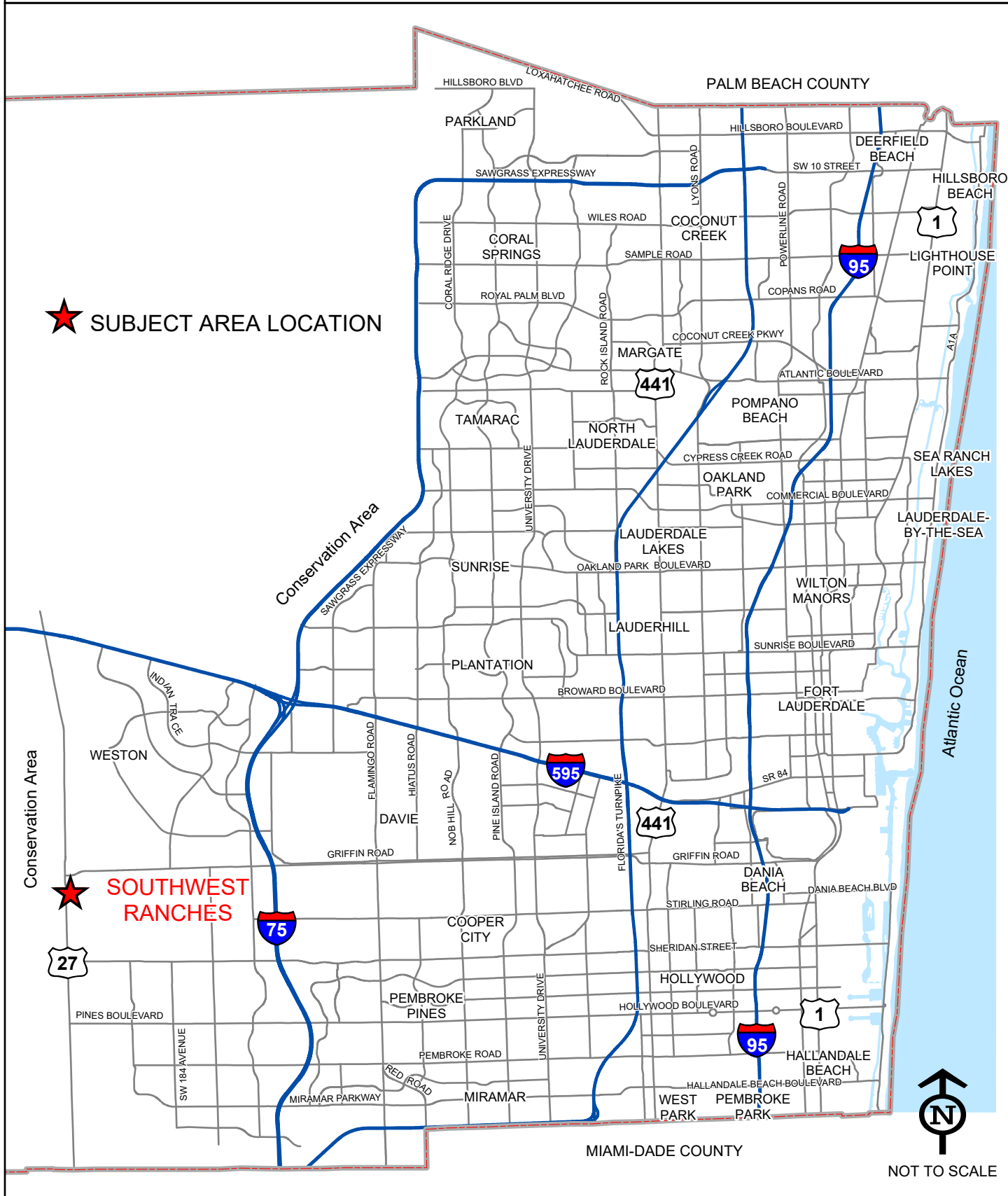
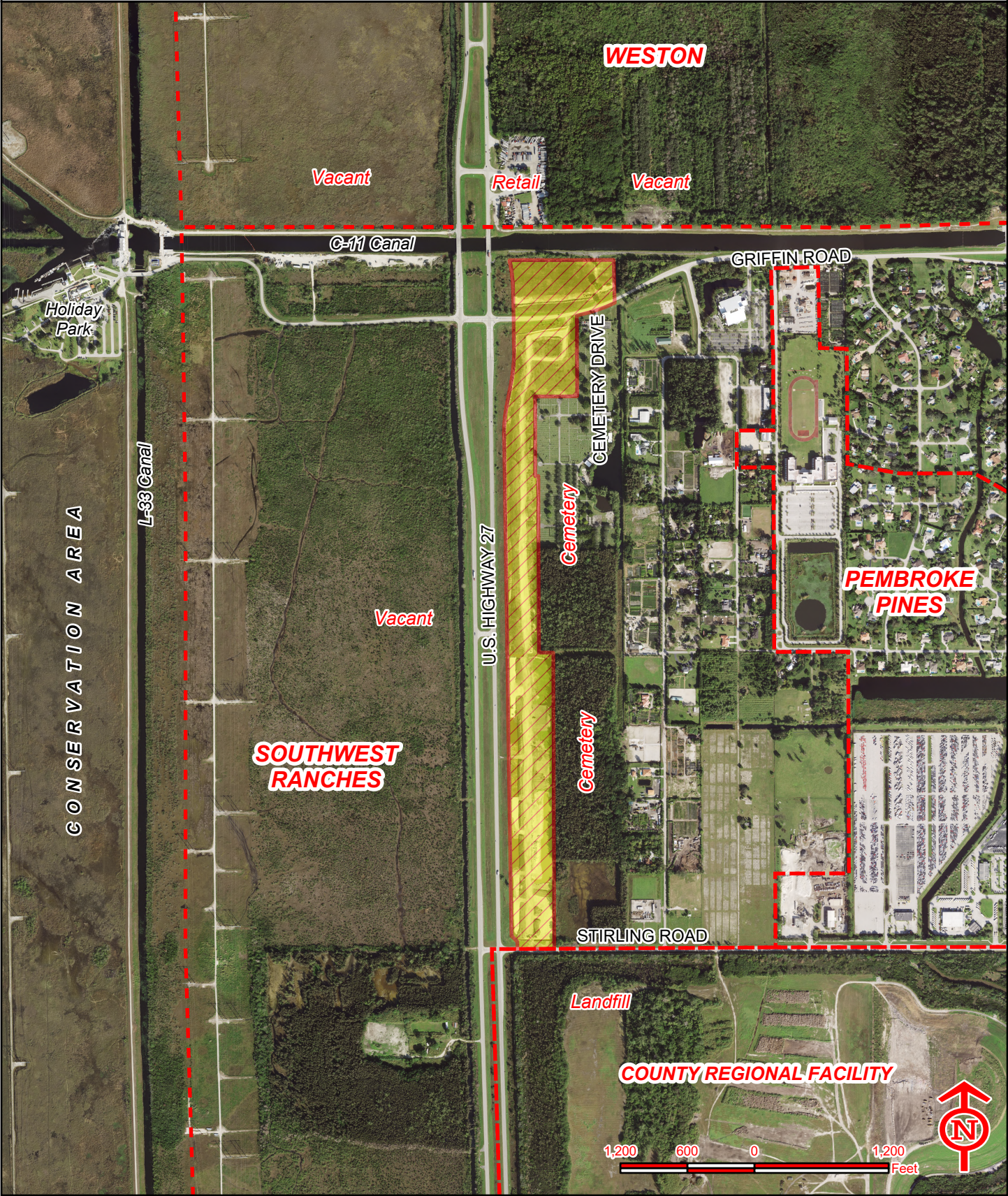


EXHIBIT 2

BROWARDNEXT - BROWARD COUNTY LAND USE PLAN GENERALIZED LOCATION MAP AMENDMENT PC 25-1



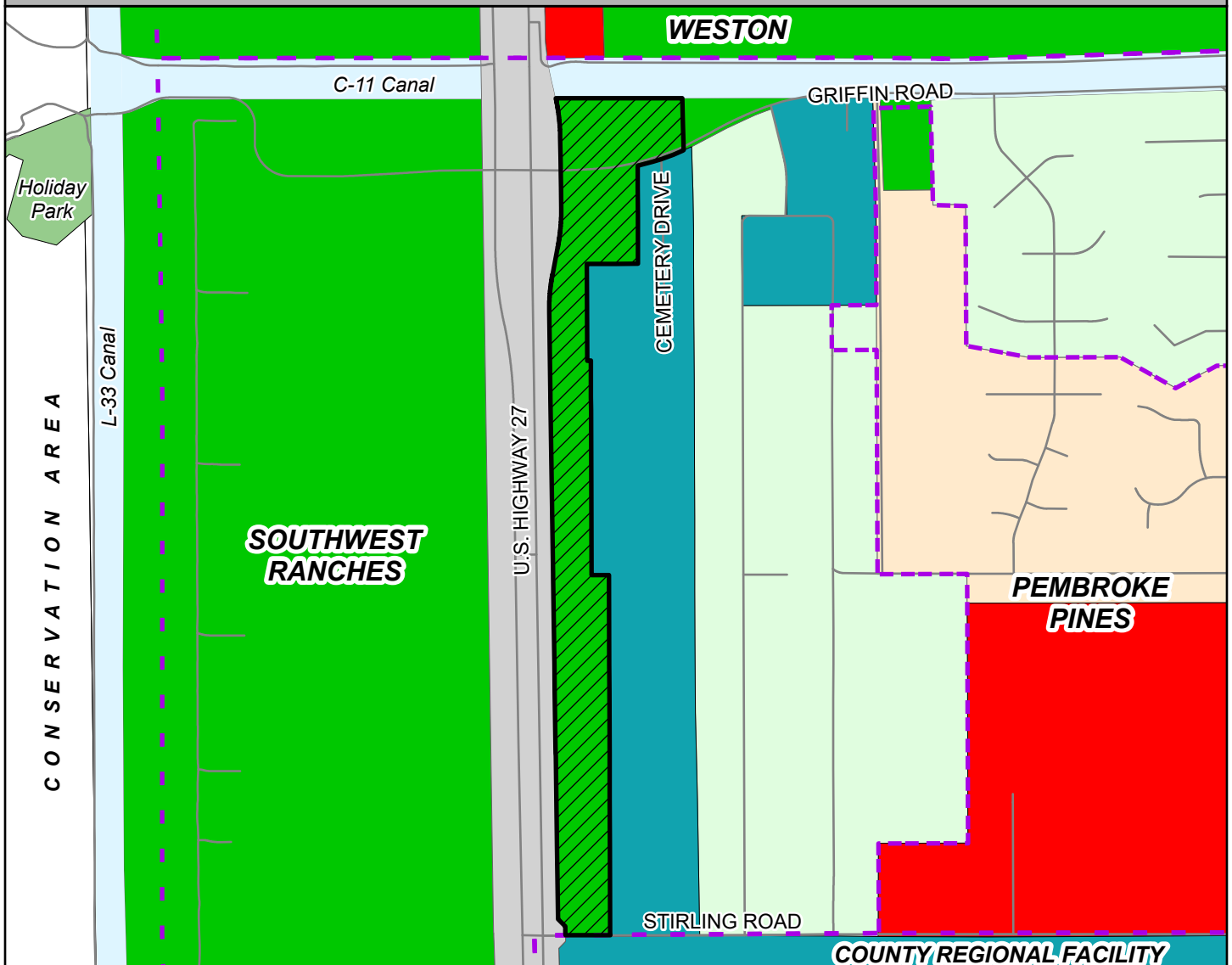
MAP 1
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
AERIAL PHOTOGRAPH
AMENDMENT PC 25-1



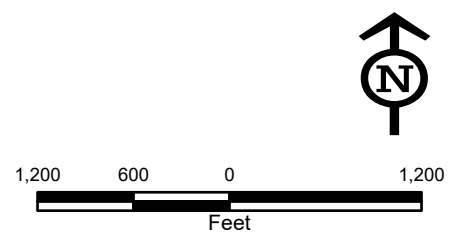
MAP 2
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
CURRENT FUTURE LAND USE DESIGNATIONS
AMENDMENT PC 25-1

