CITY OF TAMARAC
PLANNING BOARD MEETING

Commission Chamber
Wednesday, September 3, 2025
9:00 AM

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1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Minutes
5. Planning Board Disclosures
6. City Attorney Statement & Swearing In
7. General Public Comments
8. Public Hearing
9. Quasi-Judicial Hearing

   9.a TR14310 - A resolution of the City Commission of the City of Tamarac, Florida, granting site plan approval (major) with conditions to allow for the development of the subject property, known as Woodmont Pod D, to permit the construction of eight (8) two (2) story townhouse buildings containing a total of fifty (50) dwelling units located on the southeast corner of N Pine Island Road and Southgate Boulevard (Case No. 6-SP-22); providing for conflicts; providing for severability; and providing for an effective date.

   9.b TBO98 - Board Order approving/denying Special Exception application requesting approval for the construction and installation of a 14’ x 48’ digital billboard display fifty (50) feet in height, to be located west of the Sawgrass Expressway and north of Commercial Boulevard, on an undeveloped parcel of land zoned Recreation and owned by the City of Tamarac.

10. Planning Board Reports

11. Director's Report

11.a Election of Planning Board Chair and Vice Chair

12. Adjournment

- All board members are urged to attend this meeting. All meetings are open to the public. Any board member who cannot attend this meeting should call the Planning Board Liaison at 954-597-3630. In the event there is no quorum for this meeting, the meeting may be held as a Workshop instead of a Regular meeting, although no formal action may be taken during a Workshop. Planning Board, with respect to any matter considered at such meeting or hearing, they may need to ensure that a verbatim transcript of the proceedings is made which records includes the testimony and evidence upon which the appeal is based.

The City of Tamarac complies with the provisions of the Americans With Disabilities Act. If you are a disabled person, requiring any accommodations or assistance, please notify the City of such need at least 48 hours (2 days) in advance. Additionally, if you are hearing or speech impaired and need assistance, you may contact the Florida Relay Service by dialing 7-1-1.

TAMARAC
The City For Your Life

PLANNING BOARD AGENDA ITEM REPORT

DATE: September 3, 2025

SUBMITTED BY: Collette Tibby

ITEM TYPE: Resolution

TEMP. RESOLUTION NUMBER: 14310

AGENDA SECTION: **Quasi-Judicial Hearing**

TITLE: TR14310 - A resolution of the City Commission of the City of Tamarac, Florida, granting site plan approval (major) with conditions to allow for the development of the subject property, known as Woodmont Pod D, to permit the construction of eight (8) two (2) story townhouse buildings containing a total of fifty (50) dwelling units located on the southeast corner of N Pine Island Road and Southgate Boulevard (Case No. 6-SP-22); providing for conflicts; providing for severability; and providing for an effective date.

ATTACHMENTS:
1 - Woodmont Pod D MSRP Memo.docx
2 - Temporary Resolution No 14310.docx
3 - Site Plan Justification Statement.pdf
4 - Location Map.pdf
5 - Site Plan.pdf
6 - Traffic Impact Study.pdf
7 - Planting Plan.pdf
8 - Bulding Elevations.pdf

CITY OF TAMARAC
INTEROFFICE MEMORANDUM 25-08-002M
COMMUNITY DEVELOPMENT DEPARTMENT

TO: Planning Board
Meeting of September 3, 2025

FROM: Maxine A. Calloway,
Director of Community Development

DATE: August 21, 2025

RE: Woodmont Pod D – Site Plan Approval (Major)
TEMP RESOLUTION NO. 14310; CASE#:6-SP-22; **MF#:**13-76

RECOMMENDATION: The Director of Community Development recommends that the Planning Board forward a favorable recommendation for Site Plan Approval (Major) for the proposed Woodmont Pod D multi-family residential townhouse development to the City Commission at its September 24, 2025 meeting (see attached Temporary Resolution No. 14310).

ISSUE: D.R. Horton, Inc. c/o Dunay, Miskel & Backman, LLP, designated agent of property owner Woodmont Country Club, Inc., is requesting Site Plan Approval (Major) to allow for the development of the subject property, known as Woodmont Pod D, to permit the construction of eight (8) two (2) story townhouse buildings containing a total of fifty (50) dwelling units (see attached Site Plan Justification Statement).



Aerial Photograph

LOCATION: The subject property is located on the southeast corner of N Pine Island Road and Southgate Boulevard (see Aerial Photograph above and attached Location Map).

The property is 4.31 net acres in size, has a City of Tamarac Future Land Use designation of "Low-Medium Residential" and a zoning classification of R-3 (Multi-Family Residential).

Surrounding Land Use and Zoning:

North: Southgate Boulevard Linear Park zoned RC (Recreation) with a Future Land Use designation of "Recreation".

South: Woodmont Country Club zoned RC (Recreation) with a Future Land Use designation of "Recreation".

East: Woodmont Country Club zoned RC (Recreation) with a Future Land Use designation of "Recreation".

West: Cypress Commons shopping center (formerly Tamarac Town Square) zoned MU-C (Mixed-Use Corridor) with a Future Land Use designation of "Commercial."

BACKGROUND: On June 25, 2014, the City Commission approved a Large Scale Future Land Use Plan Amendment changing the land use within portions of the Woodmont Country Club from "Commercial Recreation" to "Low Residential" for six (6) Residential Pods, and to "Commercial" for Woodmont Pod D located in the northwest corner of the Woodmont Country Club. Also, on June 25, 2014, the City Commission approved a rezoning for the six (6) Residential Pods from S-1 (Recreational) to R-1 (Single Family Residential) and from S-1 (Recreational) to B-2 (Planned Community Business) for Woodmont Pod D.

On July 11, 2018, the subject property was rezoned from B-2 (Planned Community Business District) to NC (Neighborhood Commercial) as part of the approval of the new Land Development Code and city-wide rezoning.

On January 22, 2025, the City Commission adopted on second reading a Small Scale Local Land Use Plan Amendment changing the future land use designation of Woodmont Pod D from "Commercial" to "Low-Medium Residential" and the allocation of fifty (50) flexibility units and 6.25 gross commercial-to-residential flex acres to facilitate the development of the proposed residential townhouse use. Also, on January 22, 2025, the City Commission adopted on second reading a rezoning changing the zoning classification of Woodmont Pod D from NC (Neighborhood Commercial) to R-3 (Multi-Family Residential) as the proposed multi-family residential use is permitted in the R-3 (Multi-Family Residential) zoning district.

Lastly, a plat has been submitted to subdivide the subject property to allow for the proposed townhouse development. The Woodmont Pod D plat is subject to administrative approval pursuant to Senate Bill 784 and the recent Land Development Code changes.

ANALYSIS: The proposed Woodmont Pod D multi-family residential townhouse development will feature eight (8) two (2) story buildings containing a total of fifty (50) dwelling units (see attached Site

Plan). Building #1 and Building #8 contain four (4) dwelling units each, Building #2 contains five (5) dwelling units, Building #6 and Building #7 contain six (6) dwelling units each, Building #3 and Building #4 contain eight (8) dwelling units each, and Building #5 contains nine (9) dwelling units. A children's play area and community pool with an 821 square foot cabana building are proposed as amenities for the development. A total impervious area of fifty-seven (57) percent is proposed where a maximum total impervious area of seventy (70) percent is permitted, and all proposed townhouse buildings meet or exceed the required setbacks.

The townhouse buildings provide only three (3) bedroom or four (4) bedroom units with two (2) four (4) bedroom units being provided in each townhouse building and the remaining units being three (3) bedroom units. There are two (2) three (3) bedroom floor plans and one (1) four (4) bedroom floor plan. The three (3) bedroom units provide an entry, covered patio, and garage at 2,115 square feet and 2,139 square feet in area (1,727 square feet and 1,741 square feet under air, respectively). The four (4) bedroom units also provide an entry, covered patio, and garage at 2,153 square feet (1,824 square feet under air). A minimum floor area of nine hundred fifty (950) square feet is required for either the three (3) or four (4) bedroom units.

One hundred and thirty (125) parking spaces consisting of garage, driveway, and surface parking spaces are proposed to support the fifty (50) townhouse units where one hundred and nineteen (119) parking spaces are required. Each townhouse unit will have one (1) parking space within the garage of the unit and one (1) parking space within the brick paver driveway of the unit. An additional twenty-five (25) surface parking spaces will be provided for guests and mail pickup from the adjacent kiosk.

Access to the subject property will be provided by a platted one hundred eighteen (118) foot access opening on the east side of N Pine Island Road in the area of the existing bus stop (Bus Stop ID #3246). The bus stop will be relocated to the north of the existing bus stop where an eight (8) foot by twenty (20) foot bus shelter easement will be dedicated from the owner of the subject property. Nineteen (19) feet of additional right-of-way will be dedicated from the owner of the subject property on N Pine Island Road and seven (7) feet of additional right-of-way will be dedicated from the owner of the subject property on Southgate Boulevard for future right-of-way improvements.

Southbound left-turns from N Pine Island Road will be provided from an existing median opening across from the Cypress Commons shopping center. However, the existing median will need to be modified to allow for a new southbound left turn lane. The existing median on N Pine Island Road across from the Cypress Commons shopping center will be reduced in width and all existing median landscaping removed to allow for the modified median, new southbound left turn lane, and extension of northbound left turn lane at the intersection of N Pine Island Road and Southgate Boulevard. Additionally, in order to accomplish the modified medians, the existing internally illuminated City entrance monument sign will be removed along with the existing Tree City USA pole sign. Lastly, a "No U-Turn" pole sign will be placed in the median of the new southbound left turn lane to prevent U-turns on N Pine Island Road.

Due to the removal of the existing internally illuminated City entrance monument sign, the applicant is proposing to place a new City entrance sign on the six (6) foot high perimeter wall of the community located on the corner cord on N Pine Island Road and Southgate Boulevard. Two (2) conditions of approval are recommended in regards to the replacement of the City entrance sign:

1. Site Plan Approval (Major) is contingent upon the design, fabrication, and installation of an

internally illuminated City entrance sign by the developer on the wall proposed to be installed on the corner cord of N Pine Island Road and Southgate Boulevard at a cost that equals or exceeds the current design, fabrication, and installation cost of the existing City entrance sign being removed by the developer in the median of N Pine Island Road in a size and design acceptable to the City.

2. Site Plan Approval (Major) is contingent upon the dedication of a minimum of one hundred (100) square feet easement from the developer to the City in the center of the wall proposed to be installed on the corner cord of N Pine Island Road and Southgate Boulevard and the execution of a Maintenance Agreement between the developer and City to allow for City maintenance of the illuminated City entrance wall sign.

Furthermore, the addition of landscaping within the median of Southgate Boulevard, east of N Pine Island Road, between the existing hardscape and trees consistent with the City's Go-Forward Roadway Landscape Master Plan, April 2020, and acceptable to the City's Landscape Consultant is another recommended condition due to the removal of median landscaping on N Pine Island Road.

The proposed townhouse development will provide a two-way interior drive within the interior of the community with dead-end drives that allow for three-point turnarounds. An egress for emergency vehicles will be provided from a dead-end drive onto Southgate Boulevard. The egress will be restricted with a property gate and knox box pad lock for emergency use only. Waste and recycling facilities will be provided by cans to be stored within the garage of the units.

A Traffic Impact Statement, prepared by JFO Group, Inc., was submitted by the applicant (see attached Traffic Impact Study). The study examined estimated project trip generation, trip distribution and assignment, level of service, and assessed the impact of the project trips at nearby intersections most affected by the development proposal. The Traffic Impact Statement concludes that the proposed fifty (50) unit multi-family residential townhouse development is expected to generate three hundred and ninety-six (396) vehicle trips per day where thirty-eight (38) trips (9 in and 29 out) will occur during the AM peak hour and forty-two (42) trips (26 in and 16 out) during the PM peak hour. The proposed development will generate less than one (1) percent of the adopted level of service during both daily and peak hour conditions and will generate less traffic than the previous "Commercial" future land use designation of the subject property. The Traffic Impact Statement was reviewed and accepted by the City's Traffic Consultant, Traf Tech Engineering Inc.

The proposed Bailey Square development will provide an overall landscape pervious area of forty-three (43) percent on the entire property where a minimum landscape pervious area of thirty (30) percent is required. Also, an interior landscaping area equal to 15.75 percent of the total vehicular use area is proposed where the development requires the devotion of an area of interior landscaping equal to fifteen (15) percent of the total vehicular use area.

Four hundred and thirteen (413) trees consisting of one hundred thirty-one (131) palm trees that includes eleven (11) relocated existing palm trees, one hundred thirty-eight (138) shade trees that includes two (2) existing shade trees and three (3) relocated existing shade trees, and one hundred forty-four (144) small trees will be planted throughout the property (see attached Planting Plan). Proposed shade trees will include Gumbo Limbo, Green Buttonwood, Sea Grape, Queen's Crape Myrtle, Slash Pines, and Live Oak trees, and proposed small trees will include Silver Buttonwood,

Spanish Stopper, Crape Myrtle, and East Palatka Holly trees. Proposed palm trees include Christmas Palms, Bismark Palms, Medjool Date Palms, Solitaire Palms, Cabbage Palms, Florida Thatch Palms. Additionally, one thousand six hundred seventy (1,670) shrubs will be planted throughout the property.

Building #1 and Building #8 are provided at 25' – 2" in height, Building #3 and Building #4 are provided at 26' – 4 7/8" in height, and the remainder of the buildings are provided at 26' – 8 3/8" in height to the midpoint of the angled roof where a maximum height of forty (40) feet is permitted. Building #1 and Building #8 are provided at a total height of 29' – 1 1/8" and the remainder of the buildings are provided at a total height of 32' – 1 3/4" (see attached Building Elevations).

The townhouse buildings feature either a smooth or light sand stucco exterior finish. Smooth bands will be placed under windows, in the middle of the townhouse building elevation, or as a bottom building banding, and scoring lines will be provided in portions of building elevations to break up the exterior finish. Additionally, powder coated aluminum shutters will be placed above second floor windows for some townhouse buildings, while other buildings will provide shutters on the sides of the second floor windows. Lastly, all buildings will provide a flat cement roof tile antique black in color.

Two (2) separate color palettes will be provided for the two (2) six (6) unit and eight (8) unit buildings. One building will be painted in Drift of Mist, Mindful Gray, Snowbound, Gris, Foggy Day, and Anonymous in color and the other building with the same number of units will be painted Gossamer Veil, Dorian Gray, Colonnade Gray, Urbane Bronze, but also feature a Dutch Stone façade treatment. The remainder of the buildings will follow the Drift of Mist, Mindful Gray, Snowbound, Gris, Foggy Day, and Anonymous color palette.

An architectural review of the proposed townhouse buildings was conducted by the City's Architectural Consultant, CPZ Architects, Inc., in an effort to improve the appearance of design and functionality of the multi-family residential development. The architectural consultant review confirmed that all site and building design requirements are satisfied including building design standards that provide distinctive architectural character that avoids featureless design, large building masses, and repetition of facades. The general building design standards include building mass and articulation, roof form, façades and detail elements, and colors. A great deal of effort was made by CPZ Architects, Inc., to ensure a quality product is provided to the City.

Section 10-5.4(H)(6), Code of Ordinances, identifies Site Plan Approval (Major) standards to be determined by the City Commission to consider the request. The Site Plan Approval (Major) standards and the responses to each standard, shall be demonstrated in compliance, as specified below:

Site Plan Approval Standards

(a) Will be consistent with the Comprehensive Plan;

The proposed site plan will be consistent with the Comprehensive Plan. Specifically, the site meets the following goal and policies of the Future Land Use Element of the Comprehensive Plan:

Goal: The City of Tamarac will provide land uses which will encourage the orderly growth of the community; maximize economic benefits; conserve and protect the natural environment; and

minimize any threats to health, safety, and welfare.

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

Policy 1.4: The Community Development Department will continue to review land use plan amendments, zoning amendments, site plans and plat approval requests for compatibility with adjacent land uses as currently required in the Code.

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

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

(b) Will comply with applicable district, use, and development standards; and

The subject property is located in an R-3 (Multi-Family Residential) zoning district. The R-3 (Multi-Family Residential) zoning district is intended to provide for medium and higher-density residential neighborhoods and promote a well-planned mixture of single-family, two-family, and higher-density residential development adjacent to commercial corridors. As such, the proposed multi-family residential townhouse development is permitted in the R-3 zoning district. The proposed townhouse community will comply with the development standards of the R-3 zoning district including the minimum required setbacks, lot size, lot coverage, and building height. The proposed development exceeds the parking requirements by proposing one hundred (125) spaces where one hundred nineteen (119) spaces are required. Each unit will contain two (2) parking spaces and there will be an additional twenty-five (25) guest parking spaces. Therefore, the proposed development will be constructed in accordance with all development standards of the City's Code of Ordinances pursuant to the analysis above.

(c) Will comply with all requirements and conditions of approval.

The proposed development will be constructed in accordance with all requirements of the City's Code of Ordinances pursuant to the analysis above. Additionally, the applicant shall comply with all conditions of approval as outlined in this memo.

It is the opinion of the Director of Community Development that the standards for Site Plan Approval (Major), as outlined in Section 10-5.4(H)(6), Code of Ordinances, have been satisfied. The Director of Community Development supports the request for Site Plan Approval (Major) based upon the above analysis of the application.

CONCLUSIONS: This item supports Goal #5, A Vibrant Community, of the City's Strategic Plan, which states, "The City of Tamarac will provide resources, initiatives and opportunities to continually revitalize our community and preserve the environment." The approval of the Site Plan Approval (Major) request will allow for the development of the vacant subject property thereby providing an opportunity to

revitalize the community.

The Director of Community Development recommends that the Planning Board forward a favorable recommendation for Site Plan Approval (Major) for the proposed Woodmont Pod D multi-family residential townhouse development to the City Commission at its September 24, 2025 meeting with the following conditions of approval:

1. Site Plan Approval (Major) is contingent upon recertification of the City's Future Land Use Map by Broward County.

2. Site Plan Approval (Major) is contingent upon the City's Administrative Approval of the Woodmont Pod D Plat, Broward County's approval of the Woodmont Pod D Plat, and recordation of the Woodmont Pod D Plat in Public Records of Broward County.

3. Site Plan Approval (Major) is contingent upon the design, fabrication, and installation of an internally illuminated City entrance sign by the developer on the wall proposed to be installed on the corner cord of N Pine Island Road and Southgate Boulevard at a cost that equals or exceeds the initial design, fabrication, and installation cost of the existing City entrance sign being removed by the developer in the median of N Pine Island Road in a size and design acceptable to the City.

4. Site Plan Approval (Major) is contingent upon the dedication of a minimum of one hundred (100) square feet easement from the developer to the City in the center of the wall proposed to be installed on the corner cord of N Pine Island Road and Southgate Boulevard and the execution of a Maintenance Agreement between the developer and City to allow for City maintenance of the illuminated City entrance wall sign.

5. Site Plan Approval (Major) is contingent upon the installation of additional landscaping within the median of Southgate Boulevard, east of N Pine Island Road, between the existing hardscape and trees, that is consistent with the City's Go-Forward Roadway Landscape Master Plan, April 2020, and acceptable to the City's Landscape Consultant.

6. Construction is to be in complete compliance with the plans and specifications submitted by the developer to the City of Tamarac and the approved engineering drawings.

7. Site plan Approval (Major) shall be void one (1) year after the date of approval unless a building permit has been issued for the construction of all facilities provided in the site plan and construction is diligently pursued.

8. The Development Order is assignable, but assignment does not discharge any assignee from strict compliance with the order unless the City Commission consents to modify any of the original requirements.

9. Satisfaction of all the outstanding Development Review Committee comments from the review of the Site Plan Approval (Major) for Woodmont Pod D (Case No. 6-SP-22).

10. Homeowner's Association documents shall prohibit the conversion of garages from providing a

parking space within the garage.

11. Execution and recordation of Document of Unified Control required to allow for subdivision by sale of individual townhouse units.

FISCAL IMPACT: Based on an average sales price of $575,000 and a total 2024 milage rate of 21.1695 mills, the estimated Ad Valorem Tax Amount per townhome is $12,172.46. The total estimated Ad Valorem Tax Amount for the proposed fifty (50) unit multi-family residential townhouse development is $608,623.12 per year. The adopted operating millage rate for the City of Tamarac is 7.0000. Therefore, the City is estimated to receive $ 4,025.00 per unit for a total of $201,250.00 in annual City Ad valorem taxes per year.

Maxine A. Calloway
Director of Community Development

Attachments: Temporary Resolution No 14310
Site Plan Justification Statement
Location Map
Site Plan
Traffic Impact Study
Planting Plan
Building Elevations

MAC/RWJ

CITY OF TAMARAC, FLORIDA

RESOLUTION NO. R-2025-____

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF TAMARAC, FLORIDA, GRANTING SITE PLAN APPROVAL (MAJOR) WITH CONDITIONS TO ALLOW FOR THE DEVELOPMENT OF THE SUBJECT PROPERTY, KNOWN AS WOODMONT POD D, TO PERMIT THE CONSTRUCTION OF EIGHT (8) TWO (2) STORY TOWNHOUSE BUILDINGS CONTAINING A TOTAL OF FIFTY (50) DWELLING UNITS LOCATED ON THE SOUTHEAST CORNER OF N PINE ISLAND ROAD AND SOUTHGATE BOULEVARD (CASE NO. 6-SP-22); PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, D.R. Horton, Inc. c/o Dunay, Miskel & Backman, LLP, designated agent of property owner Woodmont Country Club, Inc., is requesting Site Plan Approval (Major) to allow for the development of the subject property, known as Woodmont Pod D, to permit the construction of eight (8) two (2) story townhouse buildings containing a total of fifty (50) dwelling units located on the southeast corner of N Pine Island Road and Southgate Boulevard; and

WHEREAS, the subject property ("Property") contains 4.31 net acres, has a Future Land Use designation of "Low-Medium Residential", and is zoned R-3, Multi-Family Residential; and

WHEREAS, the Multi-Family Residential zoning district is intended to provide for medium- and higher-density residential neighborhoods and promote a well-planned

mixture of single-family, two-family, and higher-density, multi-family residential development adjacent to commercial corridors, business centers, and other community service activity centers; and

WHEREAS, pursuant to Section 10-3.2, Table 10-3.1 of the Land Development Code ("LDC"), multi-family dwellings are permitted in the R-3, Multi-Family Residential, zoning district; and

WHEREAS, staff have determined that the standards outlined in Section 10-5.4(H)(6) of the LDC for Site Plan (Major) approval have been met; and

WHEREAS, pursuant to the provisions of the Land Development Code of the City of Tamarac, Florida, public notice has been given of the time and place of the public hearings; said public hearings have been held in accordance with the notice; and the public has been given an opportunity to be heard regarding the review of the petition for Site Plan Approval (Major); and

WHEREAS, the Director of Community Development recommends approval (with conditions); and

WHEREAS, the Planning Board recommended approval (with conditions) on September 3, 2025; and

WHEREAS, the City Commission has examined the application, in addition to staff and Planning Board recommendations; and

WHEREAS, the City Commission has determined that the application is consistent with the goals and objectives outlined in the Comprehensive Plan, or will be in compliance

with all elements of the Comprehensive Plan prior to the issuance of a Certificate of Occupancy for the development; and

WHEREAS, the City Commission of the City of Tamarac, Florida deems it to be in the best interests of the business owners, residents and visitors of the City of Tamarac, Florida to grant Site Plan Approval (Major) with conditions to allow for the development of the subject property, known as Woodmont Pod D, to permit the construction of eight (8) two (2) story townhouse buildings containing a total of fifty (50) dwelling units located on the southeast corner of N Pine Island Road and Southgate Boulevard in Tamarac, Florida (Case No. 6-SP-22).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF TAMARAC, FLORIDA THAT:

Section 1: The foregoing "WHEREAS" clauses are hereby ratified and confirmed as true and correct and hereby made a specific part of this Resolution. All exhibits attached hereto are incorporated herein and made a specific part of this Resolution.

Section 2: The application for Site Plan Approval (Major) to allow for the development of the subject property, known as Woodmont Pod D, to permit the construction of eight (8) two (2) story townhouse buildings containing a total of fifty (50) dwelling units located on the southeast corner of N Pine Island Road and Southgate Boulevard in Tamarac, Florida (Case No. 6-SP-22) is APPROVED subject to the following conditions:

1. Site Plan Approval (Major) is contingent upon recertification of the City's Future Land Use Map by Broward County.
2. Site Plan Approval (Major) is contingent upon the City's Administrative Approval of the Woodmont Pod D Plat, Broward County's approval of the Woodmont Pod D Plat, and recordation of the Woodmont Pod D Plat in Public Records of Broward County.
3. Site Plan Approval (Major) is contingent upon the design, fabrication, and installation of an internally illuminated City entrance sign by the developer on the wall proposed to be installed on the corner cord of N Pine Island Road and Southgate Boulevard at a cost that equals or exceeds the current design, fabrication, and installation cost of the existing City entrance sign being removed by the developer in the median of N Pine Island Road in a size and design acceptable to the City.
4. Site Plan Approval (Major) is contingent upon the dedication of a minimum of one hundred (100) square feet easement from the developer to the City in the center of the wall proposed to be installed on the corner cord of N Pine Island Road and Southgate Boulevard and the execution of a Maintenance Agreement between the developer and City to allow for City maintenance of the illuminated City entrance wall sign.
5. Site Plan Approval (Major) is contingent upon the installation of additional landscaping within the median of Southgate Boulevard, east of N Pine Island

Road, between the existing hardscape and trees, that is consistent with the City's Go-Forward Roadway Landscape Master Plan, April 2020, and acceptable to the City's Landscape Consultant.

6. Construction is to be in complete compliance with the plans and specifications submitted by the developer to the City of Tamarac and the approved engineering drawings.
7. Site plan Approval (Major) shall be void one (1) year after the date of approval unless a building permit has been issued for the construction of all facilities provided in the site plan and construction is diligently pursued.
8. The Development Order is assignable, but assignment does not discharge any assignee from strict compliance with the order unless the City Commission consents to modify any of the original requirements.
9. Satisfaction of all the outstanding Development Review Committee comments from the review of the Site Plan Approval (Major) for Woodmont Pod D (Case No. 6-SP-22).
10. Homeowner's Association documents shall prohibit the conversion of garages from providing a parking space within the garage.
11. Execution and recordation of Document of Unified Control required to allow for subdivision by sale of individual townhouse units.

Section 3: All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

Section 4: If any clause, section, other part, or application of this Resolution is held by any court of competent jurisdiction to be unconstitutional or invalid, in part or in application, it shall not affect the validity of the remaining portions or applications of this Resolution.

Section 5: This Resolution shall become effective immediately upon its adoption.

[INTENTIONALLY LEFT BLANK]

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF TAMARAC, FLORIDA THIS _____ DAY OF _____ 2025.

MICHELLE J. GOMEZ,
MAYOR

ATTEST:

KIMBERLY DILLON, CMC
CITY CLERK

RECORD OF COMMISSION VOTE:

MAYOR GOMEZ	_____
DIST 1: COMM. BOLTON	_____
DIST 2: COMM. WRIGHT	_____
DIST 3: COMM. PATTERSON	_____
DIST 4: V/M DANIEL	_____

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF THIS CITY OF TAMARAC ONLY.

HANS OTTINOT
CITY ATTORNEY

This Resolution was filed in the Office of the City Clerk on this ___ day of _____ 2025.

DUNAY MISKEL BACKMAN LLP

Gary Dunay
Bonnie Miskel
Scott Backman
Eric Coffman
Hope Calhoun
Dwayne Dickerson
Ele Zachariades
Matthew H. Scott
Matthew Kwasman
Christina Bilenki
Lauren G. Odom
Nicole Jaeger
Rachael Bond Palmer

Woodmont – NW 81st Street
Site Plan Justification Statement

D.R. Horton, Inc. ("Petitioner") is the contract purchaser of the +/- 6.25-acre property (+/- 4.28 net acres) located at NW 81st Street and identified by Folio# 494104260040, which is generally located on the southeast corner of N Pine Island Road and Southgate Boulevard ("Property") within the City of Tamarac ("City"). On June 25, 2014, The City approved Ordinance 2014-007 to amend the City's Future Land Use Plan designation of the Property from the City's Commercial Recreation designation to the Commercial designation. At the same time, the City approved Ordinance 2014-008 which rezoned the Property from the City's S-1 (Recreational) zoning district to the B-2, Planned Community Business District, zoning category. As part of the more recent city-wide zoning change and adoption of the new Land Development Code ("LDC"), the Property was rezoned to its current designation of Neighborhood Commercial (NC). The Property was originally developed as part of the Pine's Golf Course within the Woodmont Country Club. As part of the approvals to allow for the redevelopment of a portion of the Pine's Golf Course, the City entered into a Development Agreement with the owner of the Property, Woodmont Country Club, Inc. ("Owner"), which restricted development of the Property to twenty-eight thousand (28,000) square feet of commercial development. Since approval of the various applications to allow for redevelopment of the Property for commercial uses, there has been very little interest from commercial developers. Rather, it has become evident that the Property is better suited for redevelopment with additional residential units, more similar to the adjacent townhouse community, Southgate Shores. Petitioner now proposes to redevelop the Property with fifty (50) townhouse units ("Project").

D.R. Horton, Inc., America's Builder, has been the largest home builder by volume in the United States since 2002. Founded in 1978 in Fort Worth, Texas, Petitioner has operations in ninety eight (98) markets in thirty one (31) states across the United States and closed eighty one thousand nine hundred sixty five (81,965) homes in the twelve month period ending September 30, 2021. Petitioner is engaged in the construction and sale of high-quality homes through its diverse brand portfolio with sales prices ranging from $150,000 to over $1,000,000 depending on the brand line and market. Petitioner also provide mortgage financing, title services and insurance agency services for homebuyers through its mortgage, title and insurance subsidiaries. Above all, their customer-driven principles have allowed them to work closely with each individual market to gain insight into the needs and wants from the customers.

In order to develop the Project, Petitioner is seeking major site plan approval in accordance with Section 10-5.4(H)(2)(C). As part of the applications for the Project, Petitioner is also seeking a local land use plan amendment to amend the City's Future Land Use designation from Commercial to Low Medium (10) Residential, a rezoning to amend the City's zoning designation from Neighborhood Commercial to R-3 Multi-Family Residential, and flex unit allocation.

Section 10-5.4(H)(6) provides that an application for major site plan approval shall be approved only if the Planning Board or Director, as appropriate, determines that the proposed development: (a) Will be consistent with the Comprehensive Plan; (b) Will comply with applicable district, use, and development

standards in this Code; and (c) Will comply with all requirements and conditions of approval. Petitioner will demonstrate that the proposed site plan meets each of the enumerated criteria.

(a) The site plan will be consistent with the Comprehensive Plan.

The site plan will be consistent with the Comprehensive Plan. Applicant is concurrently requesting a local land use plan map amendment to amend the Property's future land use designation from Commercial to Low Medium (10) Residential. The proposed Project is consistent with the Low Medium (10) Residential future land use designation. Residential dwelling units are permitted in the Low Medium (10) Residential designation at a density of up to 10 dwelling units per acre. Specifically, the Project will further the following goals, objectives, and policies of the City's Comprehensive Plan:

GOAL: The City of Tamarac will provide land uses which will encourage the orderly growth of the community; maximize economic benefits; conserve and protect the natural environment; and minimize any threats to health, safety, and welfare.
The rezoning will encourage the orderly growth of the community by facilitating the development of the Project as a fifty (50) unit residential community. The Project is appropriate in size and scale for the Property and will integrate into the existing residential character of the community. The new residents generated by the use will maximize economic benefits by introducing new consumers into the area who will contribute to the local economy and expand the City's tax base. Finally, the rezoning will minimize threats to health, safety, and welfare by permitting the redevelopment of a currently vacant and unattractive parcel within the City.

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

Petitioner is concurrently seeking a local land use plan amendment to amend the land use designation from Commercial to Low Medium (10) Residential. Low Medium (10) Residential is consistent with the density and intensity standards that have been implemented by the City's Future Land Use Element. As such, the Project will promote orderly growth and development through the adoption, maintenance and implementation of its Future Land Use Element.

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

As mentioned, Petitioner is concurrently seeking a local land use plan amendment to amend the land use designation from Commercial to Low Medium (10) Residential. Low Medium (10) Residential is consistent with the density and intensity standards that have been implemented by the City's Future Land Use Element. The land use map amendment will result in a mix of

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residential densities in the surrounding area including Medium (16) Residential, Low Medium (10) Residential, and Low (5) Residential. As such the Project, combined with the surrounding parcels, will provide for a mix of residential land use categories as provided on the City's future land use map.

Policy 1.2a: This Future Land Use Element establishes the following specific density and intensity standards for each future land use category: Residential Low Medium – Up to 10 du/ac.

The Project will allow for residential development consistent with the proposed future land use designation and Allocation of Flex.

Policy 1.4: The Community Development Department will continue to review land use plan amendments, zoning amendments, site plans and plat approval requests for compatibility with adjacent land uses as currently required in the Code.

The Project is compatible with the various residential developments located to the east along Southgate Boulevards, as well as the residential development located throughout the Woodmont community.

Policy 1.5: The City will continue to promote "quality development" in all land use categories by the establishment and implementation of design criteria and development standards in the LDC which promote the highest standards of urban development and community aesthetics.

The site plan will allow for development of the Project by Petitioner, a nationally and top rated home builder that focuses on excellence and that will adhere to the code design criteria to ensure the construction of a high quality development for the City.

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

The Project will offer additional housing supply in the City that will add to the variety of housing constructed within the Woodmont Community and along Southgate Boulevard.

Policy 4.7: The City shall encourage developers to make use of the City's "Flexibility Units" as determined by the Broward County Land Use Plan.

Petitioner is proposing the use of Flexibility Units as part of the applications for the Project.

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

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The Project will allow for residential uses that are much more compatible with the existing residential uses located along Southgate Boulevard to the east and within the Woodmont Community, than the uses currently permitted under the Neighborhood Commercial zoning.

(b) The site plan will comply with applicable district, use, and development standards in this Code.

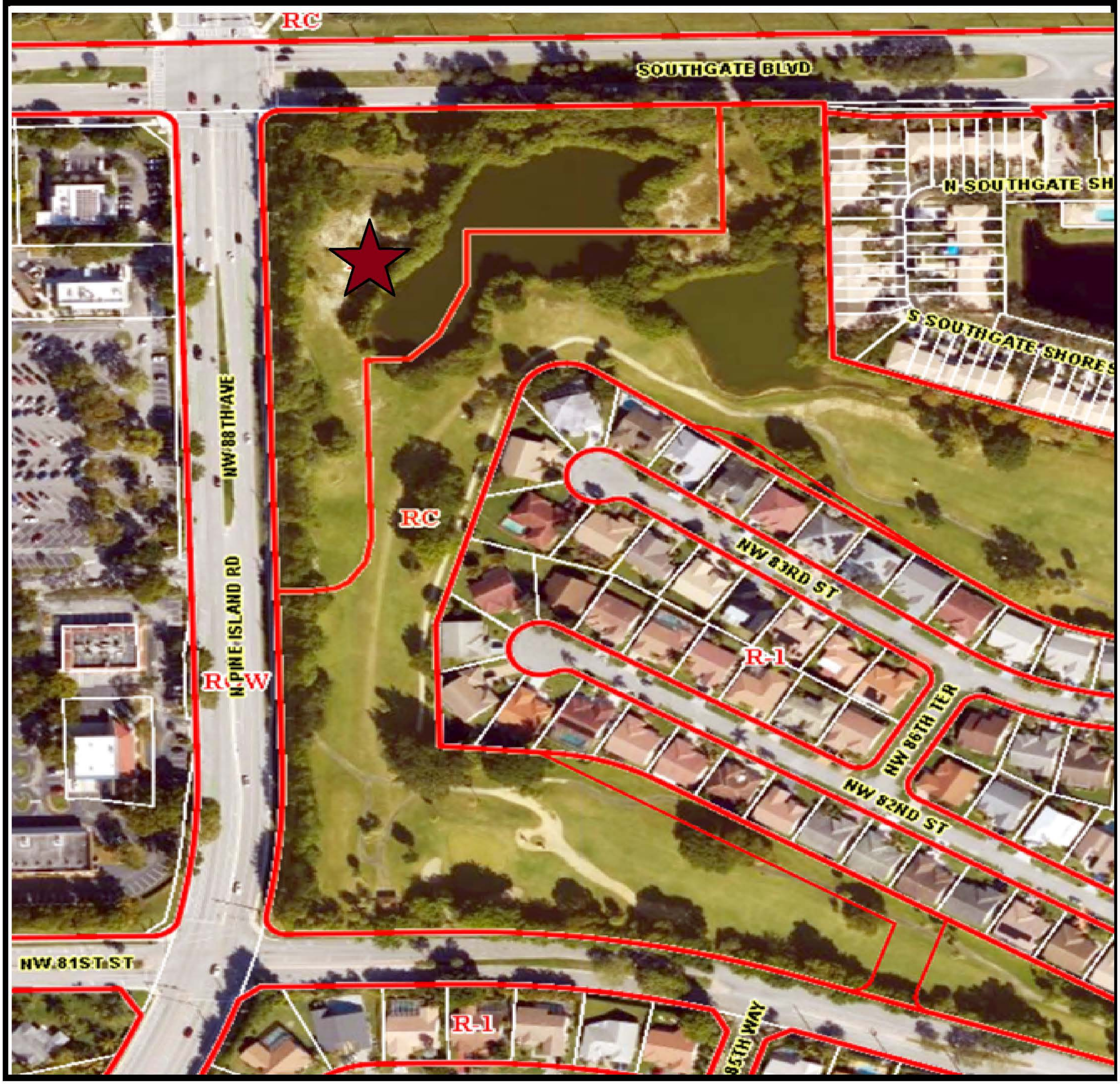
The site plan will comply with applicable district, use, and development standards in this Code. Section 10-2.2(B)(4) provides that the R-3 Multi-Family Residential District is intended to provide for medium and higher-density residential neighborhoods and promote a well-planned mixture of single-family, two-family, and higher-density residential development adjacent to commercial corridors. As such, townhouses uses are permitted in the R-3 Multi-Family Residential District. The project will comply with the development standards provided in Table 10-2.2 including the minimum required setbacks, lot size, lot coverage, and building height and provided on the site plan data table. Furthermore, the Project exceeds the parking requirements by proposing 114 spaces, where 110 are required. Each unit will have two (2) parking spaces and there will be an additional fourteen (14) parking spaces for guests. In addition, the Project will be fully landscaped in compliance with the Code's landscape requirements. Considering the foregoing, the site plan will comply with the applicable district, use, and development standards in the Code.

(c) The site plan will comply with all requirements and conditions of approval.

The site plan will comply with all requirements and conditions of approval.

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Woodmont Residential Pod D
Site Plan Approval (Major)
Case No. 6-SP-22

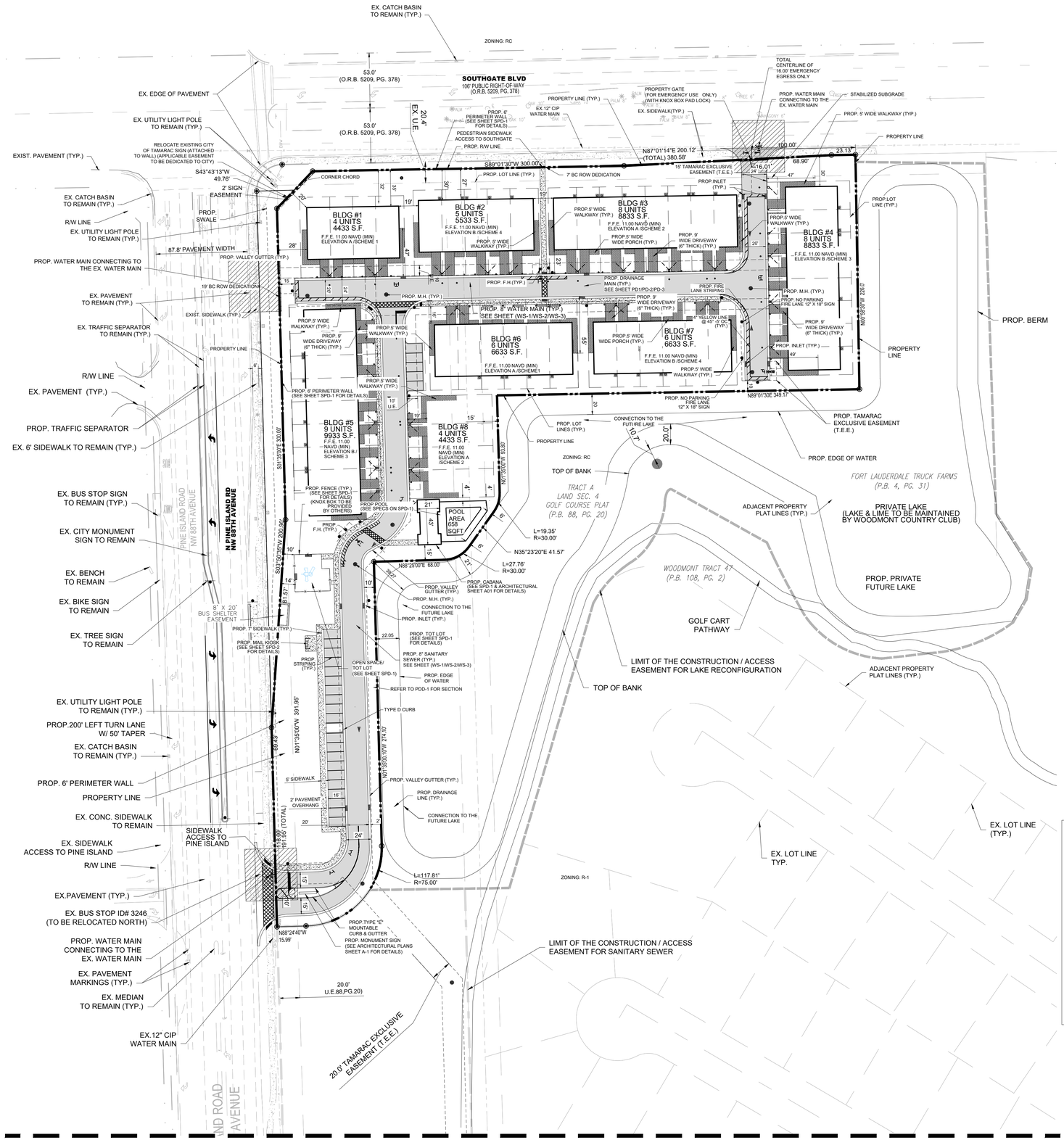


Subject Property

TAMARAC

The City For Your Life

Maxine Calloway, Director
Community Development
7525 NW 88 Avenue
Tamarac, FL 33321
Telephone (954) 597-3530



SUBJECT PROPERTY : WOODMONT
FEMA FLOOD ZONE 'X'

SITE DATA TABLE

PARKING & LOADING CALCULATIONS

REQUIRED

2.00 SPACES PER BUILDING UNIT (3 BEDROOMS): 34 X 2 = 68

2.50 SPACES PER BUILDING UNIT (4 BEDROOMS): 16 X 2.5 = 40

10% ADDITIONAL (GUEST PARKING): 11

119 SPACES REQUIRED

PROVIDED

PARKING SPACES (DRIVEWAY & GARAGE) = 2 SPACES/DU 100 SPACES

GUESTPARKING SPACES (9' X 18') = 25 SPACES

TOTAL = 125 SPACES

SETBACK INFORMATION

	(MIN. PERMITTED)	MIN PROVIDED
SOUTHGATE BLVD:	20'	23'
REAR:	15'	18'
N PINE ISLAND ROAD	20'	23'
CORNER CORD	20'	20'

CODE REQUIREMENTS

BUILDING UNITS	REQUIRED (3 FLOORS)	PROVIDED (2 FLOORS)
4 UNIT BUILDING ELEVATION:	40'	25' - 2"
5 UNIT BUILDING ELEVATION:	40'	26' - 8 3/8"
6 UNIT BUILDING ELEVATION:	40'	26' - 8 3/8"
8 UNIT BUILDING ELEVATION:	40'	26' - 4 7/8"
9 UNIT BUILDING ELEVATION:	40'	26' - 8 3/8"

ZONING:

CURRENT ZONING: NEIGHBORHOOD COMMERCIAL (NC)

PROPOSED ZONING: MULTI-FAMILY RESIDENTIAL R-3

FUTURE LAND USE:

EXISTING FUTURE LAND USE: COMMERCIAL

PROPOSED FUTURE LAND USE: LOW-MEDIUM RESIDENTIAL (UP TO 10 DU'S PER ACRE)

NUMBER OF UNITS: 50
(34x 3 BEDROOM UNITS, 16x 4 BEDROOM UNITS)

DENSITY: 8 DU/ACRE

SITE AREA INFORMATION

GROSS ACREAGE		6.245 AC.
R.O.W. DEDICATION	11,761 SF.	0.27AC
NET ACREAGE:	187,747 SF.	4.31 AC.
TOTAL AREA	187,747 SF.	4.31 AC.
BUILDING #1	4,433 SF.	0.10AC
BUILDING #2	5,533 SF.	0.13AC
BUILDING #3	8,833 SF.	0.20AC
BUILDING #4	8,833 SF.	0.20AC
BUILDING #5	9,933 SF.	0.23AC
BUILDING #6	6,633 SF.	0.15AC
BUILDING #7	6,633 SF.	0.15AC
BUILDING #8	4,433 SF.	0.10AC
CABANA	821 SF.	0.02AC
BUILDINGS (TOTAL)	56,085 SF.	1.29AC (30%)
IMPERVIOUS AREAS	50,530 SF.	1.16 AC. (27%) (70% MAX)
PERVIOUS AREAS (GREEN AREAS)	81,021SF.	1.86AC. (43%) (30% MIN)

UNIT BEDROOM BREAKDOWN

	UNITS (3-BEDROOM)	UNITS (4-BEDROOM)
BUILDING #1	2	2
BUILDING #2	3	2
BUILDING #3	6	2
BUILDING #4	6	2
BUILDING #5	7	2
BUILDING #6	4	2
BUILDING #7	4	2
BUILDING #8	2	2

FIRE DEPARTMENT NOTES

1. STRUCTURE IS REQUIRED TO BE MARKED WITH APPROVED FIREFIGHTER SAFETY WARNING SIGNS IN ACCORDANCE WITH FLOR/DA ADMINISTRATIVE CODE 69A-60.0081
2. WATER SUPPLY FACILITIES EITHER EXISTING OR PROPOSED TO BE CONSTRUCTED BY THE DEVELOPER SHALL BE ADEQUATE TO MEET THE FIRE PROTECTION NEEDS AND SHALL BE INSTALLED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. CC10-128 (1)
3. FIRE FOW CALCULATIONS AS PROVIDED BY A PROFESSIONAL ENGINEER (CALCULATIONS MUST BE ON SEPERATE, SEALED SHEETS) SHALL BE IN ACCORDANCE WITH THE "GUIDE FOR DETERMINATION OF REQUIRED FIRE FLOW' LATEST EDITION, AS PUBLISHED BY THE INSURANCE SERVICE OFFICE. CC 10-47 (c) 20
4. FIRE FLOW TEST IS REQUIRED AND TO BE WITNESSED BY TAMARAC FIRE RESCUE AND ENGINEERING DEPARTMENT. PLEASE CALL TO SCHEDULE A TIME.
5. A PERMANENT FIRE PROTECTION WATER SUPPLY SYSTEM SHALL BE FUNCTIONAL PRIOR TO THE FINAL CERTIFICATE OF OCCUPANCY. CC 10-128 (1)
6. FIRE HYDRANTS SHALL BE ON A LOOPED WATER MAIN. CC 10-128 (2) (b)
7. A ROUTE SHALL BE PROVIDED FOR ALL FIRE APPARATUS TO HAVE A FORWARD MEANS OF EXITING THE DRIVE WITH A MINIMUM CENTERLINE-TURNING RADIUS OF 50', CLEAR OF ALL OBSTRUCTIONS. FFPC 18.2.3.4.3
8. APPROVED NO PARKING FIRE LANE SIGNS AND DESIGNATION (STRIPING) INDICATING THAT PARKING IS PROHIBITED AT NORMAL EMERGENCY ACCESS POINTS TO STRUCTURES AND WITHIN 10' OF EACH FIRE HYDRANT, SPRINKLER OR STANDPIPE RISER. CC 24-580 (m) (2) (c) (2)

GENERAL NOTES

1. THE PROJECT WILL BE CONSTRUCTED IN ONE PHASE.
2. SEE LIFE SAFETY PLAN FOR FIRE RESCUE DETAILS.
3. UNITS WILL BE PROVIDED WITH SMOKE DETECTORS.
4. TRASH COLLECTION WILL BE CURB SIDE PICK UP.
5. MIN. FINISHED FLOOR ELEVATION, IS 11.00 (NAVD).
6. ALL INTERIOR DRIVEWAYS TO BE PRIVATE.
7. BUILDING NUMBERS WILL BE PLACED ON BUILDINGS BEFORE C/O.
8. ROOF DRAINAGE NOT TO FLOW OVER REAR OR FRONT SIDEWALKS OF BUILDING.
9. ROOF TOP EQUIPMENT TO BE SCREENED AS PER CITY CODE SEC. 5-33.
10. THIS COMMUNITY WILL CONSIST OF MULTIFAMILY TOWNHOMES AND WILL HAVE A HOMEOWNERS ASSOCIATION RESPONSIBLE FOR MAINTENANCE OF COMMON AREAS, RECREATION FACILITIES, RIGHT-OF-WAY AND STREETSCAPE, AND OTHER FEATURES CONTAINED WITHIN THE DEVELOPMENT.
11. NO CONSTRUCTION ACTIVITY WILL OCCUR PRIOR TO THE APPROVAL OF THE REQUIRED TREE REMOVAL PERMIT FROM BROWARD COUNTY. THE APPROVAL DOCUMENTS SHALL BE SUBMITTED TO THE CITY PRIOR TO THE APPROVAL OF ANY BUILDING PERMIT.
12. IRRIGATION OF THE SITE TO INCLUDE A RAIN SENSOR DEVICE AND SHALL BE INSTALLED PER STATE STATUTE.
13. DRIVEWAYS TO THE TOWNHOUSE UNITS SHALL BE BRICK PAVERS.

