Exhibit A

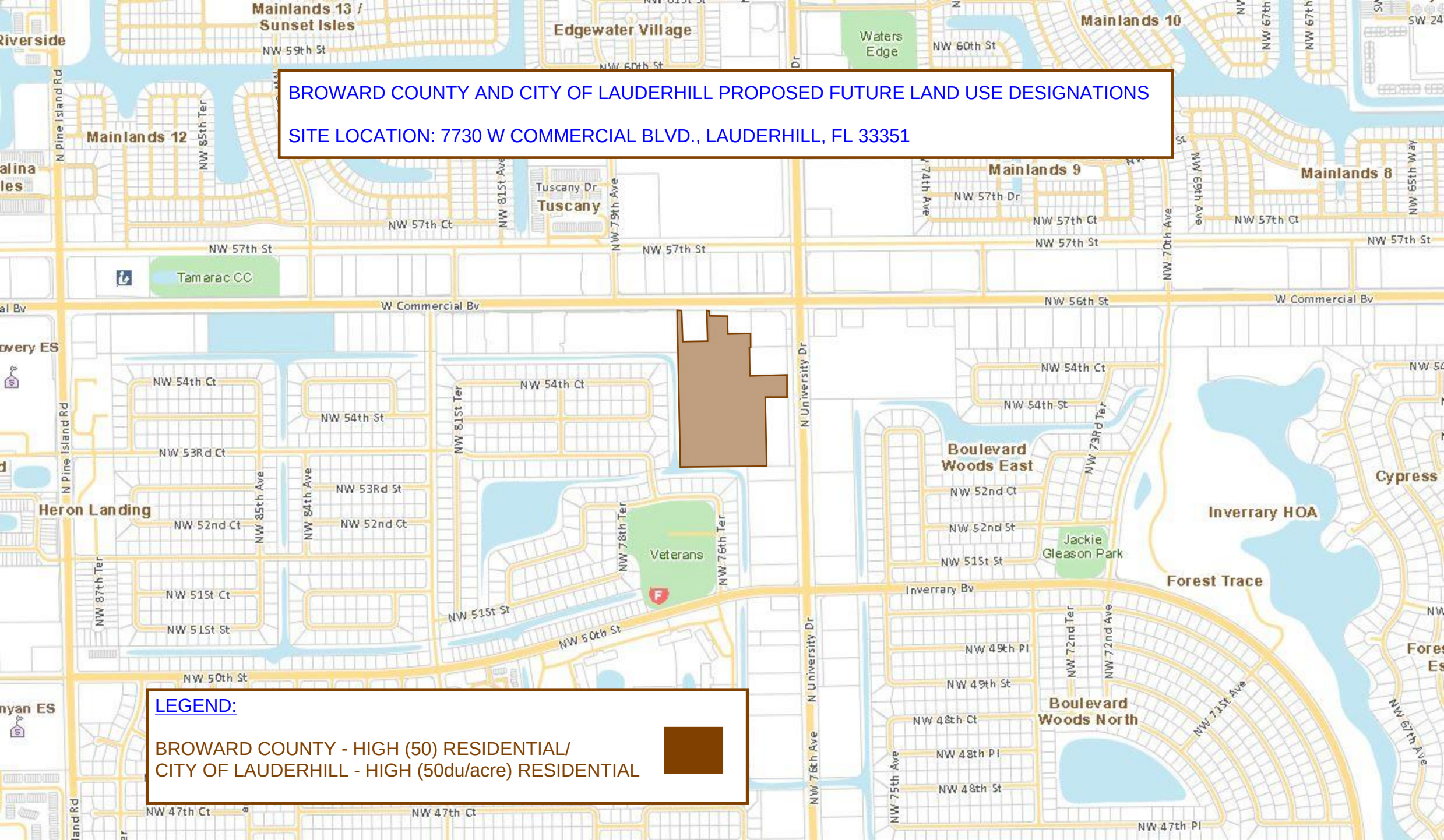
Survey & Legal Description

Exhibit B

Map of Proposed Future Land Use Designation

BROWARD COUNTY AND CITY OF LAUDERHILL PROPOSED FUTURE LAND USE DESIGNATIONS

SITE LOCATION: 7730 W COMMERCIAL BLVD., LAUDERHILL, FL 33351



LEGEND:

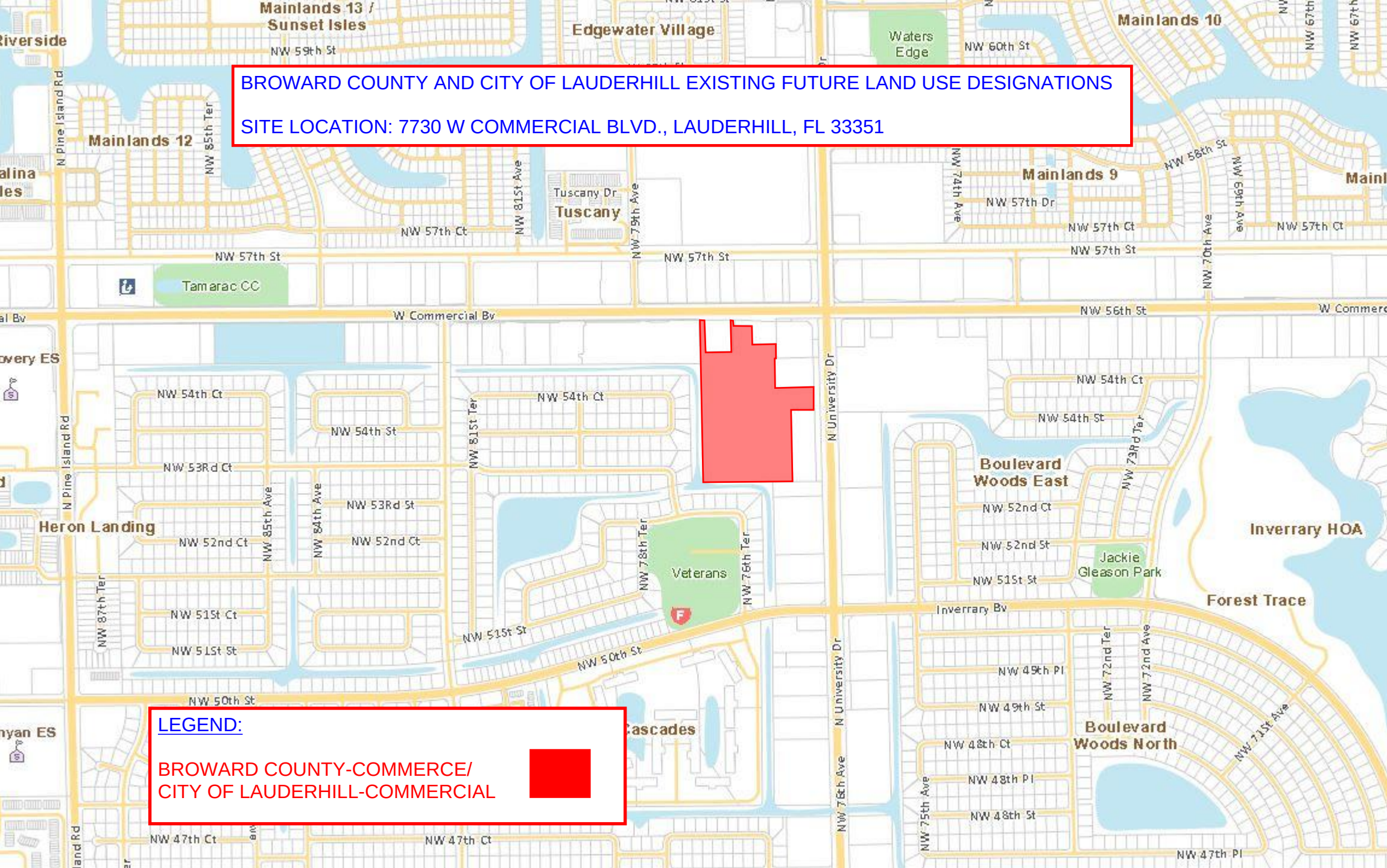
BROWARD COUNTY - HIGH (50) RESIDENTIAL/
CITY OF LAUDERHILL - HIGH (50du/acre) RESIDENTIAL

Exhibit C

Map of Existing
Future Land Use Designation

BROWARD COUNTY AND CITY OF LAUDERHILL EXISTING FUTURE LAND USE DESIGNATIONS

SITE LOCATION: 7730 W COMMERCIAL BLVD., LAUDERHILL, FL 33351



LEGEND:

BROWARD COUNTY-COMMERCE/
CITY OF LAUDERHILL-COMMERCIAL

Exhibit D

Potable Water Letter

CITY OF LAUDERHILL

DEPARTMENT OF ENVIRONMENTAL & ENGINEERING SERVICES

May 20, 2019

Mr. Dennis Shultz, P.E.
Flynn Engineering Services
241 Commercial Blvd.
Lauderdale-By-The-Sea, FL 33308

Reference: **Water allocation – Lauderhill Apartments (FOR INFORMATION ONLY)**

Dear Mr. Shultz:

Reference is made to your request dated March 19, 2019, regarding the ability of the City of Lauderhill to provide potable water service to a portion of your proposed land development located within our service area. The City confirms that potable water supply capacity and infrastructure are available for the referenced development project in accordance with:

Name (Applicant):	**Flynn Engineering Services**
Location:	7730 W. Commercial Blvd.
Potable water demand allocated:	**250,700 Gallons/Day or 716.29 ERU's**
Construction completion date:	**Year 2020**
Duration of allocation	**N/A**

Water System information	
Base line date:	**December 30, 2018**
Current treatment capacity:	**16.0 MGD**
Permitted water availability:	**8.90 MGD**
Current water use (average):	**6.2 MGD**
Committed Capacity (other):	**0.205 MGD**
Approximate excess capacity (%):	**29%**

To the best of our knowledge, the City of Lauderhill as the Water Service Provider has verified the following:

- There are no impediments to the proposed Development for obtaining potable water service other than of hook-up or installation fees; line extensions and permit fees to be paid for by the Applicant in connection with the construction of the project, or other

routine administrative procedures including development impact fees (current impact/connection fees will be imposed).

- No variance or local hearing is required to make potable water available to the proposed Development
- There are no moratoriums pertaining to potable water which are applicable to the proposed Development.

The applicant is made aware of the following: requested increases in permitted water use are granted by SFWMD and generally require alternative water supply sources other than the Biscayne Aquifer. The City anticipates that it will request an increase in its permitted water use and that an expansion of the water treatment plant will be necessary within our 10-year planning window.

For all new construction projects, the City encourages and endorses the implementation of water conservation measures, storm water reuse and reduced irrigation requirements. Additional potable water allocation will have to be approved by the Engineering Division and it may necessitate the expansion and/or construction of additional treatment methods and conveyance improvements in the future.

_____	5/21/19	**City of Lauderhill**
Signature	Date	Service Provider

J. Martin Cala
Name

City Engineer	**(954) 730-2961**
Title	Telephone

Exhibit E

Wastewater Letter

BROWARD COUNTY
FLORIDA
Public Works Department • Water and Wastewater Services
WATER AND WASTEWATER ENGINEERING DIVISION
2555 West Copans Road • Pompano Beach Florida 33069
PHONE: 954-831-0745 • FAX: 954 831-0798/0925

Our Best. Nothing Less.

May 31, 2019

Amanda Martinez, Land Planner
Dunay, Miskel, Backman, LLP
14 SE 4th Street
Boca Raton, FL 33432

RE: ABILITY TO PROVIDE WASTEWATER SERVICE TO: 1778 APARTMENTS
Folio Number: 494116030020

Dear Ms. Martinez:

Reference is made to your May 21st letter and May 30th back up information regarding the ability of Broward County Water & Wastewater Services (WWS) to provide wastewater services to the referenced development located within the City of Lauderhill. Nothing in this letter reserves capacity for the referenced development.

WASTEWATER TREATMENT

The referenced development's wastewater will be treated at North Regional Wastewater Treatment Plant (NRWWTP).
The referenced development is expected to increase wastewater demand from its current land use potential of 0.0064 million gallons per day (MGD) to 0.0707 MGD, for an increase of 0.0642 MGD average day demand. The level of service standard for wastewater treatment plants is average day flow. As of April 30, 2019, the one-year average day flow for the NRWWTP was 70.5 MGD and committed capacity was 1.08 MGD average day flow, for a total of 71.58 MGD. Committed capacity means capacity for which construction permits have already been signed but the development is not yet generating demand. The NRWWTPs permitted capacity is 95.00 MGD. Current available treatment plant capacity is 23.42 MGD (95.00-71.58). Current projections indicate capacity will be sufficient and no further expansion of the plant is contemplated.

