.	2010-226	6/22/10	6/22/12	-22	0	163	96	140 NW 27th Ave	CRA/Alston Group	Assigned to CRA project in Flex Zone 19
19	5	36	Res.	2001-102	1/9/01	n/a	-1	0	4	36	Track 27, Collier City	Ellis & Emma Pope	
			Res.	2001-189	5/8/01	n/a	-1	0	3	36	Lots 999/1000, Collier City	Semuel Pope	
			Res.	2002-335	9/24/02	n/a	-1	0	2	36	2721 & 2741 NW 13th St	CRA	
			Res.	2007-266	9/11/07		0	-10	2	26	3001 NW 8th St	Collier City/ Pomp Beach Dev. Corp/ Najada	
			Res.	2010-226	6/22/10	6/22/12	-2	-26	0	0	140 NW 27th Ave	CRA/Alston Group	Formerly Lania Dev. 2007-110 and 2005-124. 22 flex units from Flex Zone 18 also used for this project.
			Res.	2004-29	10/14/03	n/a	0	-10	0	172	3500 Oaks Clubhouse Dr.	(Uman)	
20'	0	182	Res.					0	172				
21	0	36						0	36				
21A	0	0						0	0				
22	51	46	Res.	2001-139	3/13/01	n/a	0	26	51	72		Return 26 units and 100 bonus sleeping rooms from MOB Plat for John Knox Village	What happened to the 100 bonus sleeping rooms?
			Res.	2002-147	3/12/02	n/a	-51	-69	0	3			
			Ord.	2004-22	1/27/04	n/a	0	11	0	14			
23	115	160	Res.	2001-119	2/13/01	n/a	-1	0	114	160	2116 East Atlantic Blvd	Patrick Pascado	
			Res.	2002-66	11/21/01	n/a	-114	-111	0	49	1551 S Federal Hwy	Commercial Net Lease Realty	
			Res.	2004-104	1/13/04		0	-3	0	46	724 East Atlantic Blvd		Original request for 3.2 units returned
			Res.	2004-297	7/13/04	n/a	0	-3	0	43	2101 SE 5th St	Santa Barbara Bungalows	
			Res.	2007-215	6/26/07	n/a	0	-14	0	29	2119-2199 E Atlantic Blvd	Fred Bauman	
			Ord.	2008-42	6/10/08	n/a	0	1	0	30		Atlantic Riverfront LUPA	
24	0	81						0	82				
AHU'	80	127	Res.	2002-165	4/9/02	n/a	-192			15	1801 W Atlantic Blvd	Eagle Point Apts (Cornerstone)	
			Res.	2007-267	9/11/07		-1			14	2701 NW 13th Street	CRA (Hawkins Homes)	
TOTALS									617	828			
TOTAL									1457				

Last update 3/19/2010. Since that update the following changes were made:

1. The base allocation of flex/reserve units were changed to zero in order to show the ordinance that added the units to the zones.
2. It appears the 6 units allocated to Highland Oaks were not removed from the allocation.
3. 70 units returned to Flex Zone 18 b/c the New Covenant Church project was never constructed. Twenty-two units were removed from Flex Zone 18 and assigned to a CRA project in Flex Zone 19.
4. 100 units were returned to Flex Zone 20 because the Creative Choice project was never constructed.
5. 10 units were returned to the AHU pool because the Najada Housing project was not built.