N

0 50 100

FEET

SSCCAALLEE:: 11""==5500''

LEGEND

- PROPOSED LIGHTING
- PROPOSED ADA STALL
- PROPOSED CONCRETE SIDEWALK
- PROPOSED ASPHALT PAVEMENT
- 10'X10' SIGHT TRIANGLE
- FLOW DIRECTION
- 6.40 PROPOSED GRADE
- EXISTING GRADE
- SEWER / DRAINAGE MANHOLE
- DRAINAGE INLET
- YARD DRAIN BASIN
- DOUBLE SEWER SERVICE
- SINGLE SEWER SERVICE
- FIRE HYDRANT ASSEMBLY
- TAPPING SLEEVE & VALVE
- DOUBLE WATER METER
- SINGLE WATER METER
- GATE VALVE
- EXISTING VALVE
- EXISTING FIRE HYDRANT ASSEMBLY
- 1 BACTERIOLOGICAL SAMPLING POINT
- PROPOSED TYPE P6 STORM CURB INLET
- R.C.P. REINFORCED CONCRETE PIPE
- H.D.P.E. HIGH DENSITY POLYETHYLENE PIPE
- C.A.P. CORRUGATED ALUMINUM PIPE
- W.M. WATER MAIN
- G.V. GATE VALVE
- F.H. FIRE HYDRANT
- R.E. RIM ELEVATION
- I.E. INVERT ELEVATION
- E.O.P. EDGE OF PAVEMENT
- P.R.B. POLLUTION RETARDANT BAFFLE
- D.W.E. DESIGN WATER ELEVATION
- TREE TO REMAIN (SEE LANDSCAPE PLAN)
- PROPOSED WATERMAIN
- PROPOSED SEWERMAIN
- PROPOSED DRAINAGEMAIN
- EXISTING WATERMAIN
- EXISTING DRAINAGEMAIN
- EXISTING SEWERMAIN
- LIMIT OF CONSTRUCTION/ ACCESS EASEMENT FOR SANITARY SEWER MAIN
- LIMIT OF CONSTRUCTION/ ACCESS EASEMENT FOR LAKE RECONFIGURTION

NO	DATE	BY	REVISIONS

HSQ GROUP, LLC
Engineers · Planners · Surveyors
1001 Yamato Road, Suite 105
Boca Raton, Florida 33431 · 954.392.0221
C26258 · LB7924

WOODMONT

SITE PLAN

DATE:	02/26
DESIGNED BY:	ZT
DRAWN BY:	SE
CHECKED BY:	ZT

STATE OF FLORIDA D.O.A. LICENSE No 88815 REGISTERED PROFESSIONAL ENGINEER

DATE: 02/26/2025

ALEXANDRE CHABRIER, P.E.
FLORIDA REGISTRATION NO. ~~54819~~

This item has been digitally signed and sealed by ZACHARY TODD, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Zachary D Todd

Digitally signed by Zachary D Todd
DN: c=US, o=Unaffiliated, dnQualifier=A01410D000 0019C004F8EA1E000090F3 D, cn=Zachary D Todd
Date: 2025.08.21 09:32:22 -04'00'

PROJECT:	2105-39
SHEET:	SP-1

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WOODMONT

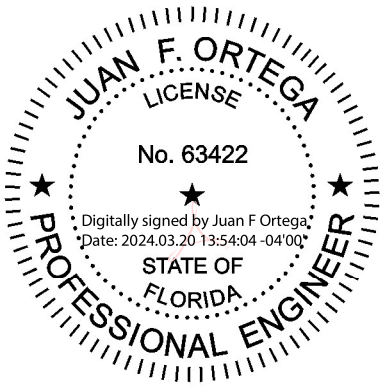
SEC OF PINE ISLAND RD & SOUTHGATE BLVD
CITY OF TAMARAC, FLORIDA

TRAFFIC IMPACT STUDY

PREPARED FOR:
D.R. HORTON

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



Revised March 20, 2024
Revised January 23, 2023
Revised September 23, 2022
Revised July 11, 2022
October 25, 2021

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on March 20, 2024 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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5. DRIVEWAYS 8

6. CONCLUSIONS AND RECOMMENDATIONS 9

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Exhibit 2: Conceptual Site Plan

Exhibit 3: ITE Trip Generation

Exhibit 4: 2019, 2040 & 2045 Report Excerpt

Exhibit 5: Growth Rate

Exhibit 6: Synchro Intersection Analyses

Exhibit 7: Driveway Turn Lane Analyses

Exhibit 8: Woodmont Country Club LUPA Traffic

Exhibit 9: Traffic Impact Study Review

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Figure 3: Project Trips 5

Figure 4: Project Driveway Volumes 8

1. INTRODUCTION

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with the *City of Tamarac Land Development Code* associated with the site plan application for the Woodmont project.

The property is located at the southeast corner of Pine Island Road and Southgate Boulevard, in the City of Tamarac, Florida. Parcel ID Number associated with this project is 4941-04-26-0040. A copy of the property appraiser information data for the site is included as Exhibit 1. Figure 1 shows an aerial location of the site in relation to the transportation network. Exhibit 2 includes a conceptual site plan for the project.



Figure 1: Project Location – Aerial

The subject property is currently vacant. The Woodmont project is proposing 50 townhomes on the subject site**.** Project build-out is expected in the year 2025.

2. TRIP GENERATION

Trip generation rates were based on the 11th Edition of the Trip Generation Manual from the Institute of Transportation Engineers (ITE). Table 1 includes the trip generation rates used for Daily, AM and PM peak hour while Table 2 includes the trip generation for the proposed project for Daily, AM and PM peak hour conditions. As part of a conservative analysis and for simplification purposes, no traffic credit was taken for existing/approved uses on the subject site. Exhibit 3 includes ITE Trip Generation Equations from the latest ITE Trip Generation Manual.

The ITE Trip Generation Manual provides average rates and fitted curve equations to determine trip generation estimates for the proposed land use associated with the Woodmont Project. The fitted curve equations provide higher number of trips than the average rates[1]. As part of a conservative analysis, the fitted curve results were used in this analysis.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhomes	220	T = 6.41(X)+75.31	24%	76%	T = 0.31(X)+22.85	63%	37%	T = 0.43(X)+20.55

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 396, 38 (9 In/29 Out), and 42 (26 In/16 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhomes	50 DUs	396	9	29	38	26	16	42

[1] Trip Generation based on average rates:
Daily = 337
AM= 20 (5 In/15 Out)
PM = 26 (16 In/10 Out)

3. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the project trip distribution for the directly impacted roadway links.

4. LEVEL OF SERVICE

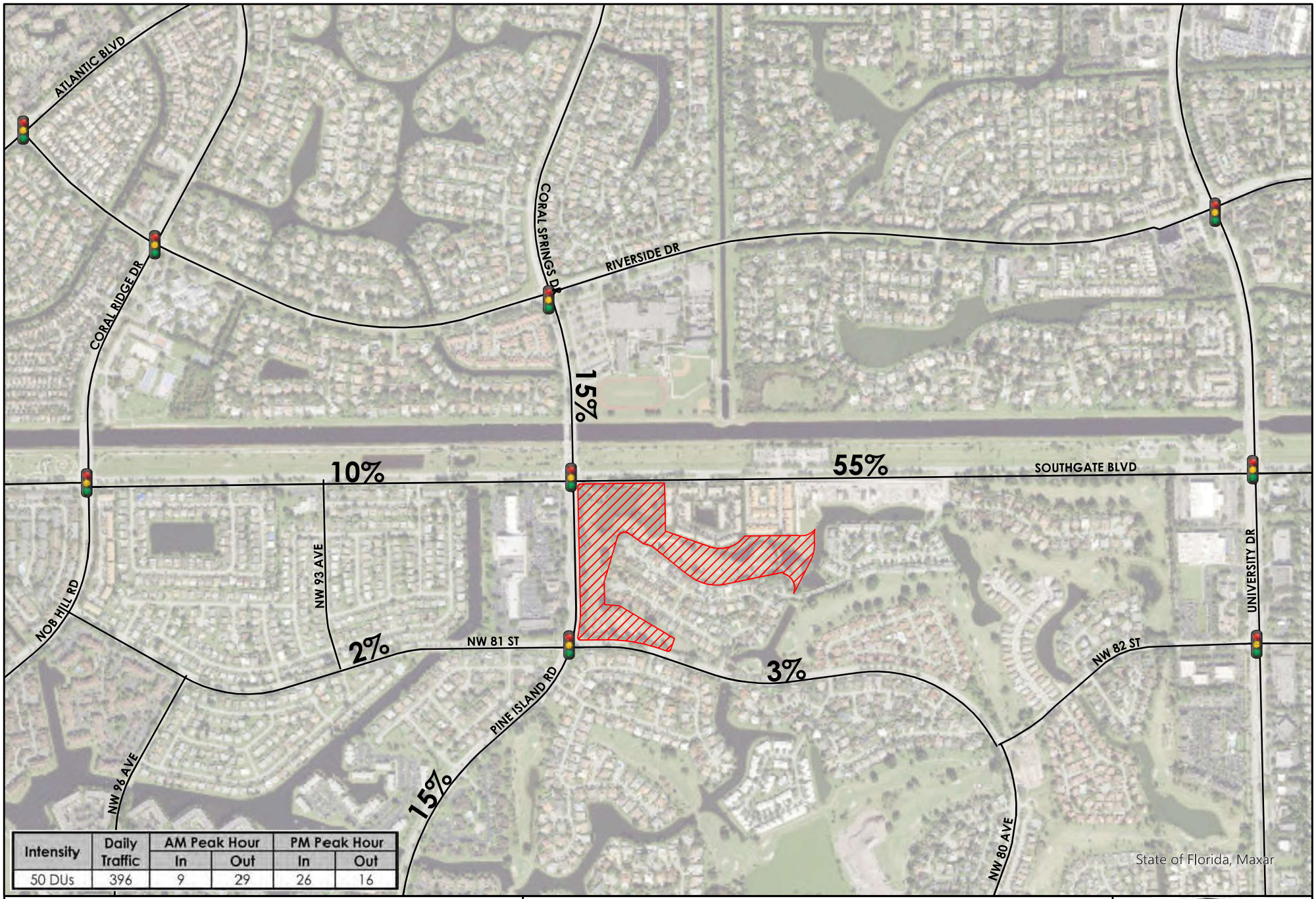
Level of Service for Links and Intersections for Existing, Future Background (w/out project traffic), and Future Total (w/ project traffic) conditions is being provided. Note that all Links will be impacted less than one percent (1%) of the adopted Level of Service (LOS).

4.1. Links

Daily and Peak Hour Link Analyses were carried using link volumes from Appendix C: North / South Roadways Capacity and Level of Service Analysis 2019 & 2040. Exhibit 4 includes excerpts from the 2019 & 2040 report. Exhibit 5 includes growth rate calculations within the study area. Table 3 summarizes Daily LOS while Table 4 does the same for peak hour.

4.2. Intersections

AM and PM Peak Hour Intersection Analyses were carried out using field data collection from October 13, 2021. Exhibit 6 includes detailed intersection analyses using Synchro 11 while Table 5 summarizes the results for the AM and PM peak hours. Figure 3 includes project trips at the directly impacted intersections.



Intensity	Daily Traffic	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
50 DUs	396	9	29	26	16

Project Site

0.1 0.05 0 0.1 0.2 0.3 0.4 Miles

Figure 2: Traffic Assignment WOODMONT

JFO GROUP INC



Intensity	Daily Traffic	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
50 DUs	396	9	29	26	16

LEGEND

AM Peak Hour = XX
PM Peak Hour = (XY)
Daily = YY

WOODMONT
SEC Pine Island Rd & Southgate Blvd
City of Tamarac

FIGURE 3: PROJECT TRIPS

Table 3: Daily Level of Service

Road	From	Code	2019[1] AADT	2025 Background Traffic[2]	Project Distribution	Project Traffic	Project Impact	Future Total	Capacity	V/C		
										Existing	Future Background	Future Total
Pine Island Rd	N of McNab Rd	422	28,500	31,470	15%	59	0.16%	31,529	37,810	0.75	0.83	0.83
Coral Sprgs Dr	N of Southgate Blvd	422	22,500	24,845	15%	59	0.16%	24,904	37,810	0.60	0.66	0.66
Southgate Blvd	E of Coral Ridge Dr	474	10,000	11,042	10%	40	0.11%	11,082	35,820	0.28	0.31	0.31
Southgate Blvd	E of Coral Sprgs Dr	474	16,600	18,330	55%	218	0.61%	18,548	35,820	0.46	0.51	0.52
NW 81 St	E of Nob Hill Rd	464	3,500	3,865	2%	8	0.03%	3,873	29,160	0.12	0.13	0.13
NW 81 St	E of Pine Island Rd	464	5,400	5,963	3%	12	0.04%	5,975	29,160	0.19	0.20	0.20

Table 4: PM Peak Hour Level of Service

Road	From	Code	2019[1] Peak Hour	2025 Background Traffic	Project Distribution	Project Traffic	Project Impact	Future Total	Capacity	V/C		
										Existing	Future Background	Future Total
Pine Island Rd	N of McNab Rd	422	2,708	2,990	15%	6	0.18%	2,996	3,401	0.80	0.88	0.88
Coral Sprgs Dr	N of Southgate Blvd	422	2,138	2,361	15%	6	0.18%	2,367	3,401	0.63	0.69	0.70
Southgate Blvd	E of Coral Ridge Dr	474	950	1,049	10%	4	0.12%	1,053	3,222	0.29	0.33	0.33
Southgate Blvd	E of Coral Sprgs Dr	474	1,577	1,741	55%	23	0.71%	1,764	3,222	0.49	0.54	0.55
NW 81 St	E of Nob Hill Rd	464	333	368	2%	1	0.04%	369	2,628	0.13	0.14	0.14
NW 81 St	E of Pine Island Rd	464	513	566	3%	1	0.04%	567	2,628	0.20	0.22	0.22

Daily	PM Peak Hour		
	In	Out	Total
396	26	16	**42**

[1] 2020 counts became available late in 2021 at https://www.browardmpo.org/data. However, it seems that the 2020 values were significantly impacted by COVID. At the time this study was prepared (July 11, 2022) the 2020_2045 mailout.xlsx file had been removed from the Broward MPO website. As part of a conservative analysis, 2019 counts were used as the base year in this analysis.
[2] Exhibit 5 includes Growth Rate calculations within the study area. GR=1.67%

Table 5: Intersection Operational Analyses Summary

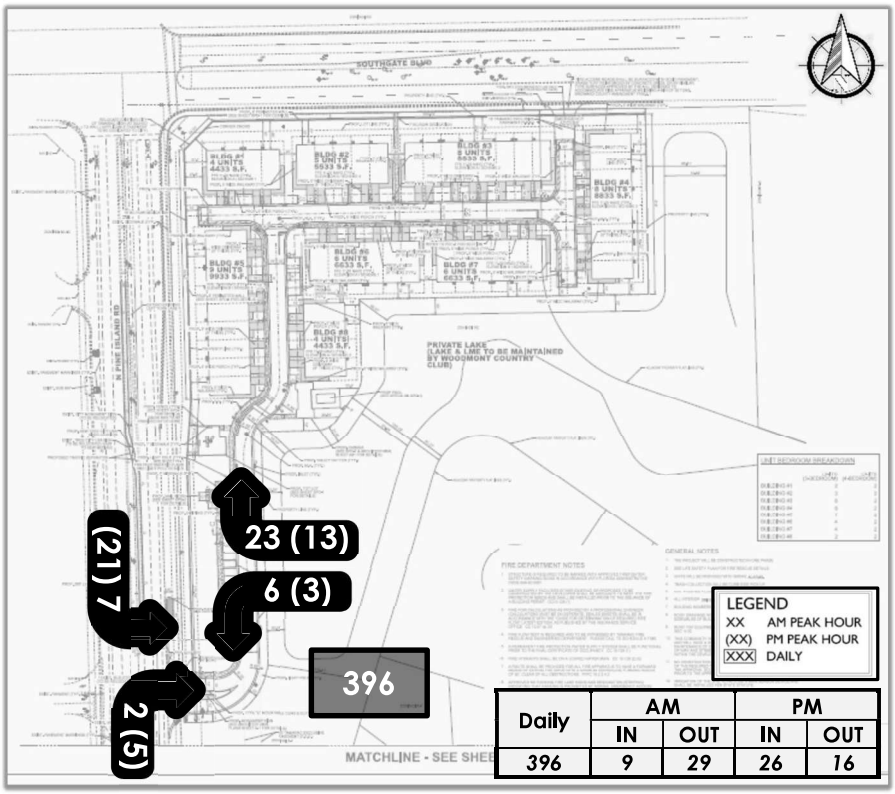
			AM											
		MOEs	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Southgate Blvd and Pine Island Rd/Coral Springs Dr	2021	Volume	**132**	**444**	**118**	**334**	**589**	**187**	**132**	**850**	**315**	**280**	**1,249**	**125**
		95% Queue Length, Q_{95} (veh)	8.5	13.5	7.8	20.4	28.0	27.4	6.7	20.7	15.7	13.1	31.1	5.7
		Control Delay (s/veh)	57.8	57.5	53.9	153.9	92.3	93.5	44.3	39.7	38.6	51.5	42.0	26.3
		Level of Service (LOS)	E	E	D	F	F	F	D	D	D	D	D	C
	2025 W/O Project	Volume	**141**	**474**	**126**	**357**	**629**	**200**	**141**	**908**	**337**	**299**	**1,334**	**134**
		95% Queue Length, Q_{95} (veh)	9.3	14.4	8.2	25.0	32.0	31.2	8.3	23.2	17.5	16.3	34.9	6.2
		Control Delay (s/veh)	64.0	57.9	53.7	195.5	110.1	111.0	61.0	44.2	42.8	70.0	46.8	27.1
		Level of Service (LOS)	E	E	D	F	F	F	E	D	D	E	D	C
	2025 W/ Project	Volume	**141**	**474**	**127**	**362**	**629**	**200**	**144**	**912**	**353**	**299**	**1,335**	**134**
		95% Queue Length, Q_{95} (veh)	9.3	14.4	8.3	25.9	32.0	31.2	8.7	23.4	18.5	16.5	35.0	6.2
		Control Delay (s/veh)	64.0	57.9	53.8	202.4	110.1	111.0	64.8	44.5	44.1	71.1	46.9	27.1
		Level of Service (LOS)	E	E	D	F	F	F	E	D	D	E	D	C
Tamarac Town Square/Driveway and Pine Island Rd	2021	Volume	**22**	**0**	**49**	**-**	**-**	**-**	**132**	**1,103**	**0**	**5**	**1,473**	**42**
		95% Queue Length, Q_{95} (veh)	3.7	-	0.5	-			1.5	-		-		
		Control Delay (s/veh)	25.3			-			18.4	-		-		
		Level of Service (LOS)	D			-			C	-		-		
	2025 W/O Project	Volume	**24**	**0**	**52**	**-**	**-**	**-**	**141**	**1,178**	**0**	**5**	**1,574**	**45**
		95% Queue Length, Q_{95} (veh)	4.3	-	0.6	-			1.9	-		-		
		Control Delay (s/veh)	32.4			-			21.2	-		-		
		Level of Service (LOS)	D			-			C	-		-		
	2025 W/ Project	Volume	**24**	**0**	**52**	**6**	**0**	**23**	**141**	**1,178**	**2**	**12**	**1,574**	**45**
		95% Queue Length, Q_{95} (veh)	4.6	-	0.6	1.5	-	0.2	1.9	-		0.1	-	
		Control Delay (s/veh)	45.5			25.2			21.2	-		11.6	-	
		Level of Service (LOS)	E			D			C	-		B	-	

			PM											
		MOEs	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Southgate Blvd and Pine Island Rd/Coral Springs Dr	2021	Volume	**170**	**418**	**85**	**305**	**349**	**212**	**109**	**1,270**	**202**	**216**	**1,395**	**144**
		95% Queue Length, Q_{95} (veh)	10.7	13.3	5.8	14.9	19.4	18.8	4.7	32.7	9.4	17.0	34.3	6.2
		Control Delay (s/veh)	59.3	62.8	57.6	123.7	75.9	79.3	38.5	45.1	29.5	74.8	40.5	23.5
		Level of Service (LOS)	E	E	E	F	E	E	D	D	C	E	D	C
	2025 W/O Project	Volume	**182**	**447**	**91**	**326**	**373**	**226**	**116**	**1,357**	**216**	**231**	**1,490**	**154**
		95% Queue Length, Q_{95} (veh)	11.4	14.0	6.1	17.6	20.8	20.1	5.5	39.4	10.4	20.3	40.7	6.9
		Control Delay (s/veh)	61.1	61.3	55.7	140.3	77.6	80.8	46.6	59.8	32.7	116.5	51.2	25.5
		Level of Service (LOS)	E	E	E	F	E	F	D	E	C	F	D	C
	2025 W/ Project	Volume	**182**	**447**	**94**	**340**	**373**	**226**	**118**	**1,359**	**225**	**231**	**1,494**	**154**
		95% Queue Length, Q_{95} (veh)	11.4	14.0	6.3	19.9	20.8	20.1	5.7	39.6	10.9	20.4	41.1	6.9
		Control Delay (s/veh)	61.1	61.3	55.9	158.2	77.6	80.8	47.9	60.1	33.1	117.3	51.9	25.6
		Level of Service (LOS)	E	E	E	F	E	F	D	E	C	F	D	C
Tamarac Town Square/Driveway and Pine Island Rd	2021	Volume	**37**	**0**	**152**	**-**	**-**	**-**	**164**	**1,480**	**0**	**2**	**1,614**	**75**
		95% Queue Length, Q_{95} (veh)	7.1	-	2.9	-			2.7	-		-		
		Control Delay (s/veh)	29.3[1]			-			25.3	-		-		
		Level of Service (LOS)	D[1]			-			D	-		-		
	2025 W/O Project	Volume	**40**	**0**	**162**	**-**	**-**	**-**	**175**	**1,581**	**0**	**2**	**1,724**	**80**
		95% Queue Length, Q_{95} (veh)	7.1	-	3.7	-			3.6	-		-		
		Control Delay (s/veh)	65.5			-			32.3	-		-		
		Level of Service (LOS)	F			-			D	-		-		
	2025 W/ Project	Volume	**40**	**0**	**162**	**3**	**0**	**13**	**175**	**1,581**	**5**	**23**	**1,724**	**80**
		95% Queue Length, Q_{95} (veh)	7.1	-	3.7	1.2	-	0.1	3.6	-		0.2	-	
		Control Delay (s/veh)	70.9			52.3			32.3	-		15.1	-	
		Level of Service (LOS)	F			F			D	-		C	-	

[1]HCM 6th TWSC did not report a Control Delay or LOS for the EB approach. Therefore, EBLn2 Control Delay and LOS are being reported.

5. DRIVEWAYS

According to the National Cooperative Highway Research Program (NCHRP) Report 457, a left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5 of the NCHRP 457 Report. However, four (4) lane divided roads are not included in Figure 2-5. On the other hand, the November 2019 FDOT Access Management Guidebook includes recommended guidelines for exclusive right-turn lanes to unsignalized driveways based on the NCHRP Report 420, Impacts of Access Management Techniques.



Daily	AM		PM	
	IN	OUT	IN	OUT
396	9	29	26	16

Figure 4: Project Driveway Volumes

Figure 4 provides Daily, AM and PM peak hour driveway volumes for the Woodmont property. Exhibit 7 includes detailed analysis evaluating the need for left turn lanes at the proposed driveways. As shown in Exhibit 7, the proposed driveway operations will not warrant exclusive left turn lanes. Similarly, a right turn lane is not warranted at the proposed driveway. However, based on a *Microsoft Teams Meeting* with Broward County staff on July 19, 2022, a southbound left turn lane at the project entrance is being required as shown on the proposed site plan.

6. CONCLUSIONS AND RECOMMENDATIONS

The Woodmont property is located at the southeast corner of Pine Island Road and Southgate Boulevard, in the City of Tamarac, Florida. The applicant is proposing 50 townhomes on the subject site. This development will most likely generate[1] 396 net daily trips where 38 (9 In/29 Out) trips will occur during the AM peak hour and 42 (26 In/16 Out) during the PM peak hour. Project build-out is expected in the year 2025.

The closest major intersection to the project is the intersection of Southgate Blvd and Pine Island Rd/Coral Springs Dr. The proposed project will generate an additional overall intersection delay of 1.6 seconds during the peak hour where additional improvements are not required to maintain the existing LOS and where project traffic is not increasing the LOS on any approach/movement.

A right turn lane is not warranted at the proposed driveway. However, based on a *Microsoft Teams Meeting* with Broward County staff on July 19, 2022, a southbound left turn lane at the project entrance is being required as shown on the proposed site plan.

The proposed Woodmont project will generate less daily traffic than the traffic approved[2] for the site under the Woodmont Country Club Future Land Use Amendment. The subject site had a Commercial designation with a maximum of 28,000 SF when the Woodmont Country Club amended its Future Land Use plan from Commercial Recreation to Low Density Residential & Commercial. Exhibit 8 includes the approved traffic study for the Woodmont Country Club Future Land Use Amendment.

Furthermore, the proposed development will generate less than one percent (1%) of the adopted Level of Service (LOS) in all links during both daily and peak-hour conditions.

[1] Trip Generation based on Average Rates from the ITE Trip Generation Manual, 11th Edition:
Daily = 337. AM= 20 (5 In/15 Out). PM = 26 (16 In/10 Out)

[2] Gross Trips:

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Shopping Center	28,000 SF	2,969	45	28	73	133	138	271

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Exhibit 1: Property Appraiser

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MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

Site Address	NW 81 STREET, TAMARAC FL 33321	ID #	4941 04 26 0040
Property Owner	WOODMONT COUNTRY CLUB INC	Millage	3112
Mailing Address	7801 NW 80 AVE TAMARAC FL 33321	Use	38
Abbr Legal Description	LAND SEC 4 GOLF COURSE PLAT PB 88-20 B & PT 4,5-49-41 4-31 B POR OF TRS A,B AND C DESC IN OR 12165/803, LESS POD E AS DESC IN INSTR 114501567 & LESS LAKES TO CITY PER INSTR 116134206 & INSTR 116364450 AKA: GOLF COURSE		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2022 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2022	$360,460	$5,500	$365,960	$357,690	
2021	$360,460	$5,500	$365,960	$325,180	
2020	$360,460	$5,500	$365,960	$295,620	$7,324.47

2022 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$365,960	$365,960	$365,960	$365,960
Portability	0	0	0	0
Assessed/SOH	$357,690	$365,960	$357,690	$357,690
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$357,690	$365,960	$357,690	$357,690

Sales History

Date	Type	Price	Book/Page or CIN
11/30/1984	SW*	$6,222,100	12165 / 803

* Denotes Multi-Parcel Sale (See Deed)

Land Calculations

Price	Factor	Type
$13,939	25.86	GC
Adj. Bldg. S.F. (Card, Sketch)		239
Eff./Act. Year Built: 1998/1997		

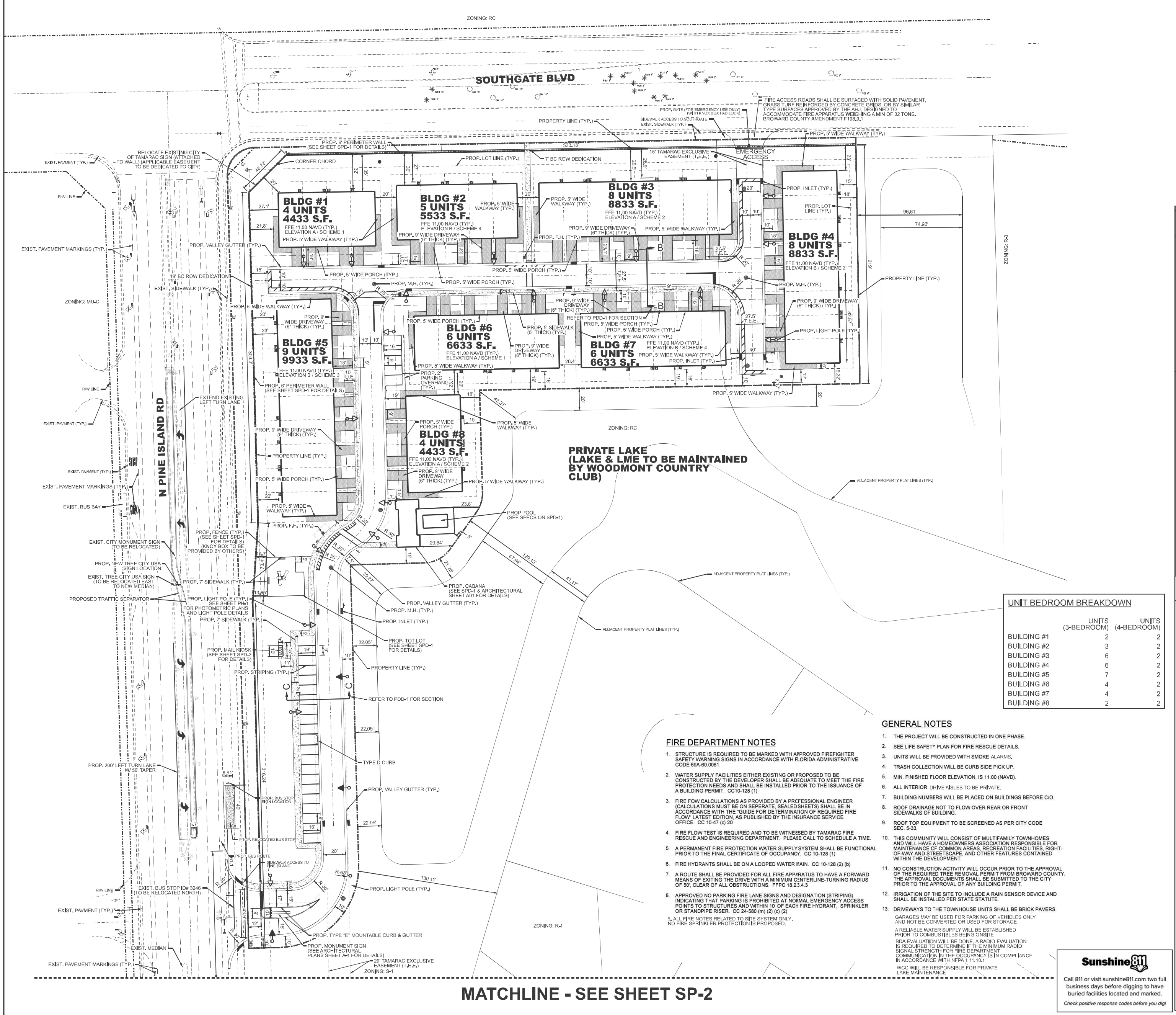
Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
31								
C								
239								

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Exhibit 2: Conceptual Site Plan

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MATCHLINE - SEE SHEET SP-2

N

0 40 80
FEET
SCALE: 1"=40'

SUBJECT PROPERTY : WOODMONT
FEMA FLOOD ZONE 'X'

SITE DATA TABLE

PARKING & LOADING CALCULATIONS

REQUIRED
2.00 SPACES PER BUILDING UNIT (3 BEDROOMS): 34 X 2 = 68
2.50 SPACES PER BUILDING UNIT (4 BEDROOMS): 16 X 2.5 = 40
10% ADDITIONAL (GUEST PARKING): 11
119 SPACES REQUIRED

PROVIDED
PARKING SPACES (DRIVEWAY & GARAGE) = 2 SPACES/DU 100 SPACES

GUESTPARKING SPACES (9' X 18') = 25 SPACES

TOTAL = 125 SPACES

SETBACK INFORMATION

	(MIN. PERMITTED)	MIN PROVIDED
SOUTHGATE BLVD:	20'	23'
REAR:	15'	18'
N PINE ISLAND ROAD	20'	23'
CORNER CORD	20'	20'

CODE REQUIREMENTS

BUILDING UNITS	REQUIRED (3 FLOORS)	PROVIDED (2 FLOORS)
4 UNIT BUILDING ELEVATION:	40'	25' - 2"
5 UNIT BUILDING ELEVATION:	40'	26' - 8 3/8"
6 UNIT BUILDING ELEVATION:	40'	26' - 8 3/8"
8 UNIT BUILDING ELEVATION:	40'	26' - 4 7/8"
9 UNIT BUILDING ELEVATION:	40'	26' - 8 3/8"

ZONING:
CURRENT ZONING: NEIGHBORHOOD COMMERCIAL (NC)
PROPOSED ZONING: MULTI-FAMILY RESIDENTIAL R-3

FUTURE LAND USE:
EXISTING FUTURE LAND USE: COMMERCIAL
PROPOSED FUTURE LAND USE: LOW-MEDIUM RESIDENTIAL (UP TO 10 DU'S PER ACRE)
NUMBER OF UNITS: 50 (34x 3 BEDROOM UNITS, 16x 4 BEDROOM UNITS)
DENSITY: 8 DU/ACRE

SITE AREA INFORMATION

GROSS ACREAGE		6.245 AC.
R.O.W. DEDICATION	11,761 SF.	0.27AC
NET ACREAGE:	187,747 SF.	4.31 AC.
TOTAL AREA	187,747 SF.	4.31 AC.
BUILDING #1	4,433 SF.	0.10AC
BUILDING #2	5,533 SF.	0.13AC
BUILDING #3	8,833 SF.	0.20AC
BUILDING #4	8,833 SF.	0.20AC
BUILDING #5	9,933 SF.	0.23AC
BUILDING #6	6,633 SF.	0.15AC
BUILDING #7	6,633 SF.	0.15AC
BUILDING #8	4,433 SF.	0.10AC
CABANA	821 SF.	0.02AC
BUILDINGS (TOTAL)	56,085 SF.	1.29AC (30%)
IMPERVIOUS AREAS	50,530 SF.	1.16 AC. (27%) (70% MAX)
PERVIOUS AREAS (GREEN AREAS)	81,021SF.	1.86AC. (43%) (30% MIN)

UNIT BEDROOM BREAKDOWN

	UNITS (3-BEDROOM)	UNITS (4-BEDROOM)
BUILDING #1	2	2
BUILDING #2	3	2
BUILDING #3	6	2
BUILDING #4	6	2
BUILDING #5	7	2
BUILDING #6	4	2
BUILDING #7	4	2
BUILDING #8	2	2

FIRE DEPARTMENT NOTES

1. STRUCTURE IS REQUIRED TO BE MARKED WITH APPROVED FIREFIGHTER SAFETY WARNING SIGNS IN ACCORDANCE WITH FLORIDA ADMINISTRATIVE CODE 69A-60.0081.
2. WATER SUPPLY FACILITIES EITHER EXISTING OR PROPOSED TO BE CONSTRUCTED BY THE DEVELOPER SHALL BE ADEQUATE TO MEET THE FIRE PROTECTION NEEDS AND SHALL BE INSTALLED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. CC10-128 (1)
3. FIRE FOW CALCULATIONS AS PROVIDED BY A PROFESSIONAL ENGINEER (CALCULATIONS MUST BE ON SEPERATE, SEALEDSHEETS) SHALL BE IN ACCORDANCE WITH THE "GUIDE FOR DETERMINATION OF REQUIRED FIRE FLOW" LATEST EDITION, AS PUBLISHED BY THE INSURANCE SERVICE OFFICE. CC 10-47 (c) 20
4. FIRE FLOW TEST IS REQUIRED AND TO BE WITNESSED BY TAMARAC FIRE RESCUE AND ENGINEERING DEPARTMENT. PLEASE CALL TO SCHEDULE A TIME.
5. A PERMANENT FIRE PROTECTION WATER SUPPLYSYSTEM SHALL BE FUNCTIONAL PRIOR TO THE FINAL CERTIFICATE OF OCCUPANCY. CC 10-128 (1)
6. FIRE HYDRANTS SHALL BE ON A LOOPED WATER MAIN. CC 10-128 (2) (b)
7. A ROUTE SHALL BE PROVIDED FOR ALL FIRE APPARATUS TO HAVE A FORWARD MEANS OF EXITING THE DRIVE WITH A MINIMUM CENTERLINE-TURNING RADIUS OF 50', CLEAR OF ALL OBSTRUCTIONS. FFPC 18.2.3.4.3
8. APPROVED NO PARKING FIRE LANE SIGNS AND DESIGNATION (STRIPING) INDICATING THAT PARKING IS PROHIBITED AT NORMAL EMERGENCY ACCESS POINTS TO STRUCTURES AND WITHIN 10' OF EACH FIRE HYDRANT, SPRINKLER OR STANDPIPE RISER. CC 24-580 (m) (2) (c) (2)
9. ALL FIRE NOTES RELATED TO SITE SYSTEM ONLY. NO FIRE SPRINKLER PROTECTION IS PROPOSED.

GENERAL NOTES

1. THE PROJECT WILL BE CONSTRUCTED IN ONE PHASE.
2. SEE LIFE SAFETY PLAN FOR FIRE RESCUE DETAILS.
3. UNITS WILL BE PROVIDED WITH SMOKE ALARMS.
4. TRASH COLLECTION WILL BE CURB SIDE PICK UP.
5. MIN. FINISHED FLOOR ELEVATION, IS 11.00 (NAVD).
6. ALL INTERIOR DRIVE AISLES TO BE PRIVATE.
7. BUILDING NUMBERS WILL BE PLACED ON BUILDINGS BEFORE C/O.
8. ROOF DRAINAGE NOT TO FLOW OVER REAR OR FRONT SIDEWALKS OF BUILDING.
9. ROOF TOP EQUIPMENT TO BE SCREENED AS PER CITY CODE SEC. 5-33.
10. THIS COMMUNITY WILL CONSIST OF MULTIFAMILY TOWNHOMES AND WILL HAVE A HOMEOWNERS ASSOCIATION RESPONSIBLE FOR MAINTENANCE OF COMMON AREAS, RECREATION FACILITIES, RIGHT-OF-WAY AND STREETSCAPE, AND OTHER FEATURES CONTAINED WITHIN THE DEVELOPMENT.
11. NO CONSTRUCTION ACTIVITY WILL OCCUR PRIOR TO THE APPROVAL OF THE REQUIRED TREE REMOVAL PERMIT FROM BROWARD COUNTY. THE APPROVAL DOCUMENTS SHALL BE SUBMITTED TO THE CITY PRIOR TO THE APPROVAL OF ANY BUILDING PERMIT.
12. IRRIGATION OF THE SITE TO INCLUDE A RAIN SENSOR DEVICE AND SHALL BE INSTALLED PER STATE STATUTE.
13. DRIVEWAYS TO THE TOWNHOUSE UNITS SHALL BE BRICK PAVERS.