WASTEWATER COLLECTION SYSTEM PIPING

The referenced development is within the service area of the City of Lauderhill. Please contact them for information on the ability of their wastewater collection system piping to provide the required level of service.

Please contact me at (954) 831-0930 or maispuro@broward.org if you have any questions.

Sincerely,

Mario C. Aispuro

MA/

c: Rolando Nigaglioni, P.E., PMP, BCEE, Planning, Development and GIS Manager
File: Rezoning and Land Use Plan Amendments

Exhibit F

Waste to Energy Facility Capacity Correspondence

Amanda Martinez

From: Robert Hely <rhely@wtienergy.com>
Sent: Thursday, May 16, 2019 8:08 AM
To: Amanda Martinez
Subject: RE: Landfill Capacity Confirmation

On behalf of Wheelabrator South Broward , please accept this email as confirmation as to our concurrence with your analysis of the solid waste processing for your proposed development project.

From: Amanda Martinez [mailto:amartinez@dmbblaw.com]
Sent: Tuesday, May 14, 2019 9:20 AM
To: Robert Hely <rhely@wtienergy.com>
Subject: RE: Landfill Capacity Confirmation

Hi Robert,

I have provided the revised information below.

A. Solid Waste Analysis

1. **Provide the adopted level of service standard in which the amendment is located.**

   Per the Infrastructure Element of the City's Comprehensive Plan, the adopted level of service for solid waste is 7.8 pounds per capita per day.

2. **Identify the solid waste facilities serving the service area in which the amendment is located including the landfill/plant capacity, current and committed demand on the landfill/plant capacity and planned landfill/plant capacity.**

   The Property is served by the Wheelabrator South Broward Waste to Energy Facility located at 4400 S. State Rd. 7, Fort Lauderdale, FL 33314. Per the Solid Waste Element of the Broward County Comprehensive Plan, the facility has a gross electrical generating capacity of approximately 66 megawatts. In anticipation of future disposal needs, Broward County has received certification for ultimate generating capacities of 96.1 megawatts.

3. **Identify the net impact on solid waste demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit.**

   Assuming the level of service previously noted and based on the construction of 752 dwelling units, there will be approximately 5,865 lbs. of solid waste generated per day for collection (752 units x 7.8 lbs. per capita per day) for the proposed development. As such, the Wheelabrator South Broward Waste to Energy Facility has ample capacity to service the needs of the project.

Please let me know if you need anything else to confirm the capacity of the facility.

Thank you,
Amanda Martinez, Land Planner
Dunay, Miskel and Backman, LLP
14 SE 4th Street, Suite 36

Boca Raton, FL 33432
Tel (direct): (954)304-7755
Tel(main): 561-405-3300
Fax: (561)409-2341
E-mail: amartinez@dmbblaw.com

From: Robert Hely <rhely@wtienergy.com>
Sent: Tuesday, May 14, 2019 7:17 AM
To: Amanda Martinez <amartinez@dmbblaw.com>
Subject: RE: Landfill Capacity Confirmation

Amanda, please change the facility to The Wheelabrator South Broward Waste to Energy facility located at 4400 S State Road 7 Fort Lauderdale , Florida 33314

From: Amanda Martinez [mailto:amartinez@dmbblaw.com]
Sent: Wednesday, May 8, 2019 12:42 PM
To: Robert Hely <rhely@wtienergy.com>
Subject: Landfill Capacity Confirmation

Hi Bob,

I am working on a land use plan amendment for a project in the City of Lauderhill for a multi-family residential project with 752 dwelling units. The application requires that applicants obtain a letter from the solid waste service provider confirming that there is enough capacity to serve the residents of the project (both with the pick-up and in the landfill). I have provided the questions and responses pertaining to solid waste below and attached a locational map for your reference. Can you please provide written confirmation of the analysis provided below and there is sufficient capacity in the landfill to support the proposed project?

A. Solid Waste Analysis

1. Provide the adopted level of service standard in which the amendment is located.

Per the Infrastructure Element of the City's Comprehensive Plan, the adopted level of service for solid waste is 7.8 pounds per capita per day.

2. Identify the solid waste facilities serving the service area in which the amendment is located including the landfill/plant capacity, current and committed demand on the landfill/plant capacity and planned landfill/plant capacity.

The Property is served by the Broward County North Regional Resource Recovery Facility. The existing design capacity is 2,250 tons per day; current demand is 1,500 tons per day and the available capacity is 750 tons per day.

3. Identify the net impact on solid waste demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit.

Assuming the level of service previously noted and based on the construction of 752 dwelling units, there will be approximately 5,865 lbs. of solid waste generated per day for collection (752 units x 7.8 lbs. per capita per day) for the proposed development. As such, the landfill has ample capacity to service the needs of the project.

Thank you,

Amanda Martinez, Land Planner
Dunay, Miskel and Backman, LLP
14 SE 4th Street, Suite 36
Boca Raton, FL 33432
Tel (direct): (954)304-7755
Tel(main): 561-405-3300
Fax: (561)409-2341
E-mail: amartinez@dmbblaw.com

Exhibit G

Drainage
Service Letter

CITY OF LAUDERHILL

DEPARTMENT OF ENVIRONMENTAL & ENGINEERING SERVICES

June 12th, 2019

Amanda Martinez
Dunay, Miskel and Backman, LLP
14 SE 4th Street, Suite 36
Boca Raton, FL 33432

RE: Drainage Letter – Property located at 7730 W. Commercial BLVD, Lauderhill, FL
Folio ID: 494116030020
Broward County SWM2000-012-0
SFWMD Permit 06-00184-S

To Amanda Martinez:

In reference to your June 11th e-mail sent with attachments, I am able to confirm that the city has reviewed the documentation provided and that the drainage responses are accurate for the city of Lauderhill.

Drainage Level of Service

The City's Infrastructure Element of the Comprehensive Plan provides the following level of service standards regarding drainage:

Buildings:	To have the lowest floor elevation no lower than the elevation for the respective area depicted on the Broward County "100 Year Flood Elevation Map," or the Federal Emergency Management Agency Base Flood Elevation, whichever is higher.
Off Site Discharge:	Not to exceed the inflow limit of South Florida Water Management District primary receiving canal or the City's conveyance system, whichever is less.
Storm Sewers:	Design frequency minimum to be three-year rainfall intensity of the State Department of

	Transportation Zone 10 rainfall curves.
Flood Plain Routing:	Calculated flood elevations based on the ten-year and one hundred-year return frequency rainfall of three-day duration shall not exceed the corresponding elevations of the Broward County ten-year "Flood Criteria Map" and the "100-Year Flood Elevation Map."
Antecedent Water:	The higher elevation of either the control level elevation or the elevation depicted on the Broward County "Average Wet Season Water Levels Map."
On-Site Storage:	Minimum capacity above antecedent water level and below flood plain routing elevations to be design rainfall volume minus off site discharge occurring during design rainfall.
Best Management:	Prior to discharge to surface or ground water, the Best Management Practices of the South Florida Water Management District, shall be used to reduce pollutant loading from storm water runoff.

The level of service for drainage in the city of Lauderhill is consistent with Chapter 62-25 F.A.C and the regulations of the SFWMD, Broward County and the Florida Building Code.

Drainage Permitting

Drainage Permitting will be required through Broward County Environmental and Growth Management Department (BCEPD) and SFWMD.

If you have any questions please contact me via e-mail at dnoel@lauderhill-fl.gov or by phone at 954-730-3055.

Danyl Noel, E.I.
Engineering Assistant
Department of Engineering & Environmental Services
5581 W. Oakland Park BLVD.
Lauderhill, FL 33441

Exhibit H

Lauderhill Community Parks Inventory

City of Lauderhill Park and Recreation Acreage-2019

Park Facility	Facility Address	Actual Acreage	LOS Acreage
Pocket Parks			
17th Street Park	3255 NW 17th Street	0.23	0.23
Boulevard Woods Park	6961 NW 46th Court	0.30	0.30
Mediation Park	3310 Inverrary Boulevard	2.12	2.12
Waterford Park	7405 NW 44th Street	1.40	1.40
Subtotal:		***4.05***	***4.05***
Passive Parks			
Ilene Lierbman Botanical Park	3801 Inverrary Boulevard	3.05	3.05
Jackie Gleason Park	7260 NW 52nd Street	2.98	2.98
James Bradley Park	1531 NW 31st Avenue	3.91	3.91
Maye Frances Brooks Jenkins Park	3801 NW 4th Court	1.02	1.02
NW 35th Avenue Greenway	545 NW 35th Avenue	5.76	5.76
Renaissance Park	2200-2400 BLK NW 55th Ave	8.60	8.60
Ruth Rothkopf Park	6800 NW 44th Street	3.00	3.00
South Gateway Park	1070 NW 56th Avenue	3.58	3.58
Subtotal:		***31.90***	
Neighborhood Parks			
21st Street & 46th Avenue	NW 21st St & NW 46th Ave	2.50	2.50
John E. Mullin Park	1900 NW 55th Avenue	29.18	29.18
St. George Community Park	3501 NW 8th Street	10.81	10.81
Veterans Park	7600 NW 50th Street	6.73	6.73
Walter "Wally" Elfers Park	1080 NW 47th Avenue	0.91	0.91
West Ken Lark Park	1321 NW 33rd Avenue	9.83	9.83
West Wind Park	4550 NW 82nd Avenue	19.06	19.06
Wolk Park	1080 NW 42nd Way	6.30	6.30
Subtotal:		***85.32***	***85.32***
Community Parks			
Lauderhill Golf Course	4141 NW 16th Street	15.00	7.50
Lauderhill Sports Park	7500 W Oakland Park Blvd	12.62	12.62
Subtotal:		***27.62***	***20.12***
Other Facilities			
Herbert Sadkin Center	1176 NW 42nd Way	1.03	1.03
Windermere Community Center	1818 NW 54 Terrace	0.74	0.74
Subtotal:		***1.77***	***1.77***
Regional Parks			
Central Broward Regional Park	3700 NW 11 Place	109.25	10.0
Subtotal:		***109.25***	***10.0***
Public Schools			
Lauderhill 6-12 STEM-MED	1901 NW 49th Avenue	11.50	11.50
Castle Hill Elementary	2640 NW 46th Avenue	4.50	4.50
Endeavour Primary Learning Center	2701 NW 56th Avenue	6.00	6.00
Larkdale Elementary	3250 NW 12th Place	9.50	9.50
Dr. Martin Luther King Jr. Montessory Acdmy.	591 NW 31st Avenue	7.00	7.00

Park Facility	Facility Address	Actual Acreage	LOS Acreage
Lauderhill Paul Turner Elementary	1500 NW 49th Avenue	5.50	5.50
Parkway Middle & Broward Estates Elementary	3600 NW 5th Court/441 NW 35th Ave	12.00	12.00
Royal Palm Elementary	1951 NW 56th Avenue	7.00	7.00
Subtotal:		***63.00***	***63.00***
City Waterways			
City Waterways Zoned PL, PO, OR PR		**91.78**	**91.78**
Subtotal:		***91.78***	***91.78***
GRAND TOTAL:		**414.69**	**307.94**

Exhibit I

Traffic Impact Analysis

Land Use Plan Amendment (LUPA) Traffic Analysis

1778 Lauderhill Apartments

7730 W Commercial Boulevard
Lauderhill, Florida

June 7th, 2019

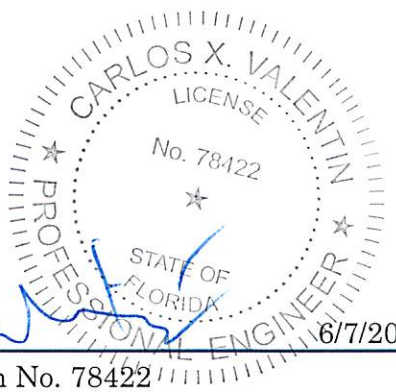
Richard Garcia & Associates, Inc.

Engineer's Certification

I, Carlos X. Valentin, P.E. # 78422, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description: 1778 Lauderhill Apartments - Land Use Plan Amendment (LUPA) Traffic Analysis

Project Location: 7730 W Commercial Boulevard
Lauderhill, Florida



Florida Registration No. 78422 6/7/2019
Date

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Executive Summary

The objective of this report is to evaluate the traffic impacts of the proposed land use plan amendment. As such, a traffic analysis was performed consistent with the Broward County Land Use Plan Amendment (LUPA) requirements.