Current Land Use: **Agricultural**

Gross Acres: **Approximately 58.7 acres**



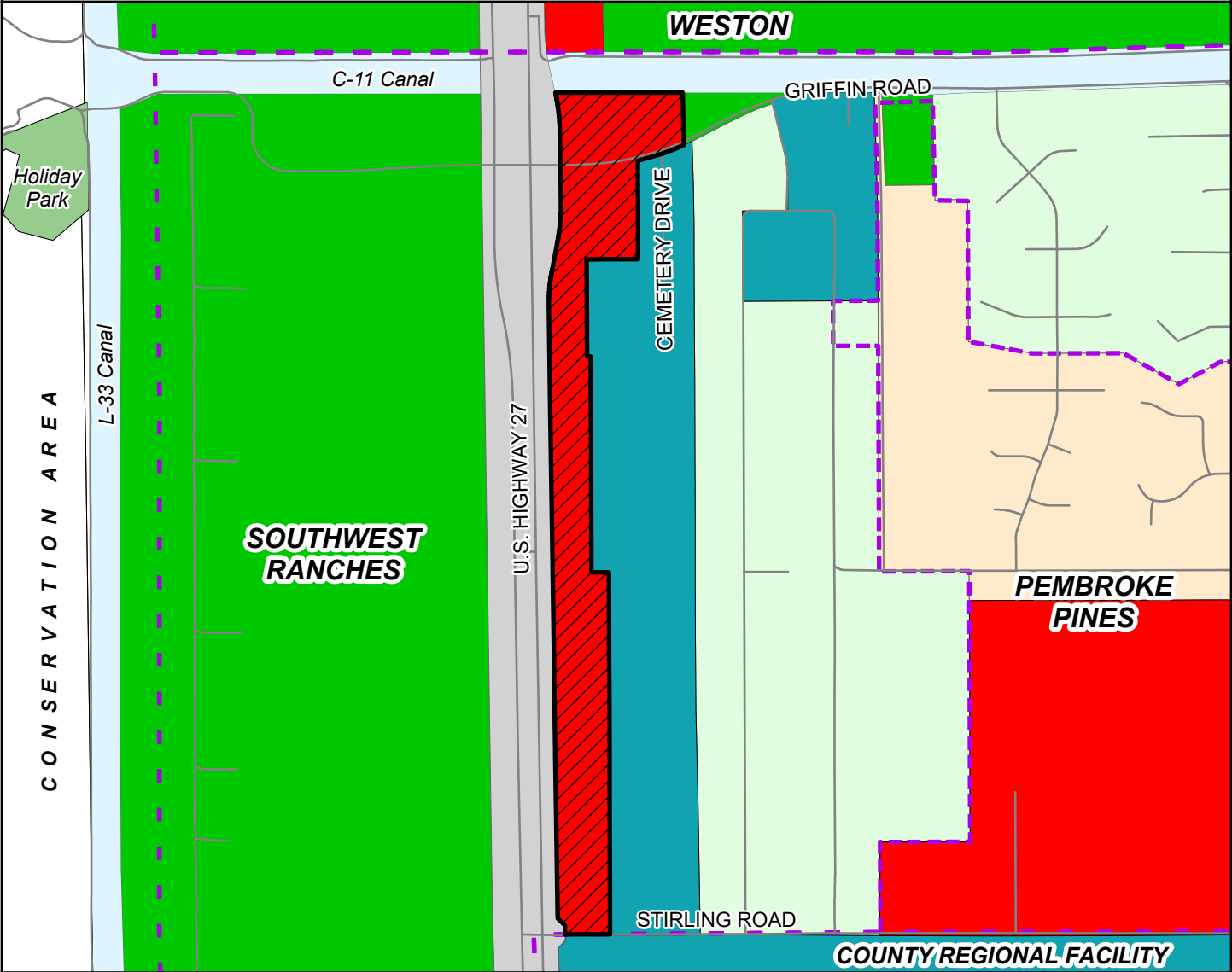
- | | |
|------------------------|---|
| Site | Recreation and Open Space |
| Municipal Boundary | Community |
| Rural Ranches | Transportation |
| Estate (1) Residential | Water / Primary Drainage |
| Commerce | Conservation - Reserve Water Supply Areas |
| Agricultural | |



MAP 3
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
PROPOSED FUTURE LAND USE DESIGNATIONS
AMENDMENT PC 25-1

Proposed Land Use: Commerce

Gross Acres: Approximately 58.7 acres



Site

Municipal Boundary

Rural Ranches

Estate (1) Residential

Commerce

Agricultural

Recreation and Open Space

Community

Transportation

Water / Primary Drainage

Conservation - Reserve
Water Supply Areas



SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PC 25-1
(SOUTHWEST RANCHES)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

August 19, 2025

Planning Council staff finds that the proposed amendment is generally consistent with the policies of the BrowardNext – Broward County Land Use Plan (BCLUP) and recommends approval, subject to the applicant’s voluntary commitment to restrict development to a maximum of 716,000 square feet of commercial and industrial uses, of which a maximum of 116,000 square feet of development is designated for commercial use. See Attachment 3.

Effectiveness of the approval of the land use plan amendment shall not occur until the municipal recertification of the local amendment is complete, subject to the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of a legally enforceable agreement, such as a Declaration of Restrictive Covenants, to memorialize the voluntary commitment proffered by the applicant, as an inducement for Broward County to favorably consider its application.

As the Planning Council is aware, the Broward County Charter requires at least one Planning Council public hearing and Article 1.2(A) of the *Administrative Rules Document: BrowardNext* outlines the following circumstances in which a second Planning Council public hearing may be recommended or required:

- (1) At its initial public hearing, the Planning Council takes an action to recommend denial of a proposed amendment; or
- (2) At its initial public hearing, the Planning Council takes an action to recommend approval subject to meeting specific criteria or policy prior to a second Planning Council public hearing; or
- (3) At its initial public hearing, the Planning Council votes by a majority of the members present with a minimum of six (6) affirmative votes for a second Planning Council public hearing; or
- (4) If the County Commission requests by a vote of the majority of members present to request a second Planning Council public hearing; or
- (5) If an objection or comment on adverse impacts to important state resources or facilities is issued during the State of Florida Chapter 163 review process; or
- (6) If State of Florida Chapter 163 requires or is modified to require a second local planning agency public hearing.

RECOMMENDATIONS/ACTIONS (continued)

DATE

I. Planning Council Staff Transmittal Recommendation (continued) August 19, 2025

If the Planning Council chooses to require a second Planning Council public hearing per Article 1.2(A)(1)(2) or (3), such recommendation must be made as part of its motion.

In addition, if the Planning Council does not require a second Planning Council public hearing and the Broward County Land Use Plan amendment is adopted by the County Commission, this action by the Planning Council shall be considered the “conditional” recertification of the municipal land use plan amendment, which directly correlates to the referenced Broward County Land Use Plan amendment. The recertification will not be deemed effective until such time as the Planning Council Executive Director and Attorney determine that the municipality has fulfilled all application requirements for recertification of local land use plans, as outlined in the *Administrative Rules Document: BrowardNext*. The Planning Council Executive Director will issue a written letter of effectiveness to the municipality upon satisfaction of the same.

II. Planning Council Public Hearing Recommendation August 28, 2025

Approval per Planning Council staff transmittal recommendation, including not requiring a second Planning Council public hearing. (Vote of the board; Unanimous; 17-0: Abramson, Brunson, Castillo, Fernandez, Fisher, Geller, Gomez, Greenberg, Hardin, Horland, Levy, Newbold, Railey, Rosenof, Ryan, Zeman and DiGiorgio)

SECTION II
AMENDMENT REPORT
PROPOSED AMENDMENT PC 25-1

INTRODUCTION AND APPLICANT'S RATIONALE

- I. Municipality: Southwest Ranches
- II. County Commission District: District 1
- III. Site Characteristics
- A. Size: Approximately 58.7 acres
- B. Location: In Sections 27 and 34, Township 50 South, Range 39 East; generally located on the east side of U.S. Highway 27, between the C-11 Canal and Stirling Road.
- C. Existing Use: Vacant
- IV. Broward County Land Use Plan (BCLUP) Designations
- A. Current Designation: Agricultural
- B. Proposed Designation: Commerce
- C. Estimated Net Effect: Reduction of 58.7 acres of agricultural uses
 Addition of 58.7 acres of commerce uses
- V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site
- A. Existing Uses: North: Retail and vacant
 East: Vacant and cemetery
 South: Landfill
 West: U.S. Highway 27 and vacant
- B. Planned Uses: North: Commerce and Agricultural
 East: Agricultural and Community
 South: Community
 West: Transportation and Agricultural

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

VI. Applicant/Petitioner

- | | | |
|----|------------------------|--|
| A. | <i>Applicants:</i> | Bergeron US 27, LLC and Bergeron SW Ranches US 27, LLC |
| B. | <i>Agent:</i> | Heather Jo Allen, Esq., AICP, Keiser Legal, PLLC |
| C. | <i>Property Owner:</i> | Bergeron US 27, LLC |

VII. Recommendation of Local Governing Body:

The Town of Southwest Ranches recommends approval of the proposed amendment.

VIII. Applicant's Rationale

The applicant states: “On January 26, 2017, the Town Council adopted Ordinance No. 2017-02, which amended the text of the Future Land Use Element of the Town Comprehensive Plan (“Plan”) to establish a new land use designation entitled “US Highway 27 Business.” In adopting Ordinance No. 2017-02, the Town Council agreed with the Town Comprehensive Plan Advisory Board that the US 27 corridor is “unsuitable or marginal for rural residential use” and is more suitable for light industrial and business development that would diversify the Town’s tax base. As such, the Town Council adopted Future Land Use Objectives and Policies that would “form the framework for evaluating land use plan amendment petitions seeking the US Highway 27 designation” as well as “evaluating companion petitions for rezoning and site plan” while also protecting the Town’s rural character and lifestyle. The US Highway 27 Business category provisions of the Plan were amended by the Town Council on February 11, 2021, pursuant to Ordinance No. 2021-006, and the Town Council adopted Ordinance No. 2021-007, which added regulations to the Town Unified Land Development Code to create the necessary associated zoning classification entitled “US Highway 27 Planned Business District” along with district regulations to implement the US Highway 27 Business Future Land Use category. The Town’s Plan was subsequently recertified by the Broward County Planning Council on June 24, 2021, with a determination that the new US Highway 27 Business Future Land Use category is consistent with the County Commerce land use category. Recently, on September 26, 2024, the Town Council adopted Ordinance No. 2024-010, which further amended the US Highway 27 Business category provisions of the Plan to allow for connection to any municipal provider of water and sewer systems rather than solely to the City of Sunrise systems. The Applicant is the owner of the +/- 58.7 gross acre property that is generally located along the east side of US 27 between Stirling Road to the south and the South New River (C-11) Canal to the north in the Town (“Amendment Site”). The Applicant is seeking to amend the Amendment Site’s future land use designation from Agricultural (Town and County) to US Highway 27 Business (Town) and Commerce (County) in order to implement the Town’s vision for the US 27 corridor (“Proposed Amendment”).

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

VIII. Applicant's Rationale (continued)

The Applicant is proposing to develop the Amendment Site with the US 27 Highway Business Center planned development consisting of a maximum of 716,000 square feet of commercial and industrial uses, including a maximum of 116,000 square feet of development designated for commercial use. The Proposed Amendment provides the Town with an attractive development opportunity that will transform vacant property into a substantial revenue producing development while remaining true and consistent with the Town's goals, objectives, and policies. Moreover, this request is the result of the growing need for commercial and industrial uses in southwest Broward County, which is uniquely situated to service the tri-county area and beyond."

SECTION III
AMENDMENT REPORT
PROPOSED AMENDMENT PC 25-1

REVIEW OF PUBLIC FACILITIES AND SERVICES

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

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

II. Transportation & Mobility

The proposed amendment from the Agricultural land use category to the Commerce land use category is projected to **increase** the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 2,375 p.m. peak hour trips. See Attachment 2.

The Broward Metropolitan Planning Organization (MPO) Year 2050 Transportation Plan model analysis distribution of the additional p.m. peak hour trips indicates that the proposed amendment is projected to **adversely** impact the following roadway segments (greater than 3% impact to capacity, and reduces acceptable level of service (LOS) to unacceptable LOS or exacerbates unacceptable LOS):

- **An additional 1,098 p.m. peak hour trips (72.2% capacity) on Griffin Road**, between U.S. Highway 27 and Southwest 184 Avenue;
- **An additional 177 p.m. peak hour trips (3.5% capacity) on Griffin Road**, between Interstate 75 and Southwest 148 Avenue;
- **An additional 210 p.m. peak hour trips (6.2% capacity) on Sheridan Street**, between Southwest 172 Avenue and Southwest 160 Avenue; and
- **An additional 170 p.m. peak hour trips (3.3% capacity) on Sheridan Street**, between Southwest 160 Avenue and Interstate 75.

The four (4) roadway segments denigrate from an acceptable LOS “C” or “D” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment. See Attachment 2.

Further, the MPO Year 2050 Transportation Plan model analysis distribution indicates a **significant** impact to the following roadway segments (greater than 3% impact to capacity), noting each is projected to operate at an acceptable LOS B, C or D with or without the addition of the trips generated by the proposed amendment:

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation & Mobility (continued)

- U.S. Highway 27, four (4) segments between Pine Island Road and Saddle Club Road;
- Bonaventure Boulevard, two (2) segments between Griffin Road and Royal Palm Boulevard;
- Southwest 36 Street, between U.S. Highway 27 and South Post Road;
- South Post Road, between Bonaventure Boulevard and Weston Road;
- Griffin Road, three (3) segments between Southwest 184 Avenue and Interstate 75;
- Stirling Road, between U.S. Highway 27 and Southwest 196 Avenue; and
- Sheridan Street, two (2) segments between U.S. Highway 27 and Southwest 172 Avenue.

See Attachment 2.