GARAGES MAY BE USED FOR PARKING OF VEHICLES ONLY AND NOT BE CONVERTED OR USED FOR STORAGE

A RELIABLE WATER SUPPLY WILL BE ESTABLISHED PRIOR TO COMBUSTIBLES BEING ONSITE

BDA EVALUATION WILL BE DONE, A RADIO EVALUATION IS REQUIRED TO DETERMINE IF THE MINIMUM RADIO SIGNAL STRENGTH FOR FIRE DEPARTMENT COMMUNICATION IN THE OCCUPANCY IS IN COMPLIANCE IN ACCORDANCE WITH NFPA 1 11.10.1

WCC WILL BE RESPONSIBLE FOR PRIVATE LAKE MAINTENANCE

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

NO	DATE	BY	REVISIONS

HSQ GROUP, INC.
Engineers • Planners • Surveyors
1001 Yamato Road Suite 105
Boca Ratom, Florida 33431 • 561-392-0221

WOODMONT

SITE PLAN

DATE:	01/08/20
DESIGNED BY:	ZT
DRAWN BY:	SE
CHECKED BY:	ZT

ZACHARY TODD LICENSE No 84179 STATE OF FLORIDA PROFESSIONAL ENGINEER
DATE: 2/26/2021
ZACHARY TODD, P.E.
FLORIDA REGISTRATION NO. - 84179

PROJECT:	2105-39
SHEET:	SP-1

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Exhibit 3: ITE Trip Generation

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Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

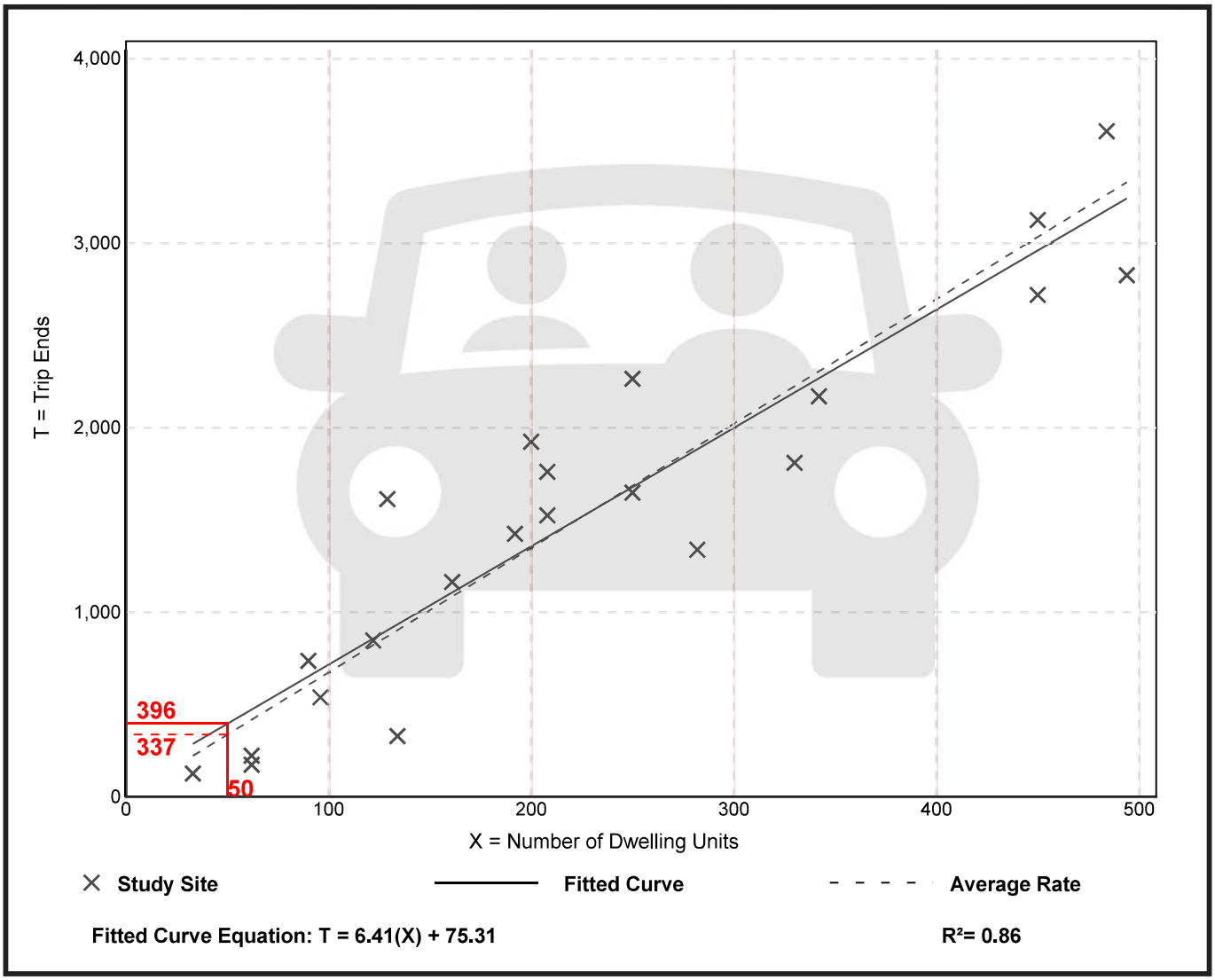
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

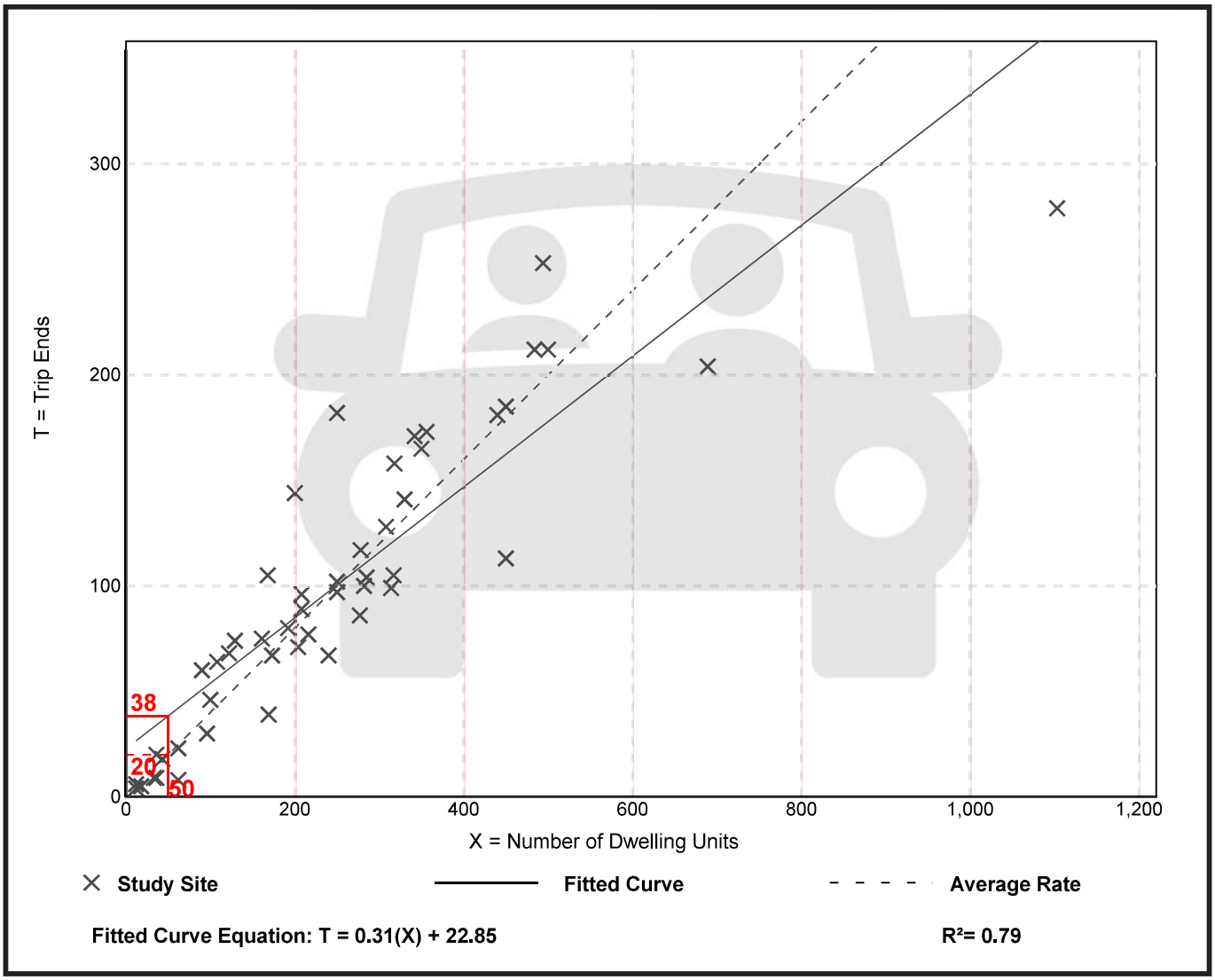
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

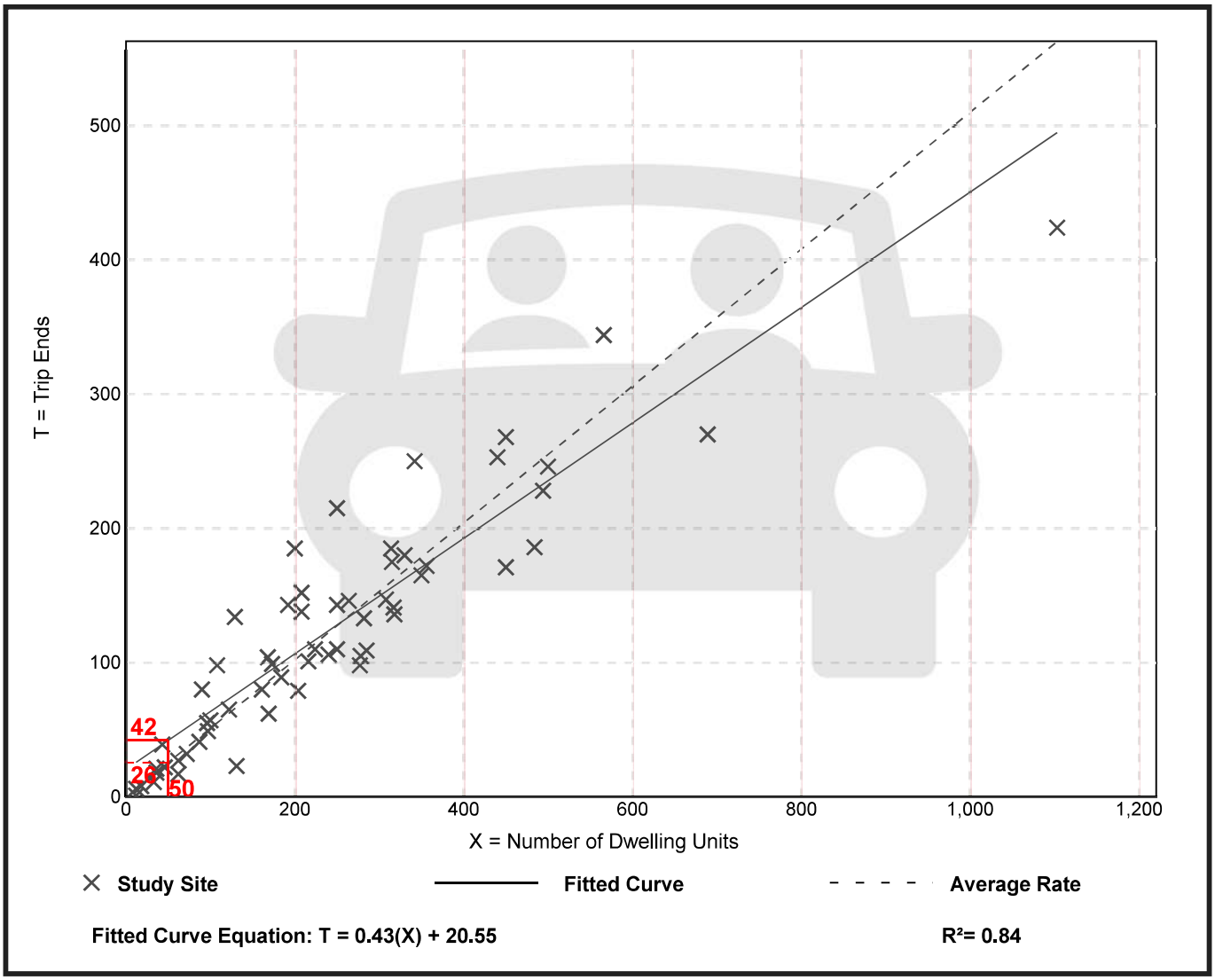
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



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Exhibit 4: 2019, 2040 & 2045 Report Excerpt

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APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2019, 2040 & 2045

			2019					2019				2040					2040				2045					2045			
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
ID	N/S Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
315	Pine Island Rd	N of McNab Rd	422	28,500	37,810	0.75	C	2,708	3,401	0.80	C	422	47,800	37,810	1.26	F	4,541	3,401	1.33	F	422	47,800	37,810	1.26	F	4,541	3,401	1.33	F
317	Coral Sprgs Dr	N of Southgate Blvd	422	22,500	37,810	0.60	C	2,138	3,401	0.63	C	422	39,100	37,810	1.03	F	3,715	3,401	1.09	F	422	39,100	37,810	1.03	F	3,715	3,401	1.09	F
ID	E/W Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
742	Southgate Blvd	E of Coral Ridge Dr	474	10,000	35,820	0.28	C	950	3,222	0.29	C	474	24,300	35,820	0.68	C	2,309	3,222	0.72	C	474	24,300	35,820	0.68	C	2,309	3,222	0.72	C
744	Southgate Blvd	E of Coral Sprgs Dr	474	16,600	35,820	0.46	C	1,577	3,222	0.49	C	474	21,700	35,820	0.61	C	2,062	3,222	0.64	C	474	21,700	35,820	0.61	C	2,062	3,222	0.64	C
718	NW 81 St	E of Nob Hill Rd	464	3,500	29,160	0.12	C	333	2,628	0.13	C	464	4,500	29,160	0.15	C	428	2,628	0.16	C	464	4,500	29,160	0.15	C	428	2,628	0.16	C
720	NW 81 St	E of Pine Island Rd	464	5,400	29,160	0.19	C	513	2,628	0.19	C	464	4,700	29,160	0.16	C	447	2,628	0.17	C	464	4,700	29,160	0.16	C	447	2,628	0.17	C

Source: http://www.browardmpo.org/index.php/data

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

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Exhibit 5: Growth Rate

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Woodmont - Area Wide Growth Rate

Roadway	From	To	F-DOT	
			2014	2019
Pine Island Rd	McNab Rd	NW 81st St	24,000	28,500
Coral Sprgs Dr	NW 81st St	Southgate Blvd	25,500	26,000
Coral Sprgs Dr	Southgate Blvd	Atlantic Blvd	22,000	22,500
Southgate Blvd	Coral Ridge Dr	Pine Island Rd	15,000	16,600
Southgate Blvd	Pine Island Rd	University Dr		
NW 81st St	Coral Ridge Dr	NW 80th Ave	2,900	3,500
		Σ	89,400	97,100

Base Year (Σ 2013 from F-DOT)	89,400
Future Year (Σ 2018 from F-DOT)	97,100
Area Wide Growth	**1.67%**

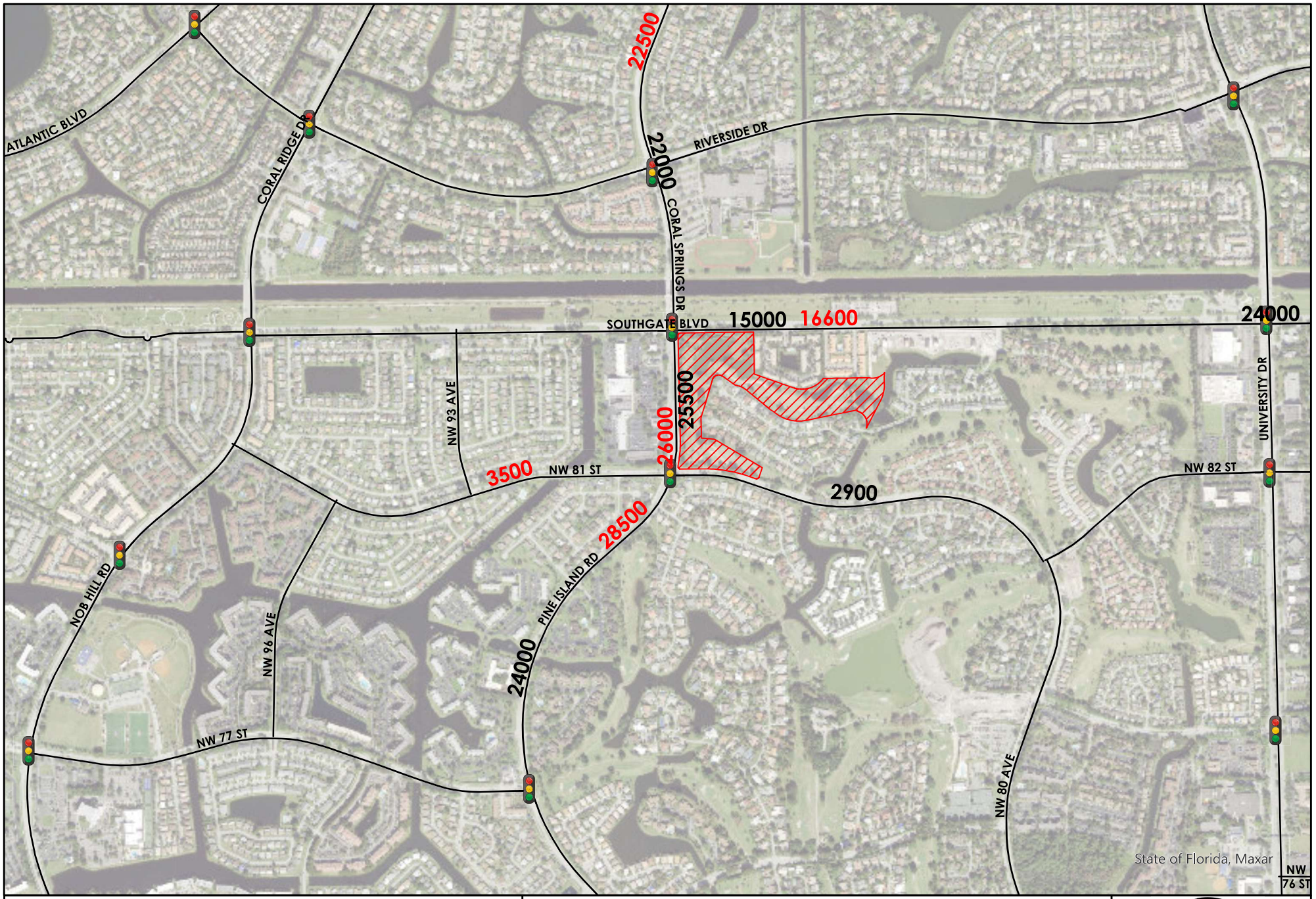
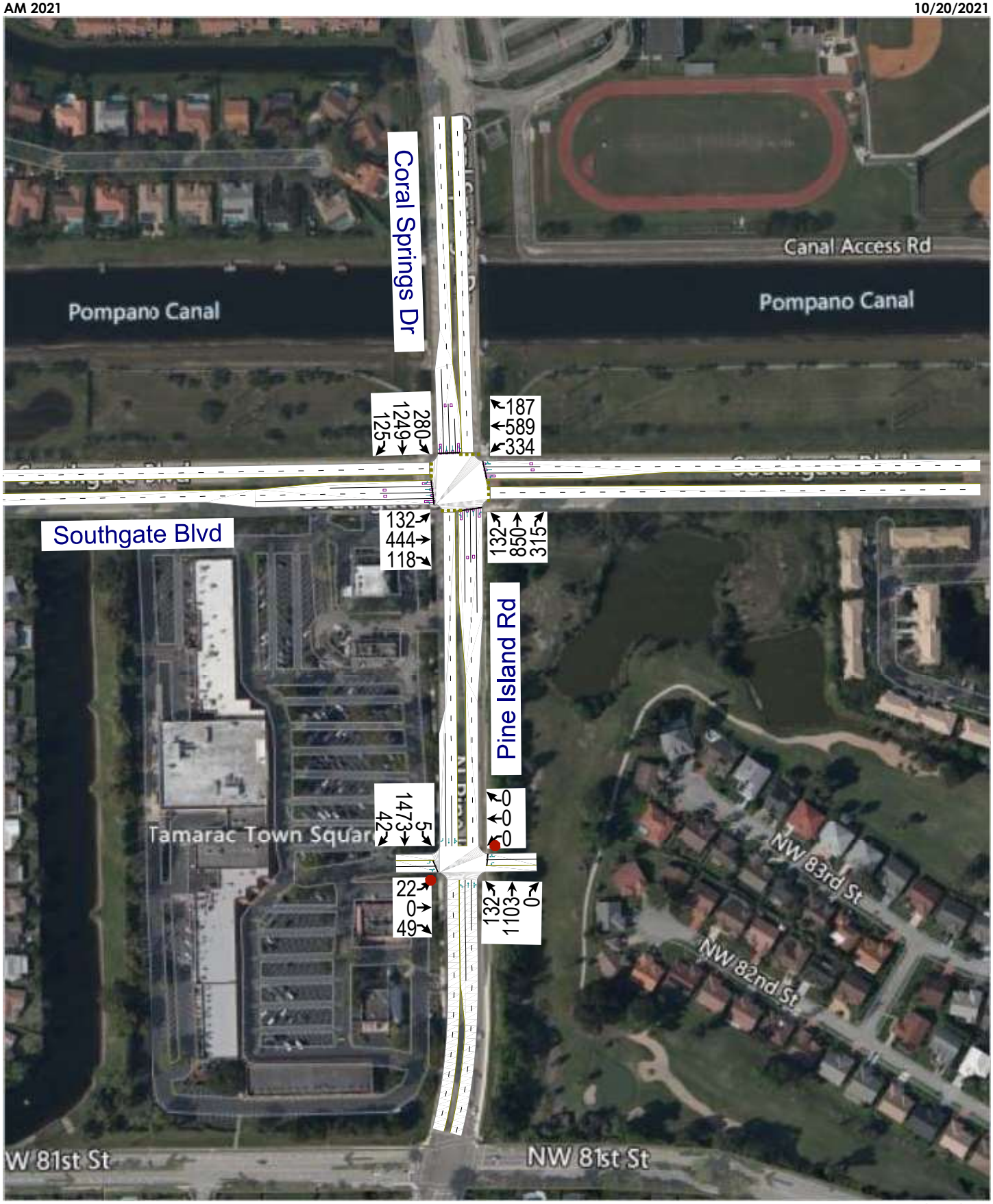


Exhibit 5:
2014 Vs 2019 AADT
WOODMONT

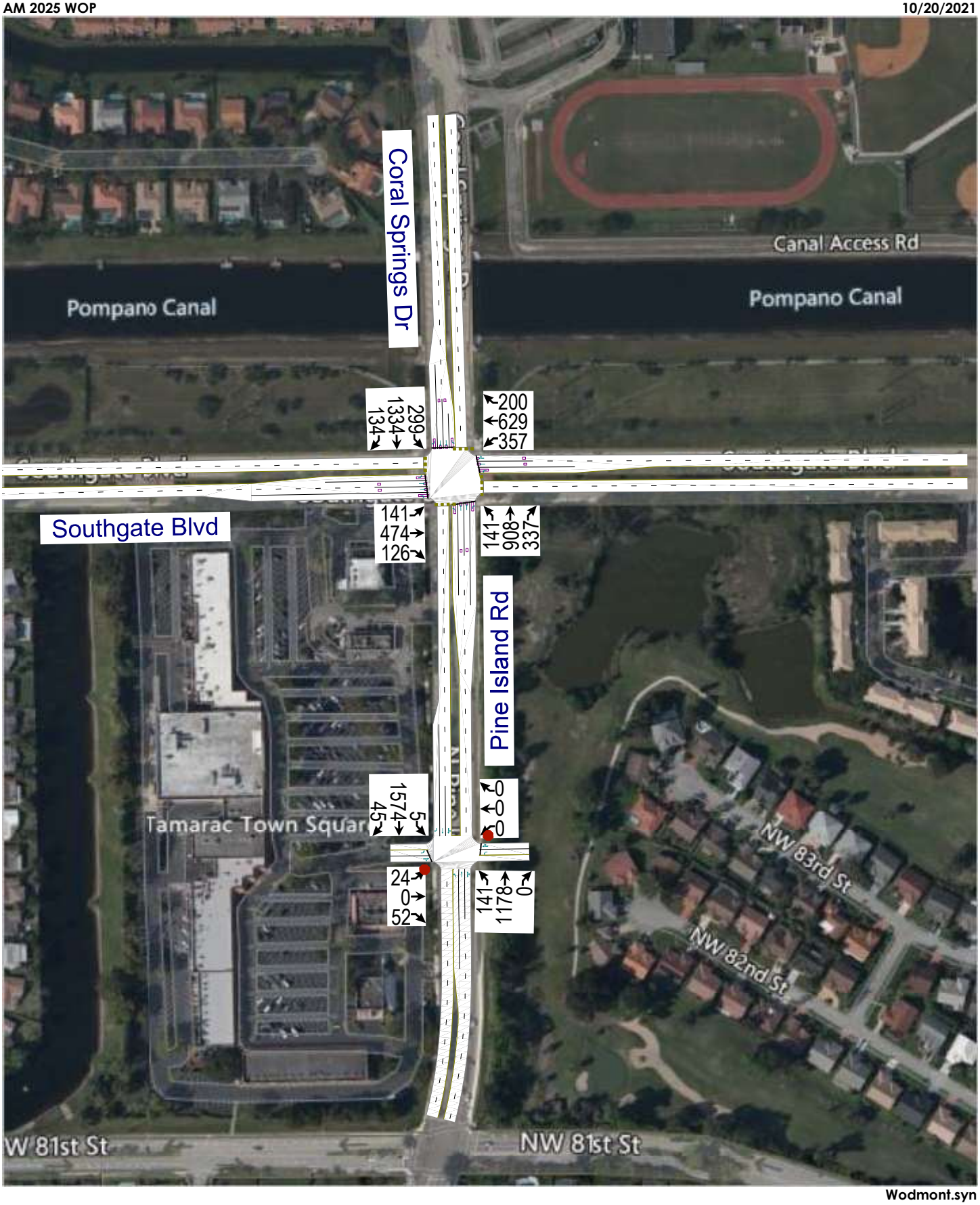
JFO GROUP INC

Exhibit 6: Synchro Intersection Analyses

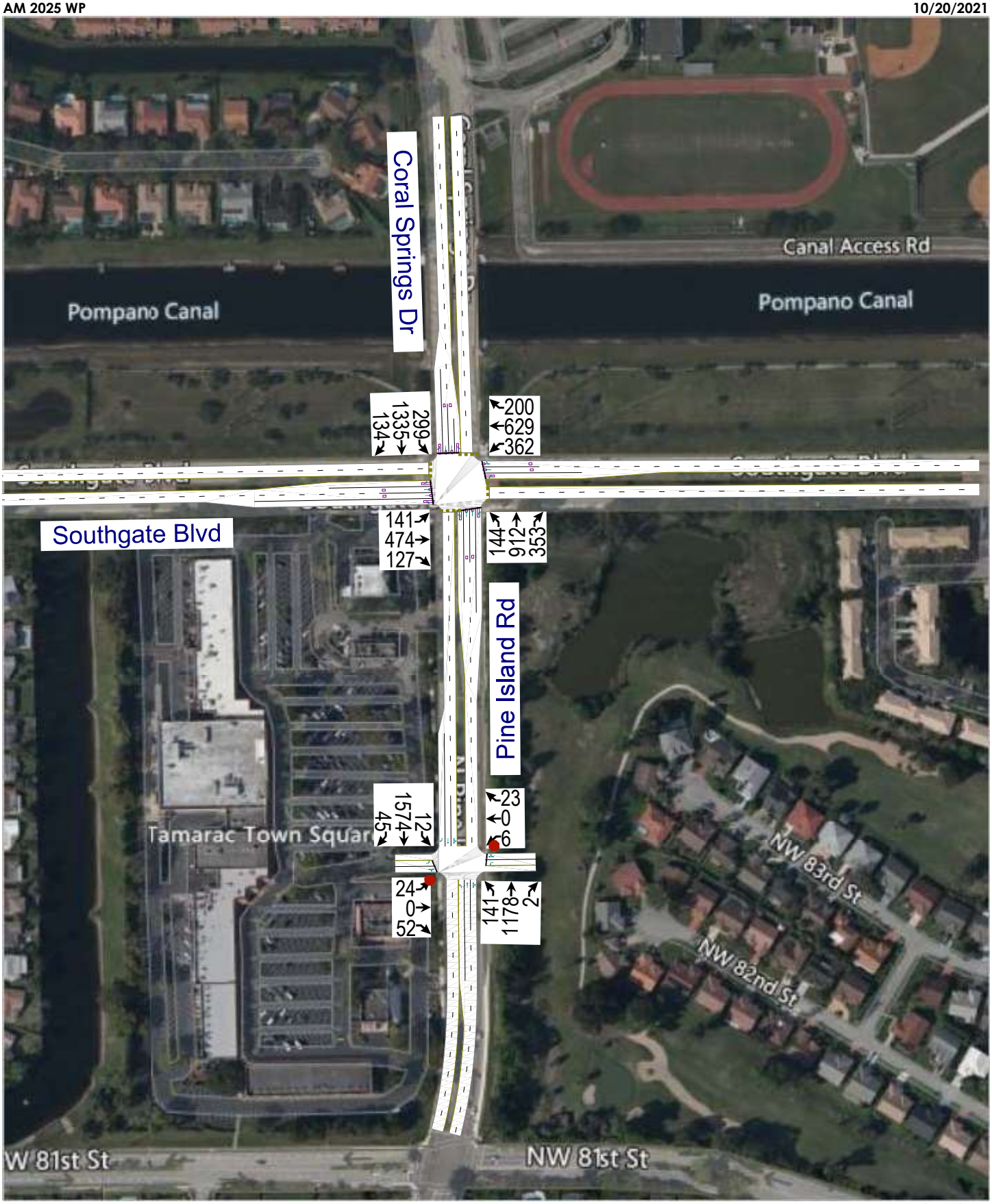
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Coral Springs Dr
Canal Access Rd
Pompano Canal
Pompano Canal
280
1249
125
187
589
334
Southgate Blvd
132
444
118
132
850
315
Pine Island Rd
Tamarac Town Squar
5
1473
42
0
0
0
22
0
49
132
1103
0
NW 83rd St
NW 82nd St
W 81st St
NW 81st St

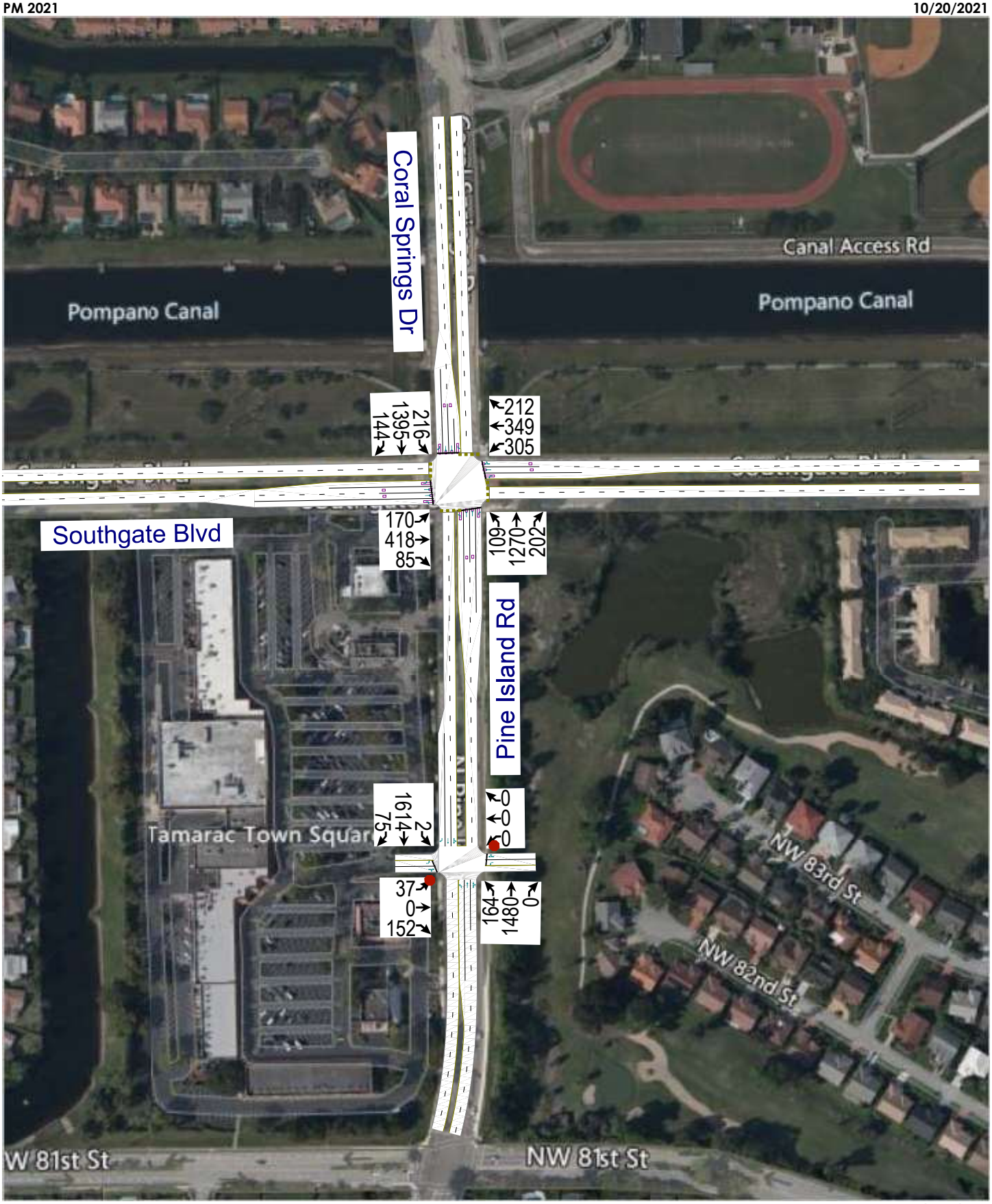
Wodmont.syn


Coral Springs Dr
Canal Access Rd
Pompano Canal
Pompano Canal
299
1334
134
200
629
357
Southgate Blvd
141
474
126
141
908
337
Pine Island Rd
Tamarac Town Squar
5
1574
45
0
0
0
24
0
52
141
1178
0
NW 83rd St
NW 82nd St
W 81st St
NW 81st St

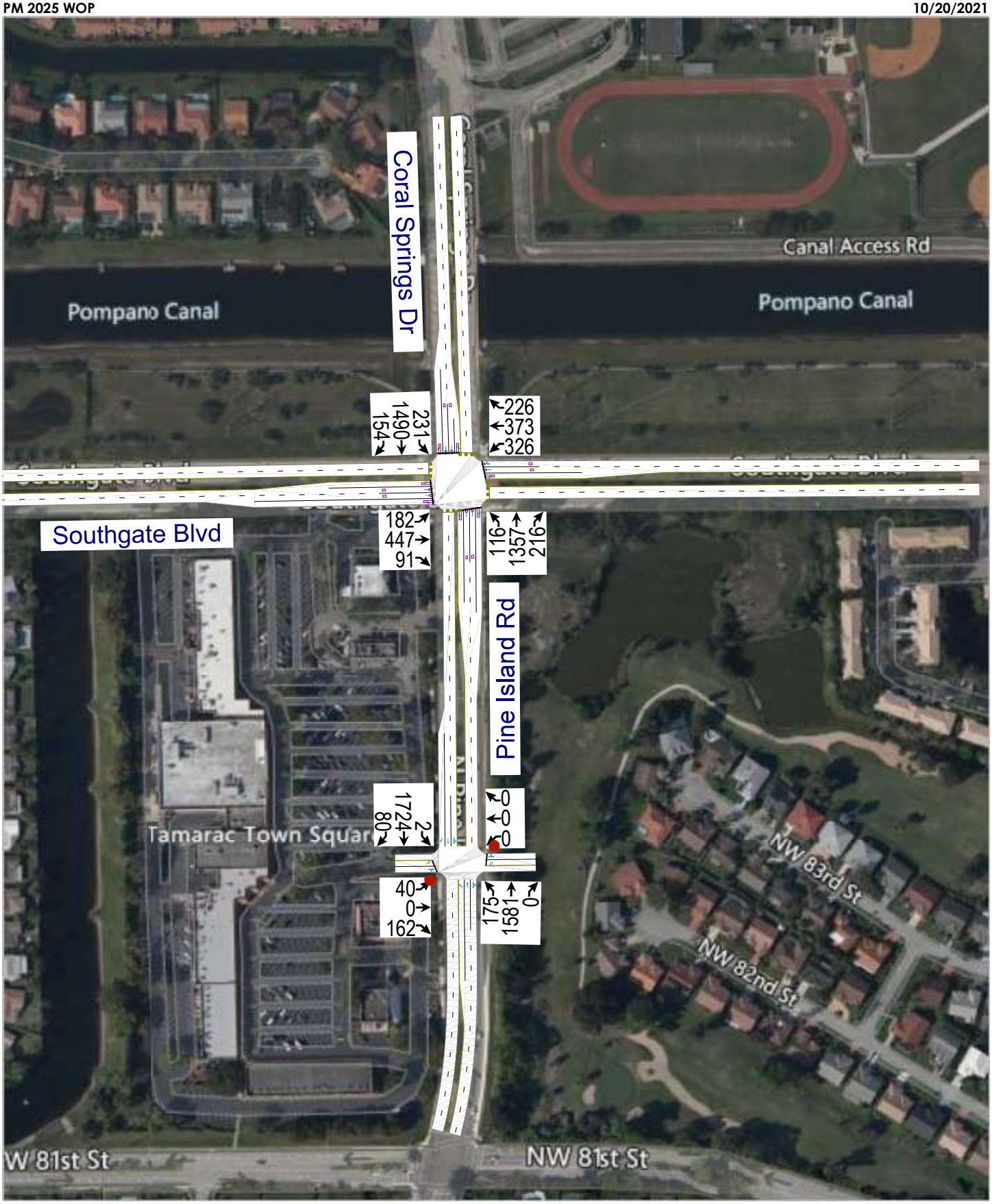
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Coral Springs Dr
Canal Access Rd
Pompano Canal
Pompano Canal
299
1335
134
200
629
362
Southgate Blvd
141
474
127
144
912
353
Pine Island Rd
12
1574
45
23
0
6
Tamarac Town Squar
24
0
52
141
1178
2
NW 83rd St
NW 82nd St
W 81st St
NW 81st St

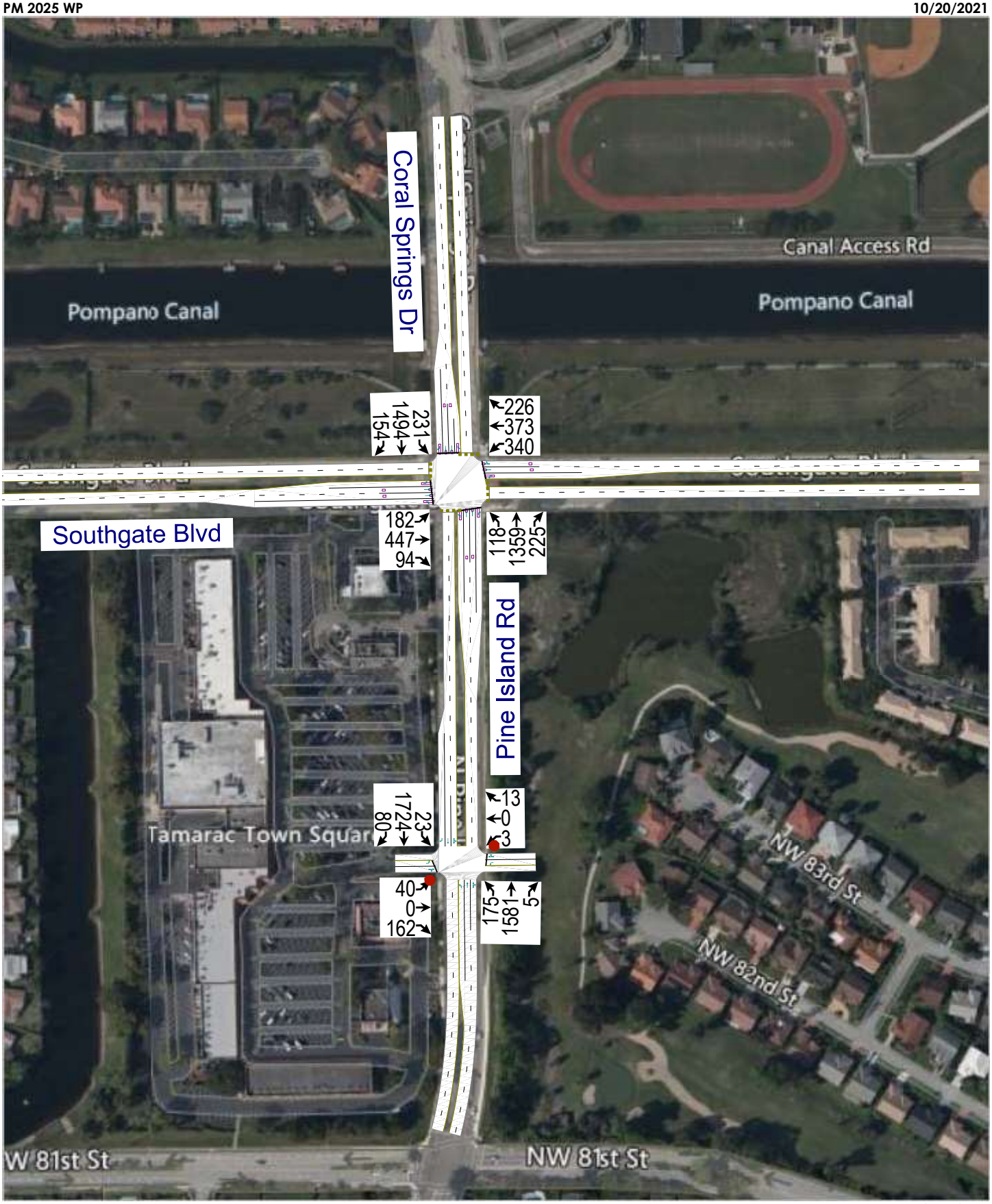
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Coral Springs Dr
Canal Access Rd
Pompano Canal
Pompano Canal
216
1395
144
212
349
305
Southgate Blvd
170
418
85
109
1270
202
Pine Island Rd
Tamarac Town Squar
2
1614
75
0
0
0
37
0
152
164
1480
0
NW 83rd St
NW 82nd St
W 81st St
NW 81st St

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Coral Springs Dr
Canal Access Rd
Pompano Canal
Pompano Canal
231
1490
154
226
373
326
Southgate Blvd
182
447
91
116
1357
216
Pine Island Rd
Tamarac Town Squar
2
1724
80
0
0
0
40
0
162
175
1581
0
NW 83rd St
NW 82nd St
W 81st St
NW 81st St

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Coral Springs Dr
Canal Access Rd
Pompano Canal
Pompano Canal
231
1494
154
226
373
340
Southgate Blvd
182
447
94
118
1359
225
Pine Island Rd
Tamarac Town Squar
23
1724
80
13
0
3
40
0
162
175
1581
5
NW 83rd St
NW 82nd St
W 81st St
NW 81st St

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Intersection Volume Development



Southgate Blvd and Pine Island Rd/Coral Springs Dr
Woodmont

Input Data

GR	=	1.67%
Peak Season	=	1.07
Traffic Count Year	=	2021
Buildout Year	=	2025
Years	=	4

AM Peak Hour		PM Peak Hour		Woodmont
In	Out	In	Out	
9	29	26	16	50 Townhomes

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 13-Oct-21	123	415	110	312	550	175	123	794	294	262	1,167	117
Existing Conditions	**132**	**444**	**118**	**334**	**589**	**187**	**132**	**850**	**315**	**280**	**1,249**	**125**
2025 Historic Growth	141	474	126	357	629	200	141	908	337	299	1,334	134
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	**141**	**474**	**126**	**357**	**629**	**200**	**141**	**908**	**337**	**299**	**1,334**	**134**
% Project Traffic	-	-	10%	55%	-	-	10%	15%	55%	-	15%	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	OUT	OUT	-	IN	-
Project Traffic	-	-	1	5	-	-	3	4	16	-	1	-
2025 Future Conditions with Build	**141**	**474**	**127**	**362**	**629**	**200**	**144**	**912**	**353**	**299**	**1,335**	**134**

PM Peak Hour

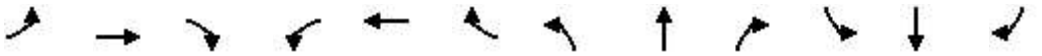
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 13-Oct-21	159	391	79	285	326	198	102	1,187	189	202	1,304	135
Existing Conditions	**170**	**418**	**85**	**305**	**349**	**212**	**109**	**1,270**	**202**	**216**	**1,395**	**144**
2025 Historic Growth	182	447	91	326	373	226	116	1,357	216	231	1,490	154
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	**182**	**447**	**91**	**326**	**373**	**226**	**116**	**1,357**	**216**	**231**	**1,490**	**154**
% Project Traffic	-	-	10%	55%	-	-	10%	15%	55%	-	15%	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	OUT	OUT	-	IN	-
Project Traffic	-	-	3	14	-	-	2	2	9	-	4	-
2025 Future Conditions with Build	**182**	**447**	**94**	**340**	**373**	**226**	**118**	**1,359**	**225**	**231**	**1,494**	**154**

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	132	444	118	334	589	132	850	315	280	1249	125
Future Volume (vph)	132	444	118	334	589	132	850	315	280	1249	125
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	11.0	25.0	25.0	11.0	25.0	10.5	24.5	24.5	10.5	24.5	24.5
Total Split (s)	23.0	46.0	46.0	23.0	46.0	16.0	64.0	64.0	27.0	75.0	75.0
Total Split (%)	14.4%	28.8%	28.8%	14.4%	28.8%	10.0%	40.0%	40.0%	16.9%	46.9%	46.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	49.1	35.2	35.2	57.5	41.1	68.0	58.0	58.0	84.5	68.1	68.1
Actuated g/C Ratio	0.31	0.22	0.22	0.36	0.26	0.42	0.36	0.36	0.53	0.43	0.43
v/c Ratio	0.69	0.60	0.26	1.05	0.91	0.89	0.70	0.46	0.90	0.87	0.18
Control Delay	54.0	58.9	3.8	103.6	71.0	86.0	47.2	14.5	59.9	49.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	58.9	3.8	103.6	71.0	86.0	47.2	14.5	59.9	49.8	6.2
LOS	D	E	A	F	E	F	D	B	E	D	A
Approach Delay		48.6			80.9		43.2			48.2	
Approach LOS		D			F		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 20 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 54.5	Intersection LOS: D
Intersection Capacity Utilization 95.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Pine Island Rd/Coral Springs Dr & Southgate Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	444	118	334	589	187	132	850	315	280	1249	125
Future Volume (veh/h)	132	444	118	334	589	187	132	850	315	280	1249	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	467	124	352	620	197	139	895	332	295	1315	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	771	344	304	647	205	199	1443	644	332	1623	724
Arrive On Green	0.07	0.22	0.22	0.10	0.24	0.24	0.06	0.41	0.41	0.11	0.46	0.46
Sat Flow, veh/h	1781	3554	1585	1781	2654	842	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	139	467	124	352	415	402	139	895	332	295	1315	132
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1719	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.6	19.0	10.6	16.0	36.9	37.0	7.3	32.0	25.2	15.0	51.1	7.9
Cycle Q Clear(g_c), s	9.6	19.0	10.6	16.0	36.9	37.0	7.3	32.0	25.2	15.0	51.1	7.9
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	771	344	304	433	419	199	1443	644	332	1623	724
V/C Ratio(X)	0.76	0.61	0.36	1.16	0.96	0.96	0.70	0.62	0.52	0.89	0.81	0.18
Avail Cap(c_a), veh/h	232	866	386	304	433	419	201	1443	644	367	1623	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	56.5	53.2	52.9	59.7	59.7	34.1	37.7	35.7	30.2	37.5	25.8
Incr Delay (d2), s/veh	10.3	1.0	0.6	100.9	32.6	33.7	10.1	2.0	2.9	21.2	4.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	13.5	7.8	20.4	28.0	27.4	6.7	20.7	15.7	13.1	31.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	57.5	53.9	153.9	92.3	93.5	44.3	39.7	38.6	51.5	42.0	26.3
LnGrp LOS	E	E	D	F	F	F	D	D	D	D	D	C
Approach Vol, veh/h		730			1169			1366			1742	
Approach Delay, s/veh		56.9			111.2			39.9			42.4	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.8	71.5	23.0	41.7	15.7	79.6	18.7	46.0
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0
Max Green Setting (Gmax), s	20.5	57.5	16.0	39.0	9.5	68.5	16.0	39.0
Max Q Clear Time (g_c+I1), s	17.0	34.0	18.0	21.0	9.3	53.1	11.6	39.0
Green Ext Time (p_c), s	0.3	8.3	0.0	3.3	0.0	9.0	0.1	0.0

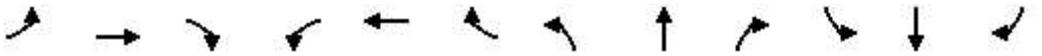
Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	141	474	126	357	629	141	908	337	299	1334	134
Future Volume (vph)	141	474	126	357	629	141	908	337	299	1334	134
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	11.0	25.0	25.0	11.0	25.0	10.5	24.5	24.5	10.5	24.5	24.5
Total Split (s)	23.0	46.0	46.0	23.0	46.0	16.0	64.0	64.0	27.0	75.0	75.0
Total Split (%)	14.4%	28.8%	28.8%	14.4%	28.8%	10.0%	40.0%	40.0%	16.9%	46.9%	46.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	53.3	39.0	39.0	57.5	41.3	66.4	56.9	56.9	83.9	67.9	67.9
Actuated g/C Ratio	0.33	0.24	0.24	0.36	0.26	0.42	0.36	0.36	0.52	0.42	0.42
v/c Ratio	0.72	0.58	0.26	1.18	0.97	0.98	0.76	0.50	1.03	0.93	0.19
Control Delay	57.4	56.4	4.5	143.1	80.4	109.1	50.1	16.7	94.8	56.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	56.4	4.5	143.1	80.4	109.1	50.1	16.7	94.8	56.1	7.1
LOS	E	E	A	F	F	F	D	B	F	E	A
Approach Delay		47.8			99.3		48.0			59.0	
Approach LOS		D			F		D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 20 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 63.7	Intersection LOS: E
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Pine Island Rd/Coral Springs Dr & Southgate Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	474	126	357	629	200	141	908	337	299	1334	134
Future Volume (veh/h)	141	474	126	357	629	200	141	908	337	299	1334	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	499	133	376	662	211	148	956	355	315	1404	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	784	350	297	646	206	182	1372	612	334	1604	715
Arrive On Green	0.08	0.22	0.22	0.10	0.24	0.24	0.06	0.39	0.39	0.12	0.45	0.45
Sat Flow, veh/h	1781	3554	1585	1781	2651	844	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	148	499	133	376	444	429	148	956	355	315	1404	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1718	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.2	20.4	11.4	16.0	39.0	39.0	8.0	36.1	28.3	17.8	57.3	8.6
Cycle Q Clear(g_c), s	10.2	20.4	11.4	16.0	39.0	39.0	8.0	36.1	28.3	17.8	57.3	8.6
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	784	350	297	433	419	182	1372	612	334	1604	715
V/C Ratio(X)	0.81	0.64	0.38	1.26	1.02	1.03	0.81	0.70	0.58	0.94	0.88	0.20
Avail Cap(c_a), veh/h	223	866	386	297	433	419	182	1372	612	340	1604	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	56.5	53.1	52.2	60.5	60.5	37.2	41.2	38.8	36.0	39.8	26.4
Incr Delay (d2), s/veh	17.0	1.3	0.7	143.3	49.6	50.5	23.8	2.9	4.0	33.9	7.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	14.4	8.2	25.0	32.0	31.2	8.3	23.2	17.5	16.3	34.9	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	57.9	53.7	195.5	110.1	111.0	61.0	44.2	42.8	70.0	46.8	27.1
LnGrp LOS	E	E	D	F	F	F	E	D	D	E	D	C
Approach Vol, veh/h		780			1249			1459			1860	
Approach Delay, s/veh		58.3			136.1			45.6			49.2	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	68.3	23.0	42.3	16.0	78.7	19.3	46.0
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0
Max Green Setting (Gmax), s	20.5	57.5	16.0	39.0	9.5	68.5	16.0	39.0
Max Q Clear Time (g_c+I1), s	19.8	38.1	18.0	22.4	10.0	59.3	12.2	41.0
Green Ext Time (p_c), s	0.1	8.2	0.0	3.5	0.0	6.4	0.1	0.0