The subject site is located on the southwest quadrant of Commercial Boulevard (SR 870) and University Drive (SR 817) at the address 7730 W Commercial Boulevard in the City of Lauderhill, Florida. The size of this lot is 14.15 gross acres (616,374 square feet) and currently has an existing building with 174,193 square feet that used to be a department store (Target) but has not been in operation for over a year. The existing land use designation for this site is commercial. The commercial land use designation allows a maximum floor area ratio (FAR) of 35 percent or a maximum allowable build-out of 215,730 square feet of commercial use.

The subject project consists of multifamily housing. As such, this project has proposed to amend the existing land use designation from commercial to residential (RM-50). The proposed land use designation allows a maximum density of 707 dwelling units.

The trip generation analysis was performed for a typical weekday's Daily Condition and PM peak hour. The calculations were performed using both the ITE rates and equations, with the greatest (or most conservative) trip generation being used. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Existing Land Use Designation (Commercial):
LU 875: Department Store - 215,730 Square Feet (Maximum Allowable)

Proposed Land Use Designation (Residential):
LU 221: Multifamily Housing (Mid-Rise) - 707 Dwelling Units (Maximum Allowable)

Based on the trip generation analysis the existing land use designation yielded 4,936 trips for the Average Daily Condition and 421 trips for the PM Peak Hour. Similarly, the trip generation for the proposed land use designation resulted in 3,852 daily trips and 312 trips for the PM Peak Hour. When comparing the trip generation results, the net difference yielded negative trips for both the **Average Daily Condition (-1,084 trips)** and **PM Peak Hour (-109 trips)**. Therefore, it is fair to conclude that the proposed land use amendment will reduce the traffic impacts on the adjacent roadways.

In conclusion, the maximum allowable build-out with the proposed land use designation for residential use will generate less traffic than the maximum allowable build-out under the existing land use designation (commercial use). As such, the trip generation revealed a net difference of negative trips for both the Average Daily Condition and PM Peak Hour. Therefore, the proposed land use amendment is expected to reduce the traffic impacts on the adjacent roadways for future conditions.

Moreover, the proposed land use amendment will not have a negative impact on the traffic volumes and LOS projections shown in the Broward Metropolitan Planning Organization (MPO) Roadway Capacity and Level of Service Analysis. Lastly, no additional analysis is required or necessary since the proposed land use amendment did not reflect a net increase in trip generation.

Introduction

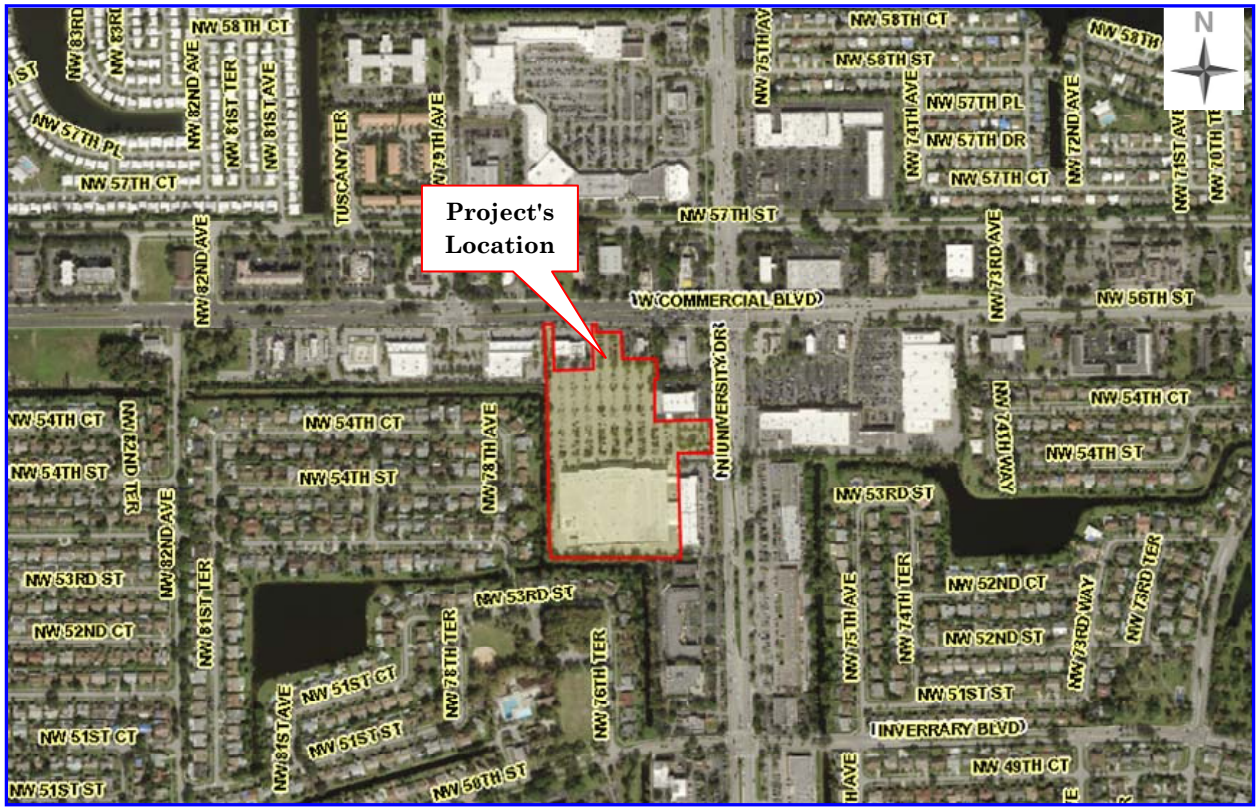
The objective of this report is to evaluate the traffic impacts of the proposed land use plan amendment. As such, a traffic analysis was performed consistent with the Broward County Land Use Plan Amendment (LUPA) requirements.

Project Location / Description

The subject site is located on the southwest quadrant of Commercial Boulevard (SR 870) and University Drive (SR 817) at the address 7730 W Commercial Boulevard in the City of Lauderhill, Florida. The size of this lot is 14.15 gross acres (616,374 square feet) and currently has an existing building with 174,193 square feet that used to be a department store (Target) but has not been in operation for over a year. The existing land use designation for this site is commercial. The commercial land use designation allows a maximum floor area ratio (FAR) of 35 percent or a maximum allowable build-out of 215,730 square feet of commercial use.

The subject project consists of multifamily housing. As such, this project has proposed to amend the existing land use designation from commercial to residential (RM-50). The proposed land use designation allows a maximum density of 707 dwelling units. Figure 1 depicts an aerial of the subject site.

Figure 1: Location Map



Study Area / Roadway Capacity & LOS

The roadways most impacted by the proposed amendment are Commercial Boulevard (SR 870) and University Drive (SR 817). Commercial Boulevard is a 6-lane divided state roadway with a posted speed limit of 45 MPH and provides connectivity in the east-west direction. Similarly, University Drive is a 6-lane divided state roadway with a posted speed limit of 45 MPH and provides connectivity in the north-south direction.

These two roadways provide high level of accessibility and therefore, classified as principal arterials. The traffic analysis documented herewith evaluates two roadway segments for each arterial. The traffic volumes and Level of Service (LOS) were obtained from the Broward Metropolitan Planning Organization (MPO) Roadway Capacity and Level of Service Analysis. Table 1 below summarizes the Annual Average Daily Traffic (ADDT), Peak Hour Volumes and Level of Service (LOS) for each roadway segment.

Table 1: Roadway AADT, Peak Hour Volumes & LOS (2017 & 2040)

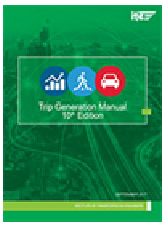
Roadway		Segment	Daily Condition					Peak Hour Two-Way				
			Adopted LOS / Capacity	2017		2040		Adopted LOS / Capacity	2017		2040	
				AADT	LOS	AADT	LOS		Volume	LOS	Volume	LOS
1	Commercial Boulevard (SR 870)	East of Pine Island Road	LOS D / 59,900 VPH	47,000	C	57,500	C	LOS D / 5,390 VPH	4,465	C	5,463	F
2	Commercial Boulevard (SR 870)	East of University Drive	LOS D / 59,900 VPH	50,500	C	68,000	F	LOS D / 5,390 VPH	4,798	C	6,460	F
3	University Drive (SR 817)	North of NW 44 Street	LOS D / 59,900 VPH	59,500	D	67,000	F	LOS D / 5,390 VPH	5,653	F	6,365	F
4	University Drive (SR 817)	North of Commercial Boulevard	LOS D / 59,900 VPH	55,000	C	67,000	F	LOS D / 5,390 VPH	5,225	C	6,365	F

[1] AADT and Peak Hour Volumes per Broward Metropolitan Planning Organization (MPO) latest Roadway Capacity and Level of Service Analysis. See Appendix.

Project Traffic

This section describes the analysis for estimating the traffic associated with the maximum allowable build-out scenario with the existing and proposed land use designations. The trip generation analysis summarized in this section was performed consistent with the methodology described in the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition* and published land use data from the *ITE's Trip Generation Manual, 10th Edition.*

Trip Generation



The trip generation analysis was performed for a typical weekday's Daily Condition and PM peak hour. The calculations were performed using both the ITE rates and equations, with the greatest (or most conservative) trip generation being used. As previously mentioned in this report, the existing commercial land use designation allows a maximum build-out of 215,730 square feet of commercial use while the proposed land use designation allows a maximum density of 707 dwelling units. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Existing Land Use Designation (Commercial):
LU 875: Department Store - 215,730 Square Feet (Maximum Allowable)

Proposed Land Use Designation (Residential):
LU 221: Multifamily Housing (Mid-Rise) - 707 Dwelling Units (Maximum Allowable)

Based on the trip generation analysis the proposed land use designation (residential use) will generate less trips than the existing land use designation (commercial use) for both the Average Daily Condition and PM Peak Hour. When comparing the trip generation results, the net difference yielded negative trips for both the **Average Daily Condition (-1,084 trips)** and **PM Peak Hour (-109 trips)**. Tables 1 and 2 summarize the trip generation results for the Daily Condition and PM peak hour, respectively. Appendix B contains the supporting documentation.

Table 2: Trip Generation - Daily Condition

LAND USE (LU)	UNITS	ITE LU CODE	TRIP GENERATION RATE / EQUATION	DAILY TRIPS (24-HR WEEKDAY)		
				IN	OUT	TOTAL
Existing Land Use Designation	**Maximum Allowable**					
Department Store	215.730 Th.SF.	875	22.88	2,468	2,468	4,936
			T = 67.09 (X) - 4618.37	*4,927*	*4,928*	*9,855*
Proposed Land Use Designation	**Maximum Allowable**					
Multifamily Housing (Mid-Rise)	707 D.U.	221	5.44	1,923	1,923	3,846
			T = 5.45 (X) - 1.75	*1,926*	*1,926*	*3,852*
Net Difference *(Existing Trips - Proposed Trips)*				**-542**	**-542**	**-1,084**

Notes:
[1] Sources: **ITE Trip Generation, 10th Edition & ITE Trip Generation Handbook, 3rd Edition**.
[2] Th.SF.= 1,000 Square Feet; D.U.= Dwelling Units
Trips utilized in the analysis.

Table 3: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	TRIP GENERATION RATE / EQUATION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing Land Use Designation	**Maximum Allowable**					
Department Store	215.730 Th.SF.	875	1.95	210	211	421
			Not Given			
Proposed Land Use Designation	**Maximum Allowable**					
Multifamily Housing (Mid-Rise)	707 D.U.	221	0.44	190	122	312
Not Used; R^2<0.75 →			~~*Ln(T)=0.96Ln(X)-0.63*~~	~~*177*~~	~~*113*~~	~~*290*~~
Net Difference *(Existing Trips - Proposed Trips)*				**-20**	**-89**	**-109**

Notes:
[1] Sources: **ITE Trip Generation, 10th Edition & ITE Trip Generation Handbook, 3rd Edition**.
[2] Th.SF.= 1,000 Square Feet; D.U.= Dwelling Units
Trips utilized in the analysis.

Conclusion

In conclusion, the maximum allowable build-out with the proposed land use designation for residential use will generate less traffic than the maximum allowable build-out under the existing land use designation (commercial use). As such, the trip generation revealed a net difference of negative trips for both the Average Daily Condition and PM Peak Hour. Therefore, the proposed land use amendment is expected to reduce the traffic impacts on the adjacent roadways for future conditions.