Per Policy 2.14.9 of the BrowardNext – Broward County Land Use Plan, Planning Council staff utilizes a “significance” threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon. The threshold is also considered a margin of error to recognize that there is a range of potential permitted uses and development scenarios for any given land use plan designation.

The applicant has submitted a draft Declaration of Restrictive Covenants restricting the proposed amendment site to a maximum of 716,000 square feet of commercial and industrial uses, of which a maximum of 116,000 square feet of development is designated for commercial uses. See Attachment 3. Based on the restrictions and alternative traffic analysis, the proposed amendment is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network by approximately 1,082 p.m. peak hour trips. See Attachment 4.

The MPO Year 2050 Transportation Plan model analysis for the distribution of the projected additional p.m. peak hour trips as voluntarily restricted indicates a **significant, but not adverse**, impact to the following roadway segments, which are projected to operate at an acceptable LOS B, C or D with or without the addition of the trips generated by the proposed amendment as restricted:

- U.S. Highway 27, two (2) segments between Sheridan Street and Griffin Road;
- South Post Road, between Bonaventure Boulevard and Weston Road;
- Griffin Road, between U.S. Highway 27 and Southwest 184 Avenue;
- Griffin Road, three (3) segments between Southwest 184 Avenue and Interstate 75; and
- Sheridan Street, two (2) segments between U.S. Highway 27 and Southwest 172 Avenue.

See Attachment 4.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation & Mobility (continued)

The Broward County Transit Division (BCT) report states that current and planned fixed-route county transit service is not provided within a ¼ mile of the proposed amendment site. Further, the BCT report notes there are currently no plans for future fixed-route bus improvements within the amendment site. In addition, the BCT staff recommends that any proposed development be designed to provide safe movement for pedestrians and bicycles, including transit connectivity to the existing sidewalk/bicycle network and access to any future transit. See Attachment 5.

The Broward County Urban Planning Division (BCUPD) report recommends that the development of the amendment site incorporate Complete Streets enhancements to improve mobility and connectivity. The BCUPD report recommends building safe continuous sidewalks, or similar direct connection between the proposed buildings and parking, ADA-friendly design elements, shade elements, including landscaping and covered breezeways, pedestrian-scale lighting, bicycle parking and lockers, and electric vehicle charging stations. See Attachment 6.

The applicant has provided correspondence acknowledging the review agency comments and will incorporate the recommendations as feasible during project design. See Attachment 7.

III. Public Schools

The School Board of Broward County staff report states that the amendment as proposed would not generate additional students into Broward County Public Schools. The site is not located directly adjacent to existing public schools and as proposed, will not have direct physical impact on Broward County Public Schools. See Attachment 8.

SECTION IV
AMENDMENT REPORT
PROPOSED AMENDMENT PC 25-1

REVIEW OF NATURAL RESOURCES

I. Designated Protected/Regulated Areas

The Broward County Resilient Environment Department (BCRED) report indicates that the proposed amendment site does not contain Natural Resource Areas, Local Areas of Particular Concern, or Urban Wilderness Inventory sites within its boundaries. However, the proposed amendment site is within the 892-acre Water Preserve Areas Southwest Ranches consisting of non-forested fresh wetland, which is included in the Protected Natural Lands Inventory. See Attachment 9.

II. Wetlands

The BCRED report indicates that the proposed amendment site originally contained 30.37 acres of wetlands. Environmental Resource License (ERL) No. DF05-1107 was issued on October 16, 2006, and is anticipated to expire on May 12, 2026. This license authorized the filling of said wetlands, as well as retaining a 3.673 onsite wetland mitigation area. See Attachment 9. The applicant has acknowledged the ERL and indicated that the wetland mitigation will be satisfied onsite, as well as through offsite mitigation with the purchase of ten (10) credits from the Hole in the Donut Mitigation Bank. See Attachment 7.

III. Climate Resiliency & Sea Level Rise

The BCRED report indicates that the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. However, BCRED staff encourages applicants to consider incorporating sea level rise and flood protection mitigation strategies in the redevelopment of the proposed amendment site, demonstrating that the project will not increase saltwater intrusion or areawide flooding, will not adversely impact groundwater quality, environmentally sensitive lands, or neighboring residential and non-residential developments, and that the subsequent development will be served by adequate stormwater management and drainage facilities. The BCRED report also recommends incorporating strategies and recommended actions of the Broward County and Regional Climate Action Plans, including Healthy Community, Water Resources and Public Health. Lastly, the BCRED report notes that the Groundwater Maps have been updated and there is a new Future Conditions Groundwater Map that would need to be considered for the development of the stormwater management system. See Attachment 9.

REVIEW OF NATURAL RESOURCES (continued)

IV. Other Natural Resources

Vegetation: The BCRED report states that the proposed amendment site contains mature tree canopy. Development of the site must comply with the tree preservation regulations of the Town of Southwest Ranches. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use designation is not expected to have a negative impact on upland resources. The BCRED report notes that development of the proposed amendment site should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. See Attachment 9.

Lighting: Although the amendment site is not located along the coast, BCRED staff recommends becoming familiar with the County's Outdoor Lighting Ordinance that identifies preferred lighting standards to minimize sky glow and ways to minimize lighting disturbance of wildlife. See Attachment 9.

Air Quality: The BCRED report states that the proposed amendment will have a moderate impact on air quality and recommends that the development include measures to support alternative methods of transportation, such as transit, ridesharing, alternative fuel vehicles and bicycle and pedestrian amenities. See Attachment 9.

Water Recharge: The BCRED report indicates that the proposed amendment would involve an increase in impervious area. Although the change in recharge capacity resulting from the proposed amendment is expected to be minor, BCRED staff recommends that the design of the development maximizes open space to offset negative impacts on water recharge capacity. Open space includes but is not limited to parks, stormwater retention, ponds, rain gardens, drainage easements, landscaped areas and other pervious areas. See Attachment 9.

The applicant has provided correspondence acknowledging the foregoing review agency comments. See Attachment 7.

V. Historical/Cultural Resources

The Broward County Urban Planning Division (BCUPD) report states that the proposed amendment will not have an adverse effect on any known historical or archaeological resources or areas of archaeological or paleontological sensitivity. However, if archaeological materials or unmarked burials are discovered, development activities shall be discontinued and the County shall be notified of the discovery. See Attachment 6.

SECTION V
AMENDMENT REPORT
PROPOSED AMENDMENT PC 25-1

OTHER PLANNING CONSIDERATIONS/INFORMATION

I. Affordable Housing

The land use plan amendment is not subject to Broward County Land Use Plan (BCLUP) Policy 2.16.2, as it does not propose any additional residential units to the BCLUP.

II. BrowardNext - Broward County Land Use Plan Policies

The proposed amendment is found to be generally consistent with the policies of the BrowardNext - Broward County Land Use Plan.

III. Other Pertinent Information

Planning Council staff solicited comments from the adjacent jurisdictions of Unincorporated Broward County and the cities of Pembroke Pines and Weston. No comments have been received from the City of Pembroke Pines as of this writing. Comments from Unincorporated Broward County have been provided by the Urban Planning Division (BCUPD). The BCUPD report identifies that the proposed amendment site abuts the Broward County Landfill, which is a regional facility. See Attachment 6. The City of Weston requested additional information regarding the traffic impacts on public schools located near the intersection of Griffin Road and Bonaventure Boulevard. See Attachment 10. The applicant provided a traffic study to evaluate the potential impacts in the vicinity of said intersection related to traffic circulation and operations during school arrival and dismissal periods. See Attachment 11.

Regarding the notification of the public, the *Administrative Rules Document: BrowardNext* requires courtesy notification to property owners and those owners within a 300-foot radius of the amendment site. Broward County Planning Council staff sent 7 courtesy notices to all property owners within the land use plan amendment boundaries, as well as within 300 feet of the boundaries.

SECTION VI
AMENDMENT REPORT
PROPOSED AMENDMENT PC 25-1

PLANNING ANALYSIS

The proposed BrowardNext – Broward County Land Use Plan (BCLUP) amendment from Agricultural to Commerce would be generally compatible with the surrounding non-residential uses. The applicant is proposing a planned development consisting of a maximum of 716,000 square feet of commercial and industrial uses, of which a maximum of 116,000 square feet of development is designated for commercial uses. See Attachment 3.

The proposed amendment supports the Town of Southwest Ranches long-term vision for the U.S. Highway 27 corridor, including its local U.S. 27 Highway Business land use category, which facilitates a range of industrial and business uses. The amendment site is located with direct access to this major transportation corridor and is well-positioned to support employment opportunities and respond to the growing demand for light industrial and commercial uses in the southwest Broward County area.

Planning Council staff's analysis finds that adequate **potable water plant capacity and supply, sanitary sewer, drainage, solid waste capacity, and park acreage** will be available to serve the proposed land use. See Attachment 1. Further, no adverse impacts on **historical, cultural or natural resources** were identified.

Regarding impacts to the **regional transportation network**, distribution of the projected additional net 1,082 p.m. peak hour trips as voluntarily restricted indicates a significant impact to several roadway segments in the surrounding area. However, each segment is projected to operate at an acceptable level of service B, C or D with or without the addition of the trips generated by the proposed amendment. See Attachment 4.

In conclusion, Planning Council staff finds the proposed amendment is generally consistent with the policies of the BrowardNext – BCLUP and recommends approval, subject to the applicant's voluntary commitment to restrict development to a maximum of 716,000 square feet of commercial and industrial uses, of which a maximum of 116,000 square feet of development is designated for commercial uses. See Attachment 3.

SECTION VII
AMENDMENT REPORT
PROPOSED AMENDMENT PC 25-1

ATTACHMENTS

1. Broward County Planning Council Supplemental Report of August 2025
2. Broward County Planning Council Traffic Analysis of July 18, 2025
3. Draft Declaration of Restrictive Covenants Limiting Development
4. Broward County Planning Council Alternate Traffic Analysis of July 18, 2025
5. Broward County Transit Division Report of March 12, 2025
6. Broward County Urban Planning Division Report of March 11, 2025
7. Applicant Response to Review Agency Comments Received August 5, 2025
8. School Board of Broward County Consistency Review Report of March 11, 2025
9. Broward County Resilient Environment Department Report of March 18, 2025
10. Email correspondence from the City of Weston dated March 6, 2025
11. Applicant's traffic study and response to the City of Weston comments, dated July 7, 2025
12. Broward County Parks and Recreation Division Report of March 19, 2025
13. Broward County Water Management Division Report of February 11, 2025
14. South Broward Drainage District Report of February 5, 2025

ATTACHMENT 1

BROWARD COUNTY PLANNING COUNCIL SUPPLEMENTAL REPORT PUBLIC SERVICES AND FACILITIES

BROWARD COUNTY LAND USE PLAN AMENDMENT NUMBER PC 25-1

Prepared: August 2025

POTABLE WATER

The proposed amendment site will be served by the Pembroke Pines Water Treatment Plant, which has a current capacity of 18 million gallons per day (mgd). The current and committed demand on the treatment plant is 14.2 mgd, with 3.8 mgd available. The wellfields serving the amendment site have a combined permitted withdrawal of 15.6 mgd, with 1.4 mgd available for water withdrawal, which expires on August 18, 2030. Planning Council staff utilized a level of service of 0.1 gallons per day (gpd) per square foot for commerce uses and 82.68 gpd per capita (3.53 persons per household (pph)) for residential uses. The amendment will result in a net increase of 0.05 mgd on the projected demand for potable water. Sufficient potable water supply and treatment capacity will be available to serve the proposed amendment site. Regarding the long-range planning horizon for potable water supply, it is noted that the City of Pembroke Pines adopted its 10-year Water Supply Facilities Work Plan on February 3, 2021, and that the Town of Southwest Ranches adopted its 10-year Water Supply Facilities Work Plan on March 23, 2017.

SANITARY SEWER

The proposed amendment site will be served by the Pembroke Pines Wastewater Treatment Plant, which has a current capacity of 9.52 mgd. The current and committed demand on the treatment plant is 7.28 mgd, with 2.24 mgd available. Planning Council staff utilized a level of service of 0.1 gpd per square foot for commerce uses and 93 gpd per capita (3.53 pph) for residential uses. The amendment will result in a net increase of 0.05 mgd on the projected demand for sanitary sewer. Sufficient sanitary sewer capacity will be available to serve the proposed amendment site.

SOLID WASTE

The proposed amendment site will be served by Waste Pro for solid waste disposal service. Waste Pro collects and transports the Town's solid waste to the Okeechobee Landfill. The landfill has a capacity of 214 million cubic yards and a demand of 2,739.7 tons per day (tpd). Planning Council staff utilized a level of service of 4 pounds (lbs.) per 100 square feet per day for commercial uses and 8.9 lbs per day per dwelling unit for residential uses. The proposed amendment will result in a net increase of 23,275.3 lbs per day or 11.6 tpd on the projected demand for solid waste. Sufficient solid waste capacity will be available to serve the proposed amendment site.

DRAINAGE

The proposed amendment site will be served by the South Broward Drainage District (SBDD). A surface water management permit from the SBDD may be required prior to any construction.