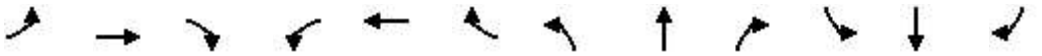
Intersection Summary	
HCM 6th Ctrl Delay	69.9
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	141	474	127	362	629	144	912	353	299	1335	134
Future Volume (vph)	141	474	127	362	629	144	912	353	299	1335	134
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	11.0	25.0	25.0	11.0	25.0	10.5	24.5	24.5	10.5	24.5	24.5
Total Split (s)	23.0	46.0	46.0	23.0	46.0	16.0	64.0	64.0	27.0	75.0	75.0
Total Split (%)	14.4%	28.8%	28.8%	14.4%	28.8%	10.0%	40.0%	40.0%	16.9%	46.9%	46.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	53.3	39.0	39.0	57.6	41.3	66.4	56.9	56.9	83.9	67.9	67.9
Actuated g/C Ratio	0.33	0.24	0.24	0.36	0.26	0.42	0.36	0.36	0.52	0.42	0.42
v/c Ratio	0.72	0.58	0.26	1.19	0.97	1.01	0.76	0.52	1.03	0.94	0.19
Control Delay	57.5	56.4	4.6	148.7	80.3	116.2	50.3	17.0	95.7	56.2	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	56.4	4.6	148.7	80.3	116.2	50.3	17.0	95.7	56.2	7.1
LOS	E	E	A	F	F	F	D	B	F	E	A
Approach Delay		47.7			101.1		48.7			59.2	
Approach LOS		D			F		D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 20 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 64.4	Intersection LOS: E
Intersection Capacity Utilization 100.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Pine Island Rd/Coral Springs Dr & Southgate Blvd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	474	127	362	629	200	144	912	353	299	1335	134
Future Volume (veh/h)	141	474	127	362	629	200	144	912	353	299	1335	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	499	134	381	662	211	152	960	372	315	1405	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	784	350	297	646	206	182	1368	610	334	1604	715
Arrive On Green	0.08	0.22	0.22	0.10	0.24	0.24	0.06	0.38	0.38	0.13	0.45	0.45
Sat Flow, veh/h	1781	3554	1585	1781	2651	844	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	148	499	134	381	444	429	152	960	372	315	1405	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1718	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.2	20.4	11.5	16.0	39.0	39.0	8.3	36.4	30.2	18.1	57.4	8.6
Cycle Q Clear(g_c), s	10.2	20.4	11.5	16.0	39.0	39.0	8.3	36.4	30.2	18.1	57.4	8.6
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	784	350	297	433	419	182	1368	610	334	1604	715
V/C Ratio(X)	0.81	0.64	0.38	1.28	1.02	1.03	0.84	0.70	0.61	0.94	0.88	0.20
Avail Cap(c_a), veh/h	223	866	386	297	433	419	182	1368	610	338	1604	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	56.5	53.1	52.2	60.5	60.5	37.4	41.5	39.6	36.8	39.8	26.4
Incr Delay (d2), s/veh	17.0	1.3	0.7	150.2	49.6	50.5	27.4	3.0	4.5	34.3	7.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	14.4	8.3	25.9	32.0	31.2	8.7	23.4	18.5	16.5	35.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	57.9	53.8	202.4	110.1	111.0	64.8	44.5	44.1	71.1	46.9	27.1
LnGrp LOS	E	E	D	F	F	F	E	D	D	E	D	C
Approach Vol, veh/h		781			1254			1484			1861	
Approach Delay, s/veh		58.3			138.5			46.5			49.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	68.1	23.0	42.3	16.0	78.7	19.3	46.0
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0
Max Green Setting (Gmax), s	20.5	57.5	16.0	39.0	9.5	68.5	16.0	39.0
Max Q Clear Time (g_c+I1), s	20.1	38.4	18.0	22.4	10.3	59.4	12.2	41.0
Green Ext Time (p_c), s	0.0	8.3	0.0	3.5	0.0	6.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.7
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	170	418	85	305	349	109	1270	202	216	1395	144
Future Volume (vph)	170	418	85	305	349	109	1270	202	216	1395	144
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	11.0	25.0	25.0	11.0	25.0	10.5	24.5	24.5	10.5	24.5	24.5
Total Split (s)	25.0	46.0	46.0	25.0	46.0	23.0	66.0	66.0	23.0	66.0	66.0
Total Split (%)	15.6%	28.8%	28.8%	15.6%	28.8%	14.4%	41.3%	41.3%	14.4%	41.3%	41.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	46.4	30.1	30.1	49.8	31.8	75.3	63.7	63.7	90.1	73.3	73.3
Actuated g/C Ratio	0.29	0.19	0.19	0.31	0.20	0.47	0.40	0.40	0.56	0.46	0.46
v/c Ratio	0.75	0.66	0.23	1.06	0.81	0.66	0.95	0.30	0.81	0.91	0.19
Control Delay	56.5	64.4	4.5	110.8	62.6	51.2	61.1	16.2	66.6	49.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	64.4	4.5	110.8	62.6	51.2	61.1	16.2	66.6	49.6	8.9
LOS	E	E	A	F	E	D	E	B	E	D	A
Approach Delay		54.9			79.6		54.6			48.3	
Approach LOS		D			E		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 25 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 56.8	Intersection LOS: E
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Pine Island Rd/Coral Springs Dr & Southgate Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	418	85	305	349	212	109	1270	202	216	1395	144
Future Volume (veh/h)	170	418	85	305	349	212	109	1270	202	216	1395	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	440	89	321	367	223	115	1337	213	227	1468	152
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	640	286	302	424	254	172	1584	706	248	1743	777
Arrive On Green	0.09	0.18	0.18	0.11	0.20	0.20	0.05	0.45	0.45	0.09	0.49	0.49
Sat Flow, veh/h	1781	3554	1585	1781	2138	1279	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	179	440	89	321	304	286	115	1337	213	227	1468	152
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1640	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.0	18.5	7.8	18.0	26.5	27.1	5.6	53.5	13.8	12.7	57.4	8.6
Cycle Q Clear(g_c), s	13.0	18.5	7.8	18.0	26.5	27.1	5.6	53.5	13.8	12.7	57.4	8.6
Prop In Lane	1.00		1.00	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	640	286	302	352	325	172	1584	706	248	1743	777
V/C Ratio(X)	0.76	0.69	0.31	1.06	0.86	0.88	0.67	0.84	0.30	0.92	0.84	0.20
Avail Cap(c_a), veh/h	269	866	386	302	433	400	270	1584	706	266	1743	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	61.4	57.0	53.9	62.0	62.3	34.0	39.4	28.4	41.9	35.4	23.0
Incr Delay (d2), s/veh	10.2	1.4	0.6	69.8	13.9	17.0	4.4	5.7	1.1	32.9	5.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	13.3	5.8	14.9	19.4	18.8	4.7	32.7	9.4	17.0	34.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	62.8	57.6	123.7	75.9	79.3	38.5	45.1	29.5	74.8	40.5	23.5
LnGrp LOS	E	E	E	F	E	E	D	D	C	E	D	C
Approach Vol, veh/h		708			911			1665			1847	
Approach Delay, s/veh		61.2			93.8			42.6			43.4	
Approach LOS		E			F			D			D	

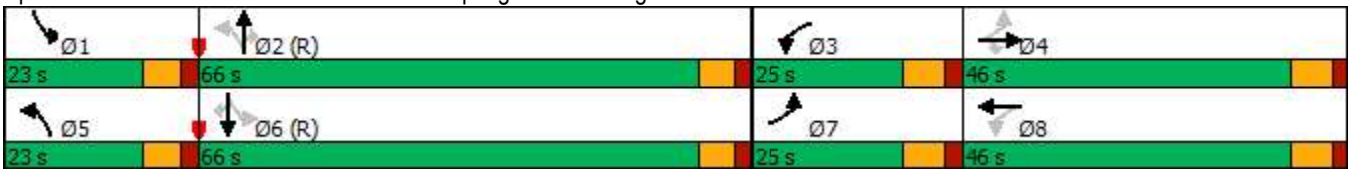
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	77.8	25.0	35.8	14.2	85.0	22.1	38.7
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0
Max Green Setting (Gmax), s	16.5	59.5	18.0	39.0	16.5	59.5	18.0	39.0
Max Q Clear Time (g_c+I1), s	14.7	55.5	20.0	20.5	7.6	59.4	15.0	29.1
Green Ext Time (p_c), s	0.1	3.1	0.0	3.0	0.2	0.1	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	182	447	91	326	373	116	1357	216	231	1490	154
Future Volume (vph)	182	447	91	326	373	116	1357	216	231	1490	154
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	11.0	25.0	25.0	11.0	25.0	10.5	24.5	24.5	10.5	24.5	24.5
Total Split (s)	25.0	46.0	46.0	25.0	46.0	23.0	66.0	66.0	23.0	66.0	66.0
Total Split (%)	15.6%	28.8%	28.8%	15.6%	28.8%	14.4%	41.3%	41.3%	14.4%	41.3%	41.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	48.3	31.7	31.7	51.1	33.1	72.9	60.9	60.9	88.0	71.2	71.2
Actuated g/C Ratio	0.30	0.20	0.20	0.32	0.21	0.46	0.38	0.38	0.55	0.44	0.44
v/c Ratio	0.81	0.67	0.24	1.14	0.84	0.68	1.06	0.34	0.83	1.00	0.21
Control Delay	63.3	63.6	5.7	134.5	64.2	52.6	89.3	18.0	68.2	65.0	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	63.6	5.7	134.5	64.2	52.6	89.3	18.0	68.2	65.0	10.2
LOS	E	E	A	F	E	D	F	B	E	E	B
Approach Delay		56.2			88.9		77.7			60.9	
Approach LOS		E			F		E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 25 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 70.7	Intersection LOS: E
Intersection Capacity Utilization 103.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Pine Island Rd/Coral Springs Dr & Southgate Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	447	91	326	373	226	116	1357	216	231	1490	154
Future Volume (veh/h)	182	447	91	326	373	226	116	1357	216	231	1490	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	471	96	343	393	238	122	1428	227	243	1568	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	693	309	306	447	267	153	1495	667	238	1676	747
Arrive On Green	0.10	0.20	0.20	0.11	0.21	0.21	0.05	0.42	0.42	0.10	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	1781	2138	1279	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	192	471	96	343	326	305	122	1428	227	243	1568	162
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1640	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.7	19.7	8.3	18.0	28.4	28.9	6.2	62.3	15.5	16.5	66.8	9.6
Cycle Q Clear(g_c), s	13.7	19.7	8.3	18.0	28.4	28.9	6.2	62.3	15.5	16.5	66.8	9.6
Prop In Lane	1.00		1.00	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	693	309	306	371	343	153	1495	667	238	1676	747
V/C Ratio(X)	0.79	0.68	0.31	1.12	0.88	0.89	0.80	0.96	0.34	1.02	0.94	0.22
Avail Cap(c_a), veh/h	268	866	386	306	433	400	244	1495	667	238	1676	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	59.8	55.2	52.5	61.3	61.5	37.5	44.9	31.3	52.8	40.0	24.9
Incr Delay (d2), s/veh	13.6	1.6	0.6	87.8	16.3	19.3	9.1	14.8	1.4	63.7	11.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.4	14.0	6.1	17.6	20.8	20.1	5.5	39.4	10.4	20.3	40.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	61.3	55.7	140.3	77.6	80.8	46.6	59.8	32.7	116.5	51.2	25.5
LnGrp LOS	E	E	E	F	E	F	D	E	C	F	D	C
Approach Vol, veh/h		759			974			1777			1973	
Approach Delay, s/veh		60.6			100.7			55.4			57.2	
Approach LOS		E			F			E			E	

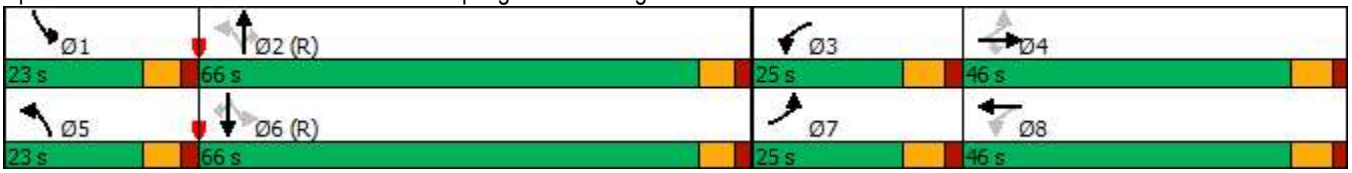
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	73.8	25.0	38.2	14.8	82.0	22.8	40.4
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0
Max Green Setting (Gmax), s	16.5	59.5	18.0	39.0	16.5	59.5	18.0	39.0
Max Q Clear Time (g_c+I1), s	18.5	64.3	20.0	21.7	8.2	68.8	15.7	30.9
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.2	0.0	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	64.8
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	182	447	94	340	373	118	1359	225	231	1494	154
Future Volume (vph)	182	447	94	340	373	118	1359	225	231	1494	154
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	11.0	25.0	25.0	11.0	25.0	10.5	24.5	24.5	10.5	24.5	24.5
Total Split (s)	25.0	46.0	46.0	25.0	46.0	23.0	66.0	66.0	23.0	66.0	66.0
Total Split (%)	15.6%	28.8%	28.8%	15.6%	28.8%	14.4%	41.3%	41.3%	14.4%	41.3%	41.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	48.3	31.7	31.7	51.1	33.1	73.0	60.9	60.9	87.9	71.1	71.1
Actuated g/C Ratio	0.30	0.20	0.20	0.32	0.21	0.46	0.38	0.38	0.55	0.44	0.44
v/c Ratio	0.81	0.67	0.24	1.19	0.84	0.69	1.06	0.35	0.83	1.00	0.21
Control Delay	63.3	63.6	6.4	151.8	64.2	53.5	90.0	18.9	68.2	66.2	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	63.6	6.4	151.8	64.2	53.5	90.0	18.9	68.2	66.2	10.3
LOS	E	E	A	F	E	D	F	B	E	E	B
Approach Delay		56.1			95.9		78.0			61.8	
Approach LOS		E			F		E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 25 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 72.4	Intersection LOS: E
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Pine Island Rd/Coral Springs Dr & Southgate Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	447	94	340	373	226	118	1359	225	231	1494	154
Future Volume (veh/h)	182	447	94	340	373	226	118	1359	225	231	1494	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	471	99	358	393	238	124	1431	237	243	1573	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	693	309	306	447	267	153	1495	667	238	1673	746
Arrive On Green	0.10	0.20	0.20	0.11	0.21	0.21	0.05	0.42	0.42	0.10	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	1781	2138	1279	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	192	471	99	358	326	305	124	1431	237	243	1573	162
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1640	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.7	19.7	8.6	18.0	28.4	28.9	6.3	62.5	16.3	16.5	67.2	9.6
Cycle Q Clear(g_c), s	13.7	19.7	8.6	18.0	28.4	28.9	6.3	62.5	16.3	16.5	67.2	9.6
Prop In Lane	1.00		1.00	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	693	309	306	371	343	153	1495	667	238	1673	746
V/C Ratio(X)	0.79	0.68	0.32	1.17	0.88	0.89	0.81	0.96	0.36	1.02	0.94	0.22
Avail Cap(c_a), veh/h	268	866	386	306	433	400	243	1495	667	238	1673	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	59.8	55.3	52.5	61.3	61.5	37.5	45.0	31.6	53.0	40.2	24.9
Incr Delay (d2), s/veh	13.6	1.6	0.6	105.6	16.3	19.3	10.4	15.1	1.5	64.4	11.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.4	14.0	6.3	19.9	20.8	20.1	5.7	39.6	10.9	20.4	41.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	61.3	55.9	158.2	77.6	80.8	47.9	60.1	33.1	117.3	51.9	25.6
LnGrp LOS	E	E	E	F	E	F	D	E	C	F	D	C
Approach Vol, veh/h		762			989			1792			1978	
Approach Delay, s/veh		60.5			107.8			55.7			57.8	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	73.8	25.0	38.2	14.9	81.8	22.8	40.4
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0
Max Green Setting (Gmax), s	16.5	59.5	18.0	39.0	16.5	59.5	18.0	39.0
Max Q Clear Time (g_c+I1), s	18.5	64.5	20.0	21.7	8.3	69.2	15.7	30.9
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.2	0.0	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	66.4
HCM 6th LOS	E

KMF TRAFFIC Group, LLC
www.kmftraffic.net
Stuart, FL (772) 221-7971

Manual Traffic Count - All Traffic
N Pine Island Rd and South Gate Blvd
Coral Spring, FL

File Name : NPSGPK
Site Code : JO2121
Start Date : 10/13/2021
Page No : 1

Groups Printed- ALL TRAFFIC

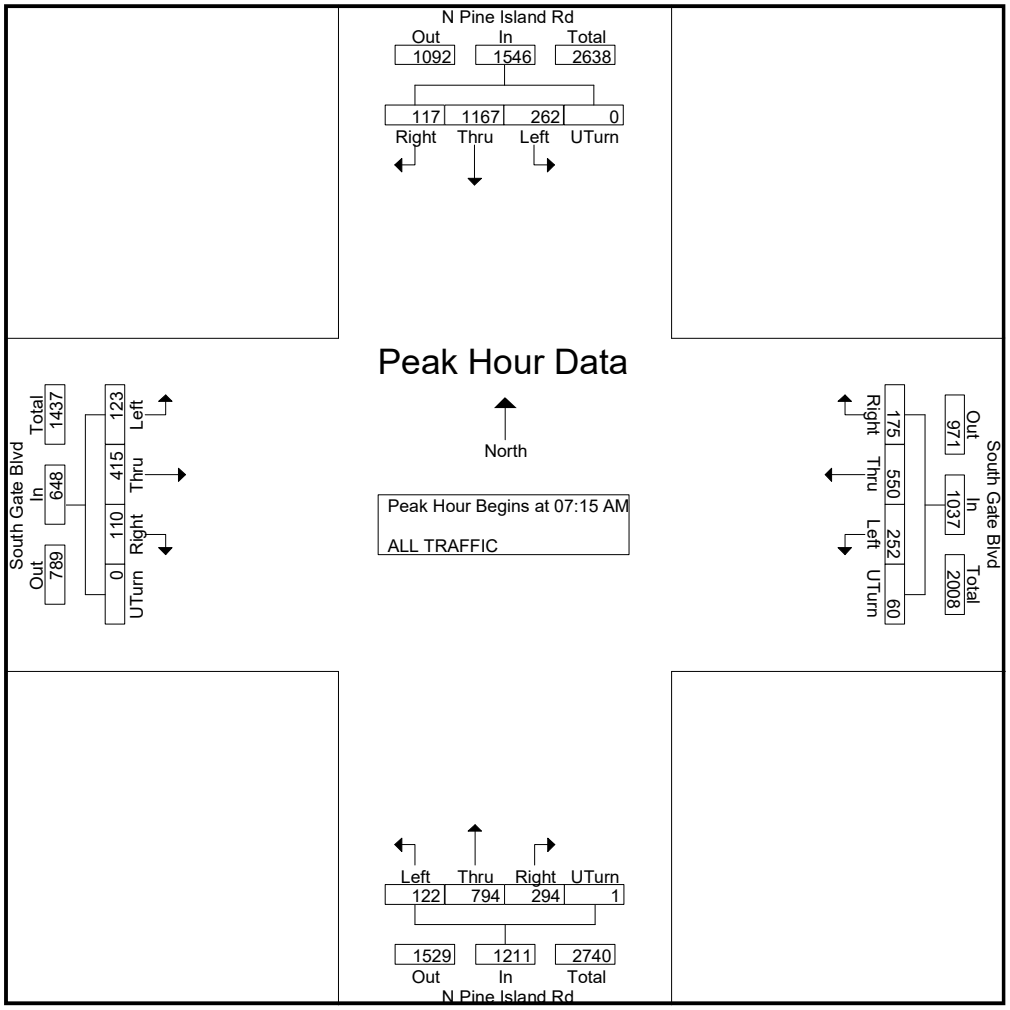
	N Pine Island Rd NB				N Pine Island Rd SB				South Gate Blvd EB				South Gate Blvd WB				
Start Time	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Right	Thru	Left	UTurn	Int. Total
07:00 AM	71	258	18	2	16	146	38	0	27	73	22	0	104	127	37	4	943
07:15 AM	118	229	33	0	28	203	41	0	29	127	48	0	59	126	34	15	1090
07:30 AM	94	225	42	1	32	307	69	0	30	131	20	0	46	168	54	24	1243
07:45 AM	42	176	27	0	31	336	76	0	18	102	20	0	33	139	77	21	1098
Total	325	888	120	3	107	992	224	0	104	433	110	0	242	560	202	64	4374
08:00 AM	40	164	20	0	26	321	76	0	33	55	35	0	37	117	87	0	1011
08:15 AM	33	175	6	0	21	278	48	0	35	78	31	0	29	85	37	0	856
08:30 AM	36	169	6	0	30	189	61	1	32	66	20	0	39	65	38	0	752
08:45 AM	40	167	10	0	15	187	36	1	23	74	35	0	30	70	44	0	732
Total	149	675	42	0	92	975	221	2	123	273	121	0	135	337	206	0	3351
*** BREAK ***																	
04:00 PM	42	185	13	1	8	300	41	0	28	79	31	1	26	69	64	0	888
04:15 PM	27	205	14	0	27	307	51	0	26	45	14	0	28	54	34	0	832
04:30 PM	31	224	11	1	24	212	32	1	32	76	34	0	55	76	71	0	880
04:45 PM	51	281	18	0	29	281	44	0	25	78	32	0	43	52	64	0	998
Total	151	895	56	2	88	1100	168	1	111	278	111	1	152	251	233	0	3598
05:00 PM	51	295	33	1	44	354	48	0	18	91	25	0	48	74	51	0	1133
05:15 PM	41	293	20	3	25	333	55	2	17	125	54	0	65	97	88	0	1218
05:30 PM	49	287	16	1	38	313	58	1	24	87	31	1	39	71	68	0	1084
05:45 PM	48	312	28	0	28	304	37	1	20	88	48	0	46	84	78	0	1122
Total	189	1187	97	5	135	1304	198	4	79	391	158	1	198	326	285	0	4557
Grand Total	814	3645	315	10	422	4371	811	7	417	1375	500	2	727	1474	926	64	15880
Apprch %	17	76.2	6.6	0.2	7.5	77.9	14.5	0.1	18.2	59.9	21.8	0.1	22.8	46.2	29	2	
Total %	5.1	23	2	0.1	2.7	27.5	5.1	0	2.6	8.7	3.1	0	4.6	9.3	5.8	0.4	

KMF TRAFFIC Group, LLC
www.kmftraffic.net
Stuart, FL (772) 221-7971

Manual Traffic Count - All Traffic
N Pine Island Rd and South Gate Blvd
Coral Spring, FL

File Name : NPSGPK
Site Code : JO2121
Start Date : 10/13/2021
Page No : 2

	N Pine Island Rd NB					N Pine Island Rd SB					South Gate Blvd EB					South Gate Blvd WB					
Start Time	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	118	229	33	0	380	28	203	41	0	272	29	127	48	0	204	59	126	34	15	234	1090
07:30 AM	94	225	42	1	362	32	307	69	0	408	30	131	20	0	181	46	168	54	24	292	1243
07:45 AM	42	176	27	0	245	31	336	76	0	443	18	102	20	0	140	33	139	77	21	270	1098
08:00 AM	40	164	20	0	224	26	321	76	0	423	33	55	35	0	123	37	117	87	0	241	1011
Total Volume	294	794	122	1	1211	117	1167	262	0	1546	110	415	123	0	648	175	550	252	60	1037	4442
% App. Total	24.3	65.6	10.1	0.1		7.6	75.5	16.9	0		17	64	19	0		16.9	53	24.3	5.8		
PHF	.623	.867	.726	.250	.797	.914	.868	.862	.000	.872	.833	.792	.641	.000	.794	.742	.818	.724	.625	.888	.893

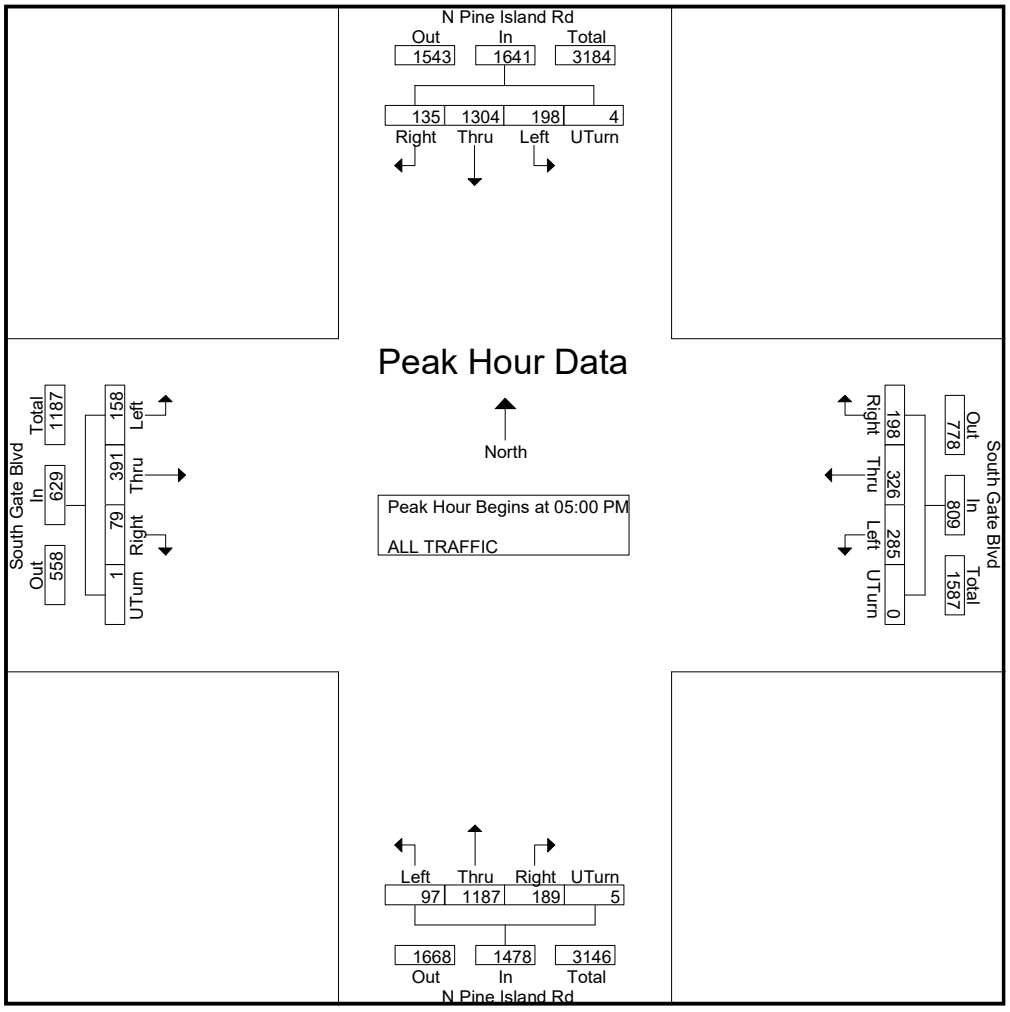


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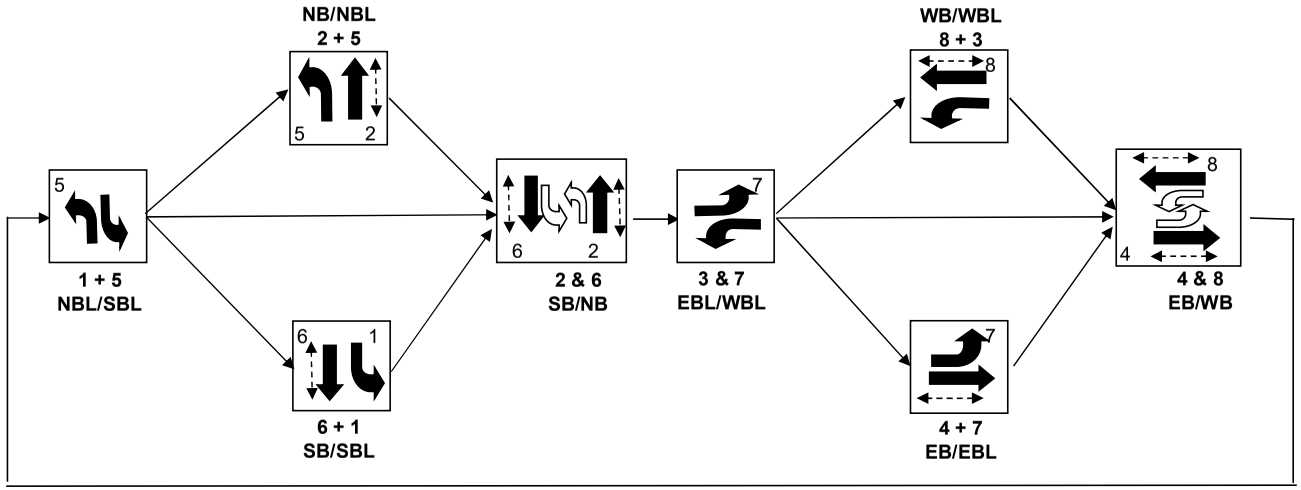
Manual Traffic Count - All Traffic
N Pine Island Rd and South Gate Blvd
Coral Spring, FL

File Name : NPSGPK
Site Code : JO2121
Start Date : 10/13/2021
Page No : 3

	N Pine Island Rd NB					N Pine Island Rd SB					South Gate Blvd EB					South Gate Blvd WB					
Start Time	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	51	295	33	1	380	44	354	48	0	446	18	91	25	0	134	48	74	51	0	173	1133
05:15 PM	41	293	20	3	357	25	333	55	2	415	17	125	54	0	196	65	97	88	0	250	1218
05:30 PM	49	287	16	1	353	38	313	58	1	410	24	87	31	1	143	39	71	68	0	178	1084
05:45 PM	48	312	28	0	388	28	304	37	1	370	20	88	48	0	156	46	84	78	0	208	1122
Total Volume	189	1187	97	5	1478	135	1304	198	4	1641	79	391	158	1	629	198	326	285	0	809	4557
% App. Total	12.8	80.3	6.6	0.3		8.2	79.5	12.1	0.2		12.6	62.2	25.1	0.2		24.5	40.3	35.2	0		
PHF	.926	.951	.735	.417	.952	.767	.921	.853	.500	.920	.823	.782	.731	.250	.802	.762	.840	.810	.000	.809	.935



Sequence of Operation for (1212) Pine Island Road and Southgate Boulevard Tamarac



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1212	**Initial Operation Date**	7/13/79
Controller Type	2070 TS2 (BIU)	**System Number**	1212
Modification Number	10	**Modification Date**	12/14/2018
Drawing/Project No	BC #5436	**FPL Grid Number**	86887048809
Intersection	PINE ISLAND ROAD and SOUTHGATE BOULEVARD		
Municipality	TAMARAC		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	7	4	6	4	7	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	50	15	30	15	50	15	30
Maximum Green II								
Yellow Clearance	4.5	4.5	5.0	5.0	4.5	4.5	5.0	5.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay			3				3	
Walk		7		7		7		7
Pedestrian Clearance		30		28		30		28
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD 10 UPDATES GAP TIMES AND PEDESTRIAN CLEARANCES ON PHASES 2 & 6 AS WELL AS YELLOW/ ALL RED ON ALL PHASES PER CURRENT STANDARDS. ALSO REFLECTS INSTALLATION OF AUDIBLE PEDESTRIAN FEATURES ON PHASES 2, 4, 6 & 8 PER BROWARD COUNTY PROJECT.

Submitted By _____ **Approved By** _____

Station : 1212 **-** Pine Island Rd & Southgate Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		30		28		30		28								
Min Green	4	7	4	6	4	7	4	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	50	15	30	15	50	15	30								
Max2																
Yellow Clr	4.5	4.5	5	5	4.5	4.5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green			1	1	1	1
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1			9	9	9	9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 1212 **-** Pine Island Rd & Southgate Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	20	2	1	5	25		27	64	23	46	16	75	23	46								
9		3	3	160	27	3	1	5	25		23	63	24	50	23	63	24	50								
15		4	4	160	25	4	1	5	25		23	66	25	46	23	66	25	46								
20		3	3	160	27	3	1	5	25		23	63	24	50	23	63	24	50								
Day Plan 2											**Easy**															
		3	3	160	27	3	1	5	25		23	63	24	50	23	63	24	50								
1		100	254																							
6	30	3	3	160	27	3	1	5	25		23	63	24	50	23	63	24	50								
Day Plan 3											**Easy**															
		3	3	160	27	3	1	5	25		23	63	24	50	23	63	24	50								
1		100	254																							
6	30	3	3	160	27	3	1	5	25		23	63	24	50	23	63	24	50								
23		100	254																							

Station : 1212 **-** Pine Island Rd & Southgate Blvd (Standard File)

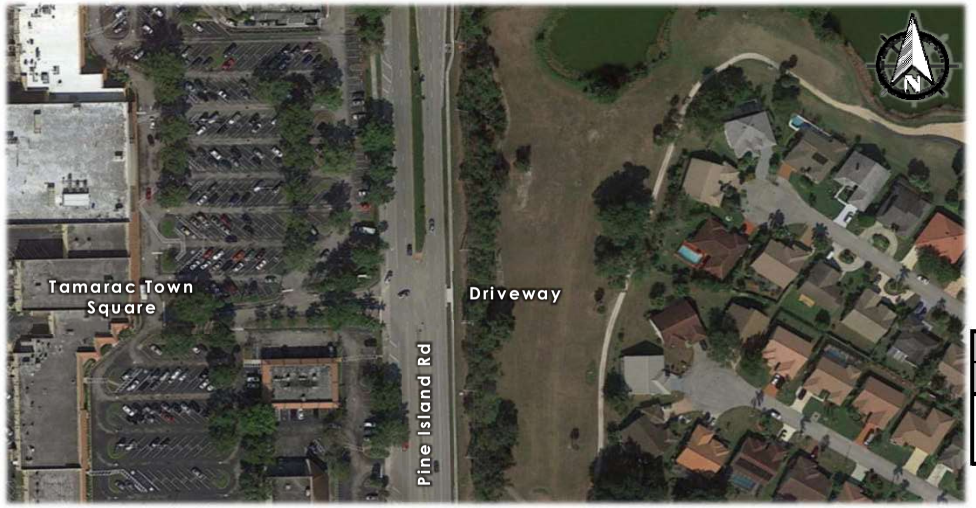
Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																		2
5	1												1							1																																		2
6					1								1																																									2
7							1											1					1																															2
8							1						1	1	1	1	1						1																															2
9							1						1											1																															2
10								1					1							1	1	1	1	1	1	1																														2
11											1						1																																						2
12											1							1																																					2
13												1		1				1																																					2
14												1		1	1	1	1	1																																					2
15												1		1																																									2
16												1		1				1																																					2
17																																																							1
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31																																																							1
32																																																							1

User Comments:

Intersection Volume Development



Tamarac Town Square/Driveway and Pine Island Rd
Woodmont

Input Data

GR	=	1.67%
Peak Season	=	1.07
Traffic Count Year	=	2021
Buildout Year	=	2025
Years	=	4

AM Peak Hour		PM Peak Hour		Woodmont
In	Out	In	Out	
9	29	26	16	50 Townhomes

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 13-Oct-21	21	0	46	0	0	0	123	1,031	0	5	1,377	39
Existing Conditions	**22**	**0**	**49**	**0**	**0**	**0**	**132**	**1,103**	**0**	**5**	**1,473**	**42**
2025 Historic Growth	24	0	52	0	0	0	141	1,178	0	5	1,574	45
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	**24**	**0**	**52**	**0**	**0**	**0**	**141**	**1,178**	**0**	**5**	**1,574**	**45**
% Project Traffic	-	-	-	20%	-	80%	-	-	20%	80%	-	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	-	-
Project Traffic	-	-	-	6	-	23	-	-	2	7	-	-
2025 Future Conditions with Build	**24**	**0**	**52**	**6**	**0**	**23**	**141**	**1,178**	**2**	**12**	**1,574**	**45**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 13-Oct-21	35	0	142	0	0	0	153	1,383	0	2	1,508	70
Existing Conditions	**37**	**0**	**152**	**0**	**0**	**0**	**164**	**1,480**	**0**	**2**	**1,614**	**75**
2025 Historic Growth	40	0	162	0	0	0	175	1,581	0	2	1,724	80
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	**40**	**0**	**162**	**0**	**0**	**0**	**175**	**1,581**	**0**	**2**	**1,724**	**80**
% Project Traffic	-	-	-	20%	-	80%	-	-	20%	80%	-	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	-	-
Project Traffic	-	-	-	3	-	13	-	-	5	21	-	-
2025 Future Conditions with Build	**40**	**0**	**162**	**3**	**0**	**13**	**175**	**1,581**	**5**	**23**	**1,724**	**80**

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	49	0	0	0	132	1103	0	5	1473	42
Future Vol, veh/h	22	0	49	0	0	0	132	1103	0	5	1473	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	52	0	0	0	139	1161	0	5	1551	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2420	3000	776	2225	3044	581	1595	0	0	1161	0	0
Stage 1	1561	1561	-	1439	1439	-	-	-	-	-	-	-
Stage 2	859	1439	-	786	1605	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	170	13	340	24	12	457	407	-	-	597	-	-
Stage 1	520	171	-	140	197	-	-	-	-	-	-	-
Stage 2	721	197	-	351	163	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	8	340	14	7	457	407	-	-	597	-	-
Mov Cap-2 Maneuver	118	8	-	14	7	-	-	-	-	-	-	-
Stage 1	342	158	-	92	130	-	-	-	-	-	-	-
Stage 2	475	130	-	275	150	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.3	0	2	0.4
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	407	-	-	118	340	-	-	597	-	-
HCM Lane V/C Ratio	0.341	-	-	0.196	0.152	-	-	0.009	-	-
HCM Control Delay (s)	18.4	-	-	42.8	17.5	0	0	11.1	0.4	-
HCM Lane LOS	C	-	-	E	C	A	A	B	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.7	0.5	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	52	0	0	0	141	1178	0	5	1574	45
Future Vol, veh/h	24	0	52	0	0	0	141	1178	0	5	1574	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	55	0	0	0	148	1240	0	5	1657	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2583	3203	829	2375	3250	620	1704	0	0	1240	0	0
Stage 1	1667	1667	-	1536	1536	-	-	-	-	-	-	-
Stage 2	916	1536	-	839	1714	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	148	10	314	18	9	431	369	-	-	557	-	-
Stage 1	493	152	-	121	176	-	-	-	-	-	-	-
Stage 2	704	176	-	326	144	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	5	314	9	4	431	369	-	-	557	-	-
Mov Cap-2 Maneuver	88	5	-	9	4	-	-	-	-	-	-	-
Stage 1	295	124	-	72	105	-	-	-	-	-	-	-
Stage 2	422	105	-	219	117	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.4	0	2.3	1.1
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	369	-	-	88	314	-	-	557	-	-
HCM Lane V/C Ratio	0.402	-	-	0.287	0.174	-	-	0.009	-	-
HCM Control Delay (s)	21.2	-	-	61.6	18.9	0	0	11.5	1.1	-
HCM Lane LOS	C	-	-	F	C	A	A	B	A	-
HCM 95th %tile Q(veh)	1.9	-	-	1.1	0.6	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	52	6	0	23	141	1178	2	12	1574	45
Future Vol, veh/h	24	0	52	6	0	23	141	1178	2	12	1574	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	55	6	0	24	148	1240	2	13	1657	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2599	3221	829	2392	3267	621	1704	0	0	1242	0	0
Stage 1	1683	1683	-	1537	1537	-	-	-	-	-	-	-
Stage 2	916	1538	-	855	1730	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	4.1	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	146	10	314	174	9	430	369	-	-	556	-	-
Stage 1	490	149	-	526	176	-	-	-	-	-	-	-
Stage 2	704	176	-	723	141	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	3	314	63	3	430	369	-	-	556	-	-
Mov Cap-2 Maneuver	60	3	-	63	3	-	-	-	-	-	-	-
Stage 1	294	76	-	315	105	-	-	-	-	-	-	-
Stage 2	398	105	-	306	72	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.5	25.2	2.3	2.8
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	369	-	-	60	314	63	430	556	-	-
HCM Lane V/C Ratio	0.402	-	-	0.421	0.174	0.1	0.056	0.023	-	-
HCM Control Delay (s)	21.2	-	-	103.1	18.9	68.4	13.9	11.6	2.8	-
HCM Lane LOS	C	-	-	F	C	F	B	B	A	-
HCM 95th %tile Q(veh)	1.9	-	-	1.6	0.6	0.3	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	0	152	0	0	0	164	1480	0	2	1614	75
Future Vol, veh/h	37	0	152	0	0	0	164	1480	0	2	1614	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	160	0	0	0	173	1558	0	2	1699	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2828	3607	850	2758	3686	779	1778	0	0	1558	0	0
Stage 1	1703	1703	-	1904	1904	-	-	-	-	-	-	-
Stage 2	1125	1904	-	854	1782	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	120	5	304	9	5	339	346	-	-	421	-	-
Stage 1	485	146	-	71	115	-	-	-	-	-	-	-
Stage 2	640	115	-	320	133	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	304	-	0	339	346	-	-	421	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	243	0	-	36	58	-	-	-	-	-	-	-
Stage 2	320	58	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		0	2.5	6.5
HCM LOS	-	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	346	-	-	-	304	-	-	421	-	-
HCM Lane V/C Ratio	0.499	-	-	-	0.526	-	-	0.005	-	-
HCM Control Delay (s)	25.3	-	-	-	29.3	0	0	13.6	6.8	-
HCM Lane LOS	D	-	-	-	D	A	A	B	A	-
HCM 95th %tile Q(veh)	2.7	-	-	-	2.9	-	-	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	162	0	0	0	175	1581	0	2	1724	80
Future Vol, veh/h	40	0	162	0	0	0	175	1581	0	2	1724	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	171	0	0	0	184	1664	0	2	1815	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3019	3851	908	2944	3935	832	1899	0	0	1664	0	0
Stage 1	1819	1819	-	2032	2032	-	-	-	-	-	-	-
Stage 2	1200	2032	-	912	1903	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	4	278	7	3	312	310	-	-	383	-	-
Stage 1	457	127	-	59	99	-	-	-	-	-	-	-
Stage 2	618	99	-	295	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	2	278	1	1	312	310	-	-	383	-	-
Mov Cap-2 Maneuver	54	2	-	1	1	-	-	-	-	-	-	-
Stage 1	186	127	-	24	40	-	-	-	-	-	-	-
Stage 2	251	40	-	114	116	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65.5	0	3.2	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	310	-	-	54	278	-	-	383	-	-
HCM Lane V/C Ratio	0.594	-	-	0.78	0.613	-	-	0.005	-	-
HCM Control Delay (s)	32.3	-	-	182.9	36.5	0	0	14.5	0	-
HCM Lane LOS	D	-	-	F	E	A	A	B	A	-
HCM 95th %tile Q(veh)	3.6	-	-	3.3	3.7	-	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	162	3	0	13	175	1581	5	23	1724	80
Future Vol, veh/h	40	0	162	3	0	13	175	1581	5	23	1724	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	171	3	0	14	184	1664	5	24	1815	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3063	3900	908	2991	3982	835	1899	0	0	1669	0	0
Stage 1	1863	1863	-	2035	2035	-	-	-	-	-	-	-
Stage 2	1200	2037	-	956	1947	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	4.1	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	99	3	278	105	3	311	310	-	-	381	-	-
Stage 1	447	121	-	409	99	-	-	-	-	-	-	-
Stage 2	618	99	-	691	110	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	1	278	21	1	311	310	-	-	381	-	-
Mov Cap-2 Maneuver	50	1	-	21	1	-	-	-	-	-	-	-
Stage 1	181	121	-	166	40	-	-	-	-	-	-	-
Stage 2	240	40	-	267	110	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	70.9	52.3	3.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	310	-	-	50	278	21	311	381	-	-
HCM Lane V/C Ratio	0.594	-	-	0.842	0.613	0.15	0.044	0.064	-	-
HCM Control Delay (s)	32.3	-	-	210.4	36.5	204.7	17.1	15.1	0	-
HCM Lane LOS	D	-	-	F	E	F	C	C	A	-
HCM 95th %tile Q(veh)	3.6	-	-	3.5	3.7	0.4	0.1	0.2	-	-

KMF TRAFFIC Group, LLC
www.kmftraffic.net
Stuart, FL (772) 221-7971

Manual Traffic Count - All Traffic
N Pine Island Rd and Publix Driveway
Coral Spring, FL

File Name : ampmpk
Site Code : JO2121
Start Date : 10/13/2021
Page No : 1

Groups Printed- ALL TRAFFIC

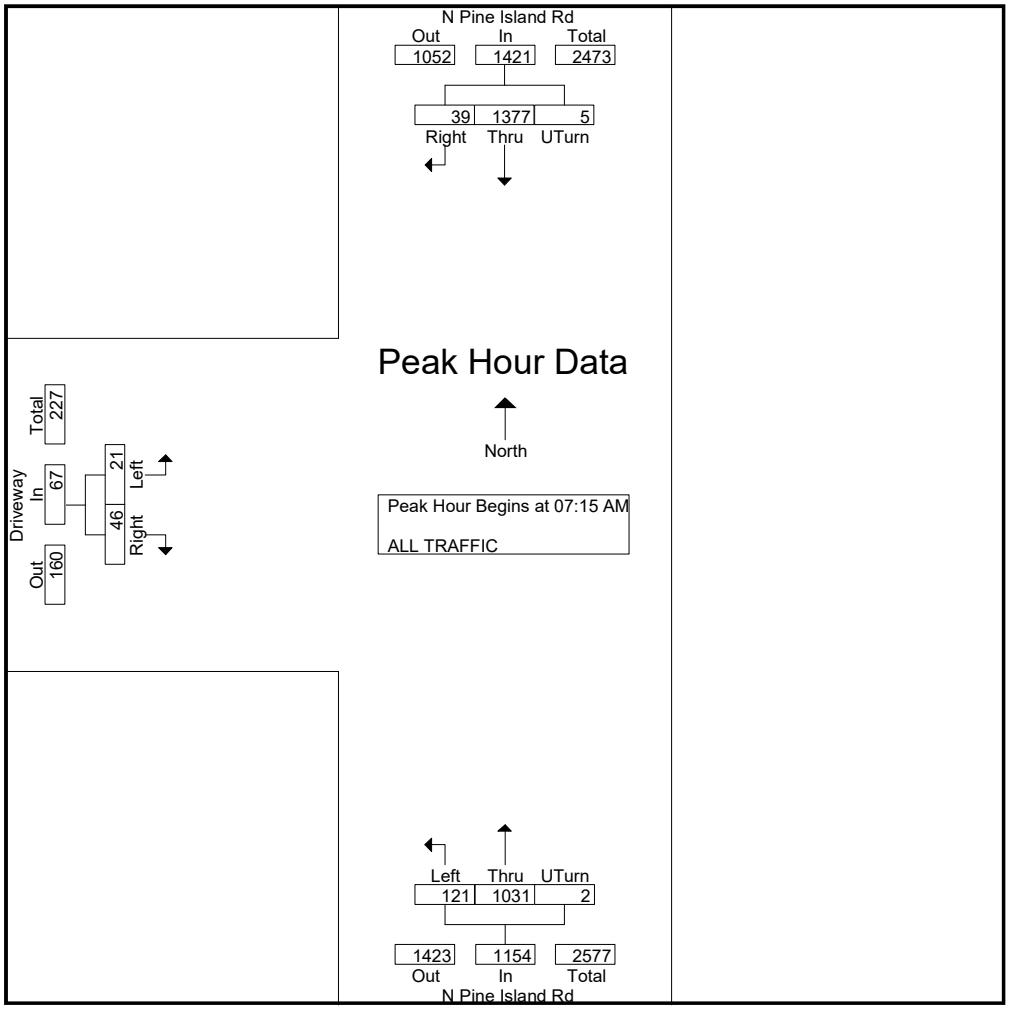
	N Pine Island Rd NB			N Pine Island Rd SB			Driveway EB		
Start Time	Thru	Left	UTurn	Right	Thru	UTurn	Right	Left	Int. Total
07:00 AM	236	30	1	3	157	0	3	4	434
07:15 AM	276	47	1	3	245	1	13	5	591
07:30 AM	267	27	0	13	367	1	14	4	693
07:45 AM	234	22	1	13	398	2	12	7	689
Total	1013	126	3	32	1167	4	42	20	2407
08:00 AM	254	25	0	10	367	1	7	5	669
08:15 AM	181	24	0	13	220	2	19	4	463
08:30 AM	198	35	1	15	199	2	18	5	473
08:45 AM	187	33	0	9	201	0	14	9	453
Total	820	117	1	47	987	5	58	23	2058
*** BREAK ***									
04:00 PM	184	31	0	25	245	2	45	7	539
04:15 PM	230	27	0	18	287	1	31	6	600
04:30 PM	210	41	4	17	299	0	35	9	615
04:45 PM	278	32	0	13	367	0	34	5	729
Total	902	131	4	73	1198	3	145	27	2483
05:00 PM	356	48	0	14	377	0	33	12	840
05:15 PM	321	37	0	25	398	1	29	6	817
05:30 PM	356	33	0	21	357	1	36	8	812
05:45 PM	350	34	1	10	376	0	44	9	824
Total	1383	152	1	70	1508	2	142	35	3293
Grand Total	4118	526	9	222	4860	14	387	105	10241
Apprch %	88.5	11.3	0.2	4.4	95.4	0.3	78.7	21.3	
Total %	40.2	5.1	0.1	2.2	47.5	0.1	3.8	1	