Moreover, the proposed land use amendment will not have a negative impact on the traffic volumes and LOS projections shown in the Broward Metropolitan Planning Organization (MPO) Roadway Capacity and Level of Service Analysis. Lastly, no additional analysis is required or necessary since the proposed land use amendment did not reflect a net increase in trip generation.

Appendix A: Roadway Capacity & Level of Service

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2017 & 2040

			2017					2017				2040					2040			
			Design	Daily Conditions				Peak Hour Conditions					Daily Conditions				Peak Hour Conditions			
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
642	Commercial Blvd	E of Nob Hill Rd	622	37500	59900	0.63	C	3563	5390	0.66	C	622	52200	59900	0.87	C	4959	5390	0.92	C
644	Commercial Blvd	E of Pine Island Rd	622	47000	59900	0.78	C	4465	5390	0.83	C	622	57500	59900	0.96	C	5463	5390	1.01	F
646	Commercial Blvd	E of University Dr	622	50500	59900	0.84	C	4798	5390	0.89	C	622	68000	59900	1.14	F	6460	5390	1.20	F
648	Commercial Blvd	E of SW 81 Ave	622	56500	59900	0.94	C	5368	5390	1.00	D	622	60900	59900	1.02	F	5786	5390	1.07	F
650	Commercial Blvd	E of Rock Island Rd	622	74500	59900	1.24	F	7078	5390	1.31	F	622	75000	59900	1.25	F	7125	5390	1.32	F
652	Commercial Blvd	E of Fla Turnpike	622	56000	59900	0.93	C	5320	5390	0.99	D	622	72200	59900	1.21	F	6859	5390	1.27	F
654	Commercial Blvd	E of SR 7	622	54000	59900	0.90	C	5130	5390	0.95	C	622	65800	59900	1.10	F	6251	5390	1.16	F
656	Commercial Blvd	E of SW 31 Ave	622	54500 e	59900	0.91	C	5178	5390	0.96	C	622	64800	59900	1.08	F	6156	5390	1.14	F
658	Commercial Blvd	E of NW 21 Ave	622	54500	59900	0.91	C	5178	5390	0.96	C	622	61500	59900	1.03	F	5843	5390	1.08	F
660	Commercial Blvd	E of I-95	622	61500	59900	1.03	F	5843	5390	1.08	F	622	60000	59900	1.00	F	5700	5390	1.06	F
662	Commercial Blvd	E of Dixie Hwy	632	57000	50000	1.14	F	5415	4500	1.20	F	632	61300	50000	1.23	F	5824	4500	1.29	F
664	Commercial Blvd	E of US 1	632	42500	50000	0.85	D	4038	4500	0.90	D	632	49400	50000	0.99	D	4693	4500	1.04	F
666	Commercial Blvd	E of Bayview Dr	432	42000	32400	1.30	F	3990	2920	1.37	F	432	33100	32400	1.02	E	3145	2920	1.08	F
668	NE 56 St	E of Andrews Ave	264	6400	13320	0.48	C	608	1197	0.51	D	264	14100	13320	1.06	F	1340	1197	1.12	F
670	NE 56 St	E of Dixie Hwy	264	9000	13320	0.68	D	855	1197	0.71	D	264	12500	13320	0.94	D	1188	1197	0.99	D
1032	NW 57 St	E of NW 96 Ave	264	3000	13320	0.23	C	285	1197	0.24	C	264	1500	13320	0.11	C	143	1197	0.12	C
1034	NW 57 St	E of Pine Island Rd	264	4100	13320	0.31	C	390	1197	0.32	C	264	4500	13320	0.34	C	428	1197	0.36	C
1036	NW 57 St	E of University Dr	264	4200 e	13320	0.32	C	399	1197	0.33	C	264	3600	13320	0.27	C	342	1197	0.28	C
672	Bailey Rd	E of SW 81 Ave	264	14400	13320	1.08	F	1368	1197	1.14	F	464	11600	29160	0.40	C	1102	2628	0.42	C
1054	Bailey Rd	E of The Common	464	14400	29160	0.49	D	1368	2628	0.52	D	464	18500	29160	0.63	D	1758	2628	0.67	D
674	Bailey Rd	E of Sabel Palm Blvd	264	18500	13320	1.39	F	1758	1197	1.47	F	464	18600	29160	0.64	D	1767	2628	0.67	D
1144	Lagos De Campo Blvd	E of Pine Island Rd	464	4200	29160	0.14	C	399	2628	0.15	C	464	9400	29160	0.32	C	893	2628	0.34	C
676	McNab Rd	E of Hiatus Rd	274	13900	15930	0.87	C	1321	1440	0.92	C	274	9100	15930	0.57	C	865	1440	0.60	C
678	McNab Rd	E of NW 104 Ave	474	13900	35820	0.39	C	1321	3222	0.41	C	474	9000	35820	0.25	C	855	3222	0.27	C
680	McNab Rd	E of Nob Hill Rd	422	28000	37810	0.74	C	2660	3401	0.78	C	422	17500	37810	0.46	C	1663	3401	0.49	C
682	McNab Rd	E of Pine Island Rd	622	37000	56905	0.65	C	3515	5121	0.69	C	622	34900	56905	0.61	C	3316	5121	0.65	C
684	McNab Rd	E of University Dr	622	44500	59900	0.74	C	4228	5390	0.78	C	622	51600	59900	0.86	C	4902	5390	0.91	C
686	McNab Rd	E of SW 81 Ave	622	46000	59900	0.77	C	4370	5390	0.81	C	622	55700	59900	0.93	C	5292	5390	0.98	D
688	McNab Rd	E of Rock Island Rd	622	45500	59900	0.76	C	4323	5390	0.80	C	622	64200	59900	1.07	F	6099	5390	1.13	F
690	Cypress Crk Rd/	E of SR 7	622	49500	59900	0.83	C	4703	5390	0.87	C	622	66100	59900	1.10	F	6280	5390	1.16	F
692	NW 62 St	E of SW 31 Ave	622	45500	59900	0.76	C	4323	5390	0.80	C	622	62400	59900	1.04	F	5928	5390	1.10	F
694	NW 62 St	E of Powerline Rd	822	50500	80100	0.63	C	4798	7210	0.67	C	822	63000	80100	0.79	C	5985	7210	0.83	C
696	NE 62 St	E of Andrews Ave	822	50500	80100	0.63	C	4798	7210	0.67	C	822	67000	80100	0.84	C	6365	7210	0.88	C
698	NE 62 St	E of I-95	622	35000	56905	0.62	C	3325	5121	0.65	C	622	54000	56905	0.95	C	5130	5121	1.00	F
700	NE 62 St	E of NE 6 Ave	622	35000	56905	0.62	C	3325	5121	0.65	C	622	49000	56905	0.86	C	4655	5121	0.91	C
702	NE 62 St	E of Dixie Hwy	332	25500	15540	1.64	F	2423	1397	1.73	F	332	29000	15540	1.87	F	2755	1397	1.97	F
704	NE 62 St	E of NE 18 Ave	264	15100	13320	1.13	F	1435	1197	1.20	F	264	14200	13320	1.07	F	1349	1197	1.13	F
706	McNab Rd	E of SW 31 Ave	422	19300	37810	0.51	C	1834	3401	0.54	C	422	35300	37810	0.93	C	3354	3401	0.99	D
708	McNab Rd	E of Powerline Rd	622	17100	56905	0.30	C	1625	5121	0.32	C	622	22100	56905	0.39	C	2100	5121	0.41	C
710	McNab Rd	E of Military Trail	622	11600	56905	0.20	C	1102	5121	0.22	C	622	20137	56905	0.35	C	1913	5121	0.37	C
712	McNab Rd /SE 15 St	E of NE 18 Ave	264	18800	13320	1.41	F	1786	1197	1.49	F	264	17100	13320	1.28	F	1625	1197	1.36	F
716	NW 77 St	E of Nob Hill Rd	464	7800	29160	0.27	C	741	2628	0.28	C	464	6000	29160	0.21	C	570	2628	0.22	C
718	NW 81 St	E of Nob Hill Rd	464	3500	29160	0.12	C	333	2628	0.13	C	464	4500	29160	0.15	C	428	2628	0.16	C

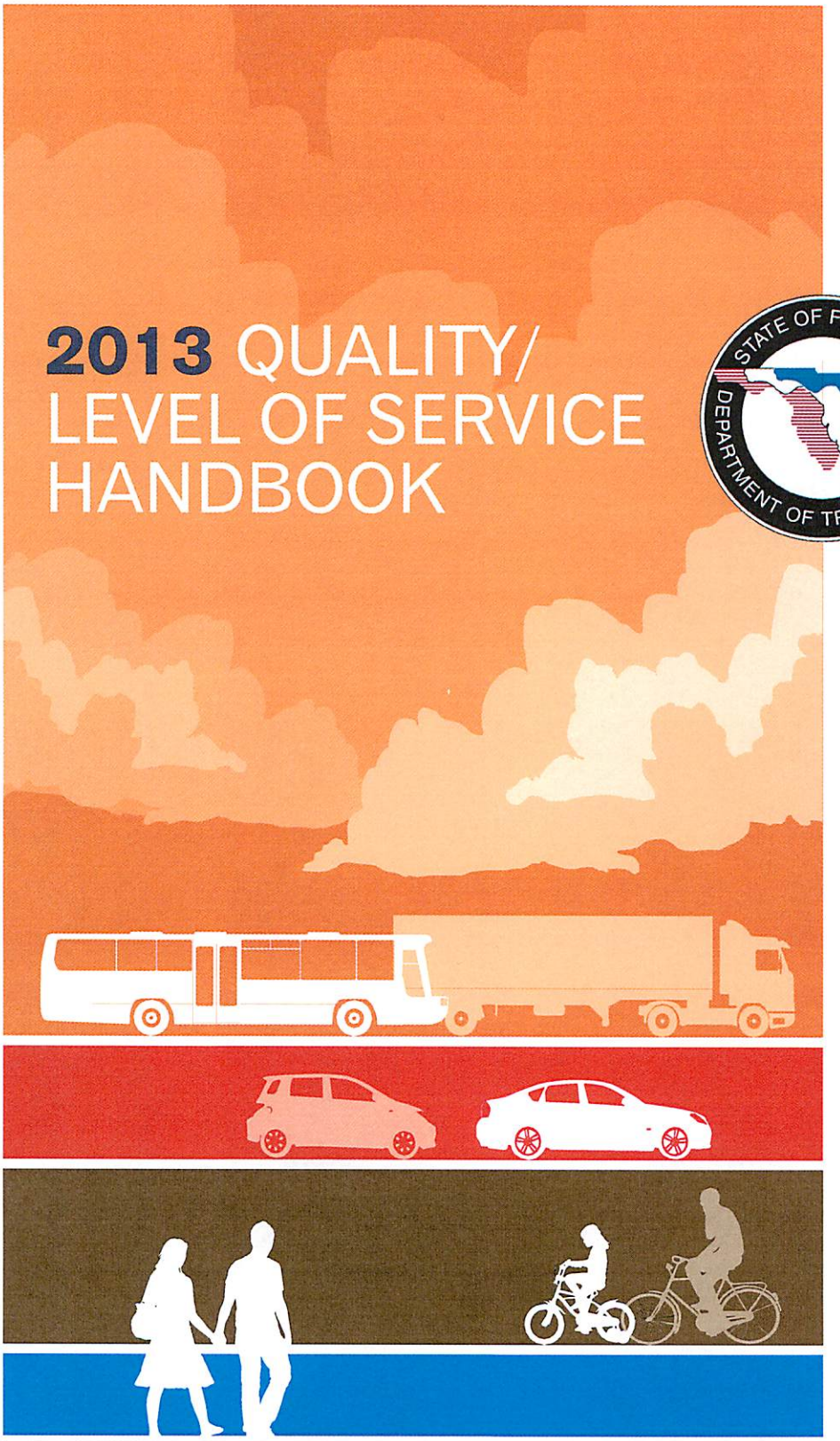
e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2017 & 2040