PARKS AND OPEN SPACE

The Town of Southwest Ranches has 152.83 acres in its parks and open space inventory. The 2050 projected population (8,642) requires approximately 25.9 acres to meet the community parks acreage requirement of 3 acres per one thousand persons population. The proposed land use plan amendment will result in a net decrease of 0.2 acres on the projected demand for local parks. The Town of Southwest Ranches continues to meet the community parks acreage requirement of the Broward County Land Use Plan of 3 acres per one thousand persons population.

ATTACHMENT 2

TRAFFIC ANALYSIS - Peak PC 25-1

MPO Model Run Received: July 10, 2025

Prepared: July 18, 2025

INTRODUCTORY INFORMATION

Jurisdiction: Town of Southwest Ranches

Size: Approximately 58.7 acres

TRIPS ANALYSIS

Potential Trips - Current Land Use Designation

Current Designation: Agricultural

Potential Development: 23 single-family dwelling units

Trip Generation Rate: "ITE Equation (210) Single-Family Detached Housing"*

Total P.M. Peak Hour Trips: 26 peak hour trips

Potential Trips - Proposed Land Use Designations

Proposed Designation: Commerce

Potential Development: 587,000 square feet of commercial use

Trip Generation Rate: "ITE Equation (820) Shopping Center"

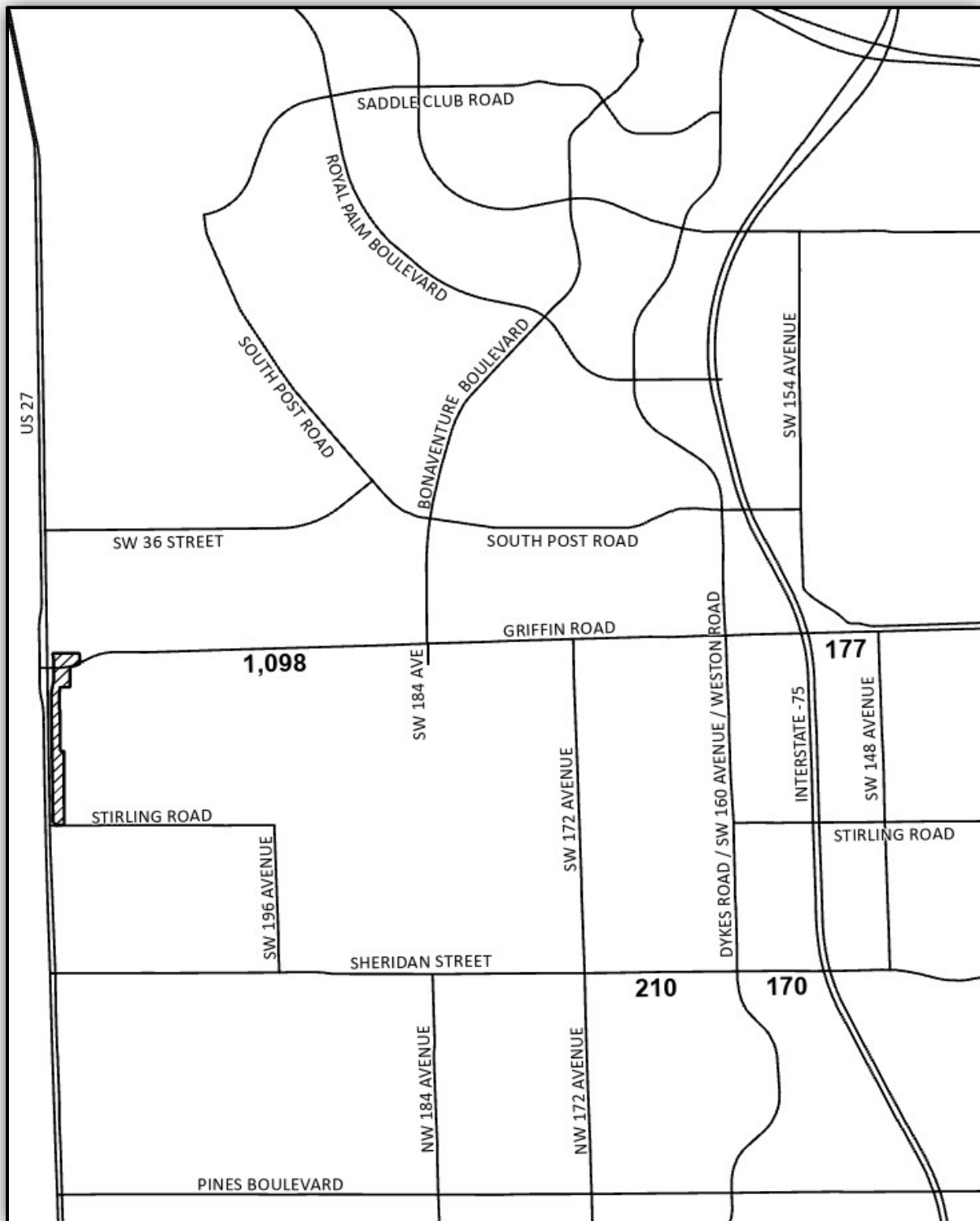
Total P.M. Peak Hour Trips 2,401 peak hour trips

Net P.M. Peak Hour Trips + 2,375 peak hour trips

*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation Manual – 11th Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

TRAFFIC ANALYSIS (continued)

Graphic of Impacted Roadway Segments of the Regional Transportation Network:



TRAFFIC ANALYSIS (continued)*Impacted Regional Transportation Network Without the Proposed Amendment: Year 2045:*

Roadway	Segment	Volume	Capacity	LOS
1. U.S. Highway 27	Pines Boulevard to Sheridan Street	2,109	5,960	B
2. U.S. Highway 27	Sheridan Street to Stirling Road	2,109	5,960	B
3. U.S. Highway 27	Stirling Road to Griffin Road	2,109	5,960	B
4. U.S. Highway 27	Griffin Road to Saddle Club Road	1,368	5,960	B
5. Bonaventure Boulevard	Griffin Road to South Post Road	2,100	3,401	C
6. Bonaventure Boulevard	South Post Road to Royal Palm Boulevard	1,729	3,401	C
7. SW 36 Street	U.S. Highway 27 to South Post Road	162	1,197	C
8. South Post Road	Bonaventure Boulevard to Weston Road	988	1,440	C
9. Griffin Road	U.S. Highway 27 to SW 184 Avenue	998	1,520	C
10. Griffin Road	SW 184 Avenue to SW 172 Avenue	2,195	3,401	C
11. Griffin Road	SW 172 Avenue to SW 160 Avenue	2,917	3,401	C
12. Griffin Road	SW 160 Avenue to Interstate 75	4,722	5,121	C
13. Griffin Road	Interstate 75 to SW 148 Avenue	4,978	5,121	C
14. Stirling Road	U.S. Highway 27 to SW 196 Avenue	694	1,197	D
15. Sheridan Street	U.S. Highway 27 to SW 196 Avenue	409	1,520	C
16. Sheridan Street	SW 196 Avenue to SW 172 Avenue	1,292	3,401	C
17. Sheridan Street	SW 172 Avenue to SW 160 Avenue	3,363	3,401	D
18. Sheridan Street	SW 160 Avenue to Interstate 75	5,007	5,121	D

Impacted Regional Transportation Network With the Proposed Amendment: Year 2045:

Roadway	Segment	Volume	Capacity	LOS
1. U.S. Highway 27	Pines Boulevard to Sheridan Street	2,409	5,960	B
2. U.S. Highway 27	Sheridan Street to Stirling Road	2,584	5,960	B
3. U.S. Highway 27	Stirling Road to Griffin Road	2,584	5,960	B
4. U.S. Highway 27	Griffin Road to Saddle Club Road	1,569	5,960	B
5. Bonaventure Boulevard	Griffin Road to South Post Road	2,297	3,401	C
6. Bonaventure Boulevard	South Post Road to Royal Palm Boulevard	1,870	3,401	C
7. SW 36 Street	U.S. Highway 27 to South Post Road	226	1,197	C
8. South Post Road	Bonaventure Boulevard to Weston Road	1,103	1,440	C
9. Griffin Road	U.S. Highway 27 to SW 184 Avenue	2,096	1,520	F
10. Griffin Road	SW 184 Avenue to SW 172 Avenue	2,606	3,401	C
11. Griffin Road	SW 172 Avenue to SW 160 Avenue	3,322	3,401	D
12. Griffin Road	SW 160 Avenue to Interstate 75	5,079	5,121	D
13. Griffin Road	Interstate 75 to SW 148 Avenue	5,155	5,121	F
14. Stirling Road	U.S. Highway 27 to SW 196 Avenue	769	1,197	D
15. Sheridan Street	U.S. Highway 27 to SW 196 Avenue	815	1,520	C
16. Sheridan Street	SW 196 Avenue to SW 172 Avenue	1,531	3,401	C
17. Sheridan Street	SW 172 Avenue to SW 160 Avenue	3,573	3,401	F
18. Sheridan Street	SW 160 Avenue to Interstate 75	5,177	5,121	F

PLANNING COMMENTS

The proposed amendment is presumed to allow at least 587,000 square feet of commercial use. Based on this premise, the amendment is projected to increase traffic on the regional roadway network by approximately 2,375 p.m. peak hour trips at the long-term planning horizon. The Broward Metropolitan Planning Organization (MPO) Year 2050 Transportation Plan model analysis distribution of the projected additional p.m. peak hour trips indicates that the proposed amendment would **significantly and adversely** impact several roadway segments, as follows:

Significant impact: a substantial change in traffic conditions caused by a proposed development, typically resulting in increased congestion, delays or a reduced level of service that requires mitigation. Planning Council staff notes several roadway segments are projected to operate at an acceptable level of service† (LOS) (i.e. B, C or D) with or without the addition of the trips generated by the proposed amendment:

1. U.S. Highway 27, four (4) segments between Pines Boulevard and Saddle Club Road, are projected to operate at LOS “B”
2. Bonaventure Boulevard, two (2) segments between Griffin Road and Royal Palm Boulevard, are projected to operate at LOS “C”
3. Southwest 36 Street, between U.S. Highway 27 and South Post Road, is projected to operate at LOS “C”
4. South Post Road, between Bonaventure Boulevard and Weston Road, is projected to operate at LOS “C”
5. Griffin Road, three (3) segments between Southwest 184 Avenue and Interstate 75, are projected to operate at LOS “C” and “D”
6. Stirling Road, between U.S. Highway 27 and Southwest 196 Avenue, is projected to operate at LOS “D”
7. Sheridan Street, two (2) segments between U.S. Highway 27 and Southwest 172 Avenue, are projected to operate at LOS “C”

Adverse impact: a negative effect on traffic conditions or safety due to a proposed development, even if it does not require a formal mitigation. Planning Council staff notes the following four (4) affected roadway segments:

1. Griffin Road, between U.S. Highway 27 and Southwest 184 Avenue, denigrates from an acceptable LOS “C” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment
2. Griffin Road, between Interstate 75 and Southwest 148 Avenue, denigrates from an acceptable LOS “C” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment
3. Sheridan Street, between Southwest 172 Avenue and Southwest 160 Avenue, denigrates from an acceptable LOS “D” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment
4. Sheridan Street, between Southwest 160 Avenue and Interstate 75, denigrates from an acceptable LOS “D” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment

† Based on the MPO Roadway Capacity and LOS Analysis 2020 & 2045 Table. The MPO anticipates the updated table to be available in mid-August 2025.

ATTACHMENT 3

This instrument prepared by:

Heather Jo Allen, Esq.
Keiser Legal, PLLC
55 SE 2nd Avenue, Suite 102
Delray Beach, Florida 33444



SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

DECLARATION OF RESTRICTIVE COVENANTS

THIS DECLARATION OF RESTRICTIVE COVENANTS (“Declaration”) made this _____ of _____, 2025, by **BERGERON US 27, LLC**, a Florida limited liability company, and **BERGERON SW RANCHES US 27, LLC**, a Delaware limited liability company, (hereinafter collectively referred to as the “Declarant”), which shall be for the benefit of **BROWARD COUNTY**, a Political Subdivision of the State of Florida (“County”).

Witnesseth:

WHEREAS, the Declarant is the owner of land located in the Town of Southwest Ranches (“Town”), Broward County, Florida, more particularly described in Exhibit “A” attached hereto and incorporated herein (the “Property”); and

WHEREAS, the Declarant has made applications to the Town (Application No. PA-20-8) and County (County Planning Council Application No. PC25-1) requesting that the land use plan designation on the Property be changed from Agricultural (Town and County) to US Highway 27 Business (Town) and Commerce (“County”) (“Amendment”); and

WHEREAS, the Declarant intends to develop the Property with a maximum of 716,000 square feet of commercial and industrial uses, of which a maximum of 116,000 square feet of development is designated for commercial use, as specifically allowed and permitted by right under the zoning district entitled the US Highway 27 Planned Business District and more particularly described in Section 051-020 of the Town’s Code of Ordinances (“Restricted Uses”) attached hereto as Exhibit “B” and incorporated herein; and

WHEREAS, an impact analysis of all of the allowable uses under the County’s Commerce designation would result in an overly broad and inaccurate depiction of what is actually permitted to be developed on the Property by the Town; and

WHEREAS, the Declarant requests that the County review the impacts of its Amendment based upon the Restricted Uses rather than inapplicable uses that might be allowed under the County's Commerce designation; and

WHEREAS, in connection with the Amendment, the Declarant has voluntarily agreed to place certain restrictions on the development of the Property as set forth below to provide assurances to and in favor of the County; and

NOW, THEREFORE, in consideration of the foregoing premises and the covenants herein contained, Declarant hereby voluntarily declares that the Property shall be subject to the covenants, restrictions, and regulations hereinafter set forth, all of which shall run with the land and which shall be binding upon all parties having any right, title, or interest in the Property or any part thereof, their heirs, successors and assigns.