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Manual Traffic Count - All Traffic
N Pine Island Rd and Publix Driveway
Coral Spring, FL

File Name : ampmpk
Site Code : JO2121
Start Date : 10/13/2021
Page No : 2

	N Pine Island Rd NB				N Pine Island Rd SB				Driveway EB			
Start Time	Thru	Left	UTurn	App. Total	Right	Thru	UTurn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	276	47	1	324	3	245	1	249	13	5	18	591
07:30 AM	267	27	0	294	13	367	1	381	14	4	18	693
07:45 AM	234	22	1	257	13	398	2	413	12	7	19	689
08:00 AM	254	25	0	279	10	367	1	378	7	5	12	669
Total Volume	1031	121	2	1154	39	1377	5	1421	46	21	67	2642
% App. Total	89.3	10.5	0.2		2.7	96.9	0.4		68.7	31.3		
PHF	.934	.644	.500	.890	.750	.865	.625	.860	.821	.750	.882	.953

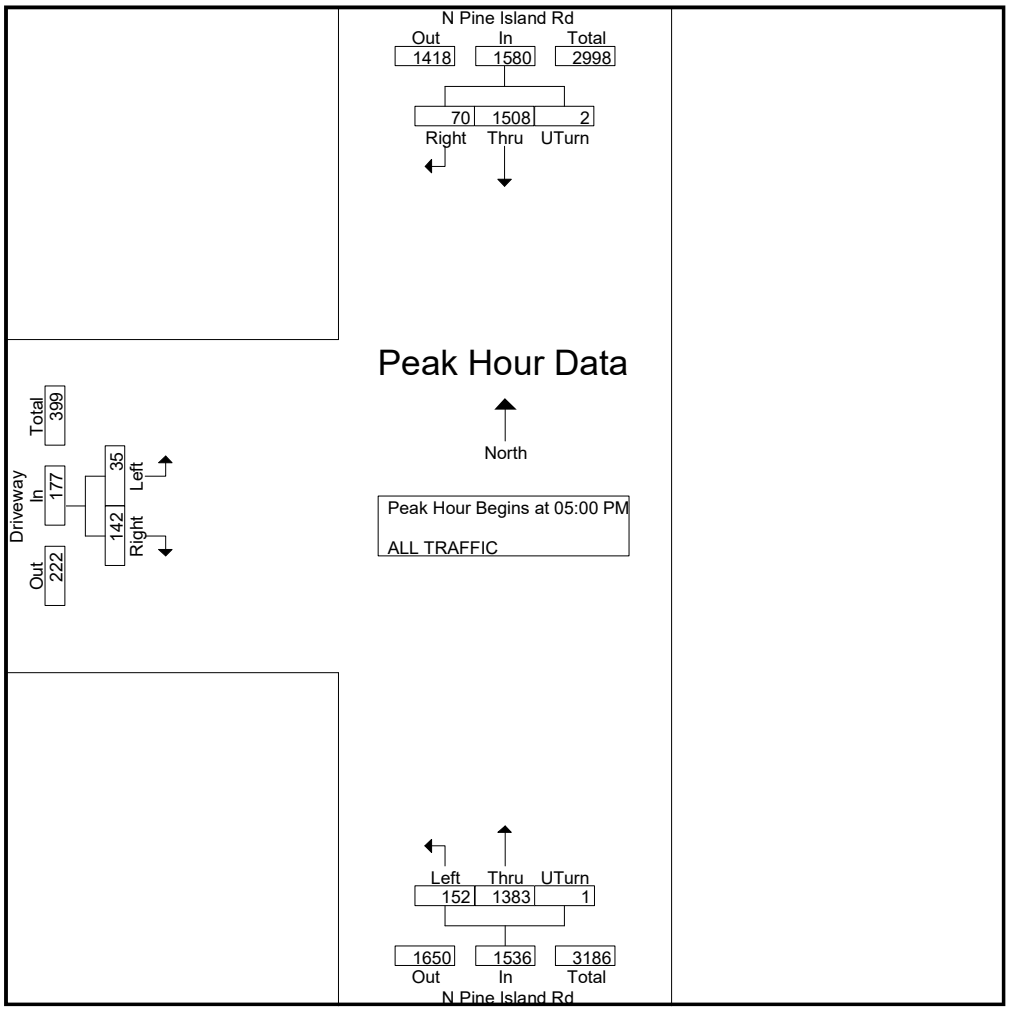


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Manual Traffic Count - All Traffic
N Pine Island Rd and Publix Driveway
Coral Spring, FL

File Name : ampmpk
Site Code : JO2121
Start Date : 10/13/2021
Page No : 3

	N Pine Island Rd NB				N Pine Island Rd SB				Driveway EB			
Start Time	Thru	Left	UTurn	App. Total	Right	Thru	UTurn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 05:00 PM												
05:00 PM	356	48	0	404	14	377	0	391	33	12	45	840
05:15 PM	321	37	0	358	25	398	1	424	29	6	35	817
05:30 PM	356	33	0	389	21	357	1	379	36	8	44	812
05:45 PM	350	34	1	385	10	376	0	386	44	9	53	824
Total Volume	1383	152	1	1536	70	1508	2	1580	142	35	177	3293
% App. Total	90	9.9	0.1		4.4	95.4	0.1		80.2	19.8		
PHF	.971	.792	.250	.950	.700	.947	.500	.932	.807	.729	.835	.980



2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.91

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.95	1.04
* 2	01/05/2020 - 01/11/2020	0.90	0.99
* 3	01/12/2020 - 01/18/2020	0.85	0.93
* 4	01/19/2020 - 01/25/2020	0.84	0.92
* 5	01/26/2020 - 02/01/2020	0.83	0.91
* 6	02/02/2020 - 02/08/2020	0.83	0.91
* 7	02/09/2020 - 02/15/2020	0.82	0.90
* 8	02/16/2020 - 02/22/2020	0.86	0.95
* 9	02/23/2020 - 02/29/2020	0.89	0.98
*10	03/01/2020 - 03/07/2020	0.93	1.02
*11	03/08/2020 - 03/14/2020	0.97	1.07
*12	03/15/2020 - 03/21/2020	1.01	1.11
*13	03/22/2020 - 03/28/2020	1.11	1.22
14	03/29/2020 - 04/04/2020	1.22	1.34
15	04/05/2020 - 04/11/2020	1.32	1.45
16	04/12/2020 - 04/18/2020	1.42	1.56
17	04/19/2020 - 04/25/2020	1.36	1.49
18	04/26/2020 - 05/02/2020	1.29	1.42
19	05/03/2020 - 05/09/2020	1.23	1.35
20	05/10/2020 - 05/16/2020	1.16	1.27
21	05/17/2020 - 05/23/2020	1.14	1.25
22	05/24/2020 - 05/30/2020	1.11	1.22
23	05/31/2020 - 06/06/2020	1.08	1.19
24	06/07/2020 - 06/13/2020	1.05	1.15
25	06/14/2020 - 06/20/2020	1.02	1.12
26	06/21/2020 - 06/27/2020	1.03	1.13
27	06/28/2020 - 07/04/2020	1.04	1.14
28	07/05/2020 - 07/11/2020	1.04	1.14
29	07/12/2020 - 07/18/2020	1.05	1.15
30	07/19/2020 - 07/25/2020	1.05	1.15
31	07/26/2020 - 08/01/2020	1.04	1.14
32	08/02/2020 - 08/08/2020	1.04	1.14
33	08/09/2020 - 08/15/2020	1.03	1.13
34	08/16/2020 - 08/22/2020	1.03	1.13
35	08/23/2020 - 08/29/2020	1.02	1.12
36	08/30/2020 - 09/05/2020	1.02	1.12
37	09/06/2020 - 09/12/2020	1.01	1.11
38	09/13/2020 - 09/19/2020	1.01	1.11
39	09/20/2020 - 09/26/2020	1.00	1.10
40	09/27/2020 - 10/03/2020	0.99	1.09
41	10/04/2020 - 10/10/2020	0.98	1.08
42	10/11/2020 - 10/17/2020	0.97	1.07
43	10/18/2020 - 10/24/2020	0.97	1.07
44	10/25/2020 - 10/31/2020	0.97	1.07
45	11/01/2020 - 11/07/2020	0.97	1.07
46	11/08/2020 - 11/14/2020	0.98	1.08
47	11/15/2020 - 11/21/2020	0.98	1.08
48	11/22/2020 - 11/28/2020	0.97	1.07
49	11/29/2020 - 12/05/2020	0.97	1.07
50	12/06/2020 - 12/12/2020	0.96	1.05
51	12/13/2020 - 12/19/2020	0.95	1.04
52	12/20/2020 - 12/26/2020	0.90	0.99
53	12/27/2020 - 12/31/2020	0.85	0.93

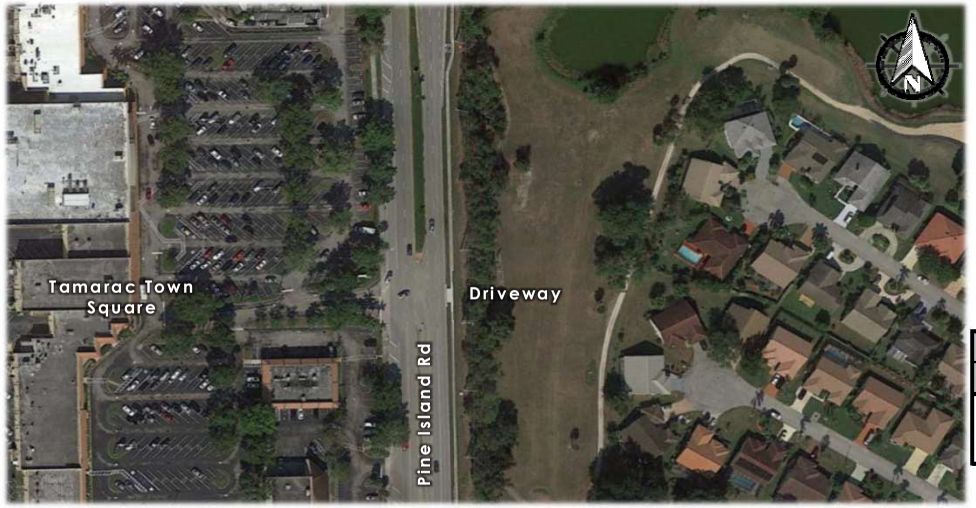
* PEAK SEASON

27-FEB-2021 10:30:02 830UPD 4_8630_PKSEASON.TXT

Exhibit 7: Driveway Turn Lane Analyses

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Intersection Volume Development



Tamarac Town Square/Driveway and Pine Island Rd
Woodmont

Input Data

GR	=	1.67%
Peak Season	=	1.07
Traffic Count Year	=	2021
Buildout Year	=	2025
Years	=	4

AM Peak Hour		PM Peak Hour		Palm Tower
In	Out	In	Out	
9	29	26	16	50 Townhomes

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 13-Oct-21	21	0	46	0	0	0	123	1,031	0	5	1,377	39
Existing Conditions	**22**	**0**	**49**	**0**	**0**	**0**	**132**	**1,103**	**0**	**5**	**1,473**	**42**
2025 Historic Growth	24	0	52	0	0	0	141	1,178	0	5	1,574	45
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	**24**	**0**	**52**	**0**	**0**	**0**	**141**	**1,178**	**0**	**5**	**1,574**	**45**
% Project Traffic	-	-	-	20%	-	80%	-	-	20%	80%	-	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	-	-
Project Traffic	-	-	-	6	-	23	-	-	2	7	-	-
2025 Future Conditions with Build	**24**	**0**	**52**	**6**	**0**	**23**	**141**	**1,178**	**2**	**12**	**1,574**	**45**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 13-Oct-21	35	0	142	0	0	0	153	1,383	0	2	1,508	70
Existing Conditions	**37**	**0**	**152**	**0**	**0**	**0**	**164**	**1,480**	**0**	**2**	**1,614**	**75**
2025 Historic Growth	40	0	162	0	0	0	175	1,581	0	2	1,724	80
Vested Development	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	**40**	**0**	**162**	**0**	**0**	**0**	**175**	**1,581**	**0**	**2**	**1,724**	**80**
% Project Traffic	-	-	-	20%	-	80%	-	-	20%	80%	-	-
Project Traffic Direction	-	-	-	OUT	-	OUT	-	-	IN	IN	-	-
Project Traffic	-	-	-	3	-	13	-	-	5	21	-	-
2025 Future Conditions with Build	**40**	**0**	**162**	**3**	**0**	**13**	**175**	**1,581**	**5**	**23**	**1,724**	**80**

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	52	6	0	23	141	1178	2	12	1574	45
Future Vol, veh/h	24	0	52	6	0	23	141	1178	2	12	1574	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	55	6	0	24	148	1240	2	13	1657	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2599	3221	829	2392	3267	621	1704	0	0	1242	0	0
Stage 1	1683	1683	-	1537	1537	-	-	-	-	-	-	-
Stage 2	916	1538	-	855	1730	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	4.1	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	146	10	314	174	9	430	369	-	-	556	-	-
Stage 1	490	149	-	526	176	-	-	-	-	-	-	-
Stage 2	704	176	-	723	141	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	3	314	63	3	430	369	-	-	556	-	-
Mov Cap-2 Maneuver	60	3	-	63	3	-	-	-	-	-	-	-
Stage 1	294	76	-	315	105	-	-	-	-	-	-	-
Stage 2	398	105	-	306	72	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.5	25.2	2.3	2.8
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	369	-	-	60	314	63	430	556	-	-
HCM Lane V/C Ratio	0.402	-	-	0.421	0.174	0.1	0.056	0.023	-	-
HCM Control Delay (s)	21.2	-	-	103.1	18.9	68.4	13.9	11.6	2.8	-
HCM Lane LOS	C	-	-	F	C	F	B	B	A	-
HCM 95th %tile Q(veh)	1.9	-	-	1.6	0.6	0.3	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	162	3	0	13	175	1581	5	23	1724	80
Future Vol, veh/h	40	0	162	3	0	13	175	1581	5	23	1724	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	-	-	-	225
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	171	3	0	14	184	1664	5	24	1815	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3063	3900	908	2991	3982	835	1899	0	0	1669	0	0
Stage 1	1863	1863	-	2035	2035	-	-	-	-	-	-	-
Stage 2	1200	2037	-	956	1947	-	-	-	-	-	-	-
Critical Hdwy	4.1	6.54	6.94	4.1	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.1	5.54	-	3.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	99	3	278	105	3	311	310	-	-	381	-	-
Stage 1	447	121	-	409	99	-	-	-	-	-	-	-
Stage 2	618	99	-	691	110	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	1	278	21	1	311	310	-	-	381	-	-
Mov Cap-2 Maneuver	50	1	-	21	1	-	-	-	-	-	-	-
Stage 1	181	121	-	166	40	-	-	-	-	-	-	-
Stage 2	240	40	-	267	110	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	70.9	52.3	3.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	310	-	-	50	278	21	311	381	-	-
HCM Lane V/C Ratio	0.594	-	-	0.842	0.613	0.15	0.044	0.064	-	-
HCM Control Delay (s)	32.3	-	-	210.4	36.5	204.7	17.1	15.1	0	-
HCM Lane LOS	D	-	-	F	E	F	C	C	A	-
HCM 95th %tile Q(veh)	3.6	-	-	3.5	3.7	0.4	0.1	0.2	-	-

When Not to Consider Exclusive Right-Turn Lanes

- Dense or built-out corridors with limited space
- Right-turn lane that would negatively impact pedestrians or bicyclists
- Vehicular movements from driveways or median openings that cross the right-turn lane resulting in multiple threat crashes
- Context classifications C2T, C4, C5, or C6

When Exclusive Right-Turn Lanes are Beneficial

There are instances when adding an exclusive right-turn lane for unsignalized driveways are beneficial to traffic operations and safety. ***Table 27*** provides some guidance for this situation based on the speed limit of the roadway and how many right turns occur per hour. Locations where the Auto and Truck Modal Emphasis is "High" may be appropriate for consideration of Exclusive Right Turn Lanes.

Table 27 – Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway[10]

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125[1]
Over 45 mph	35 – 55[2]
Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.	
Note on traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.	
[1] The lower threshold of 80 right-turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).	
[2] The lower threshold of 35 right-turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).	

Source: NCHRP Report 420 (Impacts of Access Management Techniques)

These recommendations are primarily based on the research done in NCHRP Report 420, Impacts of Access Management Techniques, Chapter 4 – Unsignalized Access Spacing (Technique 1B), and Use of Speed Differential as a Measure to Evaluate the Need for Right-Turn Deceleration Lane at Unsignalized Intersections.

In the *NCHRP Report 420*, the observed high-speed roads, 30 to 40 right-turn vehicles per hour caused evasive maneuvers on 5 - 10 percent of the following through vehicles. For lower speed roadways, 80 to 110 right-turn vehicles caused 15 - 20 percent of the following through vehicles to make evasive maneuvers. The choice of acceptable percentages of through vehicles impacted is a decision based on reasonable expectations of the different roadways.

In this study, by modeling speed differentials, a better understanding of the impacts of through volume and driveway radius was discovered.

[10] May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

Exhibit 8: Woodmont Country Club LUPA Traffic

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Revised June 16, 2014
Revised February 12, 2013
December 21, 2012

Woodmont Country Club INC
7801 NW 80 Avenue
Tamarac, FL 33321

Re: Woodmont Country Club – LUPA Traffic Statement
Property ID #s: 4941-04-26-0010 / 0020 / 0040 / 0041 / 0042 & 0043

Land Design South (LDS) has been retained to evaluate the traffic impact for the proposed Land Use Plan Amendment (LUPA) at the **Woodmont Country Club** property. The project encompasses 39.69 acres as a result of the shortening of the existing golf courses from 36 holes to 27 holes. As shown in Table 1, The Applicant is proposing land use plan changes on seven (7) parcels, from the current Commercial Recreation land use designation to:

Table 1: Parcel Summary

Parcel	Proposed Land Use	ITE Land Use Equivalent	Gross Acreage	Intensity
A	Low (0-5) Residential	Single Family Detached Housing	9.47	47 du
B	Low (0-5) Residential	Single Family Detached Housing	7.10	31 du
C	Low (0-5) Residential	Single Family Detached Housing	5.55	21 du
D	Commercial	Shopping Center/Retail	4.58	28,000 SF
E	Low (0-5) Residential	Single Family Detached Housing	6.58	19 du
F	Low (0-5) Residential	Single Family Detached Housing	3.41	14 du
G	Low (0-5) Residential	Single Family Detached Housing	3.00	20 du

The purpose of this analysis is to evaluate the traffic impact of the proposed land use changes to seven (7) parcels and to determine compliance with the *City of Tamarac and the Broward County Comprehensive Plan – Transportation Element.*

The seven (7) parcels are located within the **Woodmont Country Club**, bound by Southgate Boulevard to the north, McNab Road to the south, Pine Island Road to the west and University Drive to the east, in the City of Tamarac, Broward County, Florida. Property ID Numbers associated with this project are: 4941-04-26-0010 / 0020 / 0040 / 0041 / 0042 & 0043.

Project trip generation rates available from the *ITE Trip Generation 8th Edition* were used to determine the project trip generation and pass-by, under the Proposed Land Use designation. Table 2 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. As part of a conservative analysis, no credit was taken for the golf course trip generation.

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Table 2: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached	210	9.57	25%	75%	0.75	63%	37%	1.01
Shopping Center/Retail	820	Ln(T) = 0.65 Ln(X) + 5.83	61%	39%	Ln(T) = 0.59 Ln(X) + 2.32	49%	51%	Ln(T) = 0.67 Ln(X) + 3.37

Table 3 summarizes Daily, AM and PM peak trip generation due to the existing golf courses (18 holes) as well as under the Proposed Future Land Use designations for the seven (7) parcels.

Table 3: Trip Generation

Land Use		Intensity	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Single Family Detached									
Pod A		47 DU	450	9	26	35	30	17	47
Pod B+G		51 DU	488	10	28	38	33	19	52
Pod C		21 DU	201	4	12	16	13	8	21
Pod E		19 DU	182	4	10	14	12	7	19
Pod F		14 DU	134	3	8	11	9	5	14
Proposed Residential Use		**152 DU**	**1,455**	**30**	**84**	**114**	**97**	**56**	**153**
Proposed Shopping Center									
Parcel F			28,000 SF	2,969	45	28	73	133	138	271
	Pass-by[1]: Ln(T)=-0.29 Ln(X)+5.00		56.47%	1,677	25	16	41	75	78	153
	Net Trips Parcel F			1,292	20	12	32	58	60	118
Proposed Commercial Use			28,000 SF	1,292	20	12	32	58	60	118
Proposed Woodmont Country Club TOTAL TRIPS			**2,747**	**50**	**96**	**146**	**155**	**116**	**271**

[1]Source: Trip Generation Handbook, Second Edition

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. The distribution for the **Woodmont Country Club** is based on the Technical Memorandum dated August 16, 2012, approved by the City on September 6, 2012.

Exhibit A includes the trip assignment for each parcel. Exhibit B includes a detailed impact analysis on each roadway link within the study area during PM peak hour conditions. This analysis shows the distribution and determination of the project traffic impact as a percentage of the adopted LOS 'D' on the roadway links for each Parcel. Exhibit C shows the aggregated traffic distribution for all the parcels. In addition, project impact and the percent trip assignment for all parcels is shown in Exhibit D. All links within the radius of influence are impacted less than three percent (3%) of the LOS 'D' Link Service Volumes, therefore a capacity analysis is not required. Exhibit E includes an excerpt from the Roadway Level of Service Analysis prepared by the Broward Metropolitan Planning Organization, as can be seen on this analysis, the following links will be expected to operate at a Level of Service higher than the adopted LOS 'D' in 2035.

- NW 44 St, E of West Inverrary Blvd to NW 31 Ave
- Commercial Blvd, E of Nob Hill Rd to Rock Island Rd
- Mc Nab Road, E of University Dr to SW 81 Ave.
- Mc Nab Road, E of Rock Island Rd to SR 7
- Southgate Blvd, E of University Dr to Rock Island Rd
- Atlantic Blvd, E of Rock Island Rd to SR 7

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- Coral Ridge Dr, N of Atlantic Blvd to Royal Palm Blvd
- Pine Island Rd, N of NW 44 to Southgate Blvd
- University Dr, N of NW 44 to Southgate Blvd
- University Dr, N of Atlantic Blvd to Shadowwood Dr
- Rock Island Road, N of NW 44 to Southgate Blvd

In addition, Exhibit G includes a Level of Service analysis of all internal roads within the **Woodmont Country Club**. As can be seen in this analysis, all internal roads will operate at Level of Service 'D' or better. Likewise, Exhibit H includes CMA and HCS analyses at University Dr and Southgate Blvd. Table 4 includes a summary of the analyses. As can be seen in Exhibit H, the biggest project impact to the intersection during the AM will be in the NBT and NBRT direction. In addition, the biggest impact to the intersection during the PM will be to the WBLT and SBT movements. The total additional delay caused by the project to the intersection is 0.6 seconds during both the AM and PM peak-hours. Note that the most critical movement for the intersection is the SBLT movement during the PM where the proposed project has no impact to this movement.

Table 4: University Dr and Southgate Blvd Control Delay and Critical Movement Analyses

	Eastbound			Westbound			Northbound			Southbound			Total Delay
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
AM Peak 2018 without Project	71.4	65.2	-	122.7	117.3	-	76.8	**52.4**	**30.4**	99.9	53.5	-	70.5
AM Peak 2018 with Project	71.7	65.9	-	125.8	118.1	-	77.0	**52.7**	**30.7**	99.9	53.9	-	71.1
PM Peak 2018 without Project	78.4	49.5	-	**73.2**	65.4	-	93.8	73.7	26.5	153.8	**43.2**	-	65.1
PM Peak 2018 with Project	79.6	49.7	-	**75.0**	66.1	-	95.9	74.7	26.7	153.8	**43.7**	-	65.7
2018 AM CMA without project	1,299												
2018 AM CMA with project	1,305												
2018 PM CMA without project	1,405												
2018 PM CMA with project	1,413												

Based on the turning movement counts projected for the year 2018 and included in Exhibit H, the bidirectional projected traffic on University Drive between NW 78th Street and Southgate Boulevard was calculated for both the AM and PM peak-hour and then the project traffic was added. As can be seen in Table 5, this section of the road will operate at Level of Service 'D' or better at project build-out.

Table 5: University Drive between NW 78th Street and Southgate Boulevard

	AM		PM	
	NB	SB	NB	SB
2018 without Project	1,651	2,145	2,102	1,956
Level of Service	C	D	D	C
Project Traffic	23	11	17	28
2018 with Project	1,674	2,156	2,119	1,984
Level of Service	***C***	***D***	***D***	***C***

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The proposed development for the **Woodmont Country Club** has been evaluated following the *City of Tamarac and the Broward County Comprehensive Plan – Transportation Element.* This analysis shows that the **Woodmont Country Club** will generate less than three percent (3%) of the adjacent roadway peak-hour LOS in all links included within the Radius of Influence. Therefore, the proposed development meets the *City of Tamarac and the Broward County Comprehensive Plan – Transportation Element.*

Sincerely,

LAND DESIGN SOUTH

JUAN F. ORTEGA LICENSE No. 63422 STATE OF FLORIDA PROFESSIONAL ENGINEER

06/16/14.

Dr. Juan F. Ortega, P.E.
FL Registration No. 63422
Engineering Business C.O. 27550

Encl.: **Exhibit A:** Trip Distribution and Assignment Figures (Individual Parcels)
Exhibit B: Traffic Impact Analysis Table
Exhibit C: Traffic Assignment Figure (all Parcels)
Exhibit D: Trips and Impact Figure (all Parcels)
Exhibit E: Broward Metropolitan Planning Organization (MPO), Roadway Level of Service Analysis – Excerpt
Exhibit F: Conceptual Master Plan
Exhibit G: Traffic Counts
Exhibit H: University Dr and Southgate Blvd CMA and HCS analyses

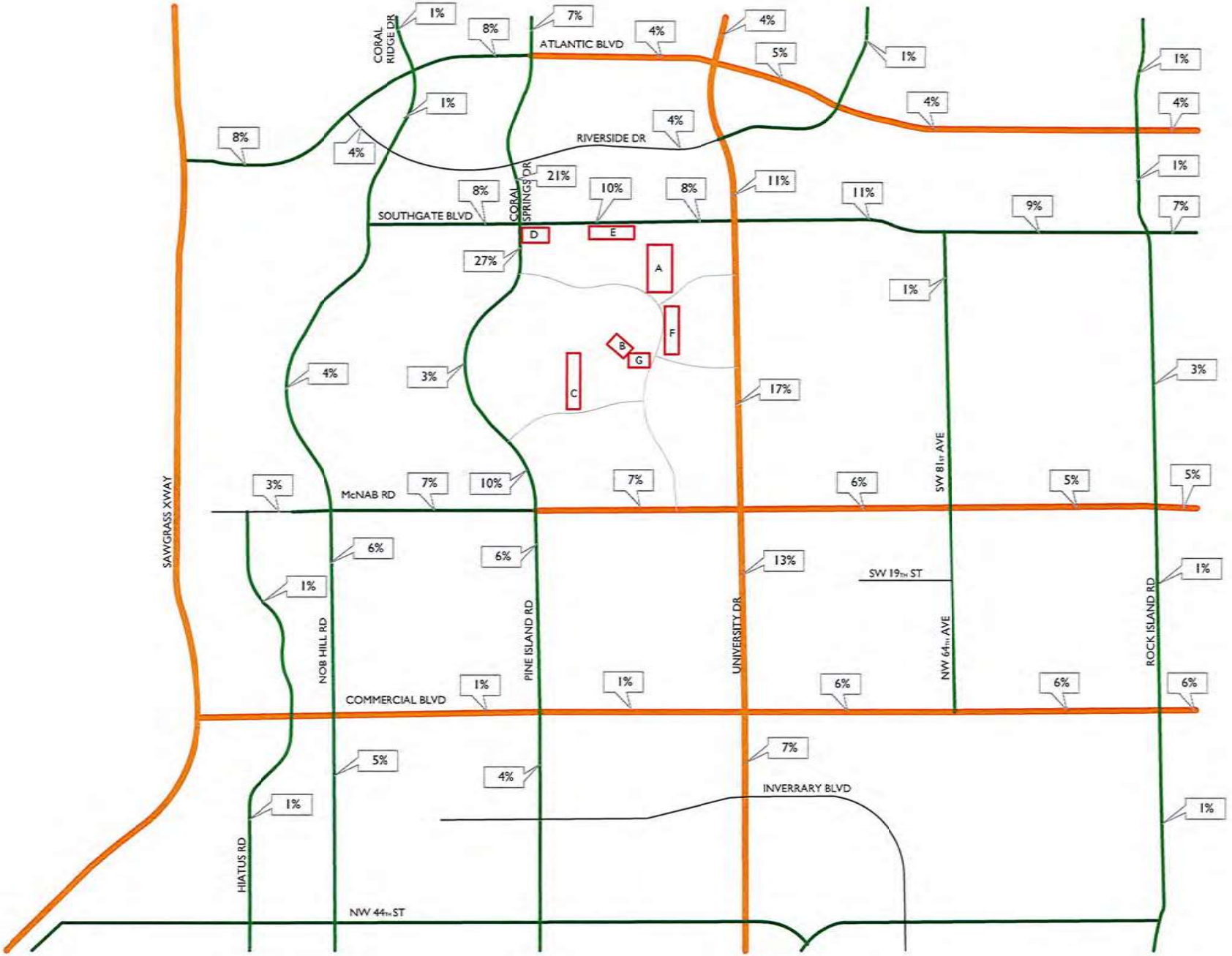
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Woodmont Country Club - Trip Distribution

				Pod A		Pod B+G		Pod C		Pod E		Pod F		Pod D				
E/W Roadway	Segment	Design Code	LOS Capacity*	%	Project Traffic	%	Project Traffic	%	Project Traffic	%	Project Traffic	%	Project Traffic	%	Project Traffic	Total Traffic	% Impact	Assignament for ALL Parcels
Atlantic Blvd	E of Sawgrass Xway	422	3,560	13%	6	13%	7	10%	2	13%	2	13%	2	3%	4	23	0.65%	8%
Atlantic Blvd	E of Coral Ridge Dr	422	3,560	10%	5	10%	5	5%	1	10%	2	10%	1	6%	7	21	0.59%	8%
Atlantic Blvd	E of Coral Spgs Dr	622	5,360	5%	2	5%	3	0%	0	5%	1	5%	1	3%	4	11	0.21%	4%
Atlantic Blvd	E of University Dr	632	4,880	5%	2	5%	3	7%	1	10%	2	5%	1	3%	4	13	0.27%	5%
Atlantic Blvd	E of Riverside Dr	632	4,880	5%	2	5%	3	7%	1	10%	2	5%	1	2%	2	11	0.23%	4%
Atlantic Blvd	E of Rock Island Rd	632	4,880	5%	2	5%	3	7%	1	8%	2	5%	1	1%	1	10	0.20%	4%
Riverside Dr	S of Atlantic Blvd	222	1,520	3%	1	5%	2	5%	1	3%	1	3%	0	6%	7	12	0.79%	4%
Riverside Dr	E of Coral Spgs Dr	222	1,520	0%	0	0%	0	0%	0	0%	0	0%	0	9%	11	11	0.72%	4%
Riverside Dr	E of University Dr	422	3,382	0%	0	0%	0	0%	0	0%	0	0%	0	1%	1	1	0.03%	0%
Riverside Dr	N of Atlantic Blvd	422	3,382	0%	0	0%	0	0%	0	0%	0	0%	0	2%	2	2	0.06%	1%
Southgate Blvd	E of Sawgrass Xway	464	2,093	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
Southgate Blvd	E of Coral Ridge Dr	474	2,898	5%	2	5%	3	5%	1	10%	2	5%	1	10%	12	21	0.72%	8%
Southgate Blvd	E of Coral Spgs Dr	474	2,898	0%	0	0%	0	0%	0	30%	0	0%	4	20%	24	28	0.97%	10%
Southgate Blvd	W of University	474	2,898	0%	0	0%	0	0%	0	70%	0	0%	10	10%	12	22	0.76%	8%
Southgate Blvd	E of University Dr	474	2,898	15%	7	15%	8	15%	3	20%	4	15%	2	5%	6	30	1.04%	11%
Southgate Blvd	E of SW 81 Ave	474	2,898	14%	7	14%	7	14%	3	19%	4	14%	2	3%	4	27	0.93%	10%
Southgate Blvd	E of Rock Island Rd	474	2,898	12%	6	12%	6	10%	2	15%	3	12%	2	1%	1	20	0.69%	7%
McNab Rd	E of Hiatus Rd	274	1,332	2%	1	2%	1	2%	0	2%	0	2%	0	2%	2	4	0.30%	1%
McNab Rd	E of NW 104 Ave	474	2,898	2%	1	2%	1	2%	0	2%	0	2%	0	5%	6	8	0.28%	3%
McNab Rd	E of Nob Hill Rd	422	3,382	10%	5	10%	5	10%	2	5%	1	10%	1	5%	6	20	0.59%	7%
McNab Rd	E of Pine Island Rd	622	5,092	10%	5	10%	5	35%	7	0%	0	10%	1	0%	0	18	0.35%	7%
McNab Rd	E of University Dr	632	4,880	10%	5	10%	5	15%	3	10%	2	10%	1	0%	0	16	0.33%	6%
McNab Rd	E of SW 81 Ave	632	4,880	8%	4	8%	4	15%	3	8%	2	8%	1	0%	0	14	0.29%	5%
McNab Rd	E of Rock Island Rd	632	4,880	8%	4	8%	4	15%	3	8%	2	8%	1	0%	0	14	0.29%	5%
Commercial Blvd	E of Sawgrass Xway	632	4,880	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
Commercial Blvd	E of Nob Hill Rd	632	4,880	2%	1	2%	1	0%	0	2%	0	2%	0	2%	2	4	0.08%	1%
Commercial Blvd	E of Pine Island Rd	632	4,880	2%	1	2%	1	5%	1	2%	0	2%	0	1%	1	4	0.08%	1%
Commercial Blvd	E of University Dr	632	4,880	10%	5	10%	5	10%	2	10%	2	10%	1	0%	0	15	0.31%	6%
Commercial Blvd	E of SW 81 Ave	632	4,880	10%	5	10%	5	10%	2	8%	2	10%	1	0%	0	15	0.31%	6%
Commercial Blvd	E of Rock Island Rd	632	4,880	10%	5	10%	5	10%	2	8%	2	10%	1	0%	0	15	0.31%	6%
NW 44 St	E of Wellebr Park	464	2,093	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
NW 44 St	E of Hiatus Rd	474	2,898	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
NW 44 St	E of Nob Hill Rd	474	2,898	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
NW 44 St	E of Pine Island Rd	474	2,898	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
NW 44 St	E of West Inverrary Blvd	374	1,399	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
N/S Roadway																		
Hiatus Rd	N of NW 44 St	422	3,382	2%	1	2%	1	1%	0	2%	0	2%	0	0%	0	2	0.06%	1%
Hiatus Rd	N of Commercial	422	3,382	2%	1	2%	1	2%	0	2%	0	2%	0	1%	1	3	0.09%	1%
Nob Hill Rd	N of NW 44 St	422	3,382	8%	4	8%	4	5%	1	8%	2	8%	1	1%	1	13	0.38%	5%
Nob Hill Rd	N of Commercial Blvd	422	3,382	8%	4	8%	4	8%	2	8%	2	8%	1	3%	4	17	0.50%	6%
Nob Hill Rd	N of McNab Rd	432	3,220	0%	0	0%	0	5%	1	5%	1	0%	0	8%	9	11	0.34%	4%
Coral Ridge Dr	N of Riverside Dr	432	3,220	2%	1	2%	1	0%	0	2%	0	2%	0	2%	2	4	0.12%	1%
Coral Ridge Dr	N of Atlantic Blvd	432	3,220	2%	1	2%	1	0%	0	2%	0	2%	0	1%	1	3	0.09%	1%
Pine Island Rd	N of NW 44 St	422	3,382	5%	2	5%	3	5%	1	5%	1	5%	1	2%	2	10	0.30%	4%
Pine Island Rd	N of Commercial Blvd	422	3,382	5%	2	5%	3	10%	2	5%	1	5%	1	5%	6	15	0.44%	6%
Pine Island Rd	N of McNab Rd	432	3,220	10%	5	10%	5	10%	2	10%	2	10%	1	10%	12	27	0.84%	10%
Pine Island Rd	N of NW 75th St	432	3,220	5%	2	5%	3	0%	0	10%	2	5%	1	0%	0	8	0.25%	3%
Pine Island Rd	NW 81st St	432	3,220	20%	9	20%	10	15%	3	10%	2	20%	3	40%	47	74	2.30%	27%
Coral Spgs Dr	N of Southgate Blvd	432	3,220	15%	7	15%	8	10%	2	10%	2	15%	2	30%	35	56	1.74%	21%
Coral Spgs Dr	N of Atlantic Blvd	432	3,220	10%	5	10%	5	5%	1	5%	1	10%	1	6%	7	20	0.62%	7%
University Dr	N of NW 44 St	632	4,880	13%	6	13%	7	15%	3	5%	1	13%	2	0%	0	19	0.39%	7%
University Dr	N of Commercial Blvd	632	4,880	25%	12	25%	13	20%	4	15%	3	25%	4	0%	0	36	0.74%	13%
University Dr	N of McNab Rd	632	4,880	30%	14	30%	16	30%	6	25%	5	30%	4	0%	0	45	0.92%	17%
University Dr	N of Southgate Blvd	632	4,880	15%	7	15%	8	15%	3	25%	5	15%	2	5%	6	31	0.64%	11%
University Dr	N of Atlantic Blvd	632	4,880	5%	2	5%	3	8%	2	10%	2	5%	1	1%	1	11	0.23%	4%
SW 81 Ave	N of McNab Rd	474	2,898	1%	0	1%	1	1%	0	1%	0	1%	0	2%	2	3	0.10%	1%
NW 64 Ave	N of NW 19 St	464	2,093	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0.00%	0%
Rock Island Rd	N of NW 44 St	422	3,382	2%	1	2%	1	2%	0	2%	0	2%	0	0%	0	2	0.06%	1%
Rock Island Rd	N of Commercial Blvd	422	3,382	2%	1	2%	1	2%	0	2%	0	2%	0	0%	0	2	0.06%	1%
Rock Island Rd	N of McNab Rd	432	3,220	5%	2	5%	3	2%	0	2%	0	5%	1	1%	1	7	0.22%	3%
Rock Island Rd	N of Southgate Blvd	432	3,220	1%	0	1%	1	2%	0	2%	0	1%	0	1%	1	2	0.06%	1%
Rock Island Rd	N of Atlantic Blvd	432	3,220	1%	0	1%	1	2%	0	2%	0	1%	0	1%	1	2	0.06%	1%

Trips	
Parcel	Net Peak Hr
A	47
B+G	52
C	21
E	19
F	14
D	118
Σ	271

* Broward MPO Roadway Capacity and Level of Service Analysis for 2009 and 2035



N.T.S.

LEGEND
2L
4L
6L
ASSIGNMENT = XY%

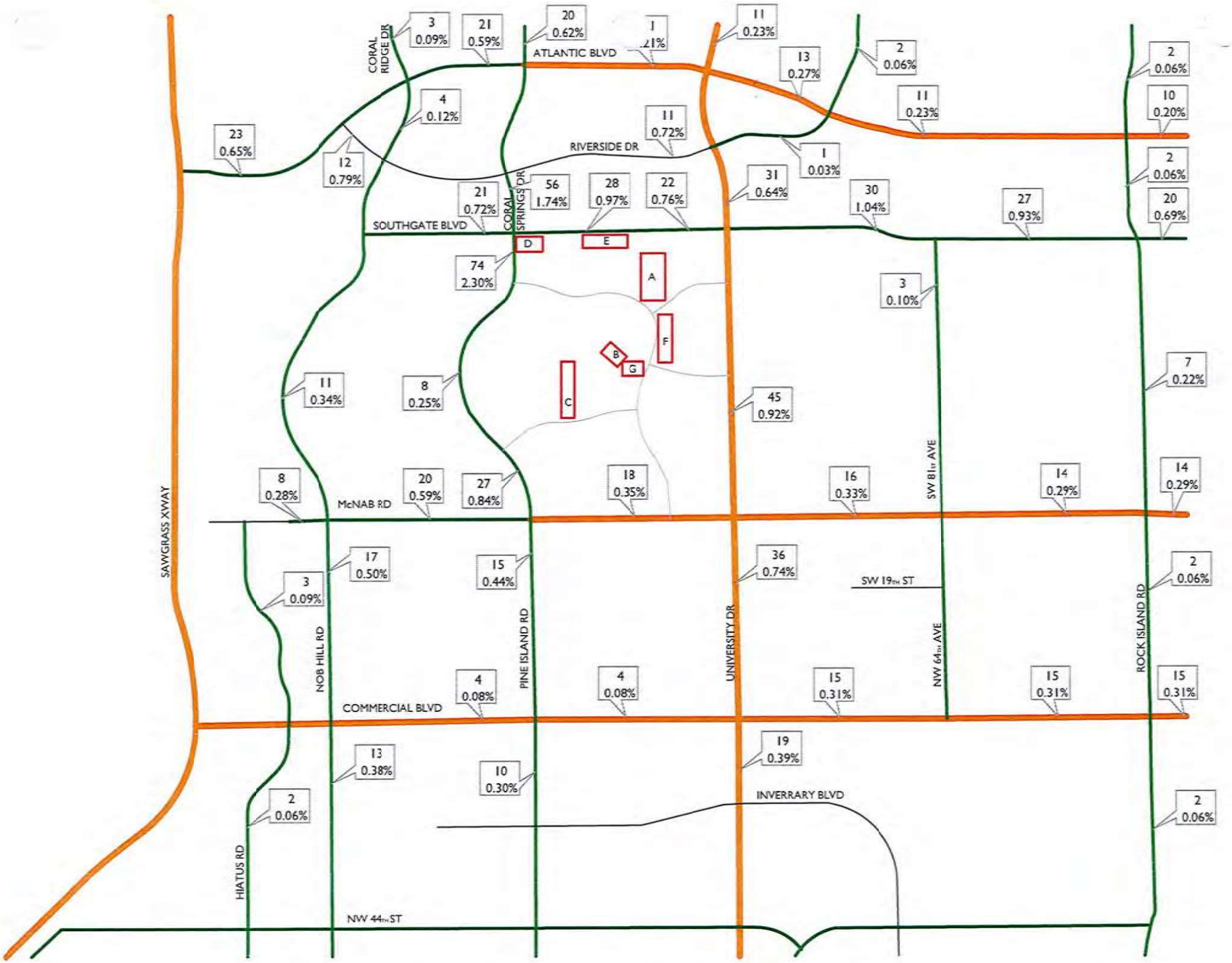
WOODMONT COUNTRY CLUB

LDS N... 2

TRAFFIC ASSIGNMENT (ALL PARCELS)

LAND DESIGN SOUTH

Exhibit C



N.T.S.

LEGEND
2L
4L
6L
NUMBER OF TRIPS = XX
% OF LOS 'D' CAPACITY = YZ%

WOODMONT COUNTRY CLUB

LDS No. 1389.2

TOTAL NUMBER OF TRIPS & CORRESPONDING % OF LOS 'D' CAPACITY

LAND DESIGN SOUTH

Exhibit D

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Exhibit 9: Traffic Impact Study Review

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Traf Tech
ENGINEERING, INC.

August 20, 2022

Mr. Robert W. Johnson, III
Senior Planner
City of Tamarac
7525 NW 88th Avenue
Tamarac, Florida 33321-2401

Re: Woodmont POD D
Traffic Impact Study Review

Dear Rob:

Traf Tech Engineering, Inc. has reviewed the traffic impact study associated with the proposed Woodmont POD D development to be located in the City of Tamarac, Florida. The subject site is generally located in the southeast corner of the intersection at Pine Island Road and Southgate Boulevard. The proposed development on this site consists of 50 townhome dwelling units. Based upon our review, we offer the following comments:

- The vehicle delays reported for the existing and future operations at the Tamarac Town Square / Future Driveway Location on Pine Island Road appear to be significantly over-reporting. Additionally, the delay reported for the eastbound approach in the PM peak hour remains constant (1,645.2 seconds / vehicle) for the 2021, 2025 w/out project and 2025 with project scenario. (Actually, the Synchro output produced no delay value for the 2021 scenario.) Perhaps the gap acceptances can be adjusted in order to produce more accurate and realistic results. In addition, it is likely that many motorists are executing eastbound left-turn movements at this intersection in two-stages. Although the median width is less than 25 feet, it may be appropriate to take this condition into consideration for this movement as well as the future westbound left-turn movement.
- The turn lane warrant analysis indicates that a southbound left-turn lane and a northbound right-turn lane are not warranted at the project driveway. However, the latest site plan indicates that a southbound left-turn lane will be constructed. This proposed action should be referenced in this section of the report.
- The site plan presented in Exhibit 2 is not consistent with the most recent site plan submitted for review. The updated / latest site plan should be presented in the traffic report.

We have no additional comments on the traffic impact analysis at this time. If you have any questions, please do not hesitate to contact us.

Sincerely,

TRAF TECH ENGINEERING, INC.



Karl B. Peterson, P.E.
Senior Transportation Engineer

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 582-0988 Fax: (954) 582-0989

Woodmont POD D
Traffic Impact Study Review
Review Date: August 20, 2022

- The vehicle delays reported for the existing and future operations at the Tamarac Town Square /Future Driveway Location on Pine Island Road appear to be significantly over-reporting. Additionally, the delay reported for the eastbound approach in the PM peak hour remains constant (1,645.2 seconds / vehicle) for the 2021, 2025 w/out project and 2025 with project scenario. (Actually, the Synchro output produced no delay value for the 2021 scenario.) Perhaps the gap acceptances can be adjusted in order to produce more accurate and realistic results. In addition, it is likely that many motorists are executing eastbound left-turn movements at this intersection in two-stages. Although the median width is less than 25 feet, it may be appropriate to take this condition into consideration for this movement as well as the future westbound left-turn movement.