			2017					2017				2040					2040			
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions			
ID	N/SRoadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
329	Pine Island Rd	N of Holmberg Rd	474	9300	35820	0.26	C	884	3222	0.27	C	474	4400	35820	0.12	C	418	3222	0.13	C
1047	Pine Island Rd	N of Trails End	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	464	1500	29160	0.05	C	143	2628	0.05	C
1143	SW 82 Av/78 Av/10 St	N of University Dr	464	1900	29160	0.07	C	181	2628	0.07	C	464	7300	29160	0.25	C	694	2628	0.26	C
1145	NW 82 Ave	N of Broward Blvd	364	4900	13986	0.35	C	466	1257	0.37	C	364	6800	13986	0.49	C	646	1257	0.51	D
331	NW 80 Ave	N of McNab Rd	464	7400	29160	0.25	C	703	2628	0.27	C	464	9200	29160	0.32	C	874	2628	0.33	C
1157	NW 99 Ave	N of Royal Palm Blvd	264	5900	13320	0.44	C	561	1197	0.47	C	264	8200	13320	0.62	D	779	1197	0.65	D
1159	Coral Hills Dr	N of NW 29 St	264	9300	13320	0.70	D	884	1197	0.74	D	264	12000	13320	0.90	D	1140	1197	0.95	D
333	University Dr	N of Dade C L	622	59000	59900	0.98	D	5605	5390	1.04	F	622	65000	59900	1.09	F	6175	5390	1.15	F
335	University Dr	N of Miramar Pkwy	622	58000	59900	0.97	C	5510	5390	1.02	F	622	54900	59900	0.92	C	5216	5390	0.97	C
337	University Dr	N of Pembroke Rd	622	63500	59900	1.06	F	6033	5390	1.12	F	622	61200	59900	1.02	F	5814	5390	1.08	F
339	University Dr	N of Hollywood Blvd	622	58000	59900	0.97	C	5510	5390	1.02	F	622	61000	59900	1.02	F	5795	5390	1.07	F
341	University Dr	N of Sheridan St	622	42500	59900	0.71	C	4038	5390	0.75	C	622	58800	59900	0.98	D	5586	5390	1.04	F
343	University Dr	N of Stirling Rd	622	51500	59900	0.86	C	4893	5390	0.91	C	622	58800	59900	0.98	D	5586	5390	1.04	F
345	University Dr	N of Griffin Rd	622	52500	59900	0.88	C	4988	5390	0.93	C	622	63000	59900	1.05	F	5985	5390	1.11	F
347	University Dr	N of Nova Dr	622	68500	59900	1.14	F	6508	5390	1.21	F	622	67900	59900	1.13	F	6451	5390	1.20	F
349	University Dr	N of SR 84	622	82500	59900	1.38	F	7838	5390	1.45	F	622	76000	59900	1.27	F	7220	5390	1.34	F
351	University Dr	N of Peters Rd	622	49000	59900	0.82	C	4655	5390	0.86	C	622	79500	59900	1.33	F	7553	5390	1.40	F
353	University Dr	N of Broward Blvd	622	53000	59900	0.88	C	5035	5390	0.93	C	622	59700	59900	1.00	D	5672	5390	1.05	F
355	University Dr	N of Cleary Blvd	622	53000	59900	0.88	C	5035	5390	0.93	C	622	66700	59900	1.11	F	6337	5390	1.18	F
357	University Dr	N of Sunrise Blvd	622	58500	59900	0.98	D	5558	5390	1.03	F	622	75500	59900	1.26	F	7173	5390	1.33	F
359	University Dr	N of Oakland Pk Blvd	622	55000	59900	0.92	C	5225	5390	0.97	C	622	62000	59900	1.04	F	5890	5390	1.09	F
361	University Dr	N of NW 44 St	622	59500	59900	0.99	D	5653	5390	1.05	F	622	67000	59900	1.12	F	6365	5390	1.18	F
363	University Dr	N of Commercial Blvd	622	55000	59900	0.92	C	5225	5390	0.97	C	622	67000	59900	1.12	F	6365	5390	1.18	F
365	University Dr	N of McNab Rd	622	54500	59900	0.91	C	5178	5390	0.96	C	622	63200	59900	1.06	F	6004	5390	1.11	F
367	University Dr	N of Southgate Blvd	622	44500	59900	0.74	C	4228	5390	0.78	C	622	63400	59900	1.06	F	6023	5390	1.12	F
369	University Dr	N of Atlantic Blvd	622	48000	59900	0.80	C	4560	5390	0.85	C	622	69200	59900	1.16	F	6574	5390	1.22	F
371	University Dr	N of Shadowwood Dr	622	47500	59900	0.79	C	4513	5390	0.84	C	622	54700	59900	0.91	C	5197	5390	0.96	C
373	University Dr	N of Royal Palm Blvd	622	38000	59900	0.63	C	3610	5390	0.67	C	622	56300	59900	0.94	C	5349	5390	0.99	D
375	University Dr	N of Sample Rd	622	34500	59900	0.58	C	3278	5390	0.61	C	622	54500	59900	0.91	C	5178	5390	0.96	C
377	University Dr	N of NW 40 St	422	36000	39800	0.90	C	3420	3580	0.96	C	622	54000	59900	0.90	C	5130	5390	0.95	C
379	University Dr	N of Wiles Rd	422	35000	39800	0.88	C	3325	3580	0.93	C	622	51000	59900	0.85	C	4845	5390	0.90	C
381	University Dr	N of Sawgrass Xway	474	20800	35820	0.58	C	1976	3222	0.61	C	474	16000	35820	0.45	C	1520	3222	0.47	C
383	University Dr	N of Holmberg Rd	264	7000 e	13320	0.53	D	665	1197	0.55	D	474	6600	35820	0.18	C	627	3222	0.19	C
1069	NW 70 Ave	N of McNab Rd	264	8200	13320	0.62	D	779	1197	0.65	D	264	4500	13320	0.34	C	428	1197	0.36	C
389	W Inverrary Blvd	N of Oakland Pk Blvd	264	12500	13320	0.94	D	1188	1197	0.99	D	264	12500	13320	0.94	D	1188	1197	0.99	D
1071	NW 64 Ave	N of NW 19 St	464	8300	29160	0.28	C	789	2628	0.30	C	464	27600	29160	0.95	D	2622	2628	1.00	D
391	NW 56 Ave	N of Sunrise Blvd	264	21300	13320	1.60	F	2024	1197	1.69	F	264	15000	13320	1.13	F	1425	1197	1.19	F
393	Inverrary Blvd	N of Oakland Pk Blvd	464	21500	29160	0.74	D	2043	2628	0.78	D	464	30800	29160	1.06	F	2926	2628	1.11	F
395	Inverrary Blvd	N of NW 44 St	464	15600	29160	0.53	D	1482	2628	0.56	D	464	7600	29160	0.26	C	722	2628	0.27	C
397	Inverrary Blvd	W of University Dr	264	8200	13320	0.62	D	779	1197	0.65	D	264	7800	13320	0.59	D	741	1197	0.62	D
399	NW 64 Ave	N of Commercial Blvd	474	19700	35820	0.55	C	1872	3222	0.58	C	474	37600	35820	1.05	F	3572	3222	1.11	F
401	SW 81 Ave	N of McNab Rd	474	22000	35820	0.61	C	2090	3222	0.65	C	474	42400	35820	1.18	F	4028	3222	1.25	F
1073	Holiday Springs Blvd	N of Royal Palm Blvd	464	8800	29160	0.30	C	836	2628	0.32	C	464	6000	29160	0.21	C	570	2628	0.22	C
1075	Woodside Dr	N of Sample Rd	264	9700	13320	0.73	D	922	1197	0.77	D	264	9700	13320	0.73	D	922	1197	0.77	D

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

2013 QUALITY/ LEVEL OF SERVICE HANDBOOK



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
2013

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

Appendix B: Trip Generation

TABLE: A1

TRIP GENERATION ANALYSIS
DAILY CONDITION (24-HOUR WEEKDAY)

Project Name: 1778 Lauderhill Apartments Land Use Plan Amendment

LAND USE (LU)	UNITS	ITE LU CODE	TRIP GENERATION RATE / EQUATION	DAILY TRIPS (24-HR WEEKDAY)				
				%	IN	%	OUT	TOTAL
Existing Land Use Designation	**Maximum Allowable**							
Department Store	215.730 Th.SF.	875	22.88	50%	2,468	50%	2,468	4,936
			T = 67.09 (X) - 4618.37	*50%*	*4,927*	*50%*	*4,928*	*9,855*
Proposed Land Use Designation	**Maximum Allowable**							
Multifamily Housing (Mid-Rise)	707 D.U.	221	5.44	50%	1,923	50%	1,923	3,846
			T = 5.45 (X) - 1.75	*50%*	*1,926*	*50%*	*1,926*	*3,852*
Net Difference *(Existing Trips - Proposed Trips)*				**50%**	**-542**	**50%**	**-542**	**-1,084**

Notes:

[1] Sources: **ITE Trip Generation, 10th Edition & ITE Trip Generation Handbook, 3rd Edition**.

[2] Th.SF.= 1,000 Square Feet; D.U.= Dwelling Units

Trips utilized in the analysis.

TABLE: A2

TRIP GENERATION ANALYSIS
PM PEAK HOUR

Project Name: 1778 Lauderhill Apartments Land Use Plan Amendment

LAND USE (LU)	UNITS	ITE LU CODE	TRIP GENERATION RATE / EQUATION	PM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing Land Use Designation	**Maximum Allowable**							
Department Store	215.730 Th.SF.	875	1.95	50%	210	50%	211	421
			Not Given					
Proposed Land Use Designation	**Maximum Allowable**							
Multifamily Housing (Mid-Rise)	707 D.U.	221	0.44	61%	190	39%	122	312
Not Used; R^2<0.75 →			~~*Ln(T)=0.96Ln(X)-0.63*~~	~~*61%*~~	~~*177*~~	~~*39%*~~	~~*113*~~	~~*290*~~
Net Difference *(Existing Trips - Proposed Trips)*				**18%**	**-20**	**82%**	**-89**	**-109**

Notes:

[1] Sources: **ITE Trip Generation, 10th Edition & ITE Trip Generation Handbook, 3rd Edition**.

[2] Th.SF.= 1,000 Square Feet; D.U.= Dwelling Units

Trips utilized in the analysis.

Department Store
(875)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

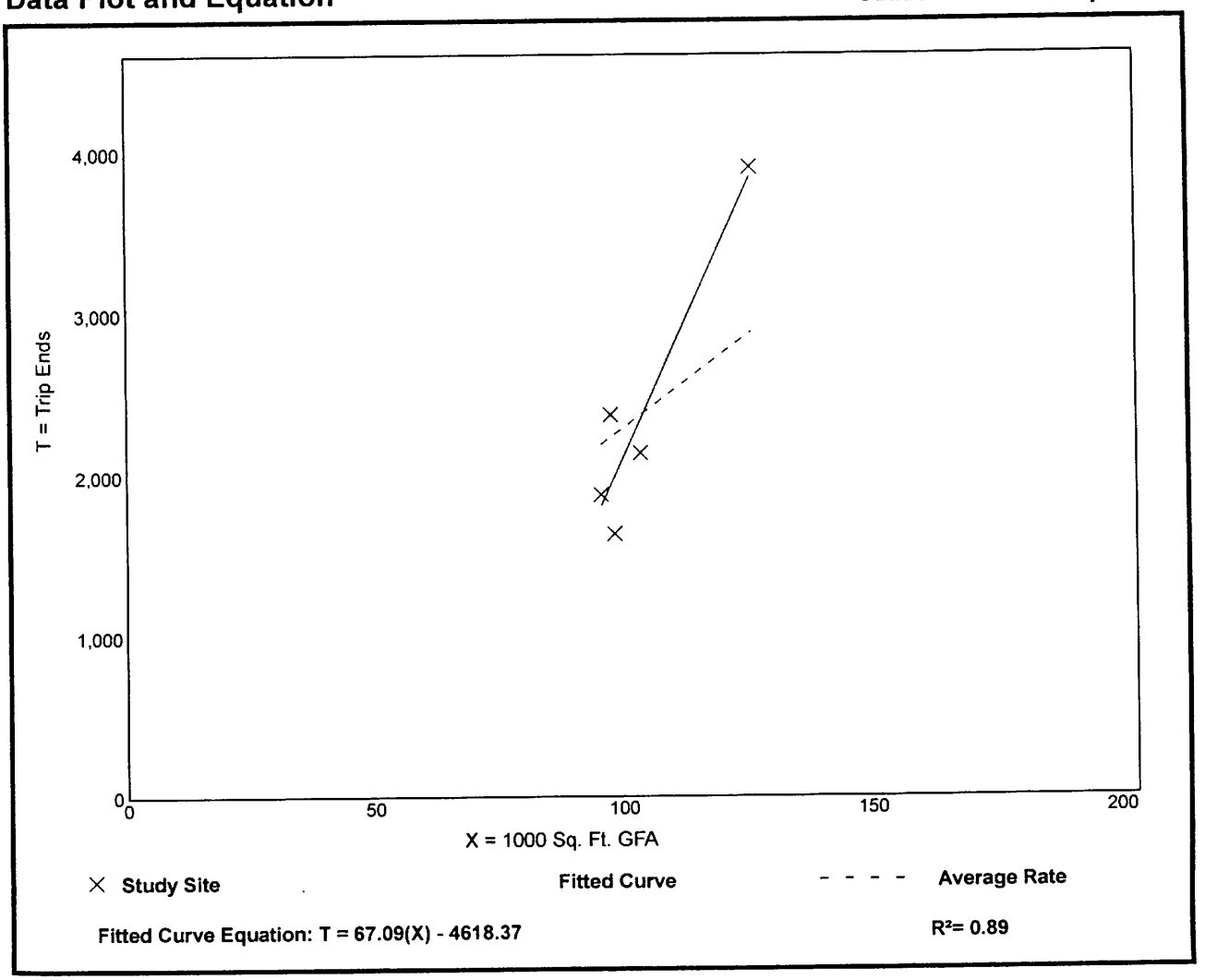
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
1000 Sq. Ft. GFA: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.88	16.64 - 30.95	5.74