1. Recitations. The recitals set forth above are true and correct and are incorporated into this Declaration by this reference.

2. Property Development Restriction. Declarant hereby declares that development of the Property is restricted to a maximum of 716,000 square feet of commercial and industrial uses, of which a maximum of 116,000 square feet of development is designated for commercial use, as specifically allowed and permitted by right under the zoning district entitled the US Highway 27 Planned Business District pursuant to the Town's Code of Ordinances.

3. Voluntary Declaration. This Voluntary Declaration has been offered by the Declarant as an inducement for the County to approve a land use plan amendment for the Property identified as PC25-1.

4. Amendments. Except as otherwise provided herein, this Declaration shall not be modified, amended, or released as to any portion of the Property except by written instrument, executed by the then owner or owner(s) of the portion of the Property affected by such modification, amendment, or release, and approved in writing by the County. The appropriate governmental authority of the County shall execute a written instrument effectuating and acknowledging such modification, amendment, or release. Any amendment, modification, or release of this Declaration shall be recorded in the Public Records of Broward County, Florida.

5. Recordation and Effective Date. This Declaration shall not be effective and shall not be recorded in the Public Records of Broward County, Florida, until after approval of the Amendment by the County and the expiration of all appeal periods or, if any appeal is filed, the conclusion of such appeal in a manner that does not affect the County's approval of the Amendment. Once recorded, this Declaration shall run with the Property for the sole benefit of the County and shall bind all successors-in-interest with respect to the Property. This Declaration shall not give rise to a cause of action by any party other than the County and no party other than the County shall be entitled to enforce this Declaration. Any failure by the County to enforce this Declaration shall not be deemed a waiver of the right to do so thereafter.

6. Severability. If any court of competent jurisdiction shall declare any section, paragraph, or part of this Declaration invalid or unenforceable, then such judgment or decree shall have no effect on the enforcement or validity of any other section, paragraph or part hereof, and the same shall remain in full force and effect.

7. Captions, Headings, and Titles. Articles and paragraph captions, headings, and titles inserted throughout this Declaration are intended as a matter of convenience only and in no way shall such captions, headings, or titles define, limit, or in any way affect the subject matter or any of the terms and provisions thereunder or the terms and provisions of this Declaration.

8. Context. Whenever the context requires or admits, any pronoun used herein may be deemed to mean the corresponding masculine, feminine, or neuter form thereof, and the singular form of any nouns or pronouns herein may be deemed to mean the corresponding plural form thereof and vice versa.

9. Counterparts. This Declaration may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same Declaration.

10. Jurisdiction. This Declaration shall be construed and interpreted, and the rights of the parties hereto determined, in accordance with Florida law. The Declarant agrees to submit to the jurisdiction of Florida courts and federal courts located in Florida. The parties agree that proper venue for any suit concerning this Declaration shall be Broward County or the Federal Southern District of Florida.

11. Notice. All notices required or permitted to be given to or delivered by any party hereunder, shall be in writing and shall be (as elected by the party giving such notice) hand delivered by messenger, courier service or prepaid overnight delivery service, by electronic transmission producing a written record, or alternatively shall be sent by United States Certified Mail with Return Receipt Requested. The effective date of any Notice shall be the date of delivery of the Notice if by personal delivery, courier services or prepaid overnight delivery service, or if mailed, upon the date which the return receipt is signed or delivery is refused or the Notice designated by the postal authorities as non-deliverable, as the case may be. The parties hereby designate the following addresses as the address to which Notices may be delivered, and delivery to such address shall constitute binding notice given to such Party:

If to the County:

Broward County Attorney's Office
Attn: Andrew Meyers, Esq.
115 S. Andrews Avenue, Suite 423
Fort Lauderdale, Florida 33301

If to the Declarant:

Ronald M. Bergeron, Sr.

Bergeron US 27, LLC and Bergeron SW Ranches US 27, LLC

19612 SW 69th Place

Pembroke Pines, Florida 33332

With a copy to:

Aleida Ors Waldman, Esq.

Aleida Ors Waldman, P.A.

19612 SW 69th Place

Pembroke Pines, FL 33332

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DRAFT

In witness whereof, Declarant has executed this Declaration as follows:

Witnesses:

Bergeron US 27, LLC,
a Florida limited liability company

(Signature) _____

By: _____

Print Name: _____

Ronald M. Bergeron, Sr.,
Managing Member

(Signature) _____

Print Name: _____

State of _____)
) SS
County of _____)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by means of I physical presence or I online notarization, by Ronald M. Bergeron, Sr. as Managing Member of Bergeron US 27, LLC, a Florida limited liability company who is personally known to me or who has produced _____ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this ____ day of _____, 2025.

Bergeron SW Ranches US 27, LLC,
a Delaware limited liability company

(Signature) _____

By: _____

Print Name: _____

Ronald M. Bergeron, Sr.,
Managing Member

(Signature) _____

Print Name: _____

State of _____)
) SS
County of _____)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by means of I physical presence or I online notarization, by Ronald M. Bergeron, Sr. as Managing Member of Bergeron SW Ranches US 27, LLC, a Delaware limited liability company who is personally known to me or who has produced _____ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this ____ day of _____, 2025.

Notary Public

Typed, printed or stamped name of Notary Public

My Commission Expires:

Exhibit "A"
Legal Description
The Property

A PORTION OF TRACTS 51, 52, 61, AND 62, OF SECTION 27, TOWNSHIP 50 SOUTH, RANGE 39 EAST, "EVERGLADES LAND COMPANY'S SUBDIVISION", AS RECORDED IN PLAT BOOK 2, PAGE 1, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 27; THENCE SOUTH 89°46'19" WEST, ALONG THE SOUTH LINE OF SAID SECTION 27 FOR 1317.07 FEET; THENCE NORTH 01°19'41" WEST, ALONG THE EAST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 27, FOR 874.72 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE SOUTH NEW RIVER CANAL; THENCE NORTH 89°57'39" WEST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 90.08 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 01°20'39" EAST, 322.40 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF GRIFFIN ROAD AND A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY FROM WHICH A RADIAL LINE BEARS NORTH 24°26'02" WEST; THENCE SOUTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE BEING A CURVE TO THE RIGHT, HAVING A RADIUS OF 1849.86 FEET AND A CENTRAL ANGLE OF 24°12'21", AN ARC DISTANCE OF 781.52 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89°46'15" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE 97.45 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 25 AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP FOR SECTION 86060-2516; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) COURSES AND DISTANCES: 1) NORTH 45°14'08" WEST, 69.95 FEET; 2) NORTH 00°50'31" WEST 150.00 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE TO THE LEFT; 3) NORTHERLY ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1442.00 FEET AND A CENTRAL ANGLE OF 11°36'38", AN ARC DISTANCE OF 292.21 FEET TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF THE SOUTH NEW RIVER CANAL; THENCE SOUTH 89°57'39" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 933.35 FEET TO THE POINT OF BEGINNING.

AND

TRACTS 71, 90, 103, & 122, AND PORTIONS OF TRACTS 6, 7, 8, 25, 26, 39, 40, 57, 58, 72, 89, 104, & 121, OF SECTION 34, TOWNSHIP 50 SOUTH, RANGE 39 EAST, AND THE PLATTED RIGHTS-OF-WAY ADJACENT THERETO, "EVERGLADES LAND COMPANY'S SUBDIVISION", AS RECORDED IN PLAT BOOK 2, PAGE 1, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 34; THENCE NORTH 89°51'57" EAST ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 FOR 328.93 FEET; THENCE NORTH 02°25'14" WEST 10.01 FEET TO THE POINT OF BEGINNING; THENCE ALONG THE EAST RIGHT-OF-WAY LINE OF STATE

ROAD NO. 25 AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP FOR SECTION 86060-2516 THE FOLLOWING EIGHT (8) COURSES AND DISTANCES: 1) CONTINUE NORTH $02^{\circ}25'14''$ WEST 45.04 FEET; 2) NORTH $45^{\circ}29'17''$ WEST 70.27 FEET; 3) NORTH $00^{\circ}50'31''$ WEST 4478.25 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; 4) NORTHERLY ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1358.00 FEET, A CENTRAL ANGLE OF $11^{\circ}47'41''$, FOR AN ARC DISTANCE OF 279.55 FEET TO A POINT OF TANGENCY; 5) NORTH $10^{\circ}57'10''$ EAST 200.00 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE TO THE LEFT; 6) NORTHERLY ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1442.00 FEET, A CENTRAL ANGLE OF $11^{\circ}47'41''$, FOR AN ARC DISTANCE OF 296.85 FEET TO A POINT OF TANGENCY; 7) NORTH $00^{\circ}50'31''$ WEST 150.00 FEET; 8) NORTH $44^{\circ}45'52''$ EAST 71.46 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF GRIFFIN ROAD; THENCE NORTH $89^{\circ}46'15''$ EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE 94.04 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE TO THE LEFT; THENCE EASTERLY ALONG THE ARC OF SAID CURVE AND SAID SOUTH RIGHT-OF-WAY LINE, HAVING A RADIUS OF 1969.86 FEET, A CENTRAL ANGLE OF $12^{\circ}22'13''$, FOR AN ARC DISTANCE OF 425.29 FEET TO A POINT ON THE WESTERLY BOUNDARY LINE OF "SHARON GARDENS MEMORIAL PARK", AS RECORDED IN PLAT BOOK 84, PAGE 40, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; THENCE SOUTH $00^{\circ}12'20''$ EAST ALONG SAID WESTERLY BOUNDARY 665.12 FEET TO A POINT ON THE NORTH LINE OF "SHARON GARDENS MEMORIAL PARK REVISION THREE", AS RECORDED IN PLAT BOOK 110, PAGE 38, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; THENCE SOUTH $89^{\circ}46'19''$ WEST ALONG SAID NORTH LINE 350.00 FEET TO THE NORTHWEST CORNER OF SAID PLAT; THENCE SOUTH $89^{\circ}23'54''$ WEST 27.00 FEET TO A POINT ON A LINE 27.00 FEET WEST OF AND PARALLEL WITH THE WEST LINE OF SAID "SHARON GARDENS MEMORIAL PARK REVISION THREE"; THENCE SOUTH $00^{\circ}11'26''$ EAST ALONG SAID PARALLEL LINE 712.00 FEET; THENCE NORTH $89^{\circ}23'54''$ EAST 27.00 FEET TO A POINT ON SAID WEST LINE OF "SHARON GARDENS MEMORIAL PARK REVISION THREE"; THENCE SOUTH $00^{\circ}11'26''$ EAST ALONG THE WEST LINE OF SAID "SHARON GARDENS MEMORIAL PARK REVISION THREE" AND SAID "SHARON GARDENS MEMORIAL PARK" 1579.82 FEET; THENCE NORTH $89^{\circ}49'12''$ EAST ALONG SAID WESTERLY BOUNDARY OF "SHARON GARDENS MEMORIAL PARK" 128.21 FEET; THENCE SOUTH $00^{\circ}11'00''$ EAST ALONG THE EAST LINES OF SAID TRACTS 71, 90, 103, AND 122 AND THE EXTENSIONS THEREOF 2631.36 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 122; THENCE SOUTH $89^{\circ}51'57''$ WEST ALONG THE SOUTH LINE OF SAID TRACTS 121 AND 122 FOR 331.49 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND BEING IN THE TOWN OF SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA, AND CONTAINING 56.546 ACRES, MORE OR LESS.

Exhibit “B”
Town of Southwest Ranches
Code of Ordinances Section 051-020
The Restricted Uses

DRAFT

Sec. 051-020. - Permitted, prohibited and special exception uses.

- (A) *Unauthorized use.* No land or improvements thereon shall be used for any purpose other than as provided in this section. Further, no land shall be used for any use not authorized by an approved master development plan for a given parcel or tract.
- (B) *Permitted uses.* Uses followed by a "P" are permitted, subject to compliance with all applicable conditions for the use set forth in [section 051-030](#).
- (C) *Special exception uses.* Uses followed by an "SE" are special exception uses that require town council approval pursuant to the procedures and requirements of [article 112](#)—Special exception uses, with an additional required finding that the use does not involve chemicals, substances or byproducts that are combustible, carcinogenic, biohazardous, or are otherwise toxic to humans or animals.
- (D) *Prohibited uses.* Uses followed by an "NP" are prohibited.
- (E) *Unlisted uses.* An unlisted use may be permitted if it is not a listed permitted, conditional, special exception, or prohibited use in any district, pursuant to the findings and procedures of this subsection.