Updated: 9/2/10

Last BCPC certified: 8/28/08

Area No.	Area Name	Unit Type	Total	FZ 15	FZ 17	FZ 23	FZ 24	FZ 18	FZ 16	FZ 20	FZ 10	FZ 11	FZ 21	FZ 22	AHU
1	Eastern CRA	Flex Reserve	99 211 310	32 From 15 99 From 15	65 From 17 0 From 17	0 From 23 30 From 23	0 From 24 82 From 24								2 AHU
2	Old Downtown Dixie Hwy TOD	Flex Reserve	185 115 300		125 From 17 115 From 17			60 From 18 0 From 18							
3	Atlantic Blvd Corridor	Flex Reserve	68 52 120		62 From 17 0 From 17				6 From 16 52 From 16						
4	West CRA S of MLK	Flex Reserve	103 124 227				103 From 18 96 From 18			0 From 20 28 From 20					
5	Sample Road Corridor	Flex Reserve	85 35 120								85 From 10 35 From 10				
6	Federal Hwy North of E CRA	Flex Reserve	45 75 120								12 From 10 0 From 10	33 From 11 75 From 11			
7	Federal Hwy South of E CRA	Flex Reserve	46 74 120		28 From 17 0 From 17					0 From 20 38 From 20	6 From 10 0 From 10		0 From 21 36 From 21		12 AHU
8	Dixie Hwy S of SW 6th St	Flex Reserve	0 120 120							0 From 20 106 From 20				0 From 22 14 From 22	
Flex Zone Total			1437	131	395	30	82	259	58	172	138	108	36	14	14

Source: Walter H. Keller, Inc.

Description	Allocation Date	Expiration Date	Reso No.	UNITS ALLOCATED		UNITS AVAILABLE		UNITS AVAILABLE (Flex + Reserve)
				Flex	Reserve	Flex	Reserve	
Flex Zone Unification	9/1/2010	N/A	N/A	0	0	617	806	1,423**
<i>(Units added back to Pool)</i> The Jefferson Local Amendment - changed local plan only to create 207 new flex units	10/27/2015		Ordinance 2016-11	207	0	824	806	1,630
East CRA Flex Dedication	9/1/2010	N/A	N/A	-310	0	514	806	1,320
New Covenant Church, 901 NW 33rd Street (Expiration date was extended for HB 503)	12/14/2010	12/14/2014	# 2011-105	-114	0	400	806	1,206
Shoal Creek, 4661 North Federal	1/10/2012	1/10/2014	# 2012-114	-18	0	382	806	1,188
Pompano Beach Commerce Center	3/28/2013	3/28/2015	#2013-175	-1	0	381	806	1,187
<i>(Units added back to Pool)</i> New Covenant Church, 901 NW 33rd Street (flex & reserve units forfeited at time of Comp Plan Amendment changing to Dashed Line Ireg allowing 110 max. units)	4/8/2014	N/A	# 2014-29	114	0	495	806	1,301
Habitat Abyssinian	1/13/2015	1/13/2017	# 2015-143	-21	0	474	806	1,280
Pinnacle at Entrada	1/27/2015	1/27/2017	# 2015-162	-101	0	373	806	1,179
<i>(Units added back to Pool)</i> Pompano Beach Commerce Center Expired	3/28/2013	3/28/2015	#2013-175	1	0	374	806	1,180
Atlantic Tower / 225 N Federal	12/8/2015	12/8/2017	# 2016-72	-145	0	229	806	1,035
Paloma / 2119 SE 9 St	12/8/2015	12/8/2017	# 2016-73	-14	0	215	806	1,021
Habitat First Street	2/9/2016	2/9/2018	# 2016-XXX	-6	0	209	806	1,015

NOTES: **This amount reflects 77 units allocated to WCI / Atlantic Point prior to Flex Zone Unification (Reso 2002-233) that are set to expire on May 2, 2016.

RECERTIFIED: 4.28.16

EFFECTIVE: 4.28.16

**Historic and Current Flex Allocation Tables
Ordinances**

Pompano Beach - Residential Flex

February __, 2016

Description	Allocation Date	Expiration Date	Reso No.	UNITS ALLOCATED		UNITS AVAILABLE		EAST CRA UNITS AVAILABLE (Flex + Reserve)
				Flex	Reserve	Flex	Reserve	
East CRA Flex Dedication	9/1/2010	N/A	N/A	0	0	310	0	310
Atlantic 3350	2/8/2011	2/8/2013	# 2011-134	-77	0	233	0	233
Reaffirmed (Parcel A)	10/14/2014	10/14/2016	#2015-32			233	0	233
						233	0	233
						233	0	233