  [JFO->] *Agree. Traffic Impact Study has been revised. As part of a conservative analysis, it was assumed that the eastbound and westbound left movements will operate in two-stages with a Critical Headway of 4.1 seconds where the northbound and southbound left movements will remain as a single stage gap with the default Critical Gap value of 4.1 seconds.*

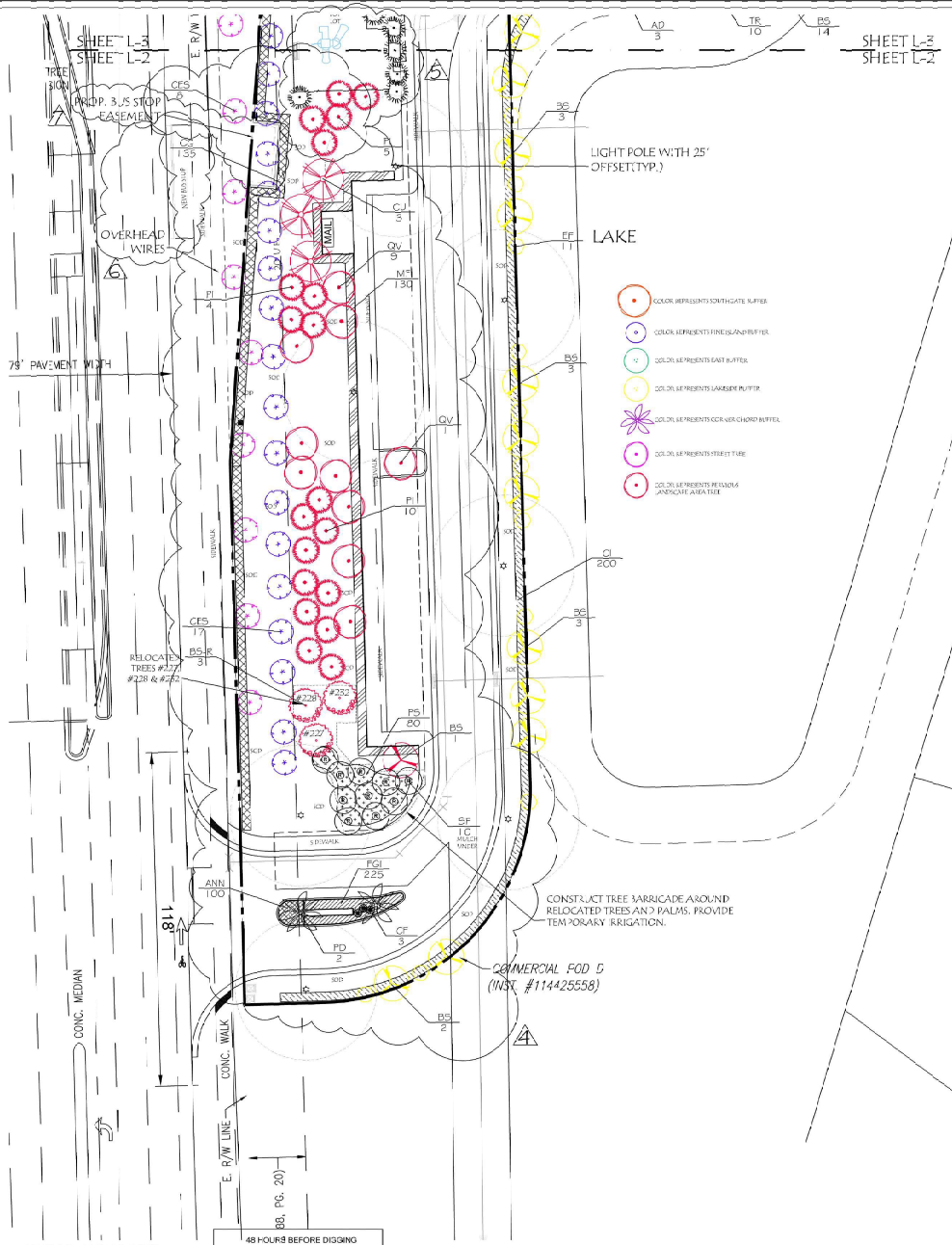
- The turn lane warrant analysis indicates that a southbound left-turn lane and a northbound right-turn lane are not warranted at the project driveway. However, the latest site plan indicates that a southbound left-turn lane will be constructed. This proposed action should be referenced in this section of the report.

  [JFO->] *Traffic Impact Study has been revised accordingly. The proposed driveway for the project is on Pine Island Road, a county road. Based on a Microsoft Teams Meeting with Broward County staff on July 19, 2022, a southbound left turn lane at the project entrance is being required by the County as shown on the proposed site plan.*

- The site plan presented in Exhibit 2 is not consistent with the most recent site plan submitted for review. The updated / latest site plan should be presented in the traffic report.

  [JFO->] *Traffic Impact Study has been revised accordingly.*

At the request of City Staff, Traffic Study revised September 23, 2022 was modified to include the latest site plan for the project. Everything else included in the Traffic Studies dated January 23, 2023 and March 20, 2024 is the same as the one revised on September 23, 2022.



PLANT LIST

SYMBO.	BOTANICAL NAME	COMMON NAME	CAL./CONT.*	HEIGHT	SPREAD	SPACING	QUANTITY	NATIVE	TYPE	NOTES
SHADE TREES										
BS	Bursera simaruba	Gumbo Limbo	3"	15'	6'	as shown	33	YES	SHADE	4.5' clear trunk
BS-R	Bursera simaruba (Existing)	Gumbo Limbo				as shown	3	YES	SHADE	Relocate as shown
BS	Bursera simaruba (Existing)	Gumbo Limbo				as shown	1	YES	SHADE	To remain
CE	Conocarpus erectus	Green Buttonwood	3"	15'	6'	as shown	10	YES	SHADE	Standard, 4.5' clear trunk
CL	Coccoloba uvifera	Sea Grape	3"	15'	6'	as shown	3	YES	SHADE	Standard, 4.5' clear trunk
LS	Lagerstroemia speciosum	Queen's Crape Myrtle	3"	15'	6'	as shown	10	YES	SHADE	4.5' clear trunk
PI	Pinus elliottii	Slash Pine	3"	15'	6'	as shown	45	YES	SHADE	4.5' clear trunk
QV	Quercus virginiana	Live Oak	3"	15'	6'	as shown	50	YES	SHADE	4.5' clear trunk
	Swietenia mahagoni (Existing)	Mahogany					1	YES	SHADE	To remain
SMALL TREES										
CES	Conocarpus erectus sericeus	Silver Buttonwood	2"	10'	4'	as shown	62	YES	SMALL TREE	Standard, 4' clear trunk
EF	Eugenia foetida	Spanish Stopper	2"	10'	4'	as shown	33	YES	SMALL TREE	30" clear trunk
LI	Lagerstroemia indica	Crape Myrtle	2"	10'	4'	as shown	35		SMALL TREE	Standard, 30" clear trunk
IA	Ilex x attenuata 'East Palatka'	East Palatka Holly	2"	10'	4'	as shown	10	YES	SMALL TREE	4.5' clear trunk
PALMS										
AD	Aderidia merrillii	Christmas Palm		14 oah		as shown	45		PALM	Triple Trunk
BN	Bismarkia nobilis	Bismarck Palm	8' c.t.	25'	15'	as shown	3		PALM	
PD	Phoenix dactylifera 'Medjool'	Medjool Date Palm		24' c.t.	20'+	as shown	2		PALM	Florida Fancy, Heavy Caliper, 24' Min, straight trk. Min ht. 32' to "nut". Matching
PE	Ptychosperma elegans	Solitaire Palm		18'	6'	as shown	20		PALM	Matching
SP	Sabal palmetto (existing)	Cabbage Palm		22'		as shown	13	YES	PALM	Relocate as shown
TR	Thrinax radiata	Florida Thatch Palm		12'	8'	as shown	50	YES	PALM	
SHRUBS										
CF	Cordyline fruticosa 'Auntie Lou'	Auntie Lou Ti Plant	3 gallon	3'	24"	as shown	3			Full, unmarked foliage
CG	Clusia guttifera	Small Leaf Clusia	3'	3'	24" O.C.	309	YES			Full to Base
CI	Chrysobalanus icaco 'Red Tip'	Red-Tip Cocoplum	24"	18"	24" O.C.	1,102	YES			
MF	Mycanthes fragrans	Simpson's Stopper	36"	24"	24" O.C.	180	YES			
PS	Pennisetum setaceum 'Alba'	White Fountain Grass	3 gallon	18"	18"	30" O.C.	80			
GROUNDCOVER										
ANN	Annuals	Seasonal Color	4"	8"	8"	12" o.c.	100			
FGI	Ficus microcarpa 'Green Island	Green Island Ficus	3 gallon	12"	12"	12" O.C.	1,845			Full, compact
LM	Liriope muscari 'Superblue'	Super Blue Liriope	3 gallon	15"	13"	18" O.C.	615			
SOD	Stenotaphrum secundatum	St. Augustine Floratam								

*CONTAINER SIZE IS FOR REFERENCE ONLY. HEIGHT AND SPREAD LISTED ARE MINIMUM REQUIREMENTS FOR ALL PLANT MATERIAL. ALL PLANT MATERIAL SHALL BE FLORIDA GRADE #1 AND #1 OR BETTER AND MEET ALL GOVERNMENTAL CODES AND ORDINANCES

NOTE:
IRRIGATION TO BE PROVIDED BY LOCAL WELL OR COMBINATION WELL AND LAKE AS PER APPROPRIATE WATER USE PERMIT. POTABLE WATER SHALL NOT BE USED FOR IRRIGATION.

CAUTION: PLEASE NOTE
Contractor shall ensure all permits required by the work from any state or local departments or utility companies or jurisdiction affected by the work. The Contractor shall have permits "in hand" prior to starting work. The Landscape Architect and/or Owner shall bear no responsibility for work performed without permitted drawings. The Contractor shall be responsible for all changes to Work, at no additional cost to Owner, as a result of unauthorized work prior to receipt of permit.

48 HOURS BEFORE DIGGING
CALL 811
TOLL FREE
SUNSHINE STATE UTILITIES LOCATION
ONE CALL CENTER OF FLORIDA

PLANTING PLAN

SITE PLAN APPROVAL
AUGUST 1, 2025

CHRISTOPHER S DAVIDSON
Digitally signed by CHRISTOPHER S DAVIDSON
Date: 2025.08.01 15:22:34 -04'00'

0 40 80
20
SCALE: 1" = 20'

NORTH

BY	DATE	DESCRIPTION
SD	1/24/25	Resubmit-new boundary/city comments
SD	10/16/24	Resubmit-new boundary/city comments
SD	10/03/24	Resubmit-new Site Plan/City comments
SD	10/11/24	Building locations/City comments
SD	3/15/24	Roadway geometrics/City comments
SD	3/23/24	Property line change and bus stop
SD	11/20/23	bus stop easement, post

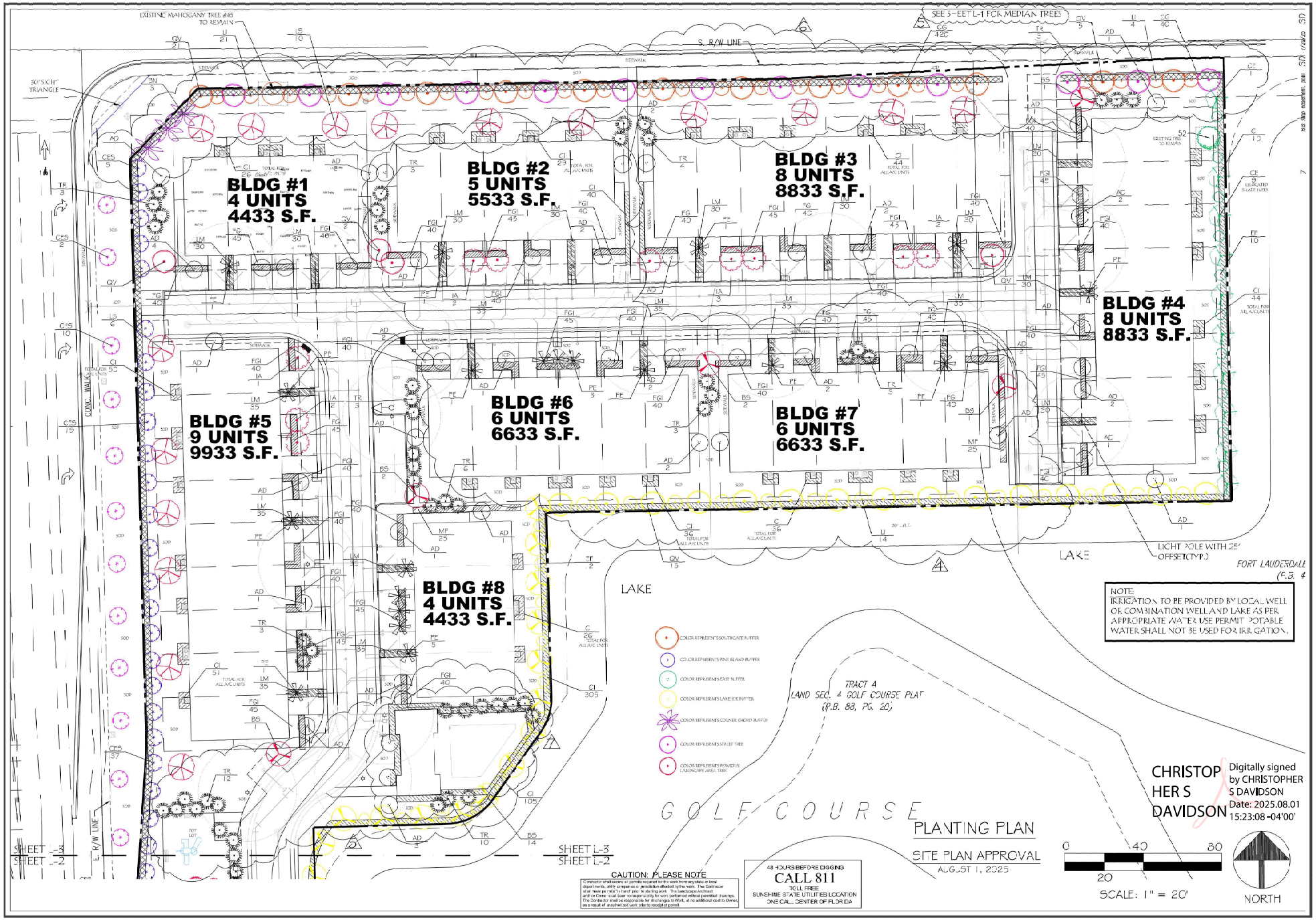
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DATE: 11/11/2021
JOB NUMBER:
DESIGNED BY: SD
DRAWN BY: SD
CAD NAME:

DAVIDSON DESIGN STUDIO, INC.
LANDSCAPE ARCHITECTURE & SITE PLANNING
235 Commercial Blvd., Suite 206
Lauderdale-By-The-Sea, Florida 33308
(954) 649-0000

PROJECT:
WOODMONT
TAMARAC, FLORIDA
ARCH: DD. HOUSTON
6123 LONG ROAD
COCONUT CREEK, FL 33073

SEAL:
CHRISTOPHER SCOTT DAVIDSON
LA 0001419
STATE OF FLORIDA
Date:

SHEET:
L-2



BY	DATE	CHK'D	DESCRIPTION
SD	5/23/25	SD	Property line change and hub stop
SD	3/15/24	SD	Roadway pool lot lot/City comments
SD	2/11/24	SD	Building locations/City comments
SD	11/03/23	SD	Reissue-new Site Plan/City comments
SD	10/19/23	SD	Reissue-new boundary/City comments
SD	7/24/23	SD	Reissue-new boundary/City comments

PROJECT DATA:
DATE: 11/11/2021
JOB NUMBER:
DESIGNED BY: SD
DRAWN BY: SD
CAD NAME:

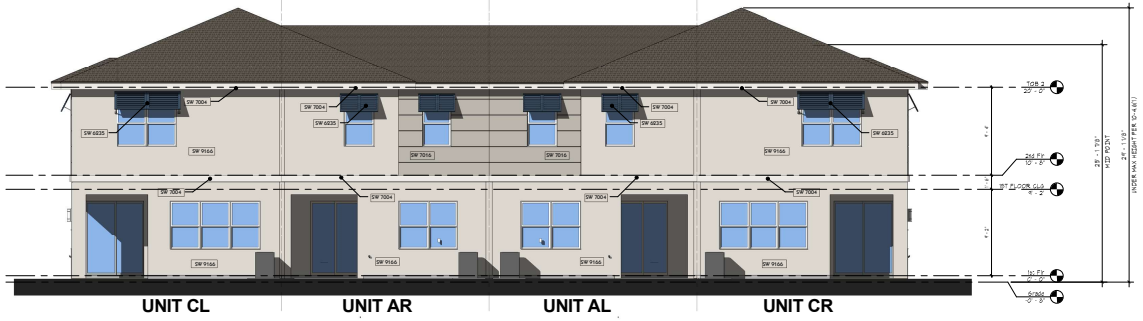
DAVIDSON DESIGN STUDIO, INC.
LANDSCAPE ARCHITECTURE & SITE PLANNING
235 Commercial Blvd., Suite 206
Lauderdale-By-The-Sea, Florida 33308
(954) 649-0600

PROJECT:
WOODMONT
TAMARAC, FLORIDA
ALSO KNOWN AS: HORTON 6123 LYONS ROAD COCONUT CREEK, FL 33073

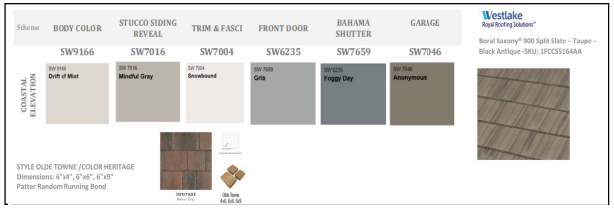
SEAL:
CHRISTOPHER SCOTT DAVIDSON LA 0001419 STATE OF FLORIDA
Date:

CHRISTOPHER S DAVIDSON
Digitally signed by CHRISTOPHER S DAVIDSON
Date: 2025.08.01 15:23:08 -04'00'

SHEET:
L-3



② REAR ELEVATION-COLOR
3/16" = 1'-0"

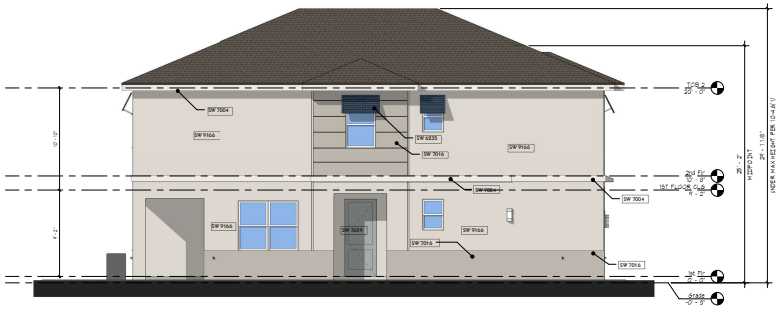


NOTE : ELEVATION MEETS 10-4.4-6-1 (2)
FACADES CARRIES (C), (E), (F), AND (G)

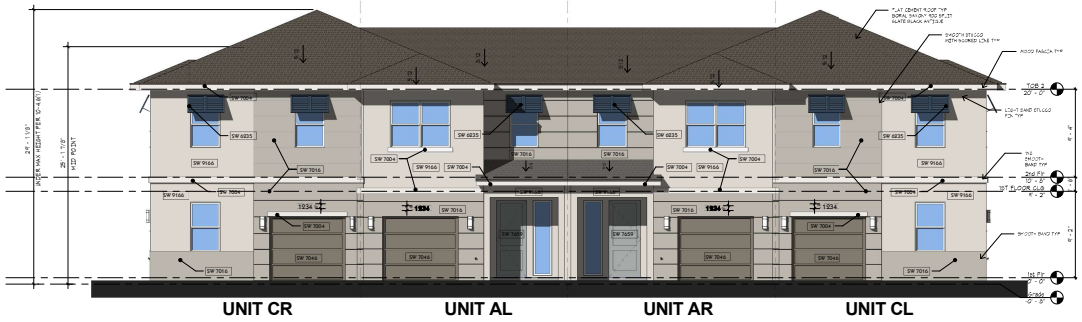
ELEVATION MEETS 10-4.4-6-1
(1) ENTRANCE PORCHES SECTION (6)
FACADES CARRIES (A), (10)



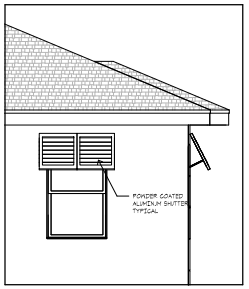
④ RIGHT SIDE-COLOR
3/16" = 1'-0"



③ LEFT SIDE-COLOR
3/16" = 1'-0"



① FRONT ELEVATION-COLOR
3/16" = 1'-0"



⑥ ENLARGE SHUTTER DETAIL
3/8" = 1'-0"

BLDG-1 COLOR ELEVATION

SHEET INFORMATION
4- UNIT BUILDING ELEVATION A

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

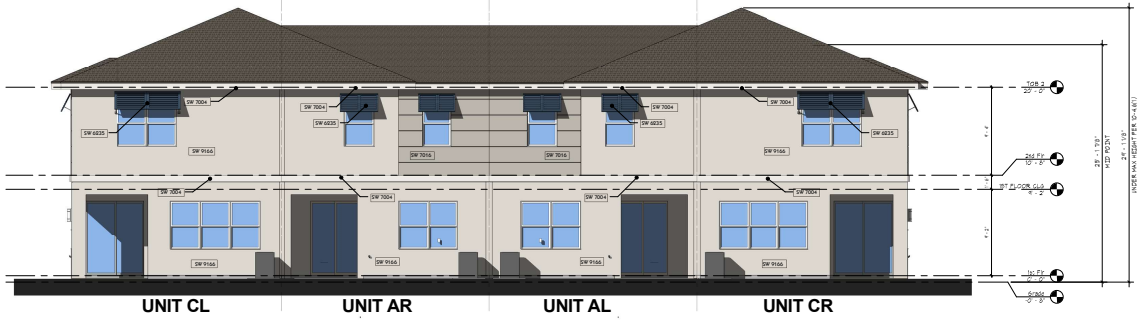
CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6123 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 946-3070 Fax: (954) 909-8021

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE 400
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #0029217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

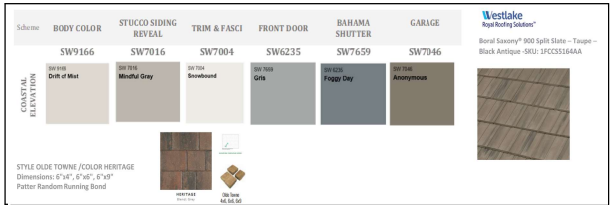
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DATE	10/22/2024
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DRAWN. BY	Author
REVISION	

Dewey A. LeBlanc
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Date: 2025.05.22 13:02:17 -04'00'
SEAL
D. ADAM LeBLANC, PE FL #73812

SHEET #
A-2



② REAR ELEVATION-COLOR
3/16" = 1'-0"

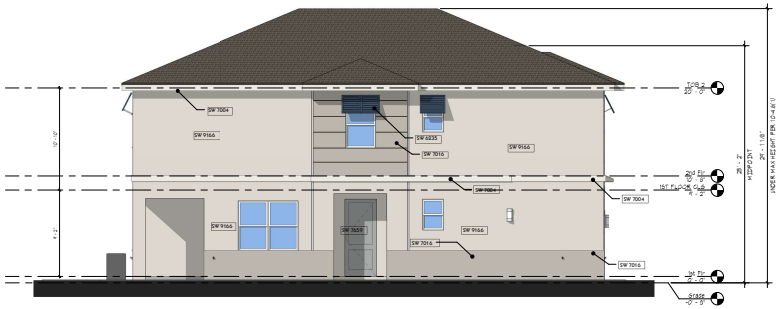


NOTE : ELEVATION MEETS 10-4.4-6-1 (2) FACADES CARRIES (C), (E), (F), AND (G)

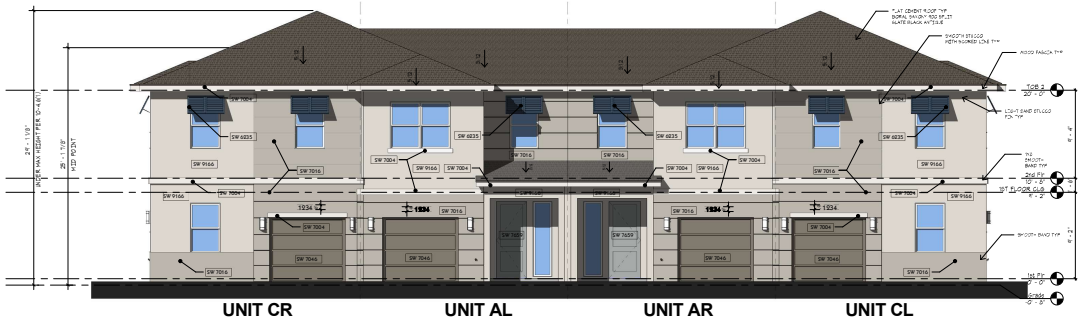
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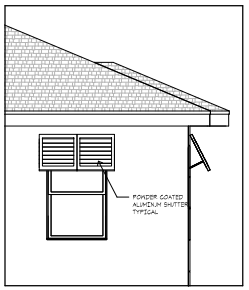
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3/16" = 1'-0"



③ LEFT SIDE-COLOR
3/16" = 1'-0"



① FRONT ELEVATION-COLOR
3/16" = 1'-0"



⑥ ENLARGE SHUTTER DETAIL
3/8" = 1'-0"

BLDG-8 COLOR ELEVATION

SHEET INFORMATION
4- UNIT BUILDING ELEVATION A

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6123 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 968-3070 Fax: (954) 968-8021

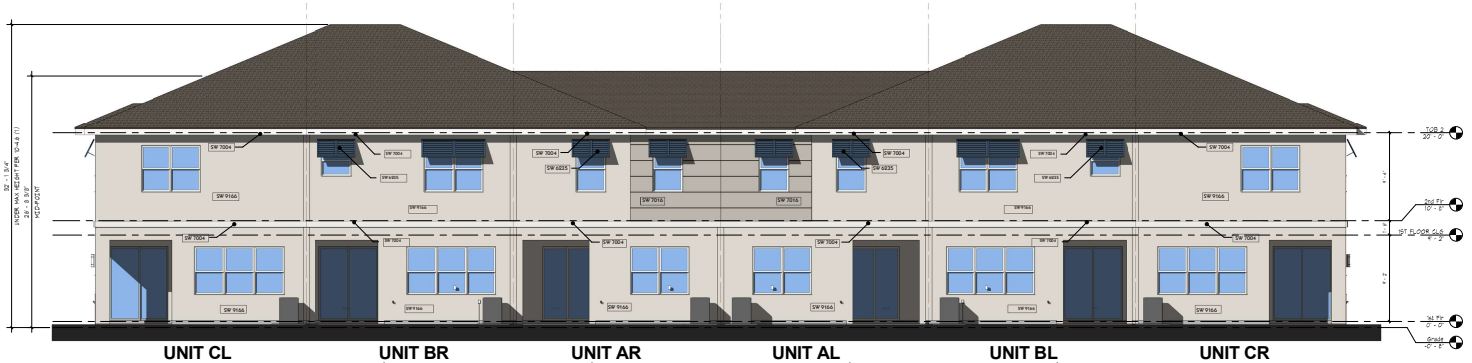
SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE 400
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #0029217
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FILE NAME:	
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DATE:	10/22/2024
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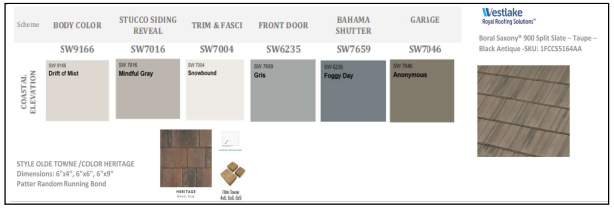
Dewey A. LeBlanc
Digitally signed by Dewey A. LeBlanc
Date: 2025.05.22 13:01:40-04'00'

SEAL
D. ADAM LeBLANC, PE FL #73812

SHEET # A-2.1

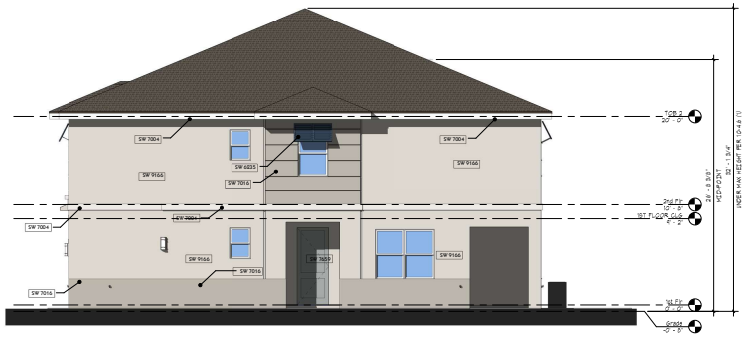


② REAR ELEVATION-COLOR
3/16" = 1'-0"

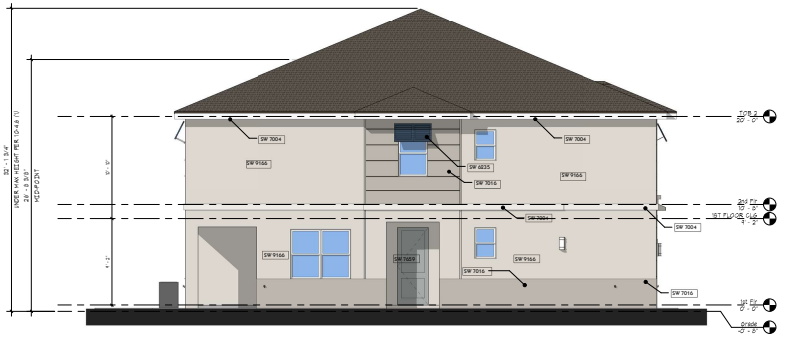


NOTE : ELEVATION MEETS 10-4.4-6-1 (2)
FACADES CARRIES (C), (E), (F), AND (G)

ELEVATION MEETS 10-4.4-6-1
(1) ENTRANCE PORCHES SECTION (6)
FACADES CARRIES (A), (10)



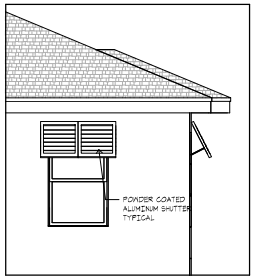
④ RIGHT SIDE-COLOR
3/16" = 1'-0"



③ LEFT SIDE-COLOR
3/16" = 1'-0"



① FRONT ELEVATION-COLOR
3/16" = 1'-0"



⑥ ENLARGE SHUTTER
3/8" = 1'-0"

BLDG-6 COLOR ELEVATION

SHEET INFORMATION
6- UNIT BUILDING TYPE A

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

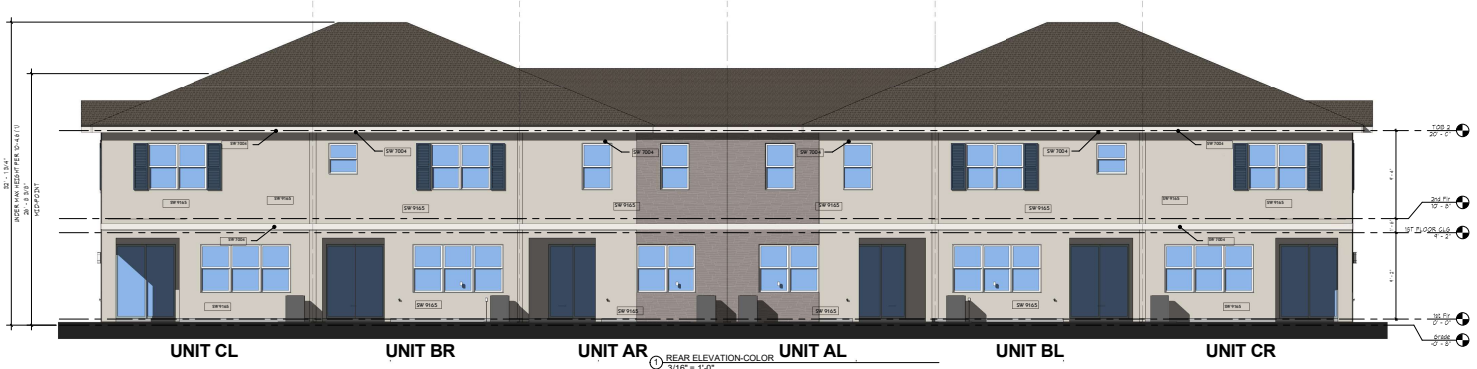
CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6123 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 946-3079 Fax: (954) 928-8021

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE 402
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #0029217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

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SCALE	
DATE:	10/21/2024
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DRAWN. BY	Author
REVISION	

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Date: 2025.05.22 13:06:17 -04'00'
SEAL
D. ADAM LeBLANC, PE FL #73312

SHEET # A-6



1 REAR ELEVATION-COLOR
3/16" = 1'-0"

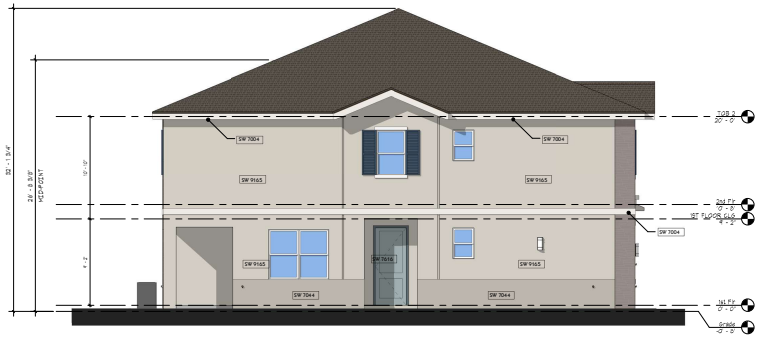
NOTE : ELEVATION MEETS 10-4.4-6-1 (2) FACADES CARRIES (C), (E), (F), AND (G)

ELEVATION MEETS 10-4.4-6-1 (1) ENTRANCE PORCHES SECTION (6) FACADES CARRIES (A), (10)





4 RIGHT SIDE-COLOR
3/16" = 1'-0"



3 LEFT SIDE-COLOR
3/16" = 1'-0"



2 FRONT ELEVATION-COLOR
3/16" = 1'-0"

BLDG-7 COLOR ELEVATION

SHEET INFORMATION
6- UNIT BUILDING ELEVATION B

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6123 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 949-3070 Fax: (954) 909-8021

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE 400
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #0209217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

FILE NAME:	
SCALE	
DATE	10/21/2024
RVD. BY	Checker
DRAWN. BY	Author
REVISION	

Dewey A. LeBlanc
Digitally signed by Dewey A. LeBlanc
Date: 2025.05.22 13:06:52 -04'00'
SEAL
D. ADAM LeBLANC, PE FL #73812

SHEET # A-7



2 REAR ELEVATION-COLOR
3/16" = 1'-0"

Scheme	BODY COLOR	STUCCO SIDING REVEAL	TRIM & FASCI	FRONT DOOR	BAHAMA SHUTTER	GARAGE
	SW9166	SW7016	SW7004	SW6235	SW7659	SW7046
COASTAL ELEVATION	SW 9166 Drift of Mist	SW 7016 Mindful Gray	SW 7004 Snowbound	SW 7659 Gris	SW 6235 Foggy Day	SW 7046 Anonymous

STYLE OLDE TOWNE /COLOR HERITAGE
Dimensions: 6"x4", 6"x5", 6"x9"
Patter Random Running Bond

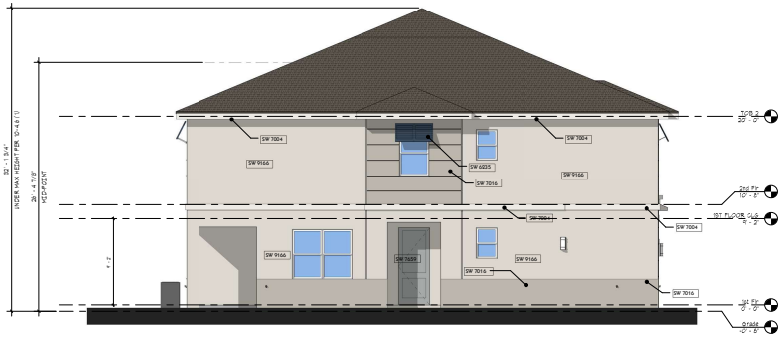
Westlake Royal Roofing Solutions
Boral Saxony® 900 Split Slate – Taupe – Black Antique -SKU: 1FCCSS164AA

NOTE : ELEVATION MEETS 10-4.4-6-1 (2) FACADES CARRIES (C), (E), (F), AND (G)

ELEVATION MEETS 10-4.4-6-1 (1) ENTRANCE PORCHES SECTION (6) FACADES CARRIES (A), (10)



6 ENLARGE SHUTTER
3/16" = 1'-0"



4 RIGHT SIDE-COLOR
3/16" = 1'-0"

3 LEFT SIDE-COLOR
3/16" = 1'-0"



1 FRONT ELEVATION-COLOR
3/16" = 1'-0"

BLDG-3 COLOR ELEVATION

SHEET INFORMATION
8- UNIT BUILDING TYPE A

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6211 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 946-3070 Fax: (954) 928-8021

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE 400
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #009217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

FILE NAME:	
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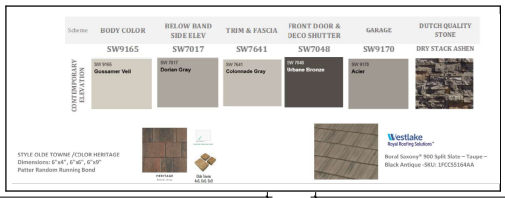
Dewey A. LeBlanc
Digitally signed by Dewey A. LeBlanc
Date: 2025.05.22 13:08:18-04'00'

SEAL
D. ADAM LeBLANC, PE FL #73812

SHEET # A-9



2 REAR ELEVATION-COLOR
3/16" = 1'-0"

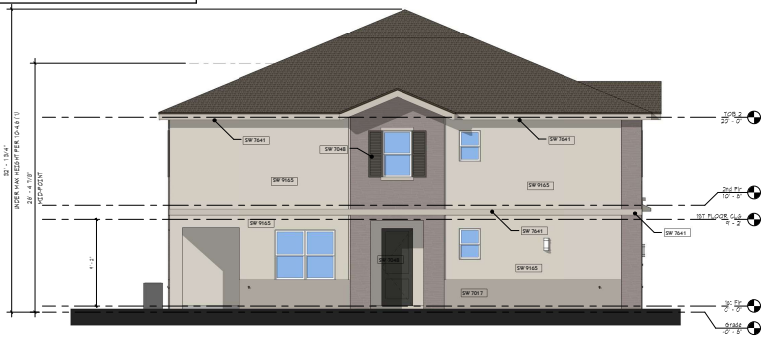


NOTE : ELEVATION MEETS 10-4.4-6-1 (2)
FACADES CARRIES (C), (E), (F), AND (G)

ELEVATION MEETS 10-4.4-6-1
(1) ENTRANCE PORCHES SECTION (6)
FACADES CARRIES (A), (10)



4 RIGHT SIDE-COLOR
3/16" = 1'-0"



3 LEFT SIDE-COLOR
3/16" = 1'-0"



1 FRONT ELEVATION-COLOR
3/16" = 1'-0"

BLDG-4 COLOR ELEVATION

SHEET INFORMATION
8- UNIT BUILDING ELEVATION B

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6123 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 949-3070 Fax: (954) 909-8021

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE 402
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #0029217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

FILE NAME:	
SCALE	
DATE:	10/24/2024
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Dewey A. LeBlanc
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Date: 2025.05.22 13:10:44 -04'00'
SEAL
D. ADAM LeBLANC, PE FL #73812

SHEET # A-10



UNIT CL | UNIT AR | UNIT AL | UNIT BL | UNIT BR | UNIT BR | UNIT AR | UNIT AL | UNIT CR

2 REAR ELEVATION-COLOR
3/16" = 1'-0"

Scheme	BODY COLOR	BELOW BAND SIDE ELEV	TRIM & FASCIA	FRONT DOOR & DECO SHUTTER	GARAGE	DUTCH QUALITY STONE
	SW9165	SW7017	SW7641	SW7048	SW9170	DRY STACK ASHEN
EXISTING/PROPOSED ELEVATION	Gossamer Veil	Dorian Gray	Colonnade Gray	Urbane Bronze	Acier	

STYLE OLDE TOWNE /COLOR HERITAGE
Dimensions: 6"x4", 8"x4", 8"x8"
Patter Random Running Bond

Westlake Royal Roofing Solutions
Boral Saxony® 900 Split Slate – Taupe – Black Antique -SKU: 1FCCS316AAA

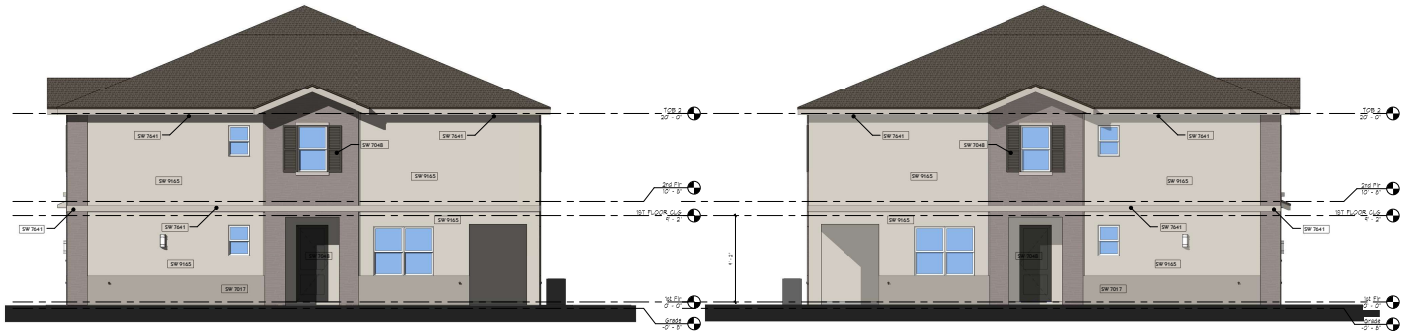
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FACADES CARRIES (C), (E), (F), AND (G)

ELEVATION MEETS 10-4.4-6-1
(1) ENTRANCE PORCHES SECTION (6)
FACADES CARRIES (A), (10)



UNIT CR | UNIT AL | UNIT AR | UNIT BR | UNIT BR | UNIT BL | UNIT AL | UNIT AR | UNIT CL

1 FRONT ELEVATION-COLOR
3/16" = 1'-0"



4 RIGHT SIDE-COLOR
3/16" = 1'-0"

3 LEFT SIDE-COLOR
3/16" = 1'-0"

SHEET INFORMATION BUILDING -5
9- UNIT BUILDING ELEVATION B

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

D.R. HORTON America's Builder

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
SUITE #20
BOYNTON BEACH, FL 33426
DADE - BROWARD - PALM BEACH
FL. CA. #009217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

FILE NAME:	
SCALE	
DATE	10/21/2024
RVD. BY	Checker
DRWN. BY	Author
REVISION	

Dewey A LeBlanc
Digitally signed by Dewey A. LeBlanc
Date: 2025.05.22 13:10:57 -04'00'

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D. ADAM LeBLANC, PE FL #73812

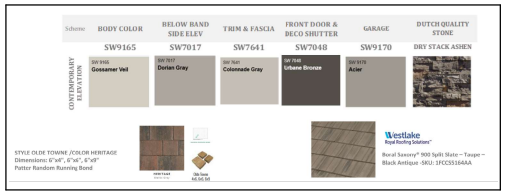
SHEET # A-12



1 REAR ELEVATION-COLOR
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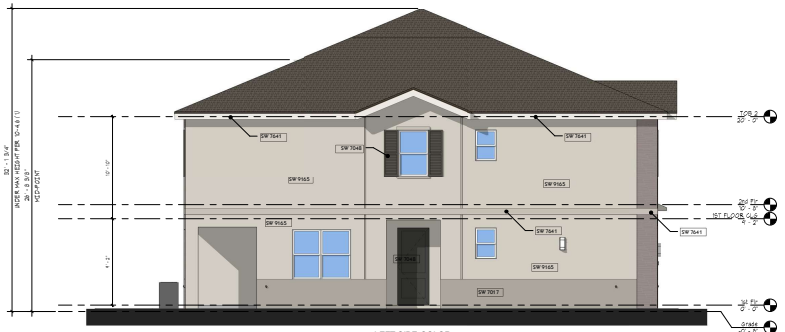
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ELEVATION MEETS 10-4.4-6-1 (1) ENTRANCE PORCHES SECTION (6) FACADES CARRIES (A), (10)





4 RIGHT SIDE-COLOR
3/16" = 1'-0"



3 LEFT SIDE-COLOR
3/16" = 1'-0"



2 FRONT ELEVATION-COLOR
3/16" = 1'-0"

BLDG-2 COLOR ELEVATION

SHEET INFORMATION
5- UNIT BUILDING ELEVATION B

PROJECT INFORMATION
ARBORS AT WOODMONT
BROWARD COUNTY, FLORIDA

CLIENT INFORMATION
D·R·HORTON
America's Builder
www.drhorton.com
6521 LYONS ROAD, COCONUT CREEK, FL 33073 Tel: (954) 968-3070 Fax: (954) 968-8021

SPECIALTY ENGINEERING CONSULTANTS, Inc
1599 SW 30th AVE.
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DADE - BROWARD - PALM BEACH
FL. CA. #0209217
561 - 752 - 5440 OFFICE
561 - 752 - 5542 FAX

FILE NAME:	
SCALE	
DATE	10/24/2024
RVD. BY	Checker
DRAWN. BY	Author

REVISION

Dewey A LeBlanc — Digitally signed by Dewey A. LeBlanc Date: 2025.05.22 13:00:17 -04'00'

SEAL
D. ADAM LeBLANC, PE FL #73512

SHEET # A-4

TAMARAC
The City For Your Life

PLANNING BOARD AGENDA ITEM REPORT

DATE:	September 3, 2025
SUBMITTED BY:	Collette Tibby
ITEM TYPE:	Board Order
AGENDA SECTION:	**Quasi-Judicial Hearing**
TITLE:	TBO98 - Board Order approving/denying Special Exception application requesting approval for the construction and installation of a 14’ x 48’ digital billboard display fifty (50) feet in height, to be located west of the Sawgrass Expressway and north of Commercial Boulevard, on an undeveloped parcel of land zoned Recreation and owned by the City of Tamarac.

ATTACHMENTS:

1 - SE Memo - Sawgrass Billboard_mm.docx
2 - TBO#98 - Sawgrass Billboard.docx
Exhibit A- Draft Tamarac Sawgrass Billboard Agreement.docx
Tamarac Justification - Final.pdf
Survey SAWGRASS EXPRESSWAY BILLBOARD SIGN.pdf

CITY OF TAMARAC
INTEROFFICE MEMORANDUM 25-08-003M
COMMUNITY DEVELOPMENT DEPARTMENT

TO: Planning Board
Meeting of September 3, 2025

FROM: Maxine A. Calloway, Esq., AICP
Director of Community Development

DATE: August 20, 2025

RE: Sawgrass Billboard Sign – Special Exception {Quasi-Judicial}
TEMP BOARD ORDER NO. 98**; CASE#:** 2-Z-25

RECOMMENDATION: The Director of Community Development recommends that the Planning Board forward a favorable recommendation for the proposed Special Exception to allow for the construction and installation of a double-sided 14' x 48' digital billboard sign fifty (50) feet in height, on an undeveloped parcel of land west of the Sawgrass Expressway, to the City Commission at its September 10, 2025 meeting with conditions of approval (see attached Board Order for Special Exception - Temp Board Order No. 98).

ISSUE: Michael Gray, designated agent for 3N Outdoor Media, LLC, (the Applicant) is requesting the approval of a Special Exception to allow for the installation of a double-sided digital billboard sign on City-owned property adjacent to the Sawgrass Expressway, pursuant to, Section 10-4.10(4)(a)(i), Tamarac Code of Ordinances (see attached Justification Letter).



Aerial Photograph

LOCATION: The subject property is a vacant parcel of land located west of the Sawgrass

Expressway and north of Commercial Boulevard (see Aerial Photograph above and attached Location Map).

Surrounding Land Use and Zoning:

North: RC - Recreation - ROW, then Sawgrass Expressway
South: SU – Special Utility, then W Commercial Blvd
East: ROW, then Sawgrass Expressway
West: CON-1 - Broward County Conservation Area, Florida Everglades Conservation Area

BACKGROUND: The subject property is a vacant parcel of land owned by the City of Tamarac just west of the Sawgrass Expressway. Foreseeing an opportunity to utilize the parcel as a potential source of revenue generation, the City adopted Temp. Ordinance No. 2504 on July 13, 2022. The adopted Ordinance amended Chapter 10, Article 4, Section 10-4.10(D) of the City's Land Development Code ("LDC") to allow for installation of Billboard Signs on certain City-owned property and rights-of-way adjacent or contiguous to major expressways subject to Special Exception approval by the City Commission.

