

**Items 46**  
**Replacement Page 8/113**  
**Exhibit 2**

**ADDITIONAL MATERIAL**  
**10:00 a.m. Regular Meeting**  
**DECEMBER 5, 2017**

**SUBMITTED AT THE REQUEST OF**  
**PLANNING COUNCIL**

## Replaces Page 8/113 of Exhibit 2

### **SECTION III** **AMENDMENT REPORT** **PROPOSED AMENDMENT PC 18-2**

#### **REVIEW OF PUBLIC FACILITIES AND SERVICES**

##### **I. Potable Water/Sanitary Sewer/Drainage/Solid Waste/Parks & Open Space**

Adequate potable water facility capacity and supply, sanitary sewer facility capacity, drainage, solid waste services, and park and open space acreage will be available to serve the proposed land use. See Attachment 1.

Regarding the long-range planning horizon for potable water supply, it is noted that the City of Miramar adopted its 10-year Water Supply Facilities Work Plan on May 20, 2015.

##### **II. Transportation & Mobility**

The proposed amendment from the Agricultural land use category to the Irregular (3.21) Residential land use category, permits an additional 337 dwelling units. As such, the proposed amendment is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 337 p.m. peak hour trips. See Attachment 2.

The Broward Metropolitan Planning Organization (MPO) Year 2040 Transportation Plan model analysis distribution of the projected additional p.m. peak hour trips indicates a significant impact to three (3) roadway links:

- Southwest 172 Avenue, between Bass Creek Road and Miramar Parkway;
- Miramar Parkway, between Southwest 160 Avenue and Southwest 172 Avenue; and
- Miramar Parkway, between Southwest 172 Avenue and Interstate 75.

However, each of the three (3) roadway links are ~~currently operating and~~ are projected to operate at an acceptable level of service (LOS) "C," with or without the proposed amendment. Therefore, the proposed amendment is not projected to adversely impact the operating conditions of the regional transportation network. See Attachment 2.

Planning Council staff utilizes a "significance" threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon. Planning Council staff utilizes this significance threshold for several reasons, including a) per Policy 2.14.9 of the BrowardNext - Broward County Land Use Plan, a "significance" threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon, b) the threshold is also considered a margin of error to

Note: ~~Struck-through~~ words are proposed deletions.