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 67.09(X) - 4618.37

R^2= 0.89

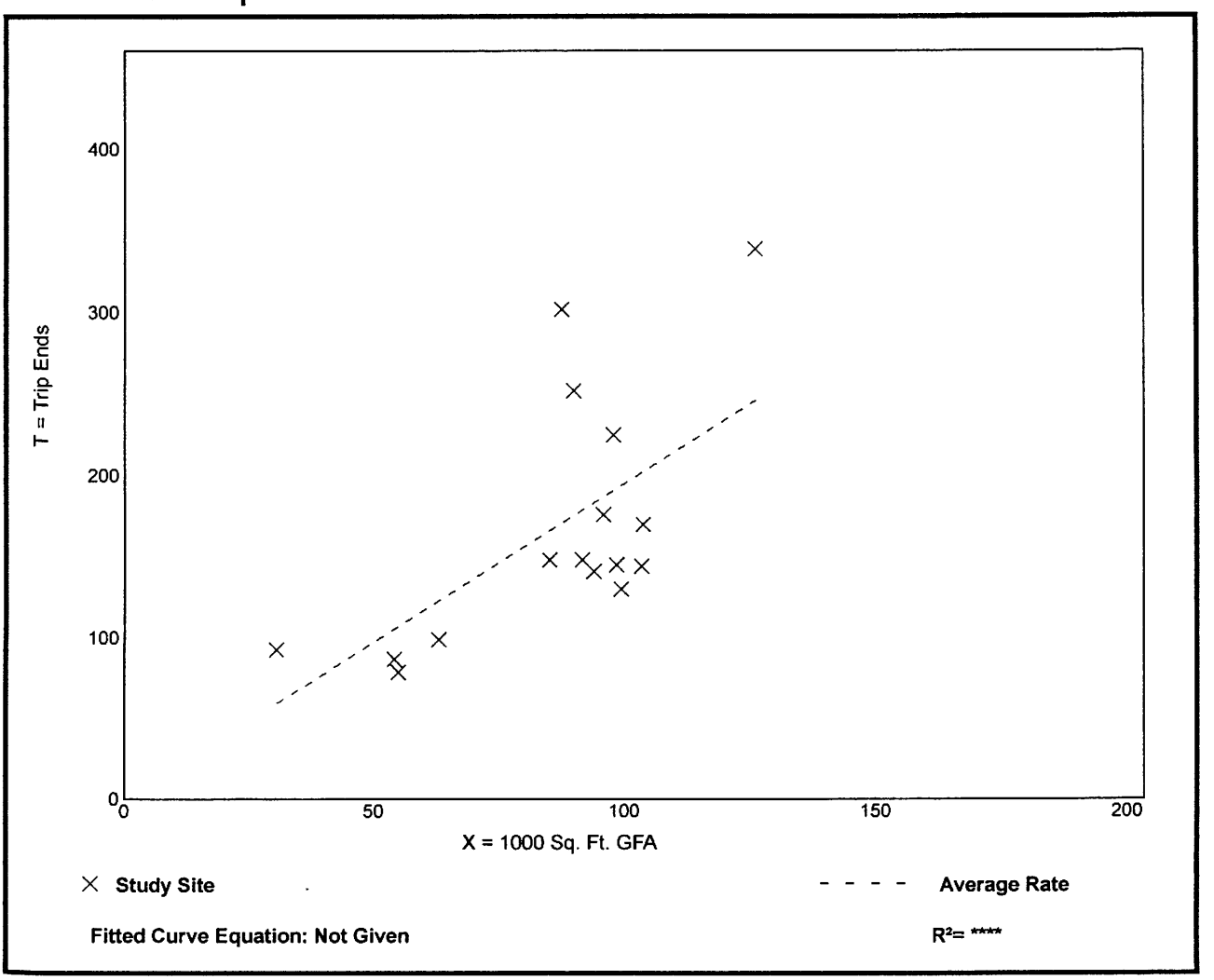
Department Store
(875)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 16
1000 Sq. Ft. GFA: 86
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.95	1.31 - 3.45	0.65

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Multifamily Housing (Mid-Rise)
(221)

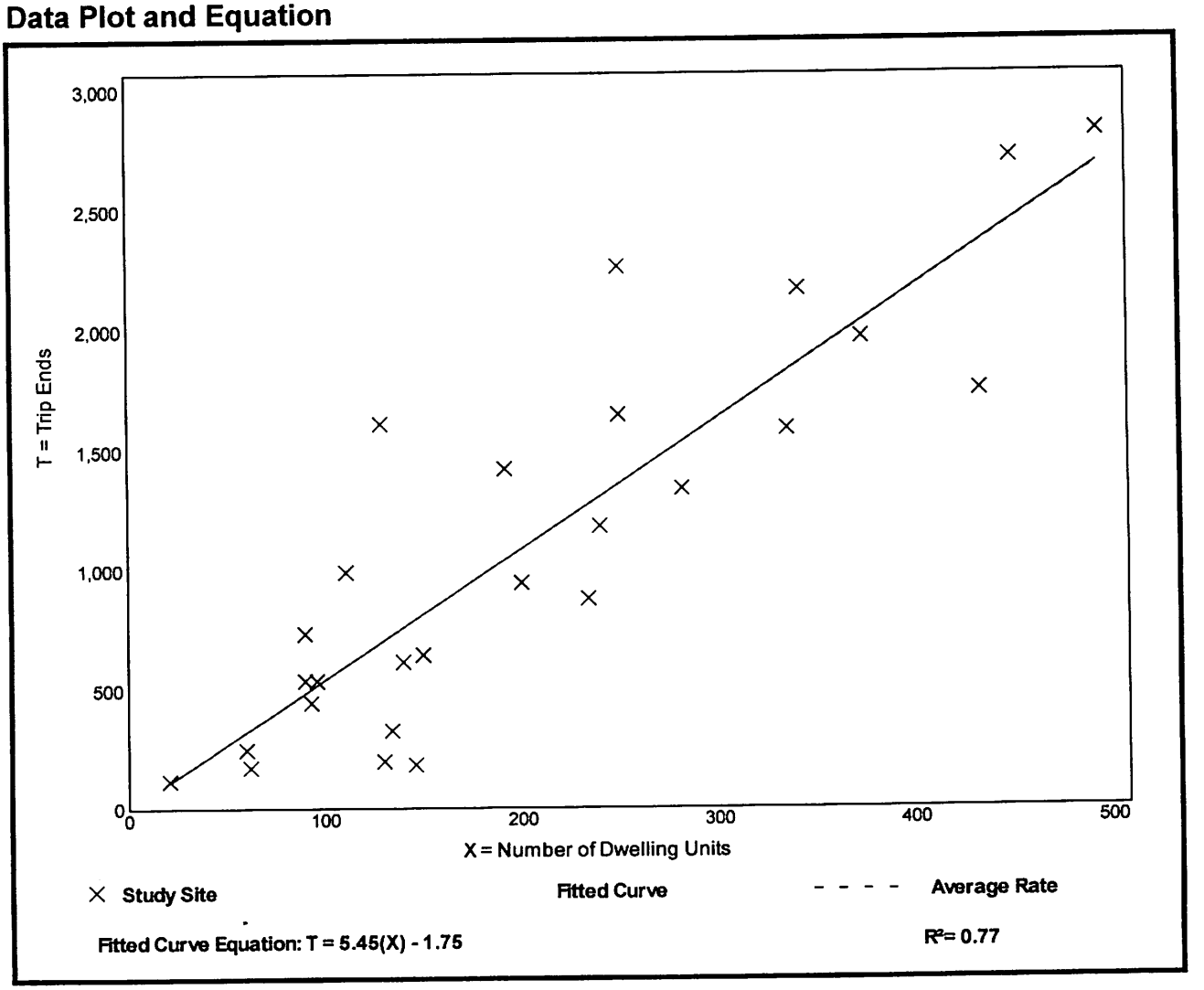
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

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: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation

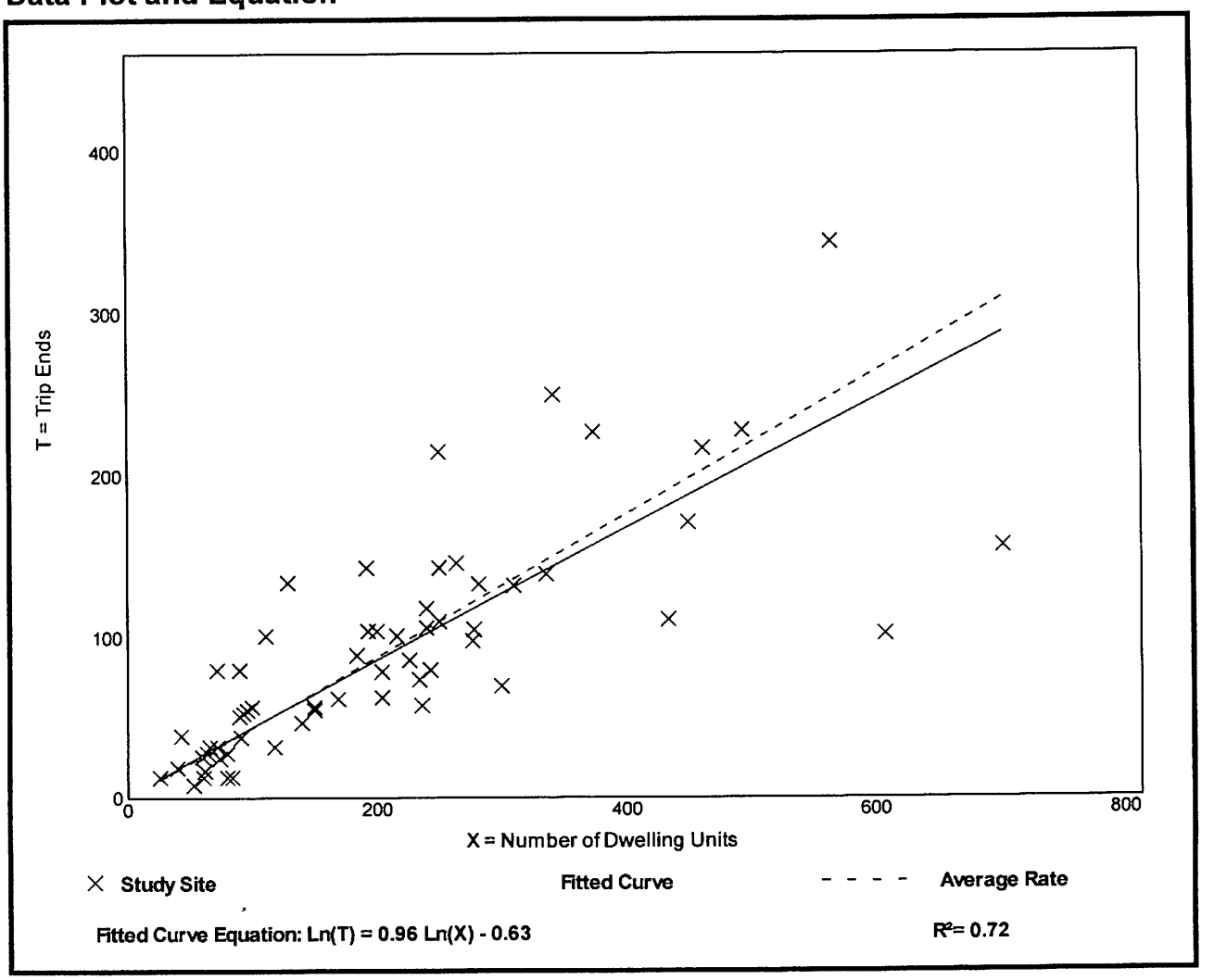


Exhibit J

Mass Transit
Service Letter

Transportation Department
TRANSIT DIVISION- Service and Capital Planning
1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8382

VIA EMAIL

May 22, 2019

Amanda Martinez
Land Planner
Dunay, Miskel, and Backman, LLP
14 SE 4th Street, Suite 36
Boca Raton, FL 33432

RE: Transit Verification Letter – 1778 Apartments LUPA

Dear Ms. Martinez:

Broward County Transit (BCT) has reviewed your correspondence dated May 1, 2019, regarding the 1778 Apartments Land Use Plan Amendment (LUPA) located in the City of Lauderhill for current and planned transit service. The current transit service provided within a quarter mile of the amendment site is limited to BCT fixed routes 2 and 55, the 102 University Breeze, the City of Lauderhill Community Shuttle Route 4, and the City of Tamarac Red and Red Extension Community Shuttle routes. Please refer to the following table for detailed information.