(1) The town council may approve a use that it finds is similar to a listed special exception use in this district upon consideration of an application for similar special exception use that shall follow the process for special exception uses in [article 112](#).

(2) The town administrator may approve a use upon finding the use similar to a listed permitted use in this district subject to the following requirements:

(a) Finding that the use possesses similar characteristics to a permitted use in this district, including but not limited to operating hours, emission of noise, odor, dust, smoke or other particulates, vibration, and glare. Approval of a similar use may be made subject to any master plan and site plan conditions that are applicable to the similar use, or as deemed appropriate by the town administrator to mitigate potential incompatibilities with residential uses.

(b) The use shall not involve chemicals, substances or byproducts that are combustible, carcinogenic, biohazardous, or that are otherwise toxic to humans or animals.

(c) The town administrator shall provide written notice to all town council members the intent to authorize the similar use. If no councilmember files a written objection with the town administrator within ten (10) business days, the town administrator may approve the use.

(d) If by the end of the ten (10)-day period any councilmember files an objection, the use may only be approved as a special exception use.

(F) *Schedule of uses.* The schedule in this subsection enumerates those uses that are permitted, prohibited and subject to special exception permit.
- | | | |
|----|--------------------------------|----|
| | Use | |
| 1. | Abrasive product manufacturing | NP |
| | | |
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Page 1 of 9

2.	Accessory uses and structures, including outdoor storage, incidental fuel storage and caretaker/watchman living quarters, [subject to subsections <u>051-030</u> (C), (D) and (E), respectively]	P
3.	Acid (corrosive) manufacturing, including hydrochloric, nitric, picric, sulfurous, and sulfuric	NP
4.	Adult entertainment	NP
5.	Agricultural equipment sales and display	P
6.	Agricultural uses (non-residential)	P
7.	Airport and airport hanger	NP
8.	Alkaline products manufacturing	NP
9.	Ammunition reloading	NP
10.	Animal burial ground	NP
11.	Animal hospital or veterinary clinic including equine [subject to subsection <u>051-030(A)</u> —Noise]	P
12.	Animal refuge	SE
13.	Asphalt manufacturing or refining	NP
14.	Asphalt paving plant	NP
15.	Assembly of appliances and instruments	P
16.	Assembly of pre-manufactured components	P
17.	Automobile, commercial vehicle, RV, boat, tractor, trailer storage, transport, parking or open-air storage [subject to subsection <u>051-030(B)</u> —Screening]	P
18.	Automobile, motor vehicle, motorcycle, vehicle accessories, parts sales and	P

	display—New and used	
19.	Automobile, motor vehicle detailing including car washes	P
20.	Automobile wrecking yard	NP
21.	Awning and canvas repair	P
22.	Battery repair and rebuilding	NP
23.	Boarding kennel [subject to subsection <u>051-030(A)</u> —Noise]	P
24.	Boat sales, including outdoor display, and indoor minor repair of components as an accessory use (ex: upholstery, wiring and electronics, switchgear, pumps, batteries, hydraulics, window seals, etc.) but excluding any work relating to the hull and power generating components.	P
25.	Body and paint shop, both as stand-alone use and accessory to auto sales	NP
26.	Bookbinding—No use of adhesives	P
27.	Bottling plant—Only liquids safe for human consumption	P
28.	Broadcasting, movie production, relay station	P
29.	Brewing and distilling subject to ability of municipal sewer to treat effluent	P
30.	Brick, tile, terra cotta manufacturing	NP
31.	Bulk storage excluding chemicals	P
32.	Building supplies sales and display. May be outdoors if roofed and if screened from view pursuant to subsection 51-030(B)	P
33.	Butane or propane manufacturing	NP
34.	Carnival, circus, circus quarters	NP

35.	Carpet manufacture, power looms	NP
36.	Cement and concrete products manufacturing, batching or mixing plant	NP
37.	Cemetery, columbarium, mausoleum	P
38.	Chemical manufacturing	NP
39.	Clothing fabrication—No use of chemicals	P
40.	Cold storage facility [subject to subsection <u>051-030(A)</u> —Noise]	SE
41.	Commercial recreation uses including rifle and gun range—Indoors only [subject to subsection <u>051-030(A)</u> —Noise]	P
42.	Contractor shops-indoor only; carpentry shops are subject to subsection <u>051-030(A)</u> —Noise	P
43.	Contractor yards, principal or accessory to a contractor shop	SE
44.	Courier, packing or delivery service	P
45.	Creosote manufacture or treatment	NP
46.	Daycare	P
47.	Dental lab	P
48.	Disinfectant and insecticide manufacturing	NP
49.	Distribution warehouse, truck or freight terminal [subject to <u>section 051-030(A)</u> —Noise]	SE
50.	Educational lab	P
51.	Electronics assembly	P
52.	Electronics manufacturing	NP

53.	Fabrication	P
54.	Feed, seed and fertilizer sales and display	P
55.	Fertilizer compounding	NP
56.	Food catering service	P
57.	Food processing, packaging and distribution without refrigeration	P
58.	Food processing, packaging and distribution with refrigeration [subject to subsection <u>051-030(A)</u> —Noise]	SE
59.	Foundry	NP
60.	Frozen food lockers, bulk storage & warehousing [subject to subsection <u>051-030(A)</u> —Noise]	SE
61.	Fruit packing and shipping	P
62.	Funeral home or mortuary including monument sales and display	P
63.	Furniture manufacturing [subject to subsection <u>051-030(A)</u> —Noise]	P
64.	Furniture, appliance repair [subject to subsection <u>051-030(A)</u> —Noise]	P
65.	Gas station, fuel sales	NP
66.	Glass and mirror shop	P
67.	Hazardous materials storage in bulk	NP
68.	Home improvement center including accessory outdoor sale and display of utility trailers, lawn furniture and barbeques	P
69.	Hospitals, sanitariums, orphanages, and similar institutions for the treatment of persons (excluding adult day care)	NP

70.	Hotel	P
71.	Household items repair shop	P
72.	House wrecking yards; used building materials yard	NP
73.	Ice manufacturing including storage, distributing and self-service ice station [subject to subsection <u>051-030(A)</u> —Noise]	P
74.	Incineration, reduction, or storage of garbage, oil, dead animal refuse, and rancid fats	NP
75.	Industrial lab	SE
76.	Junk yard	NP
77.	Laboratories/labs: see individual lab types: dental lab; educational lab; industrial lab; and research and development lab	—
78.	Lawnmower rental, sales, repair [repair subject to subsection <u>051-030(A)</u> — Noise]	P
79.	Light manufacturing	SE
80.	Livery stable, riding academy or dude ranch	P
81.	Livestock auction	P
82.	Lumber yard with planning mill	NP
83.	Machine shop, including use of screw machines [subject to subsection <u>051-030(A)</u> —Noise]	P
84.	Manufacturing of canvas, cork, textiles -no chemical treatment of textiles	P
85.	Manufacturing of glass products from previously manufactured glass	P

86.	Machinery sales and display	P
87.	Medical waste incineration, sterilization or transfer station	NP
88.	Metalsmithing [subject to subsection <u>051-030(A)</u> —Noise]	P
89.	Mobile collection center and food units	NP
90.	Motor vehicle repair, including body shops, both as a principal use and accessory use	NP
91.	Motor vehicle and equipment wholesale and public auctions including boat, RV, commercial vehicles (whole car or salvage)	NP
92.	New equipment and tool sales and display including tool rental (commercial and contractor)	P
93.	Night club, music hall, bar, tavern, pool or billiard room, penny arcades, games of skill and science	NP
94.	Offices	P
95.	Paint or varnish manufacture	NP
96.	Paper or pulp mills	NP
97.	Penal Institutions and detention centers	NP
98.	Personal services	P
99.	Pest control service	NP
100.	Petroleum product manufacturing	NP
101.	Poisonous gas storage	NP
102.	Photographic, radio and TV studio	P

103.	Printing plant—No use of solvents or offset printing	P
104.	Railroad freight or passenger station, transfer, storage or team tracks	NP
105.	Recycling facility	NP
106.	Research and development lab	SE
107.	Restaurant including bakery and delicatessen	P
108.	Restaurant and hotel supplies and equipment sales and display, including store fixtures	P
109.	Retail sales, including firearms, ammunition [subject to <u>051-030</u> (F—Incidental retail sale of prepackaged chemicals)]	P
110.	Rock, gravel, or sand distribution	P
111.	Self-storage and mini warehouses	P
112.	Sewage or water treatment, pumping and storage plants	NP
113.	Sharpening and grinding [subject to subsection <u>051-030</u> (A)—Noise]	P
114.	Sign printing shop - digital printing only	P
115.	Slaughterhouse	NP
116.	Smelting or refining of ores or metals	NP
117.	Swimming pool supplies retail sales and display [subject to subsection <u>051-030</u> (F)—Incidental sale of prepackaged chemicals]	P
118.	Tank storage of bulk oil or gas	NP
119.	Theatrical studio	P
120.	Tire recapping and vulcanizing	NP

121.	Tractor, construction equipment sales and display	P
122.	Trade and vocational schools	P
123.	Truck stop	NP
124.	Upholstery shop	P
125.	Utility trailer sales and display	P
126.	Welding equipment and supplies sales and display	P
127.	Wholesale (no chemicals)	P

(Ord. No. 2021-007, § 2(Exh. A), 2-11-2021)

ATTACHMENT 4

TRAFFIC ANALYSIS – Peak
(as voluntarily restricted by the applicant)
PC 25-1

MPO Model Run Received: July 10, 2025

Prepared: July 18, 2025

INTRODUCTORY INFORMATION

Jurisdiction: Town of Southwest Ranches

Size: Approximately 58.7 acres

TRIPS ANALYSIS

Potential Trips - Current Land Use Designation

Current Designation:	Agricultural
Potential Development:	23 single-family dwelling units
Trip Generation Rate:	"ITE Equation (210) Single-Family Detached Housing"*
Total P.M. Peak Hour Trips:	26 peak hour trips

Potential Trips - Proposed Land Use Designations

Proposed Designation:	Commerce
Potential Development:	116,000 square feet of commercial use 600,000 square feet of industrial use
Trip Generation Rates:	"ITE Equation (820) Shopping Center" "ITE Equation (110) General Light Industrial"
Total P.M. Peak Hour Trips	628 + 480 = 1,108 peak hour trips

<u>Net P.M. Peak Hour Trips</u>	<u>+ 1,082 peak hour trips</u>
--	---------------------------------------

*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation Manual – 11th Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

TRAFFIC ANALYSIS (continued)

PLANNING COMMENTS

The proposed amendment, as voluntarily restricted to 116,000 square feet of commercial use and 600,000 square feet of industrial use, is projected to increase traffic on the regional roadway network by approximately 1,082 p.m. peak hour trips at the long-term planning horizon. The Broward Metropolitan Planning Organization (MPO) Year 2050 Transportation Plan model analysis distribution of the projected additional p.m. peak hour trips indicates that the proposed amendment, as voluntarily restricted, would **significantly, but not adversely**, impact several roadway segments which are projected to operate an acceptable level of service[†] (LOS) (i.e. B, C or D) with or without the addition of the trips generated by the proposed amendment:

1. U.S. Highway 27, two (2) segments between Sheridan Street and Griffin Road, are projected to operate at LOS "B"
2. South Post Road, between Bonaventure Boulevard and Weston Road, is projected to operate at LOS "C"
3. Griffin Road, between U.S. Highway 27 and Southwest 184 Avenue, is projected to operate at LOS "D"
4. Griffin Road, three (3) segments between Southwest 184 Avenue and Interstate 75, are projected to operate at LOS "C"
5. Sheridan Street, two (2) segments between U.S. Highway 27 and Southwest 172 Avenue, are projected to operate at LOS "C"

[†] Based on the MPO Roadway Capacity and LOS Analysis 2020 & 2045 Table. The MPO anticipates the updated table to be available in mid-August 2025.

ATTACHMENT 5



Transportation Department

Service and Strategic Planning Division

1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8340 • FAX 954-357-8482

VIA EMAIL

March 12, 2025

Alicia Joseph, Planner
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, FL 33301



RE: Land Use Plan Amendment (LUPA) – PC 25-1 (US 27 Business Center) in the Town of Southwest Ranches

Dear Ms. Joseph:

Broward County Transit (BCT) has reviewed your correspondence from February 4, 2025, regarding the LUPA of the property situated on the east side of US 27 between Stirling Road to the south and the South New River (C-11) Canal to the north in the Town of Southwest Ranches for current and planned transit service. Within a quarter mile of the amendment site, there is no current transit service provided by either BCT or a Community Shuttle. Additionally, there are currently no plans for future fixed-route bus improvements.

BCT has no objections to this LUPA but recommends that the proposed development on the amendment site be designed to provide safe movement for pedestrians and bicyclists to connect to the existing sidewalk/bicycle network and access any future transit.