To capitalize on an otherwise vacant parcel of land, city staff also conducted research to further support the potential development of the subject property upon receipt of an inquiry to place a digital billboard sign on the property. The applicant approached the City in 2022 to discuss the potential placement of a digital billboard sign on two parcels of land, one near the Turnpike and another site just west of the Sawgrass Expressway. After reviewing the existing land use and permitting requirements, the applicant decided to pursue Special Exception approval for the site west of the Sawgrass Expressway and just north of West Commercial Boulevard. Given that the City has not permitted the installation of a billboard sign on its public rights of way prior to the receipt of this application, the City also performed an appraisal of the subject property to determine the value of utilizing the site as a potential billboard location. City staff also consulted with other municipalities regarding similar arrangements and determined that the preparation of an associated License Agreement for the use of the property would be the best mechanism by which to administer the terms and additional regulations for the sign. (See attached License Agreement for reference)

The Applicant is engaged in the business of building and operating signs throughout South Florida and has worked with city staff to negotiate terms for a License Agreement that if executed, will be used to administer terms and provide regulatory oversight of the double-sided digital billboard sign proposed on City-owned right-of-way, adjacent to the Sawgrass Expressway. The sign will be 50' feet in height and the digital display screens will be V shaped, each comprising 14' x 48' in area. Per the City's Code, Billboard structures located more than one thousand five hundred (1,500) feet away from residentially zoned property may have up to but not more than two (2) sign faces. The Sawgrass Digital Billboard Sign will be 2,250 feet from any residential property.

The Applicant is aware and has discussed with the City, the requirements of obtaining final approval and permitting of the sign. City staff have determined the following additional steps must be taken in addition to granting the Special Exception approval of the Sign:

- If the Special Exception is approved, the applicant must submit a Land Use Plan Amendment application at both the City and County Level (Florida Department of

Transportation requires that the property be zoned and designated for Commercial or Industrial Use) to that end.

- The applicant must recertify the City's Land Use Map at the County level.
- The applicant must submit a Rezoning application to the City to comply with Florida Department of Transportation Permitting Requirements to rezone the property to the appropriate Commercial or Industrial district.
- The applicant must submit a site plan application for the construction of the sign. (see attached proposed plan)
- The applicant must ensure that all applications, permits, and license approvals are received from all regulatory authorities, prior to construction and/or installation of the sign.

As such, if the proposed Special Exception is granted, the applicant will need to obtain additional land development application approvals as described above prior to operating the sign.

ANALYSIS: The Applicant is requesting approval of a Special Exception to allow for the construction and installation of a double-sided 14' x 48' digital billboard sign fifty (50) feet in height, on an undeveloped parcel of land west of the Sawgrass Expressway, pursuant to *Section 10-4.10(4)(a)(i), Tamarac Code of Ordinances.* The subject property is currently zoned RC (Recreation) but will require the approval of a Future Land Use Amendment at both the county and City level, and rezoning to a Commercial or Industrial zoning district per the Florida Department Transportation requirements for the installation of a billboard sign.

The subject property would be otherwise vacant, and the City previously amended the text of the Land Development Code to capitalize on the opportunity to utilize the site as a potential revenue generating source. It is estimated that the execution of the associated License Agreement would generate a minimum of $720,000 in revenue for the City in the first two (2) years with base revenues increasing as the license agreement term continues to an initial expiration of 15 years. At the end of the initial 15-year period, the Applicant will have the Option to continue operation of the sign for a period of two (2) additional 7 year terms with a modest increase in base level rent, or the applicant may choose to terminate the License Agreement with the City prior to the commencement of any Option period through written notification to the City's Finance Department as outlined in the License Agreement.

Special exceptions are permitted uses that require individualized review due to the potential individual or cumulative impacts that they may have on the surrounding areas or neighborhoods. The review process allows the imposition of conditions to mitigate identified concerns or to deny the use if concerns cannot be resolved.

Applications for Special Exceptions shall demonstrate compliance with the standards for approval identified in Section 10-5.4(G), Code of Ordinances. These standards for approval and the responses to each standard, as it applies to the subject petition, are reflected below:

Review Standards for Special Exception

(a) The proposed development will be consistent with the Comprehensive Plan;

The proposed Sign at this location will be consistent with the Comprehensive Plan 2019 ("Comprehensive Plan"). The Sign would not involve a residential or commercial development that would be inconsistent with the Comprehensive Plan or have a negative impact on transportation, the environment, or the City's drainage and water resources.

The Sign would also support the display of amber, silver, and blue alerts issued by the Florida Department of Law Enforcement (FDLE), in conjunction with other agencies, and could be used for weather and other emergencies. More specifically, the proposed Sign supports the following goals identified in the Comprehensive Plan:

- Displaying City messages to residents and visitors supports the City's policy for direct interaction with its citizens (Policy 4.1);
- Serves as a valuable tool in the City marketing and communication campaign (ED Plan Goal #1; Recommendation 1.5); and
- In addition, the opportunity for Tamarac's businesses to advertise their goods and services locally supports the City's economic development strategic plan and is consistent with the stated goal of updating the City sign code to allow greater advertising for local retailers, restaurants, and businesses.

(b) The proposed development will comply with applicable zoning district, use, and development standards of this Code;

The proposed Digital Billboard Sign will not impact residential zoning districts. The site for the proposed sign is a vacant parcel land located just west of Sawgrass Expressway and is zoned RC (Recreation) Aside from a barely utilized dirt trail, the property is not widely used for recreational purposes. Florida Department of Transportation requires that the installation of a Billboard Sign be sited on land that is zoned Industrial or Commercial. The applicant will pursue the necessary Future Land Use Map Amendments at both the County and City level, to facilitate the appropriate Rezoning of the property with the City if the Special Exception application is approved.

Further, the sign will require a permit issued by the Florida Department of Transportation {FDOT). FDOT's application requires the appropriate City staff to indicate the parcel's zoning and designation on the Future Land Use Map. FDOT will not issue a permit for a billboard unless the property where the billboard is proposed qualifies as a commercial or

industrial parcel as defined in Section 479.024, Florida Statute and Section 14-10.0052, F.A.C., pursuant to the City staff's indication in the application.

(c) The proposed development will be compatible with the existing natural environment and community character of the properties within the immediate neighborhood;

Placing the proposed billboard on property adjacent to the Sawgrass Expressway would not have adverse impacts on the natural environment. Billboards do not require water resources (except for required landscape irrigation), impact air quality, create noise, impact drainage, impact wildlife or vegetation, or otherwise impact the environment. FDOT regulations include a vegetation management plan for such signs. In addition, in adopting regulations, FDOT is required to implement the Federal Highway Beautification Act and comply with Federal Highway Administration regulations. Further, as referenced above, because of the City's distance requirements, the proposed billboard sign would not have an impact on the character of residential neighborhoods. Permitting a billboard sign adjacent to the Sawgrass Expressway will sufficiently distance the sign from any residential property and would be consistent with development in the City.

(d) The proposed development will be desirable for public convenience, and not injurious or otherwise detrimental to the public health, safety, comfort, and welfare;

The proposed development will serve the public convenience and will not be injurious or detrimental to the public health, safety, comfort, or general welfare. Advances in billboard technology in recent years, along with expanded opportunities for placement along the Florida Turnpike and the Sawgrass Expressway, support this proposal. Furthermore, innovations in the quality of the display and enhancements to lighting of billboards, ensure that such digital signs do not impair or interfere with drivers. Digital signs have been shown to involve lower lighting (less lumens) than lighting on static signs. In addition, there are many billboards located adjacent to the Florida Turnpike in jurisdictions throughout the State, including within Broward County. Many local jurisdictions that prohibit billboards in various areas allow them on property adjacent to State highways.

(e) The proposed development will minimize adverse effects, including noise, light, dust. or other potential nuisances, on adjacent properties to the greatest extent practicable;

Pursuant to Chapter 479, Florida Statutes, FDOT is required to regulate the location, size, height, spacing and lighting of outdoor advertising signs along the State highway system and has adopted detailed regulations for such issues. The proposed Sign would be subject to these requirements and would be required to obtain an FDOT

permit prior to operation. Because of these requirements, and the required setback and distance requirements, the proposed billboard sign would not have significant adverse impacts on adjacent properties.

(f) The proposed development will include adequate provisions for safe and convenient vehicular and pedestrian traffic movement to, from, and through the site that minimizes traffic congestion in the public streets;

As demonstrated in the proposed site plan, the proposed billboard sign is on a vacant parcel away adjacent to the Sawgrass Expressway, a highly travel public highway. Access to the sign is not warranted by the regular public driving along any major street. The proposed sign is situated in a manner that would more likely be accessed by service workers or utility personnel in the area, thereby alleviating any concern of posing an impediment to pedestrian and vehicular traffic. As such, construction of and access to the proposed billboard sign would not impact traffic or public streets.

(g) The site area is sufficient, appropriate, and adequate for the use and any reasonably anticipated expansion of the use:

Pursuant to the City's LDC, the proposed Signs at 48 feet x 14 feet could not be expanded or enlarged. Accordingly, there is no anticipated expansion of the use.

(h) The Special Exception shall only remain valid during the period of which the certificate of occupancy and business license remains active;

The applicant, is aware that the approval of Special Exception shall only remain valid during the period of which the Certificate of Occupancy and Business License remain active, in addition to the validity of the Special Exception being predicated on the approval of the associated Land Development applications for the Future Land Use Amendment, Rezoning of the property in addition to the granting of the permit for the sign by the Florida Department of Transportation.

(i) The Special Exception is transferable administratively pursuant to compliance with City Codes, submitting documentation and payment of fees only after the previous condition has been met; and

The applicant is aware that the License Agreement for the sign and any associated approvals for the billboard sign may only be transferred upon written approval from the City as outlined in the License Agreement.

(j) Any pre-existing code violations shall be satisfied before a certificate of occupancy is issued for the proposed use.

The subject property is a vacant, undeveloped parcel of land owned by the City on which no outstanding code violations exist.

It is the opinion of the Director of Community Development that the review standards for a special exception, as outlined in Section 10-5.4(G)(4), Code of Ordinances, have been satisfied. The Director of Community Development supports the petition based upon the above analysis of the application.

CONCLUSION: This item supports Goal #3 of the City of Tamarac's 2040 Strategic Plan, "Tamarac is Economically Resilient." The applicant will utilize an otherwise vacant parcel of land within the City to operate a double-sided digital billboard sign. Per the terms in the associated License Agreement, the applicant will allow the City to display messages that will promote local events, businesses, and programs furthering the visibility and awareness of Tamarac's economic endeavors. The Agreement will also allow the City to display messages relative to the public health and safety which is in the interest of Tamarac residents, businesses, and visitors. Further, the proposed License Agreement would be an additional revenue stream for the City to fund other public programs allowing for expansion of Tamarac's reach in the local community.

RECOMMENDATION: The Director of Community Development recommends that the Planning Board forward a favorable recommendation for the proposed Special Exception to allow for the construction and installation of a double-sided 14' x 48' digital billboard sign fifty (50) feet in height, on an undeveloped parcel of land west of the Sawgrass Expressway, to the City Commission at its September 10, 2025 meeting subject to the following conditions of approval:

1. *Any transfer of Special Exception including all associated conditions will be acknowledged by the new owner in writing.*

2. *Approval of the special exception shall only remain valid during the period in which the license agreement, business tax receipt, and any other permits/licenses required to maintain the billboard sign in operation remain active.*

3. *The applicant shall pursue the granting of the License Agreement appropriate Land Use Amendment, Rezoning, and Site Plan applications and shall prepare and submit the same to the appropriate review authorities for approval. This may include but not be limited to: Broward County, the City of Tamarc, the Florida Department of Transportation, and any other regulatory authority that requires the submittal of an application prior to the installation of the billboard sign.*

4. *The applicant agrees that the validity of the Special Exception shall be conditioned upon the granting of the License Agreement; the appropriate Land Use Amendment, Rezoning, and*

Site Plan application approvals by both the County and City; and the issuance of the appropriate permit(s) by the Florida Department of Transportation. Failure to obtain any of the required approvals from any of the aforementioned entities shall terminate any interest in, or validity of, the Special Exception approval if granted by the City.

5. *Approval of the Special Exception shall be limited to installation of 1 (one) double-sided digital billboard sign 50' feet in height with 2 14'x48' digital displays (one on each side of the sign)*

6. *The applicant shall not install any additional signage or equipment not expressly described in the associated License Agreement for the billboard sign unless written confirmation of approval is received by the City as outlined in the associated License Agreement.*

7. *The applicant further agrees to abide by all terms outlined in the associated License Agreement for the Billboard Sign and breach of the agreement terms shall be addressed as outlined in the License Agreement.*

8. *The digital billboard sign shall be subject to inspection by the City and any other regulatory authority for safety, compliance, and prevention of any hazardous condition at any time.*

9. *The applicant shall notify the City in writing within 5 days if any portion of the application process is denied by another regulatory authority, including but not limited to: Broward County, the Florida Department of Transportation, any required Utility Authority, or any other organizations required to review and approve the placement of the billboard sign.*

FISCAL IMPACT: Execution of the License Agreement is estimated to generate a minimum of $720,000 in revenue for the City during the first two (2) years. Base revenues are projected to increase over the term of the agreement, which has an initial expiration of fifteen (15) years.

Maxine A. Calloway,
Director of Community Development

Attachments:
Board Order for Special Exception – Temp Board Order No. 98
Justification Letter (2-*Z-25 / Special Exception*)
Site Location Map
Property Survey
Exhibit A – Draft License Agreement

MAC/ATJ

Prepared by and Return to:
CITY OF TAMARAC
7525 NW 88th Avenue
Tamarac, Florida 33321-2401

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Space Above This Line for Recording

FINAL ORDER FOR DEVELOPMENT PERMIT

BEFORE THE CITY COMMISSION
CITY OF TAMARAC, FLORIDA
BO – 2025 – _____

HEARING DATE: September 10, 2025
CASE NO. 2-Z-25

IN RE: The Application of: 3N Outdoor Media LLC, (Sawgrass Billboard Project)
Location: Vacant parcel adjacent to the Sawgrass Expressway, more specifically described below:

Property Folio Identification Number: 4941-07-09-0020

Property Legal Description: GOULD SOUTH 159-11 B PARCEL B

FINAL ORDER APPROVING / DENYING SPECIAL EXCEPTION

Order granting/denying Special Exception approval for the applicant, *3N Outdoor Media, LLC*, to allow for the construction and installation of a double-sided digital billboard sign*, on a vacant parcel of land just west of the Sawgrass Expressway and north of Commercial Boulevard in accordance with Section 10-4.10(4)(a)(i), Tamarac Code of Ordinances.*

Michael Gray, designated agent for 3N Outdoor Media, LLC (the "Applicant"), is requesting approval of a Special Exception to allow for the construction and installation of a double sided digital billboard sign on the subject property, legally described as GOULD SOUTH 159-11 B PARCEL B, a vacant parcel of land with the assigned Folio ID according the Broward County Property Appraiser of 4941-07-09-0020 located just west of the Sawgrass Expressway and north of West Commercial Boulevard, Tamarac, Florida ("Property").

Notice of the request for Special Exception was given pursuant to Chapter 2, Article X and Chapter 10, Section 10-5.3(F) of the City of Tamarac Code of Ordinances. The City Commission of the City of Tamarac ("Commission") has identified that the Property is in the RC (Recreation) zoning district.

Pursuant to the authority contained in Section 10-5.4(G) of the City of Tamarac Code of Ordinances, the Planning Board has reviewed the application, held a quasi-judicial public hearing on **September 3, 2025**, and recommend to the City Commission, **APPROVAL/DENIAL OF THE APPLICATION.**

Following consideration of all testimony and evidence presented at the City Commission hearing on **September 10**, and pursuant to Sections 2-369, 2-370, 10-5.3(G) and 10-5.3(H) of the City of Tamarac Code of Ordinances, the City Commission **FINDS**:

a) That the proposed development will/will not be consistent with the Comprehensive Plan.

b) That the proposed development will/will not comply with applicable district, use, and development standards in the City of Tamarac Code of Ordinances.

c) That the proposed development will/will not be compatible with the existing natural environment and community character of the properties within the immediate neighborhood.

d) That the proposed development will/will not be desirable for public convenience and is/is not injurious or otherwise detrimental to the public health, safety, comfort, and welfare.

e) That the proposed development will/will not minimize adverse effects, including noise, light, dust, or other potential nuisances, on adjacent properties to the greatest extent practicable.

f) That the proposed development will/will not include adequate provisions for safe and convenient vehicular and pedestrian traffic movement to, from, and through the site that minimize traffic congestion in the public streets.

g) That the site area is/is not sufficient, appropriate, and adequate for the use and any reasonably anticipated expansion of the use.

h) That the Special Exception shall only remain valid during the period of which the certificate of occupancy and business license remain active.

i) That the Special Exception is transferable administratively subject to compliance with City Codes, submission of documentation and payment of all fees (if any).

j) Any pre-existing code violations shall be brought into compliance before a certificate of occupancy is issued for the proposed use.

Pursuant to the authority contained in Sections 2-369, 2-370, 10-3.2, 10-5.3 (G) and (H) and 10-5.4 (G) of the City of Tamarac Code of Ordinances, the Applicant's request for Special Exception Approval to allow for the construction and installation of a double-sided digital billboard sign on the vacant parcel identified by Folio Number 4941-07-09-0020 located just west of the Sawgrass Expressway and north of West Commercial Boulevard, Tamarac, Florida, is hereby **DENIED / GRANTED WITH CONDITIONS** subject to the following:

1. *Any transfer of Special Exception including all associated conditions will be acknowledged by the new owner in writing.*

2. *Approval of the special exception shall only remain valid during the period in which the license agreement, business tax receipt, and any other permits/licenses required to maintain the billboard sign in operation remain active.*

3. *The applicant shall pursue the appropriate Land Use Amendment, Rezoning, and Site Plan applications and shall prepare and submit the same to the appropriate review authorities for approval. This may include but not be limited to: Broward County, the City of Tamarc, the Florida Department of Transportation, and any other regulatory authority that requires the submittal of an application prior to the installation of the billboard sign.*

4. *The applicant agrees that the validity of the Special Exception shall be conditioned upon the granting of the License Agreement; the appropriate Land Use Amendment, Rezoning, and Site Plan application approvals by both the County and City; and the issuance of the appropriate permit(s) by the Florida Department of Transportation. Failure to obtain any of the required approvals from any of the aforementioned entities shall terminate any interest in, or validity of, the Special Exception approval if granted by the City.*

5. *Approval of the Special Exception shall be limited to installation of 1 (one) double-sided digital billboard sign 50' feet in height with 2 14'x48' digital displays (one on each side of the sign)*

6. *The applicant shall not install any additional signage or equipment not expressly described in the associated License Agreement for the billboard sign unless written confirmation of approval is received by the City as outlined in the associated License Agreement.*

7. *The applicant further agrees to abide by all terms outlined in the associated License Agreement for the Billboard Sign and breach of the agreement terms shall be addressed as outlined in the License Agreement.*

8. *The digital billboard sign shall be subject to inspection by the City and any other regulatory authority for safety, compliance, and prevention of any hazardous condition at any time.*

9. *The applicant shall notify the City in writing within 5 days if any portion of the application process is denied by another regulatory authority, including but not limited to: Broward County, the Florida Department of Transportation, any required Utility Authority, or any other organizations required to review and approve the placement of the billboard sign.*

This document shall be recorded in the public records of Broward, County, Florida.

DONE and ORDERED this _____ day of _____, 2025, in Tamarac, Florida.

CITY COMMISSION
CITY OF TAMARAC, FLORIDA

_____
MICHELLE J. GOMEZ,
MAYOR

ATTEST:

_____
KIMBERLY DILLON, CMC
CITY CLERK

STATE OF FLORIDA)
) §§
COUNTY OF BROWARD)

I hereby certify that on this day, before me, by means of ☑ **physical presence or** ☐ **online** notarization, appeared City Commission, Mayor Michelle J. Gomez, to me personally known, who acknowledged that she is the Mayor of the City of Tamarac ("City") City Commission, a Florida municipal corporation, and that this instrument was signed for the purposes contained on behalf of the City and by the authority of the City, and that she further acknowledges the instrument to be the free act and deed of the City Commission.

Sworn to and subscribed before me this _____ day of _____, 2025.

_____
NOTARY PUBLIC, STATE OF FLORIDA

My Commission Expires:

This Board Order was filed in the Office of the City Clerk on this ___ day of _____ 202_.

RIGHTS OF WAY LICENSE AGREEMENT

This Rights-of-Way License Agreement ("License" or "Agreement") is made and effective this ____ day of _____ _____, 2024 (the "Effective Date")**,** by and between the **City of Tamarac, Florida**, a Florida municipal corporation ("Licensor"), and **3N OUTDOOR MEDIA, LLC,** a Florida Limited Liability Company ("Licensee").

RECITALS

WHEREAS, specifically, Licensor owns or controls a portion of land located along Florida State Road 869, known as the Sawgrass Expressway, with Folio number 494107090020, as more particularly described in **Exhibit A** (the "Property"); and

WHEREAS, Licensor desires to license to Licensee a one hundred **(**100) square foot area located at the southeast corner of the Property (the "Licensed Premises") for the purpose of installing and operating a digital advertising display (the "Display") on the Property. A legal description and survey showing the exact location where the fence and Display will be erected, are attached hereto as **Exhibit B**.

NOW, THEREFORE, in consideration of the mutual promises in this License, the sufficiency of which is hereby acknowledged, the parties agree to as follows:

Section 1. TERM AND PERMITS

a. Licensor hereby licenses the Licensed Premises to Licensee, and Licensee hereby accepts the Licensed Premises from Licensor for an initial term of fifteen (15) years commencing on the date as defined herein. The term of the License shall be for fifteen (15) years and shall commence and Licensee's obligation to pay rent shall commence on the date one hundred twenty (120) days after the state, county, and city permits to construct the Display are issued for the Property (the "Initial Term"), together with this license for access ("access license") to the Licensed Premises to be used in accordance with Section 7 below. Licensee shall notify Licensor in writing that it has received the required permits. The one hundred twenty (120) day countdown shall begin on the date Licensee receives the last required permit and the access license. In no event shall the Initial Term commence after December 31, 2026. If the Initial Term does not commence prior to December 31, 2026, this License will be automatically canceled and be of no further force or effect and the parties shall have no further obligations hereunder except for such obligations as by their terms expressly survive termination.

b. The Property is currently designated as Recreation on the City of Tamarac's Future Land Use Map and RC on the Zoning Map and as Recreation and Open Space under Broward County's Land Use Plan. As a condition precedent to this License becoming effective, the Property must be redesignated to Commerce under Broward County's Land Use Plan and to Commercial or Industrial under the City of Tamarac's Future Land Use Map and Mixed-Use Corridor or Industrial under the Zoning Map. As the owner of the Property, Licensor agrees to submit applications for the Amendments to redesignate the Property at a cost, if any, to be borne by Licensee. The redesignation process must be completed, and the permits issued within the timeframe set forth herein.

c. From and after the Effective Date, Licensee shall exercise commercially reasonable efforts to obtain any and all necessary permits, approvals, licenses and certificates (collectively, the "Permits") from the State of Florida, Broward County, and the City of Tamarac, including, such permits and approvals as may be required pursuant to Chapter 479 of the Florida Statutes. Licensor agrees to cooperate reasonably with Licensee in obtaining the Permits, including executing documents as Licensor that may be required to apply for Permits. Licensee shall be responsible for the payment of all expenses related to the Permits and the construction, installation, and erection of the Display.

d. Subject to the below additional terms and provided that Licensee has not defaulted in the terms of this License and that it has not sooner terminated, Licensee shall have the right, privilege and option of extending the License for one additional fifteen (15) year term ("Option Term"). The Option Term will commence on the date of the expiration of the Initial Term. In order to exercise the option to extend the term of this License, Licensee shall give written notice to Licensor of such exercise not less than three (3) months prior to the expiration of the Initial Term. The Initial Term and Option Term, if exercised, shall be known as the "Term." If Licensee fails to timely exercise the Option Term, this Agreement shall automatically terminate at the end of the Initial Term. Once the Term expires, Licensee shall remove from the Licensed Premises the Display and any other improvements made by Licensee within sixty (60) days following

the expiration of the Term. If Licensee fails to remove completely all the improvements within such sixty (60) day period Licensor may either remove the improvements at Licensee's expense or retain the improvements on the Licensed Premises, in which case the improvements shall become the property of Licensor.

Section 2. RENTAL PAYMENT

a. Licensee shall pay Licensor during the Initial Term the following:

- Years 1-2: the greater of either (1) a $30,000 per year per digital panel (up to two digital panels per location) (the "Base Rent"), plus all applicable taxes, or (2) **25%** of the Net Collected Advertising Revenue (as defined below) for the previous month, plus all applicable taxes, for the Property.
- Years 3-7: the greater of either (1) a $33,000 per year per digital panel (up to two digital panels per location) (the "Base Rent"), plus all applicable taxes, or (2) **25%** of the Net Collected Advertising Revenue (as defined below) for the previous month, plus all applicable taxes, for the Property.
- Years 8-12: the greater of either (1) a $36,000 per year per digital panel (up to two digital panels per location) (the "Base Rent"), plus all applicable taxes, or (2) **25%** of the Net Collected Advertising Revenue (as defined below) for the previous month, plus all applicable taxes, for the Property.
- Years 12-15: the greater of either (1) a $39,000 per year per digital panel (up to two digital panels per location) (the "Base Rent"), plus all applicable taxes, or (2) **25%** of the Net Collected Advertising Revenue (as defined below) for the previous month, plus all applicable taxes, for the Property.

b. Licensee shall pay Licensor during the Option Term the following:

- Years 16-23: the greater of either (1) a $42,000 per year per digital panel (up to two digital panels per location) (the "Base Rent"), plus all applicable taxes, or (2) **27%** of the Net Collected Advertising Revenue (as defined below) for the previous month, plus all applicable taxes, for the Property.
- Years 23-30: the greater of either (1) a 45,000 per year per digital panel (up to two digital panels per location) (the "Base Rent"), plus all applicable taxes, or (2) **30%** of the Net Collected Advertising Revenue (as defined below) for the previous month, plus all applicable taxes, for the Property.

c. For purposes of this License, Net Collected Advertising Revenue is defined as the Gross Revenue collected from the sale of advertising minus commissions paid to independent third parties pursuant to arms-length transactions to sell advertising on the Display. The Base Rent and payment of Net Collected Advertising Revenue shall be known as "Rent." Rent shall be paid in equal monthly installments due on the 1st day of each month during the Initial Term and Option Term to the extent applicable.

d. During the Option Term, all of the terms, covenants and conditions of this License will remain in full force and effect.

e. Licensee shall provide a detailed statement of Net Collected Advertising Revenue collected each calendar year under this License to Licensor's Financial Services Department on or before January 30th of each year during this License. At Licensor's discretion, Licensee's representative agrees to meet in person with Licensor's representative to review the Net Collected Advertising Revenue submitted to Licensor. The meeting shall be held within sixty (60) days of Licensee's submission of the Net Collected Advertising Revenue. To the extent the Net Collected Advertising Revenue exceeds the Base Rent for the previous calendar year, the Licensee shall send the difference to the Licensor with the detailed statement referred to in the previous statement. Licensor shall have a right to audit Licensee's records at its sole cost and expense; provided, however, that if it is determined by a certified public accountant that there is a discrepancy in Licensee's calculations of the Net Collected Advertising Revenue of more than five percent (5%), then Licensee shall reimburse Licensor for the cost of the audit. Licensor's audit rights contained herein shall extend to the right to confirm Licensee's Net Collected Advertising Revenue, as set forth in Section 14. Licensee agrees to cooperate with Licensor and provide it with all reasonably necessary records to enable Licensor to conduct an audit of Licensee's advertising revenue derived from the Display, within fifteen (15) days of written receipt of Licensor's intent to audit Licensee's Net Collected Advertising Revenue.

f. Rent payment for any partial calendar month during the License Term shall be prorated on a daily basis.

g. As a condition precedent to payment of Rent, Licensor agrees to provide Licensee with a completed IRS Form W-9, or its equivalent, upon request following execution of this License and at such other times as may be reasonably requested, including, any change in Licensor's name or address.

Section 3. ADVERTISING CONTENT AND RIGHTS

a. Unauthorized Content. Licensee agrees that it will not place or permit the placement of any advertisement on the Display that (i) violates any applicable federal, state or local law, regulation or ordinance, or (ii) contains anything that the community in which the Licensed Premises is located might find lewd, lascivious, or patently offensive so that it could adversely affect the reputation of Licensor or the goodwill of Licensor's business. Unauthorized content includes, but is not limited to, advertising tobacco or vaping products, medical or recreational marijuana, alcoholic beverages, adult entertainment or services, adult retail, pari-mutuel betting, gaming or gambling activities, or messages that may be reasonably construed as "hate speech". Licensee agrees to remove advertising copy within 24 hours of receipt of written notice from Licensor, at Licensee's sole cost and expense, should Licensor, through its city manager, conclude in its reasonable discretion that any advertising copy either violates subsection (i) above or contains any content outlined in subsection (ii) above.

b. Licensor Messaging.

1. Upon a space available basis, Licensee agrees to allow Licensor approved public service announcements to be advertised on the Display. Any such public service announcements ("Licensor Announcements") may be removed by Licensee in the event that space so occupied by Licensor Announcements is leased or rented to third parties by Licensee. Licensee hereby agrees to give Licensor reasonable notice of anticipated space availability on the Display for Licensor Announcements; provided, however, that Licensee shall have no obligation to notify Licensor if such space availability is limited to time periods of less than 30 days.

In addition, to the space availability opportunity for Licensor Announcements set forth above, Licensee shall:

(a) Allow Licensor to choose four, 10-day, twenty-four hour slots each calendar year for various advertising of Licensor's choosing. Licensor shall provide its requested times to Licensee at least 15 days in advance of the dates requested.

(b) Provide Licensor with one slot for the advertisement of Licensor-sponsored civic events or programs any time if there is an unsold "slot" available at no cost to Licensor.

2. Separate and independent from subsection 3b (1), above, Licensee agrees to employ its business strategy of assisting local businesses by providing a low-cost advertising medium to help local businesses succeed. Licensee will periodically (not less than once per year) provide a report to Licensor detailing its efforts.

3. During times of declared weather emergencies affecting Licensor, as defined from time to time pursuant to the terms of the Emergency Notification Program defined herein below, Licensee will add one slot on each face of the Display and make that slot available for the sole and limited purpose of communicating emergency information to Licensor's citizens and the travelling public, in accordance with the terms and conditions of the emergency alert notification program adopted by the Florida Outdoor Advertising Association (the "FOAA") and the applicable governmental agency/agencies (the "Emergency Notification Program").

4. Licensor will have immediate access to use of the LED faces upon official activation and/or declaration of emergency by the state, county or Licensor as well as for Police and/or Fire emergency situations.

5. Licensee will also add one slot on each face of the Display and make that slot available for the display of amber, silver, and blue alerts issued by the Florida Department of Law Enforcement ("FDLE"), or such other law enforcement agency that may from time to time be responsible for issuance of same, when it is determined, pursuant to guidelines and procedures already in place between the FDLE (or such other agency/agencies) and the outdoor advertising industry, to identify appropriate situations, duration and sign locations that display of the "amber alert" on

Display will provide information to the travelling public that could be instrumental in assisting authorities in resolving an abduction.

Section 4. MAINTENANCE OF PROPERTY AND REPAIRS

During the Term, Licensee must, at Licensee's sole cost and expense, maintain the Licensed Premises and maintain and keep the Display in good and working condition at all times and make all necessary repairs and replacements to the Display. If at any time during the Initial Term of this Agreement or the Option Term the Property is cited due to any code violation, Licensee shall either resolve the code violation or restore the premises as approved in its original site plan in a reasonable time period as approved by Licensor. If Licensee fails to resolve the code violation or restore the Licensed Premises, this Agreement shall be subject to the default provisions in Section 11 of this Agreement.

Section 5. AUTHORIZED IMPROVEMENTS

Subject to the below restrictions and limitations, the only authorized improvements to be made on the Licensed Premises are set forth below:

a. For the Property identified in **Exhibit A**, construction of one (1) Display consisting of up to two (2) Digital Panels. Each digital panel shall measure 48 feet wide by 14 feet high. The structure of the Display shall measure up to 50 feet in height from the crown of the Sawgrass Expressway. In no event shall the displayed message change more often than once every eight (8) seconds. The Display shall not emit any sound of any kind and shall not use or release any steam, smoke, or other substance. The parties shall jointly determine the illumination and brightness of the Display to ensure that the lighting does not disturb adjacent residential developments. If it is determined that a light disturbance to adjacent residential developments exists, Licensee shall install an ambient light sensor or initiate other measures to ensure that the disturbance is reduced levels acceptable to Licensor.
b. The base of the structure shall measure no more than 10 feet in diameter.
c. A permanent fence shall be erected around the Leased Premises or around the base of the structure to prevent unauthorized access to the Display.
d-. No Display shall be placed on any existing paved road, pavement, or improvement of the Property or outside of the Licensed Premises.
e. No construction shall begin until 1) the Permits are received; 2) copies of the Permits are delivered to Licensor; and 3) Licensee delivers at least 2-days' prior written notice to Licensor that construction will begin.
f. The installation of telecommunications equipment shall be strictly limited to equipment used in the operation of the Display, unless otherwise permitted by Licensor. Licensee may not enter into a separate lease, license or agreement for placement of telecommunications equipment not directly related to the operation of the Display unless otherwise permitted by Licensor. Licensor reserves the right to negotiate revenue sharing with Licensee and the telecommunications company before granting approval.

g. All Permits, necessary certificates, insurances, and other requirements of federal, state and local laws must be issued or obtained by Licensee, as applicable, with copy to Licensor.
h. Should it become necessary to install cables or pipes to supply electric to the Display, Licensee shall first obtain Licensor's prior written consent, through its Community Development Director, which shall not be unreasonably withheld, delayed or conditioned, and, at Licensee's sole cost and expense, cause the appropriate underground utility locator services to locate any and all existing underground utilities within the area prior to commencing any cable or pipe installation to avoid damaging any such existing underground utilities. Additionally, Licensee shall ensure that any installation of electricity for the Display is separately metered from Licensor's electric supply and shall take the necessary steps to cause the electric company to do so.
i. All expenses and costs of development, construction and installation related to the Display including, without limitation, all utilities, are the responsibility of Licensee.
j. Licensee shall hire only licensed contractors to perform the construction of the Display on the Licensed Premises, and such construction shall be performed in a professional manner and all areas in and around the work area shall be kept clean and neat at all times.
k. The placement and operation of the Display must conform with Chapter 479, Florida Statutes and Chapter 14-10, Florida Administrative Code, and any other applicable federal, state, or local regulations, as applicable.

Section 6. OTHER ALTERATIONS AND IMPROVEMENTS

Except as provided in Section 5 above, any other alterations and improvements to the Licensed Premises must be authorized in advance by Licensor, through its Community Development Director, in writing. Licensor reserves the right to approve a request in writing such consent not to be unreasonably withheld; provide such alterations and improvements are part of the Display. Should such written request be approved, Licensee, at the Licensee's expense, shall make the requested alterations and improvements only after all applicable permits and approvals (applied for by Licensee and at Licensee's sole expense) have been issued by the applicable governmental authorities, with copies and following at least 2-days' prior written notice to Licensor.

Section 7. ACCESS TO THE DISPLAY AND LEASED PROPERTY

Upon the issuance of the Permits and issuance of all necessary permits for the construction, installation and erection of the Display, Licensee shall have a license for the balance of the Term of this License to enter Licensor's Property, in the area depicted on **Exhibits A** and **B**, respectively, (i) to enable Licensee to access the Licensed Premises and (ii) for purposes of allowing Licensee to construct, install, maintain, operate, and remove and replace the Displays. Use of the License on the Licensed Premises shall be limited to normal business hours, from 9:00-5:00 p.m., Monday-Friday, except holidays. Should access be needed after hours, Licensee must request prior approval from Licensor, such approval not to be unreasonably withheld.

Licensee understands and agrees that Licensor shall have the right to enter the Licensed Premises at any time, and if there is a lock on the fence surrounding the Display, Licensee shall provide the Licensor with a key. Licensor shall attempt to notify Licensee at least 24 hours prior to entering the Licensed Premises. However, in cases of emergencies Licensee agrees that Licensor shall be entitled to enter the Licensed Premises with no advance notice.

Section 8. UTILITIES

Licensee shall be charged and pay for water, electricity, internet, and any other services and utilities used by Licensee on the Licensed Premises, during the Term unless otherwise agreed upon in writing by Licensor.

Section 9. ENTRY

Licensor shall have the right to enter upon the Licensed Premises at reasonable hours, to inspect the same, provided Licensor shall not thereby unreasonably interfere with Licensee's Display on the Licensed Premises. However, in cases of emergencies Licensee agrees that Licensor shall be entitled to enter the Licensed Premises with no advance notice.

Section 10. PROPERTY RULES

Licensee, its agents, employees, invitees, and visitors will comply with such rules and regulations adopted by Licensor with respect to the Licensed Premises as may now or hereafter exist and as may be modified or amended from time to time. All changes to the rules will be sent by Licensor to Licensee in writing.

Section 11. DEFAULT

a. If the Rent due Licensor, as provided in this License, remains unpaid following the due date, it shall be considered past due. A written notice may be sent by Licensor to Licensee at any time following the due date, demanding payment. The Parties agree that e-mail notification shall suffice for purposes of notices of non-payment of Rent. Licensee shall have thirty (30) days following the due date to cure any default in the payment of Rent. If the monthly Rent continues unpaid, for thirty (30) days, after the due date and Licensor has sent written notice to Licensee of non-payment, Licensor shall have the right to terminate this License on a date that is at least thirty (30) days after written notice of termination to Licensee.

b. In addition to the above, Licensor shall have such other remedies as are available to Licensor, at law or in equity upon a default by Licensee under the License.

c. Licensee shall remove from the Licensed Premises the Display and any other improvements made by Licensee within sixty (60) days following the expiration or earlier termination of this License for any reason whatsoever. If Licensee fails to remove completely all the improvements within such sixty (60) day period Licensor may either remove the improvements at Licensee's expense or retain the improvements on the Licensed Premises, in which case the improvements shall become the property of Licensor.

d. If Licensee shall fail to address repairs as set forth in Section 4 of this Agreement to the reasonable satisfaction of the Licensor after reasonable notice and an opportunity to cure the default, Licensor may declare a default and Licensor shall have the right to terminate this License on a date that is at least thirty (30) days after written notice of termination to Licensee. Subsection 11(c) shall then apply.

e. The terms of this Section 11 shall survive the termination of this License.

Section 12. FORCE MAJEURE

If the performance of this License, or any obligation hereunder is prevented, restricted, or interfered with by reason of: fire, flood, hurricane, earthquake, explosion or other casualty or accident or act of God; strikes or labor disputes; inability to procure or obtain delivery of parts or supplies, or a pandemic, war or other civil unrest; any law, order proclamation, regulation, ordinance, demand or requirement of any governmental authority; or any other act or condition whatsoever beyond the reasonable control of the affected party (the "Force Majeure Event"), the party so affected shall be excused from such performance to the extent of such prevention, restriction or interference; provided, however that either party shall have the right to cancel this License upon written notice to the other party at any time following ninety (90) days from the Force Majeure Event until such time as the Force Majeure Event no longer exists whereupon such right of cancellation shall no longer exist. Upon delivery of the foregoing notice of cancellation, this License shall be terminated and of no further force or effect except for those obligations as are intended to survive the termination of this License.

Section 13. OBSTRUCTION

Licensor and Licensor's tenants, agents, employees, or other persons acting on Licensor's behalf, shall not place or maintain any object anywhere on the Licensed Premises – or adjacent properties owned or controlled by Licensor -- which in Licensee's commercially reasonable opinion, would obstruct the view of the advertising on either side of the Display. In the event that an object obstructs the view of the advertising copy, Licensor shall remove the obstruction at Licensor's expense, within five (5) business days after Licensor is notified by Licensee in writing of the obstruction. If Licensor does not remove the object in the above-listed timeframe, Licensee may opt to cancel this License, remove all signs from the Display, and be refunded any pre-paid rent; provided, however, that before doing so, Licensee agrees to submit to the terms of the dispute resolution set forth in Section 27. Licensor and Licensee acknowledge and agree that based on the current physical condition of the Property, including, without limitation, all improvements currently located thereon, there are currently no conditions that would cause an obstruction to any Display installed on the Licensed Premises.

Section 14. UNSUITABLE CONDITIONS

If (a) electrical service is unavailable for more than 90 consecutive days; (b) there is a material diversion, reduction, or change in the directional flow of traffic from the street or streets currently adjacent, or leading to the Licensed Premises, such that the Net Advertising Revenue drops below $35,000 per month for at least 2 consecutive months and after giving Licensor the same auditing rights provided for in Section 2; (c) Licensee is unable to obtain any necessary permit(s) for the erection, use, or maintenance of the Display on or before December 31, 2024; or (d) subsequent to the issuance of the Permits, the use of the Display is prevented or restricted by law; Licensee may at its sole option, cancel the License, and be refunded any rent pre-paid to Licensor; provided, however that in the case of sub-section 11(d), Licensor shall also have the option of canceling this License, whereupon, neither Party shall have any further obligation hereunder except for such obligations as pursuant to their terms expressly survive the terms of this License.

Section 15. REAL AND PERSONAL PROPERTY TAXES

Licensee shall pay prior to delinquency all municipal, county or state taxes (excluding real property taxes and assessments) levies and fees of every kind and nature, including, but not limited to, personal property taxes and general or special assessments assessed during the term of this License against any personal property of any kind, owned by or placed in, upon or about the Licensed Premises by the Licensee and taxes assessed on the basis of Licensee's occupancy on the Licensed Premises, including, but not limited to, taxes measured by rents due from Licensee hereunder.

Section 16. INDEMNIFICATION AND INSURANCE

a. Licensee agrees to defend, indemnify, and hold harmless Licensor, its officers, agents and employees, from and against any and all claims, suits, actions, liabilities, losses, costs and expenses (including reasonable attorney's fees and costs at all levels, including the appellate level) arising during the term of this Agreement and resulting in personal injury, loss of life or damage to property sustained by any person or entity, or resulting from the negligent or intentional acts of Licensee, its agents, employees, invitees, visitors or others employed in the erection, maintenance, repair, operation and removal of the sign structure and any other improvements made by Licensee, except to the extent that claims are a result of the grossly negligent or intentional acts of Licensor, its agents or employees. Notwithstanding any provision to the contrary in this License, nothing in this License shall constitute or be deemed to create an affirmative duty of Licensor to waive its sovereign immunity pursuant to Section 768.28, Florida Statutes. The provisions of this Section shall survive the termination of this License.

b. Licensee, shall at all times, during the terms of this License, maintain liability insurance in an amount not less than Two Million Dollars ($2,000,000). Proof of such insurance will be supplied to Licensor each year, and Licensor will be named as an additional insured therein, with General Liability and Personal Injury coverage of an amount not less than Two Million Dollars ($2,000,000), and shall include a waiver of subrogation in favor of Licensor. The general liability coverage must cover property damage liability to the Display of a minimum of $500,000.

c. Licensee is responsible to pay all premiums, taxes and fees of the insurance, including any deductibles for the above-described insurance. Failure to maintain such insurance shall be deemed a default under the terms of this License.

Section 17. LIABILITY

Liability for any occurrence on the Licensed Premises or in connection with the improvements made by Licensee are the responsibility of Licensee solely.

Section 18. PERMITS AND CERTIFICATES

Licensee agrees to apply for the Permits and such other permits as may relate to Licensee's activities on the Licensed Premises and to maintain them at all times during the Term of the License. A copy of all Permits and such other permits and certificates must be sent to Licensor, no longer than ten (10) days after the documents have been issued. Licensor agrees to sign any reasonable permits or authorizations necessary for Licensee to effectuate the purpose of this Agreement; provided, however, that Licensor shall do so only as long as there is no expense or obligation to Licensor beyond the execution of such permits and authorizations. The Licensee may, at its sole cost, appeal the denial of a Permit. If Licensor fails to obtain all necessary permits within the timeframe set forth in this Agreement, this License will be automatically canceled and be of no further force or effect and the parties shall have no further obligations hereunder except for such obligations as by their terms expressly survive termination.

Section 19. PROPERTY SALE OR VACATION

In the event the Licensed Premises is sold or vacated by Licensor, Licensor shall transfer the License to the new owner or Licensor may retain the License by subdividing the Licensed Premises from the Property or retaining an exclusive easement right in the Licensed Premises or other use that would enable Licensor to continue to lawfully license the Licensed Premises to Licensee. The sale of the Property shall in no event affect this License.

Section 20. ASSIGNMENT

Licensee shall have the right to assign this License and ownership of a Display to any third party with notice to Licensor, provided that Licensee is not in default in the terms of this License. Any person or entity acquiring this License or the Display shall recognize the validity of this License, shall assume all of the Licensee's obligations hereunder. Upon an assignment or transfer, Licensee shall be relieved of all liabilities and obligations hereunder upon Licensor's receipt of an appropriate assignment and assumption signed by Licensee and its assignee.

Section 21. NOTICE

Any notice required or permitted under this License shall be deemed sufficiently given and served if sent by United States Certified Mail or a nationally recognized overnight courier, postage prepaid, to be effective when properly sent and received, refused or returned undelivered. The addresses said notice shall be sent to are as followed:

If to Licensor:
City of Tamarac
7525 NW 88th Avenue
Tamarac, FL 33321
Attn: City Manager

With a copy to:
City of Tamarac
7525 NW 88th Avenue
Tamarac, FL 33321
Attn: City Attorney
Attn: Financial Services

If to Licensee:
3N Outdoor Media, Inc.
8899 NW 18th Terrace, Suite 102
Doral, FL 33172
Attention: Robert D. Rubin
rrubin@3noutdoor.com

Licensor and Licensee shall each have the right from time to time, to change the place notice is to be given under this paragraph, by written notice thereof, to the other party.

Section 22. BROKERS

Licensee represents that Licensee was not shown the Licensed Premises by any real estate broker or agent, and that Licensee has not otherwise engaged in any activity which could form the basis of a claim for real estate commission, brokerage fee, finder's fee, or any other similar charge in connection with the License. Each of Licensor and Licensee warrant and represent to the other that no commissions are payable or due to any broker or finder in connection with this License or the transaction contemplated herein and each of Licensor and Licensee agree to indemnify, defend and hold the other harmless from and against any commissions or fees or claims for commissions or fees arising under the indemnifying party, which indemnification shall expressly survive the termination of this License.

Section 23. SUCCESSORS

The provisions of this License shall extend to and be binding upon Licensor and Licensee and their respective successors, and permitted assigns.

Section 24. COMPLIANCE WITH LAW

Licensee shall comply with all applicable laws, orders, ordinances, rules and regulations and other public requirements of all governmental authorities, at the local, state and federal level, now or hereafter, pertaining to Licensee's use and the Licensed Premises; including, without limitation, the requirements and restrictions of Chapter 479 of the Florida Statutes.

Section 25. FINAL AGREEMENT

This License terminates and supersedes all prior understandings or agreements on the subject matter hereof. This License may be modified only by further writing that is duly executed by both Licensor and Licensee.

Section 26. GOVERNING LAW AND REMEDIES

This License shall be governed, construed and interpreted by, through, and under the laws of the State of Florida. Any and all legal action necessary arising out of the Agreement will have its venue in Broward County, Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

Section 27. DISPUTE RESOLUTION

Notwithstanding anything in this License to the contrary and except for non-payment of Rent by Licensee, Licensee's failure to maintain the required insurance and wrongful assignment of this License by Licensee, which shall not be subject to negotiation, Licensor and Licensee agree to attempt initially to solve all claims, disputes or controversies arising under, out of or in connection with this License by conducting good faith negotiations. If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of a dispute, breach, default, or misrepresentation in connection with any provision of this Agreement, the prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled, all to the extent permitted by applicable Florida law.

Section 28. CONDEMNATION

If the whole of the Property or such portion thereof as will make any of the Licensed Premises unusable for the Displays, are condemned by any legally constituted authority for any public use or purpose, then in either of said events the Term hereby granted shall cease from the time when possession thereof is taken by public authorities, and rental shall be accounted for as between the Licensor and the Licensee hereunder. Nothing in this provision shall be construed to limit or affect the Licensee's right to an award of compensation of any eminent domain proceeding for the taking of the Licensee's interest hereunder.