BUS ROUTE	DAYS OF SERVICE	SERVICE SPAN A.M. – P.M	SERVICE FREQUENCY
2	Weekday Saturday Sunday	5:00a – 12:42a 5:00a – 12:42a 7:00a – 10:40p	21 minutes 35 minutes 40 minutes
55	Weekday Saturday Sunday	5:05a – 10:06p 6:00a – 9:30p 9:00a – 8:00p	32 minutes 45 minutes 45 minutes
102	Weekday	5:30a – 9:52a 3:25p – 8:31p	30 minutes
Lauderhill Community Shuttle Route 4 (BCT 717)	Weekday	6:30a – 6:30p	60 minutes
Tamarac Community Shuttle Red Route (BCT 736)	Weekday	7:00a – 6:56p	60 minutes

Transportation Department
TRANSIT DIVISION- Service and Capital Planning
1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8382

BUS ROUTE	DAYS OF SERVICE	SERVICE SPAN A.M. – P.M	SERVICE FREQUENCY
Tamarac Community Shuttle Red Extension Route (BCT 737)	Tuesday, Thursday	9:00a – 4:55p	60 minutes

BCT can accommodate additional transit demand, as described in the Mass Transit Analysis, with planned fixed route bus service to the amendment site.

BCT has no objections to this LUPA but recommends that any proposed development on the amendment site be designed to provide safe movement for pedestrians and bicycles including transit connectivity between the sidewalk on the site, the existing sidewalk at the street, the existing bicycle network, and bus stops.

Please feel free to call me at 954-357-8554 or email me at rhatch@broward.org if you require any additional information or clarification on this matter.

Sincerely,
Ryan Hatch
Ryan Hatch, Service Planner, Service and Capital Planning

Exhibit K

SCAD Letter

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

LAND USE
SBBC-2677-2019
County No:
1778 Apartments

May 21, 2019

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

SCHOOL CONSISTENCY REVIEW REPORT - LAND USE

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE	PROPERTY INFORMATION
Date: May 21, 2019 2:01:44	Units Permitted: 0 — Units Proposed: 752	**Existing Land Use:** Commercial
Name: 1778 Apartments	NET CHANGE (UNITS): 752	**Proposed Land Use:** High (50 du/acre)
SBBC Project Number: SBBC-2677-2019		**Current Zoning** GC (General
County Project Number:		**Proposed Zoning:** RM-40
Municipality Project Number:		**Section:** 16
Owner/Developer: Three Amigos Lauderhill, LLC		**Township:** 49
Jurisdiction: Lauderhill		**Range:** 41

Students	Permitted	Proposed	NET CHANGE
Elem	0	13	13
Mid	0	7	7
High	0	10	10
Total	0	30	30

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS Capacity	Benchmark* Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of LOS Capacity
Discovery Elementary	942	1,036	972	-64	-3	93.8%
Westpine Middle	1,272	1,399	1,022	-377	-17	73.1%
Piper High	3,479	3,479	2,439	-1,040	-41	70.1%

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% LOS Capacity Adjusted Benchmark	Projected Enrollment 19/20	20/21	21/22	22/23	23/24
Discovery Elementary	972	-64	93.8%	954	939	940	933	927
Westpine Middle	1,066	-333	76.2%	1,036	1,047	1,050	1,068	1,108
Piper High	2,485	-994	71.4%	2,445	2,451	2,456	2,462	2,467

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.
A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml. The annual benchmark enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate Enrollment	Aggregate Over/(Under) Enrollment	23/24	24/25	25/26	26/27	27/28
Area C - Elementary	19,075	15,910	-3,165	14,960	15,150	15,340	15,530	15,720
Area C - Middle	10,228	8,483	-1,745	7,874	7,971	8,067	8,164	8,260
Area C - High	11,158	8,178	-2,980	7,121	7,110	7,100	7,089	7,079

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2018-19 Contract Permanent Capacity	2018-19 Benchmark* Enrollment	Over/(Under)	Projected Enrollment		
				19/20	20/21	21/22
Bridge Prep Academy Of Bc	1.000	319	-681	**319**	**319**	**319**
N Broward Acad Of Excellence Elementary	763	677	-86	**677**	**677**	**677**
N. Broward Acad Of Excellence Middle	762	349	-413	**349**	**349**	**349**

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.
A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml. The annual benchmark school enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

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

School(s)	Description of Capacity Additions
Discovery Elementary	There no capacity additions scheduled in the ADEFP that would increase the reflected FISH capacity of the school.
Westpine Middle	There no capacity additions scheduled in the ADEFP that would increase the reflected FISH capacity of the school.
Piper High	There no capacity additions scheduled in the ADEFP that would increase the reflected FISH capacity of the school.

PLANNED CAPACITY ADDITION IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 6 - 10)

Capacity Additions for Planning Area C

School Level	Comments
Elementary	None
Middle	None
High	None

*The first Monday following Labor Day
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

Comments

Information contained in the application indicates that the approximately 13.72-acre site is generally located at the southwest corner of the intersection of West Commercial Boulevard and North University Drive in the City of Lauderhill. The current land use designation for the site is Commercial, which allows no residential unit. The applicant proposes to change the land use designation to High (50) Residential to allow 752 mid-rise (380 one bedroom and 372 two or more bedroom) residential units which are anticipated to generate 30 additional students (13 elementary, 7 middle, and 10 high school) into Broward County Public Schools.

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

Schools serving the amendment site in the 2018-19 school year are Discovery Elementary, Westpine Middle, and Piper High. Based on the District's Public School Concurrency Planning Document, all the schools are operating below the adopted LOS of the higher of 100% gross capacities or 110% permanent capacities in the 2018-19 school year. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2018-19 – 2020-21), all the schools are expected to operate below the adopted LOS of the higher of 100% gross capacities or 110% permanent capacities through the 2020-21 school year. It should be noted that the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment and the permanent capacity additions that are planned for the schools within the first three years of the Five-Year Adopted DEFP, FY 2018-19 – 2022-23. Also, to ensure maximum utilization of the impacted Concurrency Service Areas, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County. Charter schools located within a two-mile radius of the subject site in the 2018-19 school year are depicted herein.

Capital Improvements scheduled in the long-range section of the currently Adopted DEFP Fiscal Years 2018-19 – 2022-23 regarding pertinent impacted schools are depicted above. Based on the School District's Seven Long Range Planning Areas, the amendment site is located within School District Planning Area "C" and the elementary, middle, and high schools currently serving Planning Area "C" and their cumulative student enrollments, cumulative capacities, and pertinent student enrollment projections are depicted herein. Therefore, Planning Area "C" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area.

Please be advised that if approved, the units from this project will be subject to a public school concurrency review at the plat, site plan (or functional equivalent) phase of development review, whichever comes first.

*The first Monday following Labor Day
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT
PROJECT NUMBER: SBBC-2677-2019

May 21, 2019

Date

Reviewed By:

Signature

Mohammed Rasheduzzaman, AICP

Name

Planner

Title

Exhibit L

Affordable Housing Analysis

An Affordable Housing Market Assessment in the City of Lauderhill, Florida

June 7, 2019

Report Commission

This report was commissioned in order to satisfy Strategy AH-4 of the Broward County Land Use Plan Policy[1] for a project that is proposed in the City of Lauderhill, Broward County, Florida. That policy requires that "For amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan, Broward County and affected municipalities shall coordinate and cooperate to implement the affected municipality's chosen policies, methods, and programs to achieve and/or maintain a sufficient supply of affordable housing."

The City of Lauderhill has adopted a Comprehensive Plan. Within that adoption document, the City has included a Housing Element that sets forth certain goals, objectives, and policies that are supported through a companion Support Document.

As part of a land use plan amendment application, the Broward County Planning Council requires interim updates of the existing supply and demand for affordable housing and the strategies to be utilized to meet the expected needs.

This report estimates the current (2017) demand and projects (to 2023) the future demand for various housing needs.

The report relies on various public and subscription sources of information regarding demographic, economic, market, and housing data that is referenced throughout the report.

[1] This requires that *"Amendments to the Broward County Land Use Plan which propose new residential units should not be adopted unless the municipality has an affordable housing strategy that has been approved by the municipality and the Broward County Planning Council*" and that *"A municipal affordable housing strategy shall be based on existing housing supply, considering very-low, low, and moderate income households*."

Report Summary

Using the Broward County Planning Council's *Recommended Methodology For Supply and Demand Analysis For Broward County's Affordable Housing Market (the "methodology")*, prepared by Meridian Appraisal Group and published June 9, 2015, the City of Lauderhill has current deficits in homeownership in the Very Low Income and Moderate Income bands and a slight surplus in the Low Income band. Rental housing has deficits in the Very Low and Low Income bands and a solid surplus in the Moderate Income band.

Projected out to 2023, and, owing in part to increases in median household income, the City can expect surpluses in homeownership housing stock in the Very Low and Low Income bands, while the surplus in the Moderate Income band will be eliminated and deficit will have arisen in the Moderate Income band. Rental homes will still show a deficit in the Very Low Income band, but surpluses will exist in the Low and Moderate Income bands.

Increasing the availability of housing supply will help to make all housing more affordable.

Methodology

This study examines current housing conditions within the City of Lauderhill, Florida ("the City"), which is generally stated for calendar years 2016/2017 (the latest U.S. Census Bureau American Community Survey data available (CY2016 and CY2017 for population estimates) and the supplemental data source from Esri[2] (CY2017)) and projected to calendar year 2022 using Esri demographic forecasts available for that year.

The Broward County Planning Council engaged Meridian Appraisal Group (MAG) to recommend a methodology for analyzing supply and demand of housing needs throughout Broward County. MAG developed their methodology utilizing published data from the U.S. Census Bureau's American Community Survey (ACS). This ACS data is available for each municipality in Broward County. The methodology does not describe what methods to use to forecast out the five years required under the Planning Council's rules. In order to forecast out to the year 2022, Esri's Community Analyst/Business Analyst databases that provide this information using their sources and methods were used. The MAG methodology is particularly sensitive to the primary factors of Median Household Income and housing stock forecasts. Esri's forecasts are believed to be reliable and very up-to-date and draw upon a variety of publicly available and proprietary sources. Median Household Income (MHI) provides the basis for several benchmarks and assumptions. This number is parsed into three bands: Very Low Income (50% of the MHI); Low Income (50.1% to 80% of MHI); and Moderate Income

[2] Esri is an international supplier of geographic information system software, web GIS and geodatabase management applications. For this study, we have utilized various databases specific to the City of Lauderhill that have been prepared by Esri. Products utilized include the Business Analyst, Community Analyst, and ArcGis systems. Details on how Esri conducts forecasts of demographic and housing information can be found in *Methodology Statement: 2017/2022 Esri US Demographic Updates, An Esri® White Paper, June 2012.*

(80.1% to 120% of MHI). All data used is initially derived from updates to information provided by the 2010 Census.