Please feel free to call me at 954-357-6543 or email me at kffrench@broward.org if you require any additional information or clarification on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Khalilah Ffrench".

Khalilah Ffrench, P.E.
Program Development Administrator
Service and Strategic Planning

Broward County Board of County Commissioners

Mark D. Bogen • Alexandra P. Davis • Lamar P. Fisher • Beam Furr • Steve Geller • Robert McKinzie • Nan H. Rich • Hazelle P. Rogers • Michael Udine
www.broward.org

ATTACHMENT 6



Resilient Environment Department
URBAN PLANNING DIVISION

1 N. University Drive, Box 102 | Plantation, FL 33324 | 954-357-6634 | Fax 954-357-6521

DATE: March 11, 2025

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Josie P. Sesodia, AICP, Director



J. Sesodia

SUBJECT: PC 25-1: US 27 Business Center (Town of Southwest Ranches)

The Broward County Urban Planning Division (UPD) staff reviewed proposed amendment PC 25-1. The subject site is in Town of Southwest Ranches involving approximately 58.7 acres. The amendment proposes:

Current Designations: 58.7 Acres of Agriculture

Proposed Designation: 58.7 Acres of Commerce

Estimated Net Effect: Reduction of 58.7 acres of agricultural uses
Addition of 58.7 acres of commerce uses

Analysis of Natural and Historic Resources

- A. The County's archaeological consultant reviewed the application and based on the available information including archival documents, maps, the Broward County Land Use Plan and the Florida Master Site File (FMSF), determined that the proposed project will not have an adverse effect on any known historical or archaeological resources or areas of archaeological or paleontological sensitivity.
- B. Comments and recommendations pertaining to this land use plan amendment for historic/archaeological resources:
1. The subject property is located within the Southwest Ranches, within the jurisdictional boundaries of Broward County's historic preservation ordinance (BC. Ord. 2014-32). Pursuant to B.C. Ord. 2014-32, Section 5-536.5(g), if, "in the event that archaeological materials are uncovered during development activities, such development activities in the immediate vicinity of the discovery shall be discontinued," and the property owner shall notify the County Historic Preservation Officer of the discovery and undertake certain additional actions.

Contact: Rick Ferrer, Historic Preservation Officer
Resilient Environment Department Urban Planning Division
1 North University Drive
Plantation, Florida 33324
Email: rferrer@broward.org
Telephone: (954) 357-9731

2. If unmarked burials are discovered, then, pursuant to Florida State Statutes, Chapter 872.05, "all activity that may disturb the unmarked burial shall cease immediately, and the district medical examiner shall be notified. Such activity shall not resume unless specifically authorized by the district medical examiner or State Archaeologist."

Contact: Broward County Medical Examiner 5301
S.W. 31st Avenue
Fort Lauderdale, Florida 33312
Telephone: (954) 357-5200
Fax: (954) 327-6580
Email: Med_Exam_Trauma@broward.org
Website: <http://www.broward.org/MedicalExaminer>

Affordable Housing

The Urban Planning Division (UPD) staff has reviewed this application and has determined that it meets the requirements of BCLUP Policy 2.16.2 and Article 5 of the Administrative Rules Document as the proposed development will not add residential dwelling units to the existing densities of the BCLUP.

Although the application does not propose residential development, UPD staff notes that in accordance with BCLUP Policy 2.16.4, properties with Commerce designated land use, with direct access to a State Road, County arterial or other qualified road, may have mixed uses including affordable multifamily housing with unlimited residential density. The site is adjacent to the north and south sides of Griffin Road, identified as a County arterial on the Broward County Trafficways Plan; therefore, the site qualifies for Policy 2.16.4.

According to the application, the Town Council adopted Ordinance 2017-02 that establishes a new local land use designation entitled "US Highway 27 Business." In adopting Ordinance No. 2017-02, the Town Council determined that the US 27 corridor is "unsuitable or marginal for rural residential use" and is more suitable for light industrial and business development. A draft Declaration of Restrictive Covenant (DRC), attached to the application as Exhibit F, restricts the proposed development to 716,000 square feet of commercial and industrial uses, with a maximum of 116,000 square feet of development designated for commercial use.

The applicant is advised that the proposed DRC is subject to the execution and recordation of the agreement with Broward County, as deemed acceptable to the County Attorney's Office, restricting the development to commercial and industrial uses.

Redevelopment Analysis

The amendment site is not located within a Community Redevelopment Area.

Intergovernmental Coordination

On the north, the amendment site abuts the C-11 Canal, just south of the City of Weston. On the south, the amendment site abuts the Broward County Landfill, located in the Broward Municipal Services District.

Complete Streets

The intent of this section is to provide suggestions to improve mobility opportunities (non-motorized, micromobility, electric, and transit access) within the project and enhance connectivity to surrounding uses. Efforts to improve mobility and accessibility help reduce potential air quality impacts, improve area connectivity, and increase opportunities for affordable and healthy living. Such efforts are consistent with BrowardNEXT Highlighted Regional Issues Strategies CCR-1 (reducing GHG emissions), TR-1 (redevelopment and multi-modal modes of transportation), MM-1 (incorporate Complete Streets principles), MM-4 (multi-modal level of service).

Applicable policies: The following BrowardNEXT Land Use Plan complete streets policies apply to this amendment:

- **Policy 2.19.1** states that Broward County shall promote and encourage (re)development, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.
- **Policy 3.6.2** states that ample and secure bicycle parking should be incorporated into non-residential and mixed-use redevelopments. The bicycle parking should be consistent with the Broward County “End of Trips Facilities Guide.”
- **Policy 3.6.5** states that development designs should be context-sensitive and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle and transit facilities generally consistent with the Broward Complete Streets Guidelines or equivalent principles.
- **Policy 3.6.6** states that transportation facilities and services should be developed inclusive of all modes of transportation in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles, encouraging infill development and promoting the efficient use of urban services.

Accessibility to Surrounding Destinations and Multimodal Infrastructure

Project Description: The proposed development consists of several parcels that front the east side of US 27 between Stirling Road and the C-11 Canal (south New River Canal). The two northern parcels are located along Griffin Road. The requested land use designations would allow some retail commercial. The project site is separated from other uses to the east by Menorah Gardens, a private cemetery.

Schools and residential development: The front entrance to the Franklin Academy of Pembroke Pines High School (private) is located 0.7 miles east of the subject site’s northern parcels. There are very few houses west of the school and most residential development is east of the school, within a mile of the subject site.

Transit service: There are no transit routes in the vicinity of this project.

Parks: The entrance to the County's Everglades Holiday Park is off Griffin Road on the west side of US 27.

Bicycle lanes – US 27 has a north-bound, buffered and marked bicycle lane for the full length of the subject property. A parallel facility abuts the south bound lanes, as well.

Broward County Staff Complete Streets Comments

US 27 – This roadway is designated as a Florida Strategic Intermodal System (SIS) freight facility which provides a north/south truck route on the western edge of southeast coastal counties.

Accessibility between parcels – Due to the speed of pass-by freight traffic and the fact that commercial development onsite will provide new employment opportunities, internal circulation between future buildings and parcels could facilitate safer travel between uses, particularly if retail commercial that includes food sales is provided on any of the parcels on the subject site.

EV Charging – The provision of electric vehicle charging facilities would be beneficial for the new employees. Since US 27 is a regional, intercounty roadway, charging stations could benefit commuters as well.

Staff suggests the following features be considered in the site design to enhance onsite connectivity between buildings, as well as from the site to surrounding uses and public transportation opportunities. Enhancing safe mobility options reduces accidents and promotes active mobility choices for short distance travel (three miles or less).

- Consider building a safe, continuous sidewalk or similar direct connection between the proposed residential buildings and perimeter paths.
- Consider connecting the parking areas to buildings with a covered sidewalk/breezeway to reduce heat, protect from the elements.
- Include non-glare pedestrian-scale lighting, shade elements (including landscaping), and strategic cover from the elements along all sidewalks to make them more comfortable for the users; include ADA-friendly elements in the design.
- Consider providing onsite EV charging for employees and commuters.
- Consider providing bicycle “end-of-trip” facilities consistent with the Broward Complete Streets Master Plan Design Guidelines 2.0 and BrowardNEXT Policy 3.6.2., including, but not limited to bike/scooter parking and lockers.

Should you need additional information, please contact Heather E. Cunniff, AICP, Planning Section Supervisor at 954-357-5657 or hcunniff@broward.org.

cc: Leonard Vialpando, Director, Resilient Environment Department
Ralph Stone, Director, Housing Finance Division
Darby Delsalle, AICP, Assistant Director, Urban Planning Division
Heather Cunniff, AICP, Planning Section Supervisor, Urban Planning Division
Susanne Carrano, Senior Planner, Urban Planning Division
Richard Ferrer, Historic Preservation Officer, Urban Planning Division
Sara L. Forelle, AICP, Senior Planner, Urban Planning Division

ATTACHMENT 7



RECEIVED
8/6/25

MEMORANDUM

DATE: August 6, 2025

TO: Alicia Joseph, Planner, Broward County Planning Council

PROJECT: PC25-1: US 27 Business Center Land Use Plan Amendment

SUBJECT: Response to Agency Comments

RESILIENT ENVIRONMENT DEPARTMENT (RED)

- **Wetlands** - [CP: Objectives C8 and C9 Policies; BCLUP Strategy EP-2 and Policies 2.22.1, 2.22.2, 2.22.3] An Environmental Resource License, No. DF05-1107, was issued on 10/16/2006 and expires on 5/12/2026. This plat has previously been reviewed by the Aquatic & Wetland Resources Section of the Environmental Permitting Division to authorize the filling of 30.37 acres of wetlands. When the project licensed under DF05-1107 is complete, there will be a 3.673 wetland mitigation area remaining on site.
- **Response:** The Applicant acknowledges the aforementioned policies. With respect to the onsite wetland mitigation area, the Time-Zero Monitoring Report was issued on by The Chappell Group, Inc. on November 22, 2024, and maintenance and monitoring will be performed in accordance with the applicable permits. It also should be noted that in addition to the proposed onsite mitigation area, the remaining mitigation required for the wetland impacts has been satisfied through the purchase of ten (10) credits from the Hole in the Donut Mitigation Bank, which will significantly improve the regional benefits of natural wetland functions throughout South Florida.

- **Upland Resources (including Tree Preservation and Greenways)** - [CP Objective C6 and Policies C6.1, C6.7, C6.10, C6.11; BCLUP Strategy CCR-2 and EP-3 and Policies 2.5.5, 2.23.3, 3.3.1] *Review of aerial photographs indicates that the subject site contains mature tree canopy. Development of the site must comply with the tree preservation regulations of the Town of Southwest Ranches. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use plan amendment is not expected to have a negative impact on upland resources.*
- **Response:** The Applicant acknowledges the aforementioned policies. However, it should be noted that the entire site was vegetated with non-native/invasive Melaleuca and Australian pine trees. As such, no tree preservation was required since the existing vegetation was all invasive.
- **Air Quality** - [CP Objective C1 and C2, and Policy C2.5, C2.6, C2.9, C2.10, (SW) 6.2.10; BCLUP Strategy EP-3 and Policies 2.9.2, 2.25.1] *The preliminary traffic analysis indicates that the proposed amendment would result in a change of 2,375 PM peak hour trips per day compared to trips associated with the current designation. Based upon the trips generated and the projected levels of service on surrounding roadways, an amendment to the proposed land use designation can reasonably be assumed to have a moderate impact on air quality. The Air Quality Program recommends pro-active long-term planning methods that will result in the prevention of any further deterioration of our air quality and quality of life. The Air Quality Program recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. These measures include promoting the use of transit, promoting the use of ridesharing, promoting the use of alternative fuel vehicles (AFV) where appropriate and AFV infrastructure, bikeways and bike storage facilities, and the use of pedestrian friendly designs which will include native tree shaded areas. There are two (2) air permitted facility located within half a mile of the proposed amendment site. One of these facilities received an NOV after exceeding PM emissions standards, then subsequently paid the fine in 2018. Additionally, there are no facilities in the area with existing or potential odor or noise problems.” (AR 3/14/25)*
- **Response:** The Applicant acknowledges the aforementioned policies.