Zone	BASE UNITS		UNITS ALLOCATED as of Sept. 2010		UNITS AVAILABLE as of Sept. 2010		Total AHU Units Available as of Sept. 2010
	Flex	Reserve	Flex	Reserve	Flex	Reserve	Flex + Reserve
AHU Pool	80	127	80	113	0	14	14

Description	Allocation Date	Expiration Date	Reso No.	UNITS ALLOCATED		UNITS AVAILABLE		AHU UNITS AVAILABLE (Flex + Reserve)
				Flex	Reserve	Flex	Reserve	
Flex Zone Unification	9/1/2010	N/A	N/A	0	0	0	14	14
Reso 2011-105 New Covenant Church, 901 NW 33rd Street	12/14/2010	12/14/2012	# 2011-105	0	-14	0	0	0
New Covenant Church, 901 NW 33rd Street (flex & reserve units forfeited at time of Comp Plan Amendment changing to Dashed Line Ireg allowing 110 max. units)	4/8/2014	N/A	# 2014-29		14	0	14	14
						0	14	14
						0	14	14

RECERTIFIED: 4-28-16

EFFECTIVE: 4-28-16

**Historic and Current Flex Allocation Tables
Ordinances**

Pompano Beach - Residential Flex

February __, 2016

ORDINANCE	UNITS	ORDINANCE	UNITS
Ordinance 2001-102	1 F	Ordinance 2004-296	6 R
Ordinance 2001-119	1 F	Ordinance 2004-297	26 R / 3 R
Ordinance 2001-139	+ 26 R	Ordinance 2004-319	10 R
Ordinance 2001-189	1 F	Ordinance 2004-97	158 R
Ordinance 2002-145	79 F	Ordinance 2005-124	extension
Ordinance 2002-146	51 F / 69 R	Ordinance 2005-139	1 R
Ordinance 2002-165	192 AFU	Ordinance 2005-140	extension
Ordinance 2002-323	121 F / 142 R	Ordinance 2005-242	41 F
Ordinance 2002-335	1 F	Ordinance 2005-273	21 F / 8 R
Ordinance 2002-336	58 R	Ordinance 2005-294	1 R
Ordinance 2002-337	38 F	Ordinance 2005-330	21 R
Ordinance 2002-65	10 F	Ordinance 2005-65	+ 104 F / + 36 R
Ordinance 2002-66	114 F / 111 R	Ordinance 2005-65	+ 25 R
Ordinance 2003-15	1 F	Ordinance 2005-98	1 R
Ordinance 2003-236	17 R	Ordinance 2006-101	72 F
Ordinance 2003-295	7 R	Ordinance 2006-103	19 R
Ordinance 2003-296	12 F	Ordinance 2006-115	1 F / 3 R
Ordinance 2003-35	+ 85 F	Ordinance 2006-235	33 F / 75 R
Ordinance 2003-36	+ 122 F	Ordinance 2006-255	53 R
Ordinance 2003-74	4 F	Ordinance 2006-257	1 F
Ordinance 2004-104	5 R	Ordinance 2006-64	14 R / + 2 R
Ordinance 2004-140	Reassign	Ordinance 2006-77	6 F / 33 R
Ordinance 2004-186	10 F / 80 R	Ordinance 2006-93	14 R
Ordinance 2004-22	+ 11 R	Ordinance 2006-94	1 F
Ordinance 2004-227	2 F	Ordinance 2007-234	12 F
Ordinance 2004-263	11 R	Ordinance 2007-266	10 AFU
Ordinance 2004-29	10 R	Ordinance 2007-267	1 AFU
		Ordinance 2007-77	10 R
		Resolution 2015-143	21 F
		Resolution 2015-162	101 F
		Ordinance 2016-11	207+ F
		Resolution 2016-72	145 F
		Resolution 2016-73	14 F
		Resolution 2016-XX	6 F

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