Estimates and Projections of Population, Median Household Income, And Housing Units

The 2016 ACS data and 2017 ACS population estimates for the City of Lauderhill and the Esri estimates for 2017 and its forecasts for 2022 are summarized below:

	2017 ACS Estimates	2018 Esri Estimates	2023 Esri Forecasts
Population	72,094	72,750	76,515
Median Household Income	38,805	37,608	42,371
Housing Units, Total	28,303	30,966	32,184
Housing Units, Occupied	23,369	26,693	27,936

The Broward County Property Appraiser (BCPA) notes that for 2019 there were 24,555 residential dwelling units being assessed for fire protection services[3]. Added to this number are dwelling or residential units not assessed or assessed through the mixed use/special use category utilized by BCPA. This is their estimate as of January 1, 2019, which is very close to the ACS estimate collection date. The 2018 Esri estimates of housing units were for a year later and are based upon the ACS 2017 survey, plus Esri's forecasting methodology[4]. We believe the Esri estimates to be accurate for 2018 for the

[3] Broward County Property Appraiser's Office web link (note the undercount results from mixed-use properties not discreetly disclosed by BCPA: http://www.bcpa.net/Includes/Downloads/2019/June1stFireRecaps/2019%20June%20Lauderhill%20Fire%20Recap.pdf

[4] Esri is an international supplier of geographic information system (GIS) software, web GIS and geodatabase management applications. Esri provides subscriptions to various database information they maintain for their GIS software. Some of those databases contain forecasts based upon proprietary methodology developed and maintained by Esri. Housing units are forecasted by Esri using "…[the] recorded change in the housing inventory…culled from several data sources, including multiple construction data inputs from Metrostudy, data for new manufactured homes placed by state from the Census Bureau, and building permits for permit-issuing places and counties. Numerous independent sources are leveraged to obtain detailed information on housing development data where no building permits exist. Independent estimates of change in occupancy are calculated from USPS residential lists, the American Community Survey, and various state and local data

estimated number of housing units for the purposes of this report. The addition of the proposed housing units would increase the supply of rental housing. Esri estimates that there are 26,693 owner-occupied homes in 2018, while ACS estimates there are 23,369.

In the absence of this additional supply, housing costs would likely increase across most affordability bands than if the project were not constructed.

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sources. Additionally, data from the Current Population Survey and the Housing Vacancy Survey from the Census Bureau is used to model trends in occupancy." *Methodology Statement: 2018/2023 Esri US Demographic Updates*, June 2018.

Affordable Housing Criteria

The Broward County Land Development Code §5-201 defines Affordable Housing as "*Housing for which monthly rents or monthly mortgage payments (including taxes and insurance) do not exceed 30 percent of an amount representing the percentage (very low = 50%; low = 80%; moderate =120%) of the median income limits, as published by the U.S. Department of Housing and Urban Development, adjusted for family size for the households."*

Using the ACS and Esri data, and applying that data to the MAG supply and demand model, the "Gap" analysis provided the following estimates of supply, demand, and differences:

Gap Analysis, Meridian Appraisal Group Model
Utilizing 2017 American Community Survey Data

2016 Median Income		City of Lauderhill, Florida							
$64,100			Demand(D)	Supply(S)	No Gap/(Gap)		Demand(D)	Supply(S)	No Gap/(Gap)
		Income Band	Owner	Owner	S-D	Income Band	Renter	Renter	S-D
			3,520	**5,995**	**2,475**		**5,986**	**2,498**	**(3,488)**
0.0%	50.0%	$0				$0			
		$32,050	**29.5%**	**50.2%**		$801	**52.4%**	**22.4%**	
			2,627	**2,523**	**(104)**		**2,852**	**4,370**	**1,518**
50.1%	80.0%	$32,114				$803			
		$51,280	**22.0%**	**21.1%**		$1,282	**24.9%**	**39.3%**	
			2,450	**2,112**	**(338)**		**1,718**	**3,288**	**1,570**
80.1%	120.0%	$51,344				$1,284			
		$76,920	**20.5%**	**17.7%**		$1,923	**15.0%**	**29.5%**	

The MAG model shows deficits in affordable housing for those who wish to own homes in the Low- and Moderate- income bands. A surplus exists in the Very Low-income band for home ownership.

The model also shows deficiencies in the Very Low-income band and surpluses in the Low- and Moderate- income bands for rentals. These mixed results are a little surprising because they are not typical in the county. The City of Lauderhill has an abundance of

affordable housing options. Like most cities, affordable rentals for very low-income households are in very short supply. The surpluses in the low- and moderate- income rental bands indicate that affordable rental housing is available, just not in sufficient quantities at the very low-income band.

When we applied the Esri and ACS forecasted data for 2023 to this model, we find the following:

Gap Analysis, Meridian Appraisal Group Model
Utilizing 2023 Esri and ACS Forecasted Data

2023 Median Income		City of Lauderhill, Florida							
$72,594			Demand(D)	Supply(S)	No Gap/(Gap)		Demand(D)	Supply(S)	No Gap/(Gap)
Choose Bands		Income Band	Owner	Owner	S-D	Income Band	Renter	Renter	S-D
			5,088	**7,694**	**2,606**		**6,850**	**2,810**	**(4,040)**
0.0%	50.0%	$0				$0			
		$36,297	**34.1%**	**51.5%**		$907	**54.1%**	**18.5%**	
			3,448	**3,622**	**174**		**3,680**	**4,910**	**1,230**
50.1%	80.0%	$36,370				$909			
		$58,075	**23.1%**	**24.2%**		$1,452	**25.3%**	**41.1%**	
			2,891	**2,329**	**(562)**		**3,615**	**4,123**	**508**
80.1%	120.0%	$58,148				$1,454			
		$87,113	**19.4%**	**15.6%**		$2,178	**16.8%**	**31.5%**	

As the Median Household Income in the County increases for home ownership in the Very Low- and Low- income bands and the deficit for moderate-income home ownership increases slightly. Rental units show deterioration across all bands, with the Very Low-income band deficit increasing and the surpluses in the Low- and Moderate-income bands decreasing, but still having an expected surplus.

Addressing The Demand For Affordable Housing

The City of Lauderhill has previously or currently provided several programs and funding to address is affordable housing issues.

Home Investment Partnership Program (HOME). During fiscal year 2011 and 2012, it spent $330,302 for minor home repairs and weatherization efforts and $294,129 for purchase assistance for very low- and low- income households. The program provides up to $20,000 as available for an eligible household in the form of a "Forgivable Grant", a conditional grant that involves a lien on the rehabilitated property. The grant has a ten (10) year term and if repayment is required, the amount owed is reduced in equal amounts per each year on the anniversary of the contract, in accordance to the City of Lauderhill Local Housing Affordability Plan.

State Housing Initiatives Partnership (SHIP). Florida Housing administers the State Housing Initiatives Partnership program (SHIP), which provides funds to local governments as an incentive to create partnerships that produce and preserve affordable homeownership and multifamily housing. The program was designed to serve very low, low and moderate income families. SHIP dollars awarded to the City may be used to fund emergency repairs, rehabilitation, down payment and closing cost assistance, mortgage buy-downs, matching dollars for federal housing grants and programs, and homeownership counseling, in accordance with its approved Local Housing Assistance Plan (LHAP). With these funds, the City has provided the following programs:

1. **Purchase Assistance Program**

   The City of Lauderhill Purchase Assistance Program assists first-time homebuyers by paying a portion of their down payment and closing costs. The program provides subordinate mortgage to eligible applicants to purchase newly constructed and existing single family homes or condominiums. Assistance will be provided to households with incomes in the 50%, 80% and

120% range of the Area Median Income. The applicant must have attended and completed a Homebuyer Education class approved by the U.S. Department of Housing and Urban Development – HUD and the City of Lauderhill.

2. Minor Home Repair/Weatherization

Provides a ten year (10), deferred, 0% interest payment loan for maintaining owner-occupied housing with priority given to correcting code violations which are health and safety hazards to make home storm-resistant reducing long-term cost relating to maintenance and insurance. Assistance will be to households with incomes up to 120% Area Median Income. All applicants must meet the scheduled application deadline and the individual program documentation requirements to be eligible for the Minor Repair/Weatherization Strategy. Any necessary inspection fees will be taken from the loan amount awarded. All applicants will be income-certified and subject to the following terms:

1. The home must be located in the City of Lauderhill
2. The appraised value of the home may not exceed the maximum sales price allowable in the SHIP program.
3. The home must not be in violation of any housing codes after rehabilitation.
4. The maximum amount that may be borrowed is $20,000.
5. The applicant must not be delinquent on any debt owed to the City of Lauderhill.

3. Acquisition Program

This strategy is designed to facilitate the acquisition of vacant land that will be developed for affordable housing for income eligible households. Acquired land can be pledged at the primary lender as security collateral for a new home. Land acquisition does not permit land banking. Pursuant to Rule 67-37.007, D.A.C., in order to meet the 75% construction requirement for land acquisition, construction of the homes must be completed within 24 months from the close of the applicable State fiscal year.

The City will conduct an evaluation to find the most qualified developer. The loan for the value of the land will be at 0% interest rate. The loan will be recaptured when the property is sold.

4. Disaster Mitigation and Recovery

SHIP funds may be used to provide emergency repairs to very low, low and moderate income households following a natural disaster as declared by Executive Order, as noted. Funds may be used for items such as, but not limited to, purchase of emergency supplies for eligible households to weatherproof damaged homes, interim repairs to avoid further damage, tree and debris removal required to make the individual housing unit habitable, post disaster assistance with non-insured repairs required to process assistance applications. This strategy will only be implemented in the event of a disaster using any funds that have not been encumbered. Assistance will be to households with incomes in the 50%, 80%, and 120% range of the Area Median Income adjusted for household size.

5. Emergency Roof Repair

This strategy is designed to provide a one-time deferred payment loan to improve significant roof damage conditions of eligible low-income families. Assistance will be to households with incomes in the 50% and 80% range of the Area Median Income adjusted for household size.

Eligible persons for this program will be selected on a first-come, first-qualified application served basis. Eligibility for the Emergency Roof Repair Program is as follows:

1. Limited to owner-occupied households. To be eligible for this program, homeowner must live in the house, have homestead exemption and deed must be in homeowner's name.
2. The beneficiaries of this strategy will be elderly, disabled, Very Low and Low-income families living within the City Limits.

3. Household income cannot exceed 80% of median family income. Income guidelines are based on information received from HUD yearly. Applicants must be at or below the current income guidelines.
4. Applicants are required to have current Homeowner, Flood and Wind Insurances.
5. Hardship applicants, who do not have Homeowner, Flood and Wind Insurance, will be considered on a case-by-case basis.

Neighborhood Stabilization Program (NSP). The City received $4,293,288 in NSP 1 funds and $1,50,609 in NSP 3 funds from the U.S. Department of Housing and Urban Development (HUD). The purpose of the City's NSP program is to facilitate the purchase and rehabilitation of vacant foreclosed and abandoned properties that might otherwise become sources of abandonment and blight within the community. The Purchase Assistance Program is a down payment and principal buy down program which will provide the lesser of $50,000 or twenty (20%) percent of the sales price for a home that has been abandoned, foreclosed, vacant, or is a short sale. Applications are accepted on a first come, first qualified, first served basis. Applicants are responsible for finding eligible homes located within the boundaries of the City of Lauderhill (Condominium, Townhouse or single family residences) which must serve as your primary residence. Homestead Exemption must be filed within the year of purchase. A copy of the approved Homestead application must be submitted to the Office of Business and Neighborhood Enrichment Division upon receipt. Participants can receive up to $20,000 with a 10 repayment period, or $20,000 to $50,000 with a 15-year repayment period. The loans are written down proportionately each year of the repayment period, as long as the borrower remains in the home.

Most recently, the City has provided the following funding amounts towards its affordable housing efforts:

City of Lauderhill Recent Funding Efforts Towards Affordable Housing

	2015 Actual	2016 Actual	2017 Actual	2018 Budgeted	2019 Budgeted	Totals
Community Development Block Grant						
CDBG Funding, Housing Program	50,000	128,785	47,322	-	-	226,107
CDBG Funding, Rehabilitation	29,508	37,658	-	-	-	67,166
CDBG Funding, Property Acquisition/Rehabilitation	223,307	-	-	-	-	223,307
CDBG Funding, Weatherization/Hardening	38,125	169,362	65,490	-	-	272,977
Total, CDBG	**340,940**	**335,805**	**112,812**	**-**	**-**	**789,557**
State Housing Initiatives Partnership						
SHIP Grants to Homebuyers	19,200	225,432	172,621	-	-	417,253
SHIP Home Repair	9,700	9,700	41,620	100,000	-	161,020
SHIP Home Repair, Special Needs	10,750	-	48,808	59,067	93,401	212,026
SHIP Rehabilitation	41,339	122,875	25,000	-	-	189,214
Total, SHIP	**80,989**	**358,007**	**288,049**	**159,067**	**93,401**	**979,513**
Total All Recent Funding	**421,929**	**693,812**	**400,861**	**159,067**	**93,401**	**1,769,070**