Section 29. RESTORATION AFTER CASUALTY

In the event a Display shall be destroyed or so damaged or injured by fire, hurricane or other casualty during the Term of this License, or any or all of the Licensed Premises are rendered unusable for the Display, then the Licensee, at its sole cost and expense shall have the right to render said Licensed Premises or Display useable by repairs within 90 days therefrom, which may be extended with the consent of the parties. If said Licensed Premises or Display is not rendered useable within said time, it shall be optional with either party hereto to cancel this License, and in the event of such cancellation, the Rent shall be paid only to the date of such fire, hurricane or casualty. The cancellation herein mentioned shall be evidenced in writing. The Licensee shall be entitled to abatement of the Rent payment during the time that it takes to render the Licensed Premises or Display useable. Licensor agrees that the Rent shall be abated until the Display on the Licensed Premises is operating, but in no event shall be abated for more than 180 days from the fire, hurricane or casualty.

If Licensee determines not to rebuild or restore the Display and/or Leased Premises, Licensee will notify Licensor of such determination within 30 days after the fire, hurricane or casualty, and agrees to remove the Display within 30 days of the letter advising Licensor of its determination and restore the property to its original condition. If Licensee does not remove the Display within the 30-day timeframe and restore the property to its original condition, then Licensor may remove the Display and restore the property to its original condition, at a cost to be borne by Licensee which Licensee agrees to reimburse Licensor within 30 days of receiving an invoice from Licensor.

Section 30. RECORDING

An original of this License or a recordable Memorandum or Short Form of License provided by Licensee and reasonably acceptable to Licensor's attorney, may be recorded in the Public Records of Broward County, Florida, by Licensee, at its cost.

Section 31. WARRANTIES

a. Licensee and Licensor each acknowledge and represent that it is duly organized, validly existing and in good standing and has the right, power and authority to enter into this License and bind itself hereto through the party set forth as signatory for the party below.

b. Licensor represents, warrants and agrees that: (i) Licensor solely owns the Property, or controls the Property; (ii) the Property is not and will not be encumbered by any liens, restrictions, mortgages, covenants, conditions, easements, leases, or any other agreements of record or not of record, which would adversely affect Licensee's use and enjoyment of the Licensed Premises for the Display as provided under this License; (iii) as long as Licensee is not in default then Licensor grants to Licensee, actual, quiet and peaceful use, enjoyment and possession of the Licensed Premises without hindrance or ejection by any persons lawfully claiming under Licensor; (iv) Licensor's execution and performance of this Agreement will not violate any laws, ordinances, covenants or the provisions of any mortgage, lease or other agreement binding on Licensor; and (v) if the Property is or becomes encumbered by a deed to secure a debt, mortgage or other security interest, Licensor will provide promptly to Licensee a mutually agreeable subordination, non-disturbance and attornment agreement executed by Licensor and the holder of such security interest.

Section 32. PROVISIONS SEVERABLE

Every provision of this License shall be valid and be enforced to the fullest extent permitted by law. If any provision of this License, or the application of such provision to any person or circumstance, shall be determined by appropriate judicial authority to be illegal, invalid, or unenforceable to any extent, such provision shall, only to such extent, be deemed stricken from this License as if never included. The remainder of this License, and the application of such provision to persons or circumstances other than those as to which such provision is held illegal, invalid, or unenforceable, shall not be affected.

Section 33. SURVIVAL

Any provisions of this License relating to indemnification shall survive the termination or expiration hereof. In addition, any terms and conditions contained in this License that by their sense and context are intended to survive the termination or expiration of this License shall so survive.

Section 34. COUNTERPARTS

This License may be executed in two (2) counterparts, each of which shall be deemed an original, and such counterparts shall constitute but one and the same agreement.

Section 35. PUBLIC RECORDS

Licensor is a public agency subject to Chapter 119, Florida Statutes. Licensee shall comply with Florida's Public Records Law. Specifically, Licensee shall:

a. Keep and maintain public records required by Licensor in order to perform the service.

b. Upon request from Licensor's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if Licensee does not transfer the records to Licensor.

d. Upon completion of the contract, transfer, at no cost to Licensor, all public records in possession of Licensee, or keep and maintain public records required by Licensor to perform the service. If Licensee transfers all public records to Licensor upon completion of the contract, Licensee shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If Licensee keeps and maintains public records upon completion of the contract, Licensee shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to Licensor, upon request from Licensor's custodian of public records in a format that is compatible with the information technology systems of Licensor.

IF LICENSEE HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO LICENSEE' S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

CITY CLERK
7525 NW 88TH AVENUE
ROOM 101
TAMARAC, FL 33321
(954) 597-3505
CITYCLERK@TAMARAC.ORG

Section 36. AUDITS

Notwithstanding the requirements in section 2c., above, during the term of the Agreement, Licensee shall maintain all books, reports and records in accordance with generally accepted accounting practices and standards for records directly related to this Agreement. The form of all records and reports shall be subject to the approval of Licensor's Auditor. Licensee agrees to make available to Licensor's Auditor, during normal business hours and in Broward, Dade or Palm Beach Counties, all books of account, reports and records relating to this Agreement.

Section 37. SCRUTINIZED COMPANIES

By execution of this Agreement, in accordance with the requirements of sections 287.135 and 215.473, Florida Statutes, Licensee certifies that Licensee is not participating in a boycott of Israel. Licensee further certifies that Licensee is not on the Scrutinized Companies that Boycott Israel list, not on the Scrutinized Companies with Activities in Sudan List, and not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, nor has Licensee been engaged in business operations in Syria. Subject to limited exceptions provided in state law, Licensor will not contract for the provision of goods or services with any scrutinized company referred to above. Submitting a false certification shall be deemed a material breach of contract. The Licensor shall provide notice, in writing, to Licensee of the Licensor's determination concerning the false certification. Licensee shall have five (5) days from receipt of notice to refute the false certification allegation. If such false certification is discovered during the active contract term, Licensee shall have ninety (90) days following receipt of the notice to respond in writing and demonstrate that the determination of false certification was made in error. If Licensee does not demonstrate that the Licensor's determination of false certification was made in error then Licensor shall have the right to terminate the Agreement and seek civil remedies pursuant to Section 287.135, Florida Statutes, as amended from time to time.

Section 38. E-VERIFY

As a condition precedent to entering into this Agreement, and in compliance with Section 448.095, Fla. Stat., Licensee and its subcontractors shall, register with and use the E-Verify system to verify work authorization status of all employees hired after January 1, 2021. Licensee shall require each of its subcontractors to provide Licensee with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien. Licensee shall maintain a copy of the subcontractor's affidavit as part of and pursuant to the records retention requirements of this Agreement. Licensor, Licensee, or any subcontractor/subconsultant who has a good faith belief that a person or entity with which it is contracting has knowingly violated Section 448.09(1), Fla. Stat. or the provisions of this section shall terminate the contract with the person or entity. Licensor upon good faith belief that a subcontractor knowingly violated the provisions of this section, but Licensee otherwise complied, shall promptly notify Licensee and Licensee shall immediately terminate the contract with the subcontractor. An agreement or contract terminated under the provisions of this section is not a breach of contract and may not be considered such. Any agreement or contract termination under the provisions of this section may be challenged pursuant to Section 448.095(2)(d), Fla. Stat. Licensee acknowledges that upon termination of this Agreement by Licensor for a violation of this section by Licensee, Licensee may not be awarded a public contract for at least one (1) year. Licensee further acknowledges that Licensee is liable for any additional costs incurred by Licensor as a result of termination of any contract for a violation of this section. Licensee or subcontractor shall insert in any subcontracts the clauses set forth in this section requiring the subcontractors to include these clauses in any lower tier subcontracts. Licensee shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in this section.

Section 39. FOREIGN ENTITY OWNERSHIP ATTESTATION

By execution of the Agreement, and in compliance with Section 287.138(2), Fla. Stat., Licensee attests that Licensee is not owned by the government of a foreign country of concern; the government of a foreign country of concern does not have a controlling interest of Licensee; the Licensee is not organized under the laws of, and does not have a principal place of business in, a foreign county of concern; the Licensee is not owned or controlled by the government of a foreign country of concern as defined in Section 692.201, Fla. Stat. and Section 288.007(2), Fla. Stat.; Licensee is not a partnership, association, corporation, organization, or other combination of persons organized under the laws of or having its principal place of business in a foreign country of concern, as defined in Section 692.201, Fla. Stat.; or a subsidiary of such entity; the Licensee is not a foreign principal, as defined in Section 692.201, Fla. Stat., and the Licensee is in compliance with all applicable requirements of Sections 692.202, 692.203 and 692.204, Fla. Stat.

Section 40. ANTI-HUMAN TRAFFICKING ATTESTATION

By execution of the Agreement and in accordance with Section 787.06(13), Fla. Stat., Licensee attests that Licensee does not use coercion for labor or services as defined in Section 787.06, Fla. Stat., entitled "Human Trafficking."

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have executed this License as of the day and year first above-written.

"**LICENSOR**"

City of Tamarac, Florida

By: _____
Michelle J. Gomez
Mayor

Date: _____

Attest: _____
Kimberly Dillon
City Clerk

Approved as to Form and Legal Sufficiency:

_____
Hans Ottinot, Esq., City Attorney

"**LICENSEE**"

3N Outdoor Media, LLC

By: _____
Name: Robert Rubin, CEO

STATE OF FLORIDA)
COUNTY OF _____)

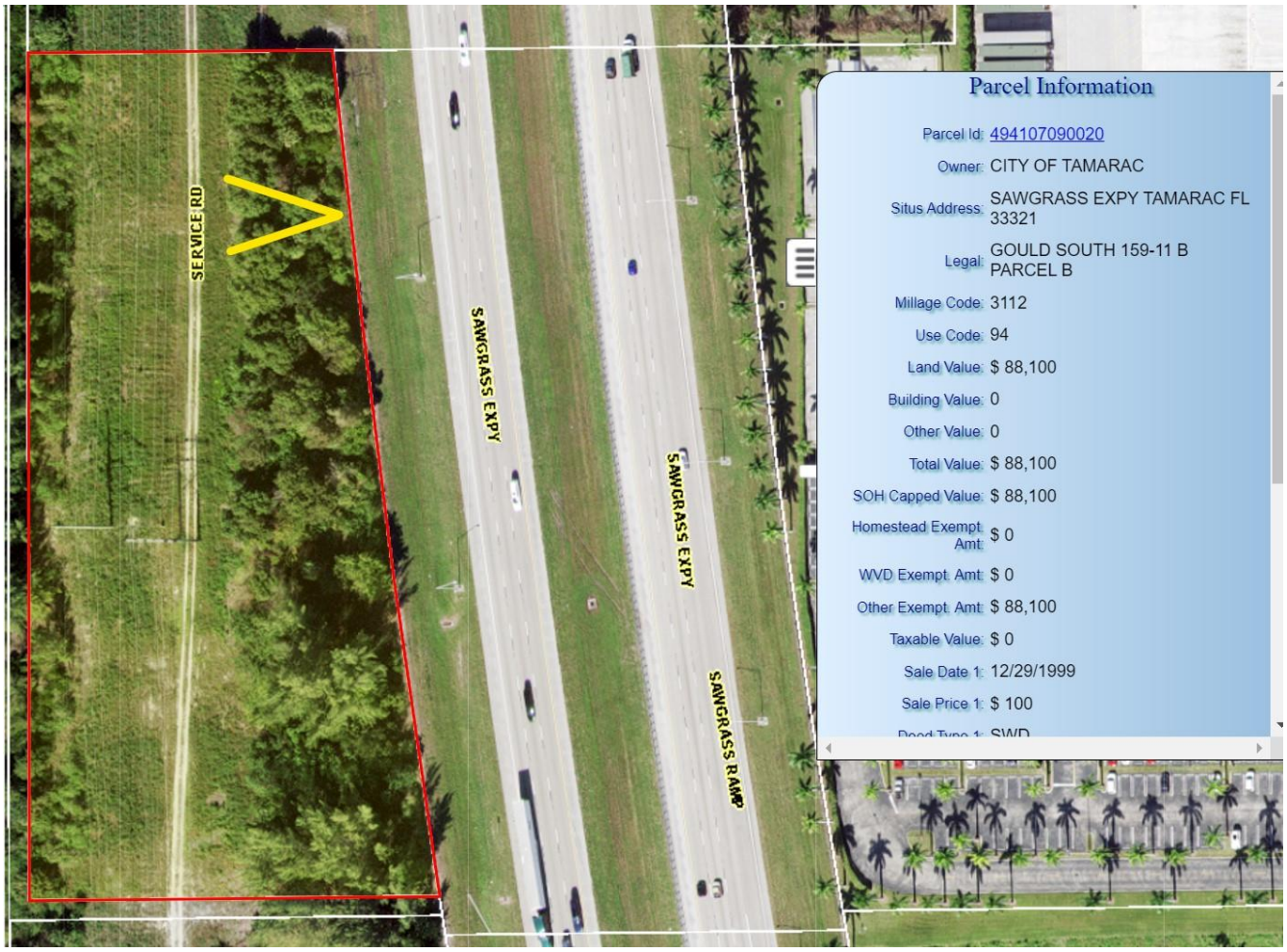
Sworn to (or affirmed) and subscribed before me by means of □ physical presence or □ online notarization this _____ day of _____, 2024, by _____ who □ is personally known to me or □ produced a _____ as identification.

_____
Notary Public Signature

_____
Notary Public printed name

(Notary Stamp)

EXHIBIT A
Property



3N OUTDOOR
MEDIA, LLC

August 26, 2025

Maxine A. Calloway ESQ., AICP
Community Development Director
7525 NW 88th Ave.
Tamarac, FL, 33321

RE: 3N Outdoor Media, LLC: Justification letter for a Billboard Sign on the Sawgrass Expressway

Dear Ms. Calloway,

This Justification Letter is submitted by 3N Outdoor Media, LLC ("Applicant") in support of our application for a Special Exception. The Application and this letter address all Review Standards in Sections 10-5.4(G) and 10-5.4(H), respectively, to build a billboard sign ("Sign") on Tamarac ("City") owned property. The City-owned site that is the subject of the Application is described on the exhibit included with our filing. Additionally, the proposed license agreement has been included with this letter as an Exhibit for your review and consideration.

Background. The Applicant is engaged in the business of building and operating Signs throughout South Florida. On July 13, 2022, the City Commission adopted Temp. Ordinance No. 2504 ("Ord 2504"), which amended Chapter 10, Article 4, Section 10-4.10(D) of the City Land Development Code ("LDC"). The amendment allows for Signs on certain City-owned property and rights-of-ways adjacent or contiguous to major expressways as a Special Exception. At the Commission hearing on Ord 2504, the City staff showed areas on the Turnpike and the Sawgrass Expressway ("Sawgrass") that would be available for billboards.[1] In fact, a member of the Commission clarified at the hearing that available City properties were adjacent to the Turnpike and Sawgrass.

The Applicant is seeking approval of one (1) site among the several City-owned sites available.[2] This site is on City-owned right-of-way adjacent to the Sawgrass Expressway ("Sawgrass Site"), Parcel Id 494107090020. Attached please find the survey for the site along with a diagram showing the location of the Sign on the City-owned parcel.

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[1]The Sawgrass Expressway is the 21.242 mile section of State Road 869 west of the Turnpike, consisting of a six-lane, limited-access, toll road controlled by the Florida's Turnpike Enterprise and maintained by FDOT.

[2]Applicant recognizes that LDC Section 10-5.3 provides that the application shall be submitted by the owner, person having a recognizable property interest, or person authorized by the owner. The property in question is owned by the City. Pursuant to LDC Section 10-4.10(D), only property owned by the City is eligible for a billboard sign through a Special Exception application. The Applicant was authorized by the City to submit the Application. In addition to the Special Exception application, the Applicant is proposing to enter into a license agreement for the City-owned property on terms and conditions acceptable to the City and Applicant.

Analysis of Review Standards. Section 10-4.10(D) (4)(a)(i), as amended by Ord 2504 provides that billboard signs "shall be subject to Special Exception approval pursuant to the standards set forth in Section 10-5.4(G)." The review factors included in Section 10-5.4(G)(4) are addressed below.

(a) The proposed development will be consistent with the Comprehensive Plan;

The proposed Sign at this location will be consistent with the Comprehensive Plan 2019 ("Comprehensive Plan"). The Sign would not involve a residential or commercial development that would be inconsistent with the Comprehensive Plan or have a negative impact on transportation, the environment, or the City's drainage and water resources. On the contrary, the proposed Signs support City policies and goals identified in the Comprehensive Plan. The City's needs, as reflected in the Comprehensive Plan, include fostering communications with residents, supporting City events, and providing advertising opportunities for the City's businesses including University Hospital and Medical Center, one of the City's anchor institutions. The Sign would also support the display of amber, silver, and blue alerts issued by the Florida Department of Law Enforcement (FDLE), in conjunction with other agencies, and could be used for weather and other emergencies. More specifically, the proposed Sign supports the following goals identified in the Comprehensive Plan:

- Displaying City messages to residents and visitors supports the City's policy for direct interaction with its citizens (Policy 4.1);
- Serves as a valuable tool in the City marketing and communication campaign (ED Plan Goal #1; Recommendation 1.5); and
- In addition, the opportunity for Tamarac's businesses to advertise their goods and services locally supports the City's economic development strategic plan (Element X), and is consistent with the stated goal of updating the City sign code to allow greater advertising for local retailers, restaurants, businesses, and the hospital as an anchor (See Recommendation 1.4: Adopt Pro-Growth, Development Friendly Business Programs Economic Development Plan Goal #4: Foster Commercial & Redevelopment Activity).

The City Commission approved the text amendment to the LDC in Ord 2504, to allow billboard signs at certain locations after reviewing various factors, including consistency with the Comprehensive Plan. The Applicant understands that the proposed location of the Sign is consistent with Ord. 2504. The Sign will play an integral role in economic development for the City and its local businesses.

(b) The proposed development will comply with applicable zoning district, use, and development standards of this Code;

The proposed Sign will not impact residential zoning districts. The Sawgrass Site is zoned RC for Recreational and has a Broward County land use code of 94, "Right-of-way, streets, road, irrigation channel, ditch, etc." The City will be required to request that Broward County modify the Future Land Use Map to designate the Sawgrass Site as commercial or industrial. After Broward County makes the modification, the City can modify the local zoning rules to be consistent with the Broward County designation in the Future Land Use Map. The City will be able to explore multiple sources of revenue and/or uses to benefit the City from the Sawgrass Site.

In addition to a permit and Special Exception approval issued by the City, construction of the Sign will require a permit issued by the Florida Department of Transportation (FDOT). FDOT's application requires the appropriate City staff to indicate the parcel's zoning and designation on the Future Land Use Map. FDOT will not issue a permit for a billboard unless the property where the billboard is proposed qualifies as a commercial or industrial parcel as defined in Section 479.024, Florida Statute and Section 14-10.0052, F.A.C., pursuant to the City staff's indication in the application. The Applicant understands that property with the same or similar zoning and future land use designation qualifies for billboard signs.

With respect to the City's development standards, LDC Sections 10-4.10(D)(4)(a)(i)(B), (C),(D), (E),(F), and (G), as amended by Ord 2504, set forth the development standards for billboard signs. The proposed Sign, as reflected in the exhibit, will comply with all of these development standards, including those related to orientation of the Sign, the number of faces, distance from residential zoned property, distance from another billboard, distance from residential use, and other development standards set forth in the LDC, as amended.

The proposed Sign shall be more than 150 feet from residential property. Ord 2504 states that the distance from residential property is 1,500 feet, but at the City Commission hearing approving the Ord 2504, the City staff acknowledged that the required distance from residential property should be 150 feet and the 1,500 feet in the ordinance was a scrivener's error. In fact, the distance requirement from residential use is 150 feet in Ord 2504 section E(2). The proposed Sign will be more than 150 feet from residential property, consistent with Ord 2504. The Sawgrass Site Sign will be 2,250 feet from residential property.

The proposed Sign will be installed with two faces to form a single "V" and shall not be more than fifteen(15) feet apart at their nearest point. The Applicant shall not allow the Sign to emit an auditory message, smoke or mechanical sounds and shall not display any illumination that moves, appears to move, blinks, fades, rolls, dissolves, flashes, zooms, scrolls, shows animated movement or changes in intensity during the static display period. The Signs will comply with the setback requirements set forth by FDOT and the City. The proposed setbacks are shown on the proposed exhibit. The Sign shall be 50 feet in height from the crown of the road. The measurement of the Signs shall be 14' x 48' (672 square feet) in area. The steel pole support shall be painted gray. The Sign shall be more than 1,500 feet in spacing from another billboard sign. The Sign shall have installed ambient light monitors to automatically adjust the brightness level of the Sign face based on ambient light conditions. The Sign shall comply with all the lighting, brightness, nits and lumens requirements of FDOT for illuminated, digital, and animated billboard signs. The changing of one message to the next message shall be instantaneous over the entire Sign face. The Sign faces shall revert to a black screen if the Sign ceases to operate in its usual or normal programmed manner. If the Special Exception is approved, the Applicant shall file an application for a building permit that meets the Florida Building Code to be reviewed and approved by the City.

(c) <u>The proposed development will be compatible with the existing natural environment and community character of the properties within the immediate neighborhood</u>;

Billboards on property adjacent to the Sawgrass Expressway would not have adverse impacts on the natural environment. Billboards do not require water resources (except for required landscape

irrigation), impact air quality, create noise, impact drainage, impact wildlife or vegetation, or otherwise impact the environment. FDOT regulations include a vegetation management plan for such signs. In addition, in adopting regulations, FDOT is required to implement the Federal Highway Beautification Act, and comply with Federal Highway Administration regulations. These laws and regulations led to the location of highways in areas where they will not have significant negative impacts on the environment. The impact of a billboard adjacent to the Sawgrass benefits from the environmental assessments that were used when planning these routes. Moreover, there is nothing about a billboard that would have a unique impact on the environment. Further, as referenced above, because of the City's distance requirements, the proposed Sign would not have an impact on the character of residential neighborhoods.

(d) The proposed development will be desirable for public convenience, and not injurious or otherwise detrimental to the public health, safety, comfort, and welfare;

Technology with respect to billboards has changed significantly in recent years, as has the ability to place such signs along the Sawgrass Expressway. Advances in the quality of the display and enhancements to lighting of billboards, ensures that such digital signs do not impair or interfere with drivers. In fact, digital signs have been shown to involve lower lighting (less lumens) than lighting on static signs. In addition, there are many billboards located adjacent to the Florida Turnpike in jurisdictions throughout the State, including within Broward County. Many local jurisdictions that prohibit billboards in various areas allow them on property adjacent to State highways.

(e) The proposed development will minimize adverse effects, including noise, light, dust. or other potential nuisances, on adjacent properties to the greatest extent practicable;

Pursuant to Chapter 479, Florida Statutes, FDOT is required to regulate the location, size, height, spacing and lighting of outdoor advertising signs along the State highway system and has adopted detailed regulations for such issues. The proposed Sign would be subject to these requirements and would be required to obtain an FDOT permit. Because of these requirements, and the City's setback requirements, the proposed Sign would not have significant adverse impacts on adjacent properties.

(f) The proposed development will include adequate provisions for safe and convenient vehicular and pedestrian traffic movement to, from, and through the site that minimizes traffic congestion in the public streets;

As demonstrated in the exhibit, there would be sufficient access to the proposed Sign from public streets. Construction of and access to the proposed Sign would not impact traffic or public streets.

(g) The site area is sufficient, appropriate, and adequate for the use and any reasonably anticipated expansion of the use;

Pursuant to the City's LDC, as amended by Ord 2504, the proposed Signs at 48 feet x 14 feet could not be expanded or enlarged. Accordingly, there is no anticipated expansion of the use.

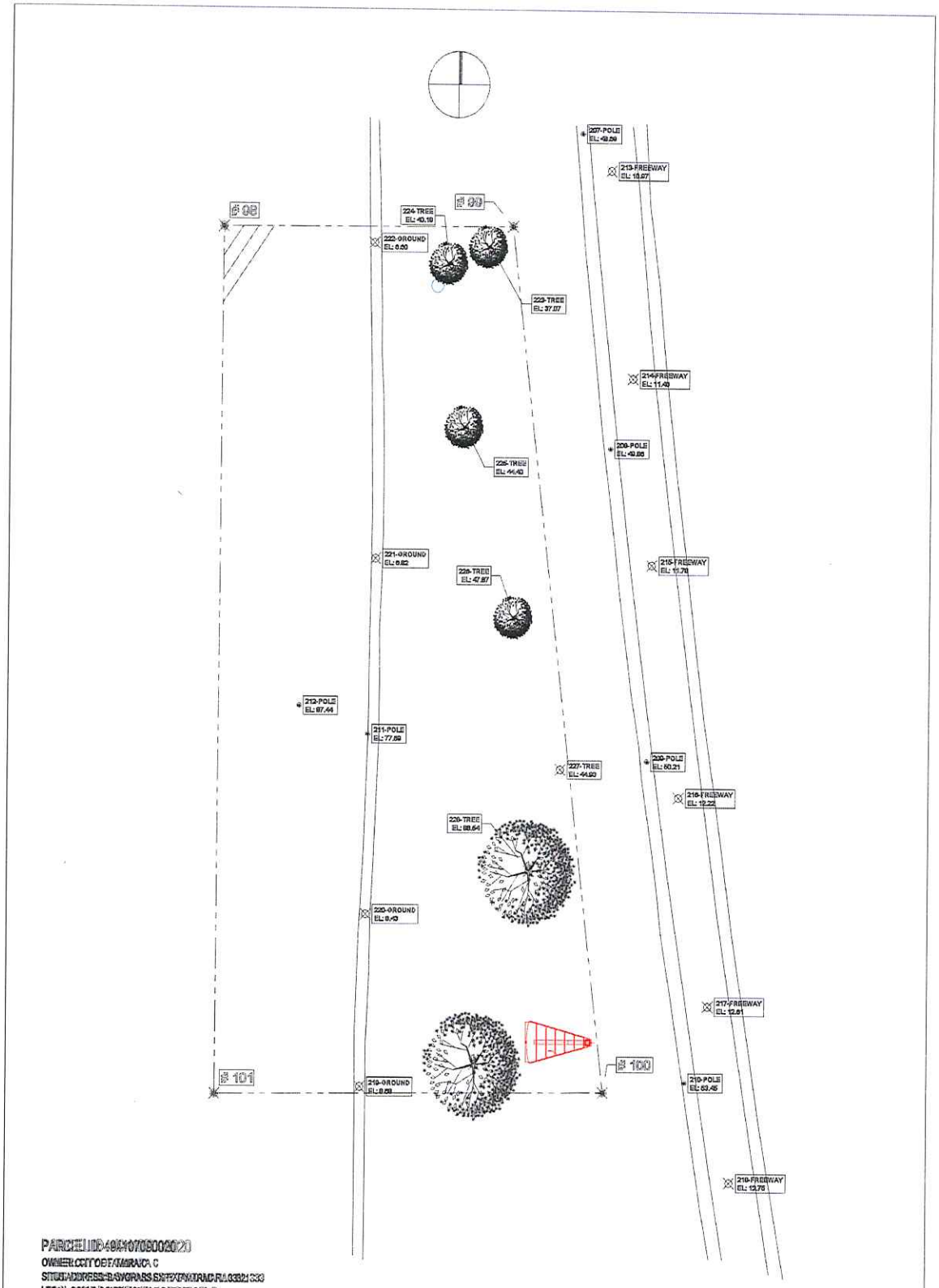
The Applicant looks forward to working with the City in pursuing the Application for the Special Exception.

Thank you for your consideration. If you have any questions or need further information, do not hesitate to contact us.

Appreciatively,

Robert Rubin, CEO
3N Outdoor Media, LLC
8899 NW 18th Terrace, Ste 102
Doral, FL, 33172
786-331-3347

Exhibit


S 99
S 98
224-TREE
EL: 43.19
222-GROUND
EL: 0.00
223-TREE
EL: 37.07
225-TREE
EL: 44.43
221-GROUND
EL: 0.62
226-TREE
EL: 47.87
212-POLE
EL: 87.44
211-POLE
EL: 77.59
227-TREE
EL: 44.93
228-TREE
EL: 88.64
220-GROUND
EL: 0.43
S 101
219-GROUND
EL: 0.69
S 100
207-POLE
EL: 48.59
213-FREEWAY
EL: 10.67
214-FREEWAY
EL: 11.49
209-POLE
EL: 49.86
215-FREEWAY
EL: 10.71
230-POLE
EL: 60.21
216-FREEWAY
EL: 12.22
217-FREEWAY
EL: 12.81
210-POLE
EL: 63.45
218-FREEWAY
EL: 13.76
PARCEL ID: 48A1070B0020
OWNER: CITY OF ARLINGTON
SITUS ADDRESS: BAYGRASS ST TX ARLINGTON 76012
LEGAL: GOULD SOUTH 1ST 1-B PARCEL B

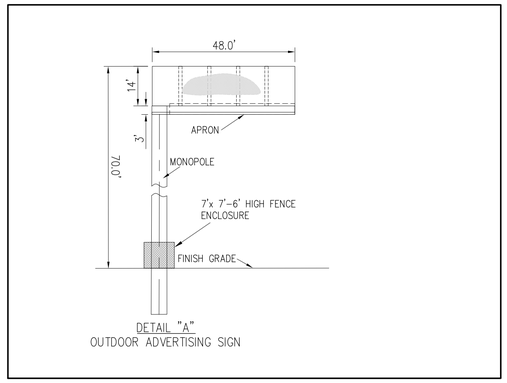
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

NOTE:

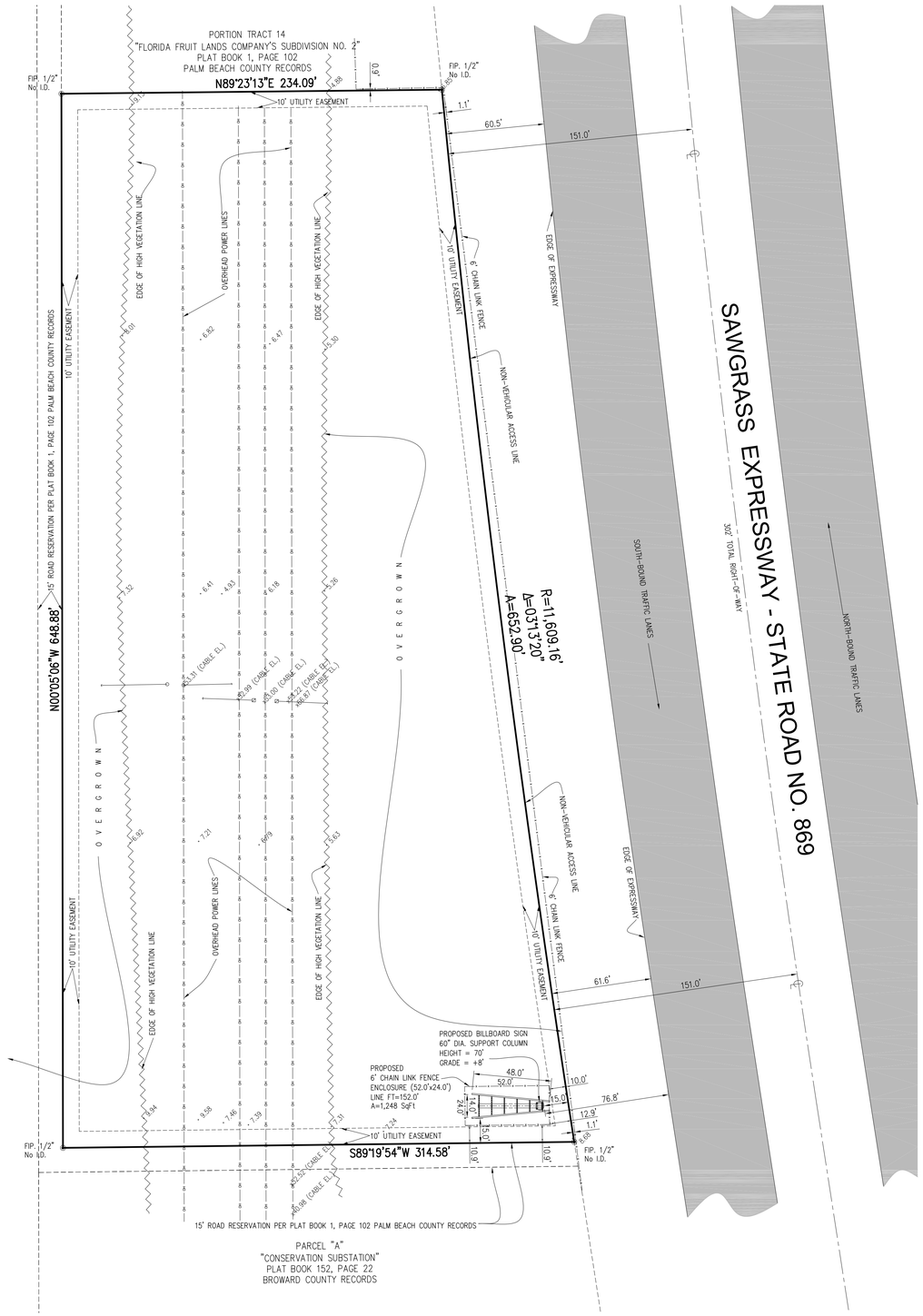
- There are NO billboard signs within 1500 feet of proposed billboard.
- There are NO residential units within 300 feet of proposed billboard.
- This sign is not within 100 feet of a religious facility, educational institution, cemetery, public park, public reservation, public playground or state of national park.



DETAIL "A"
OUTDOOR ADVERTISING SIGN

TYPICAL DOUBLE FACE BILLBOARD SPECIFICATIONS
SIGN DIMENSIONS: 14' HIGH x 48' WIDE
SIGN COPY AREA: 672 SQUARE FEET PER EACH SIGN FACE
SIGN POLE CONSTRUCTION: MONOPOLE – APPROXIMATELY 60" IN DIAMETER
OVERALL HEIGHT: DOT REGULATIONS – 70' ABOVE GRADE

PROFILE VIEW
NOT TO SCALE



BILLDBOARD TO BE APPROVED BY SEPARATE BUILDING PERMIT AND WRITTEN APPROVAL SHALL BE PROVIDED TO THE CITY FROM FPL AND FDOT PRIOR TO INSTALLATION OF THE BILLBOARD

LEGEND

OH — OH	Overhead Wire Line
// — //	Wood Fence
x — x	Chain Link Fence
Iron Fence	
ME	Monument Line
CL	Centerline
PL	Property Line

A = Arc
BRG = Bearng
CH = Chord
Δ = Delta
L = Length
R = Radius
T = Tangent
Ø = Diameter

* 0.00'	= Existing Elevations
CB	= Catch Basin
W	= Water Meter
E	= Electric Box
S	= Sanitary Manhole
SP	= Sprinkler Pump
	= Wood Pole
	= Conc. Pole
	= Light Pole
FH	= Fire Hydrant
WV	= Water Valve
IN	= Inlet
TV	= Cable Tv Box
EM	= Electric Meter Box
TS	= Traffic Signal Box
GV	= Gas Valve
MV	= Montonng Valve
M	= Manhole

A/C	= Air Conditioner
Conc.	= Concrete
C.B.S.	= Concrete Block & Stucco
(D)	= Deed
D.E.	= Drainage Easement
D.M.E.	= Drainage Maintenance Easement
F.D.H.	= Found Drill Hole
F.F.E.	= Finish Floor Elevation
F.I.P.	= Found Iron Pype/Pin
F.I.R.	= Found Iron Rebar
F.N.	= Found Nail
F.N&D	= Found Nail & Disc
F.P.L.	= Florida Power Light
H	= Height
L.M.E.	= Lake Maintenance Easement
(M)	= Measured
(P)	= Platted
P.O.B.	= Point of Beginning
P.O.C.	= Point of Commencement
(R)	= Record
Res.	= Residence
SI/R	= Set Iron Pin/Rebar
S	= Spread
U.E.	= Utility Easement



VICINITY MAP
NOT TO SCALE

PROPERTY ADDRESS:

VACANT PARCEL, WEST SIDE OF SAWGRASS EXPRESSWAY & NORTH OF COMMERCIAL BOULEVARD, TAMARAC, FLORIDA
Folio# 4941-07-09-0020

LEGAL DESCRIPTION

Parcel "B" of "GOULD SOUTH", according to the Plat thereof, as recorded in Plat Book 159, Page 11, of the Public Records of Broward County, Florida.

SURVEYOR'S NOTES:

1- The Legal Description was provided by the Client from most recent County Records available.
2- This is not a Certification of Title, Zoning, Easements, or Freedom of Encumbrances. ABSTRACT NOT REVIEWED.
3- There may be additional Restrictions not shown on this survey that may be found in the Public Records of this County. Examination of ABSTRACT OF TITLE will have to be made to determine recorded instruments, if any affecting this property.
4- No attempt was made by this firm to locate underground utilities, foundations and/or footings of buildings, walls or fences, except as shown hereon, if any.
5- Underground utilities are not depicted hereon, contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified as to any deviation from utilities shown hereon.
6- Contact the appropriate authority prior to any design work on the herein - described parcel for Building and Zoning information.
7- The surveyor does not determine fence and/or wall ownership.
8- Accuracy:
The Horizontal positional accuracy of well-defined improvement on this survey is +/-0.2'.
The Vertical accuracy of elevations of well-defined improvement on this survey is +/-0.1'
9- All measurements shown hereon are made in accordance with the United States Standard Feet.
10- Type of survey SKETCH OF SURVEY.
11- North arrow direction and/or Bearings are as shown on the aforementioned Plat.
12- Elevations shown hereon are relative to North American Vertical Datum of 1988
13- Benchmark Used: Broward County Benchmark.
14- Flood Zone Data: Community/ Panel #120058/0335/H Dated: 8/18/2014
Flood Zone: "AH" Base Flood Elevation = +9'
15- This SURVEY has been prepared for the exclusive use of the entities named hereon. The Certificate does not extend to any unnamed party:

- CITY OF TAMARAC
- 3N OUTDOOR MEDIA INC.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY:
That this Survey meets the intent of the required Standards of Practice as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

Printed Copies are Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Digital Copies are Not valid without an electronic authorized signature of a Florida Licensed Surveyor and Mapper. The Date and Time shown on the digital signed stamp does Not represent the survey field date. Additions or deletions to this survey by other than the signing party are prohibited without written consent of the signing party.

JACOB GOMIS LICENSE No. 6231 STATE OF FLORIDA PROFESSIONAL SURVEYOR & MAPPER

Digitally signed by Jacob Gomis
Date: 2025.02.06 09:49:54-05'00'

For the Firm Royal Point Land Surveyors, Inc LB# 7282

☐ JACOB GOMIS, PROFESSIONAL SURVEYOR AND MAPPER LS# 6231 STATE OF FLORIDA
☐ PABLO J. ALFONSO, PROFESSIONAL SURVEYOR AND MAPPER LS# 5880 STATE OF FLORIDA

NO.	DATE	DESCRIPTION	BY	APP.

RECORD OF REVISION

ROYAL POINT
LAND SURVEYORS, INC. L.B.# 7282
6175 NW 153rd STREET, SUITE 321, MIAMI LAKES, FL. 33014 *** TEL: 305-822-6062 *** FAX.305-827-9669
info@RoyalPointLS.com

PREPARED FOR: CITY OF TAMARAC

TYPE OF SURVEY: SKETCH OF SURVEY

DRAWN: J.G.
CHECKED: P.J.A.
SCALE: AS NOTED
FIELD DATE: 10/16/2024
JOB No.: RP24-1369

SHEET: 1 OF 1 SHEET

This Document is not full and complete without all Sheets, Containing a total of (1) Sheets

F:\DRAWING\SAWGRASS EXPRESSWAY BILLBOARD SIGN TAMARAC RP24-1369\SAWGRASS EXPRESSWAY BILLBOARD SIGN_TAMARAC_RP24-1369.dwg 2/6/2025

TAMARAC
The City For Your Life

PLANNING BOARD AGENDA ITEM REPORT

DATE: September 3, 2025

SUBMITTED BY: Collette Tibby

ITEM TYPE: Other

AGENDA SECTION: **Director's Report**

TITLE: Election of Planning Board Chair and Vice Chair

RECOMMENDATION: Members:

- Alexandra Alvarez
- Sajeen Bell-Clark
- Nikole Cleare
- Mara English
- Jacques R. Moise

(Each member will speak for 2 minutes of less)

ATTACHMENTS:

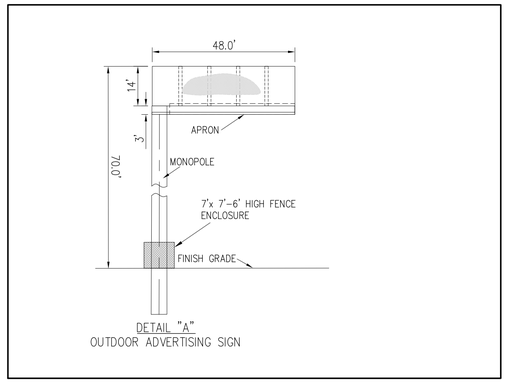
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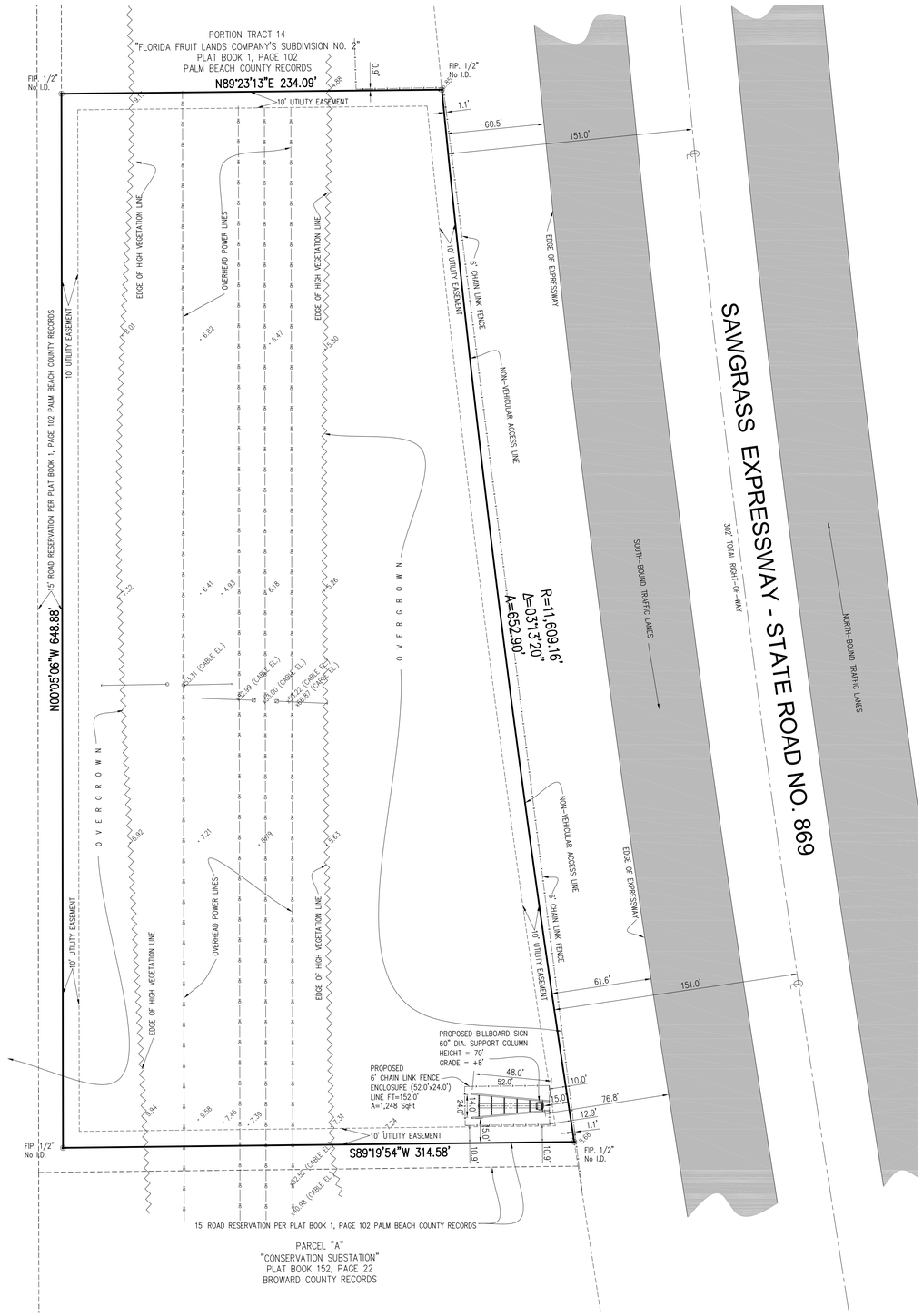
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PROFILE VIEW
NOT TO SCALE



BILLDBOARD TO BE APPROVED BY SEPARATE BUILDING PERMIT AND WRITTEN APPROVAL SHALL BE PROVIDED TO THE CITY FROM FPL AND FDOT PRIOR TO INSTALLATION OF THE BILLBOARD

LEGEND

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	= Wood Pole
	= Conc. Pole
	= Light Pole
FH	= Fire Hydrant
WV	= Water Valve
IN	= Inlet
TV	= Cable Tv Box
EM	= Electric Meter Box
TS	= Traffic Signal Box
GV	= Gas Valve
MV	= Montonng Valve
M	= Manhole

A/C	= Air Conditioner
Conc.	= Concrete
C.B.S.	= Concrete Block & Stucco
(D)	= Deed
D.E.	= Drainage Easement
D.M.E.	= Drainage Maintenance Easement
F.D.H.	= Found Drill Hole
F.F.E.	= Finish Floor Elevation
F.I.P.	= Found Iron Pype/Pin
F.I.R.	= Found Iron Rebar
F.N.	= Found Nail
F.N&D	= Found Nail & Disc
F.P.L.	= Florida Power Light
H	= Height
L.M.E.	= Lake Maintenance Easement
(M)	= Measured
(P)	= Platted
P.O.B.	= Point of Beginning
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6- Contact the appropriate authority prior to any design work on the herein - described parcel for Building and Zoning information.
7- The surveyor does not determine fence and/or wall ownership.
8- Accuracy:
The Horizontal positional accuracy of well-defined improvement on this survey is +/-0.2'.
The Vertical accuracy of elevations of well-defined improvement on this survey is +/-0.1'
9- All measurements shown hereon are made in accordance with the United States Standard Feet.
10- Type of survey SKETCH OF SURVEY.
11- North arrow direction and/or Bearings are as shown on the aforementioned Plat.
12- Elevations shown hereon are relative to North American Vertical Datum of 1988
13- Benchmark Used: Broward County Benchmark.
14- Flood Zone Data: Community/ Panel #120058/0335/H Dated: 8/18/2014
Flood Zone: "AH" Base Flood Elevation = +9'
15- This SURVEY has been prepared for the exclusive use of the entities named hereon. The Certificate does not extend to any unnamed party:

- CITY OF TAMARAC
- 3N OUTDOOR MEDIA INC.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY:
That this Survey meets the intent of the required Standards of Practice as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

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JACOB GOMIS LICENSE No. 6231 STATE OF FLORIDA PROFESSIONAL SURVEYOR & MAPPER

Digitally signed by Jacob Gomis
Date: 2025.02.06 09:49:54-05'00'

For the Firm Royal Point Land Surveyors, Inc LB# 7282

☐ JACOB GOMIS, PROFESSIONAL SURVEYOR AND MAPPER LS# 6231 STATE OF FLORIDA
☐ PABLO J. ALFONSO, PROFESSIONAL SURVEYOR AND MAPPER LS# 5880 STATE OF FLORIDA

NO.	DATE	DESCRIPTION	BY	APP.

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6175 NW 153rd STREET, SUITE 321, MIAMI LAKES, FL. 33014 *** TEL: 305-822-6062 *** FAX.305-827-9669
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