- **Protected Natural Lands** – The project site is within the Water Preserve Areas Southwest Ranches which is an 892-acre non-forested fresh wetland included in the Protected Natural Lands Inventory. The Protected Natural Lands Inventory is a comprehensive database of public and private native vegetative communities that have been protected through acquisition or regulatory mechanisms and are managed for conservation purposes. The inventory provides information regarding the ownership and management for each of the Protected Natural Lands and may be accessed at: <http://www.broward.org/NaturalResources/LandStewardship/Pages/NaturalLands.aspx>
- **Response:** The applicant acknowledges the existence of the Protected Natural Lands Inventory dated October 2018.
- **Marine and Riverine Resources** - [CP Objectives CM1, CM4 and Policies C.7.7 C7.6, C7.8; BCLUP Strategy EP-1 and Policies 2.7.1, 2.11.7, 2.20.3, 2.24.2, 2.27.1, 2.27.2, 2.27.3, 2.27.4, 2.27.5, 2.28.1, 3.3.4, 3.3.7, 3.3.9, 3.3.12] While the County encourages applicants to consider the listed objectives, strategies, and policies during the site planning process, the proposed amendment site does not contain, fall within, or overlap with a coastal area. Therefore, Broward County Comprehensive Plan Objective CM4 and Policies C.7.6, C.7.7 and C.7.8 and Land Use Plan Strategy EP-1 and Policies 2.7.1, 2.11.7, 2.20.3, 2.24.2, 2.27.1, 2.27.2, 2.27.3, 2.27.4, 2.27.5, 3.3.4, 3.3.9, 3.3.12 do not apply to the review of this project. Regarding Comprehensive Plan Objective CM1 and Land Use Plan Policy 3.3.7, please see the Analysis and Findings from the Environmental Engineering and Permitting Division concerning wetlands impact from the proposed land use designation. The Division strongly encourages the applicant to review the Broward County Outdoor Lighting Ordinance (Chapter 27, Article IX, Sec. 39-112) to become familiar with preferred lighting standards to minimize sky glow and ways to minimize lighting disturbance of wildlife as it relates to Broward County Land Use Plan Policy 2.28.1, recognizing that the proposed amendment site is not located along the coast.
- **Response:** The Applicant acknowledges the aforementioned policies.
- **Water Recharge** - [CP Policies WM1.15, WM2.2, WM3.8, WM3.9, WM3.32, WM4.3; BCLUP Policies 2.5.5, 2.26.1] The purpose of this review is to consider County policies regarding water recharge. Aquifer recharge is one of several significant methods that will aid in the protection and conservation of the Surficial Aquifer System. Therefore, the County will continue to promote the development of alternative water supply strategies, including Aquifer recharge, and protect the quality of our potable water supply sources. [Applicable County Policies include CP WM1.15, WM2.2, WM3.8, WM3.9, WM3.32, WM4.3; BCLUP Strategy CCR-3; Policies 2.5.5, 2.26.1, 2.26.2] The proposed land use designation allows 85 percent of impervious area on the property. Based on current and proposed land use designation, the development resulting from the proposed land use designation could potentially result in an increase of 44.025 percent of impervious surface on the property. The change in recharge capacity resulting from development under the proposed designation is expected to be minor. The impact level is determined

by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation. Staff suggests that the design of the project seek to maximize open space or provide other alternatives to offset negative impacts on recharge capacity on the property. Open space can include but not be limited to parks, stormwater retention, ponds, rain gardens, drainage easements, landscaped areas and other pervious areas fulfilling the goal of water recharge into the aquifer. Please see attached Water Recharge Questionnaire.

- **Response:** The Applicant acknowledges the aforementioned policies.
- **CCAP - Healthy Community Actions:** *The Resilience Unit of the Resilient Environment Department asks that the Applicant strongly consider CCAP - Healthy Community Actions concerning heat such as #33 (Reduce the urban heat island effect) , and Water Resources concerning stormwater such as #133 (Promote green infrastructure), #134 (Increase pervious areas) and RCAP Recommendations and Strategies pertaining to Public Health such as those pertaining to heat: PH-3 .1 (Use of green infrastructure to reduce heat), PH-3.3 (Use of cool building materials) , through the application, design, permitting and construction process.*
- **Response:** The Applicant acknowledges the aforementioned policies.

Broward County Urban Planning Division (UPD)

- **Complete Streets:** *The intent of this section is to provide suggestions to improve mobility opportunities (non-motorized, micromobility, electric, and transit access) within the project and enhance connectivity to surrounding uses. Efforts to improve mobility and accessibility help reduce potential air quality impacts, improve area connectivity, and increase opportunities for affordable and healthy living. Such efforts are consistent with BrowardNEXT Highlighted Regional Issues Strategies CCR-1 (reducing GHG emissions), TR-1 (redevelopment and multi-modal modes of transportation), MM-1 (incorporate Complete Streets principles), MM-4 (multi-modal level of service). Applicable policies: The following BrowardNEXT Land Use Plan complete streets policies apply to this amendment:*
 - *Policy 2.19.1 states that Broward County shall promote and encourage (re)development, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.*
 - *Policy 3.6.2 states that ample and secure bicycle parking should be incorporated into nonresidential and mixed-use redevelopments. The bicycle parking should be consistent with the Broward County “End of Trips Facilities Guide.”*
 - *Policy 3.6.5 states that development designs should be context-sensitive and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle and transit facilities generally consistent with the Broward Complete Streets Guidelines or equivalent principles.*
 - *Policy 3.6.6 states that transportation facilities and services should be developed inclusive of all modes of transportation in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles, encouraging infill development and promoting the efficient use of urban services.*
- **Response:** The Applicant acknowledges the aforementioned policies. It should be noted that there is no transit service currently provided within a quarter mile of the Amendment Site as the nearest existing transit service is approximately 2.5 miles to the south of the Amendment Site at US 27 and Pines Boulevard (Route 7). There is currently no planned expansion. However, Broward County Transit has indicated that the Amendment Site will be noted as a key area of development for possible service expansion and/or new service once development is completed in conjunction with a transit service market analysis. Additionally, bicycle parking, electric vehicle charging stations will be addressed at site plan for each development/building within the Amendment Site. ADA requirements will always be met with each development/building. Additionally, direct connections between proposed developments, covered sidewalks, lighting and landscaping suggestions will be considered at the time of site plan and provided when possible and when not in conflict with the Town’s Code.

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

**LAND USE NON-RESIDENTIAL
SBBC-3998-2025**

**County No: PC 25-1
US 27 Business Center LUPA
March 11, 2025**



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:	Units Permitted	Existing Land Use: Agricultural																				
Name: US 27 Business Center LUPA	Units Proposed	Proposed Land Use: US Highway 27																				
SBBC Project Number: SBBC-3998-2025	NET CHANGE (UNITS):	Current Zoning: Agricultural																				
County Project Number: PC 25-1	<table border="1" style="width: 100%; border-collapse: collapse;"><thead><tr style="background-color: #fce4ec;"><th style="width: 15%;"><u>Students</u></th><th style="width: 15%;">Perm</th><th style="width: 15%;">Proposed</th><th style="width: 15%;">NET CHANGE</th></tr></thead><tbody><tr><td>Elem</td><td> </td><td> </td><td style="background-color: #fce4ec;"> </td></tr><tr><td>Mid</td><td> </td><td> </td><td style="background-color: #fce4ec;"> </td></tr><tr><td>High</td><td> </td><td> </td><td style="background-color: #fce4ec;"> </td></tr><tr><td>Total</td><td> </td><td> </td><td style="background-color: #fce4ec;"> </td></tr></tbody></table>	<u>Students</u>	Perm	Proposed	NET CHANGE	Elem				Mid				High				Total				Proposed Zoning: US Highway 27
<u>Students</u>	Perm	Proposed	NET CHANGE																			
Elem																						
Mid																						
High																						
Total																						
Municipality Project Number: PA-20-8		Section: 27																				
Owner/Developer: Bergeron US 27, LLC		Township: 50																				
Jurisdiction: Southwest Ranches		Range: 39																				

Comments

This land use plan amendment does not include residential use and as such, is not anticipated to generate additional students into Broward County Public Schools. Additionally, the site is not located directly adjacent to existing public schools or currently vacant school sites owned by the School Board, and as proposed, will not have direct physical impact on Broward County Public Schools.

3/11/2025

Date

Reviewed By:

Glennika D. Gordon

Signature

Glennika D. Gordon, AICP, CNU-A

Name

Planner

Title

ATTACHMENT 9

RED Environmental Comments
PC 25-1
Page 1



RESILIENT ENVIRONMENT DEPARTMENT (RED) REVIEW AND COMMENTS ON PROPOSED BROWARD COUNTY LAND USE PLAN MAP AMENDMENT

For: Broward Planning Council

Applicant: Bergeron US 27, LLC and Bergeron SW Ranches US 27, LLC

Amendment No.: PC 25-1

Jurisdiction: Town of Southwest Ranches

Size: Approximately 58.7 acres

Existing Use: Vacant

Current Land Use Designation: Agricultural

Proposed Land Use Designation: Commerce

Estimated Net Effect: Reduction of 58.7 acres of agricultural uses
Addition of 58.7 acres of commerce uses

Location: In Sections 27 and 34, Township 50 South, Range 39 East;
generally located on the east side of US Highway 27, between the
C-11 Canal and Stirling Road.

Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

ANALYSIS AND FINDINGS

ENVIRONMENTAL PERMITTING DIVISION

Contaminated Sites - [CP Policies C1.6, C2.1, C2.4, C2.5, C2.7, WM3.6; BCLUP Strategy EP-3 and Policy 2.5.5]

There is no known contamination within ¼ mile of the site boundaries.

Solid Waste - [CP Policies (SW) 6.1.2, 6.1.3, 6.2.6, 6.2.7, 6.2.10, WM3.18; BCLUP Policies 2.11.8, 2.20.3, 2.20.13, 2.34.1, 3.4.3 and Implementation Regulations and Procedures – 1. Development Review Requirements]

This site was used as a disaster debris management site for IRMA in 2017. There is/was no issue documented during closure.

Wetlands - [CP: Objectives C8 and C9 Policies; BCLUP Strategy EP-2 and Policies 2.22.1, 2.22.2, 2.22.3]

An Environmental Resource License, No. DF05-1107, was issued on 10/16/2006 and expires on 5/12/2026. This plat has previously been reviewed by the Aquatic & Wetland Resources Section of the Environmental Permitting Division to authorize the filling of 30.37 acres of wetlands.

When the project licensed under DF05-1107 is complete, there will be a 3.673 wetland mitigation area remaining on site.

Surface Water Management - [CP Policies BMSD1.2.2, BMSD1.1.3, BMSD1.2.3, IC7.4, WM2.4, WM2.5, WM3.4, WM3.5, WM3.9, WM3.10, WM3.15, WM3.23, WM3.34, WM4.6, CM6; BCLUP Strategy CCR-2, EP-2, DP-2, and Policies 2.12.5, 2.21.1, 2.21.3, 2.21.5, 2.21.7, 2.24.1, 2.24.2, 2.24.4, 2.24.5, 2.26.5]

Surface Water Management Licensing has no jurisdiction on this part of the County. Please contact South Broward Water Control District and SFWMD.

Upland Resources (including Tree Preservation and Greenways) - [CP Objective C6 and Policies C6.1, C6.7, C6.10, C6.11; BCLUP Strategy CCR-2 and EP-3 and Policies 2.5.5, 2.23.3, 3.3.1]

Review of aerial photographs indicates that the subject site contains mature tree canopy. Development of the site must comply with the tree preservation regulations of the Town of Southwest Ranches. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use plan amendment is not expected to have a negative impact on upland resources.

Hazardous Material Facilities - [CP Policies C2.2, (SW) 6.2.6, 6.2.7, WM3.18; BCLUP Strategy EP-3 and Policy 2.26.21]

The list of known hazardous material facilities and storage tank facilities (from ECPD's GIS Database of hazardous material facilities in Broward County) has been reviewed. There are two (2) known hazardous material/storage tank facilities on, adjacent to, or within ¼ mile of the amendment site. Of the two (2) facilities, one (1) is a hazardous material facility and one (1) is a facility that has both hazardous materials and storage tanks. (PD 03/13/2025)

Wellfield Protection - [CP Policies (SW) 6.2.7, WM3.6, WM3.8, WM3.18; BCLUP Policies 2.26.1, 2.26.2, 2.26.3]

The proposed amendment site is not currently within a wellfield zone of influence. No special restrictions apply under Broward County's Wellfield Protection regulations. (PD 03/13/2025)

SARA TITLE III (Community Right to Know) - [CP Policy C2.5, (SW) 6.2.10, 6.2.12, WM3.18; BCLUP Strategy EP-3 and Policy 2.5.5, 2.26.1]

The list of known SARA Title III Facilities in Broward County has been reviewed. There are zero (0) known SARA Title III Facilities on, adjacent to, or within ¼ mile of the proposed amendment site. (PD 03/13/2025)

NATURAL RESOURCES DIVISION

Air Quality - [CP Objective C1 and C2, and Policy C2.5, C2.6, C2.9, C2.10, (SW) 6.2.10; BCLUP Strategy EP-3 and Policies 2.9.2, 2.25.1]

The preliminary traffic analysis indicates that the proposed amendment would result in a change of **2,375 PM peak hour trips** per day compared to trips associated with the current designation. Based upon the trips generated and the projected levels of service on surrounding roadways, an amendment to the proposed land use designation can reasonably be assumed to have a **moderate impact** on air quality.

The Air Quality Program recommends pro-active long-term planning methods that will result in the prevention of any further deterioration of our air quality and quality of life. The Air Quality Program recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. These measures include promoting the use of transit, promoting the use of ridesharing, promoting the use of alternative fuel vehicles (AFV) where appropriate and AFV infrastructure, bikeways and bike storage facilities, and the use of pedestrian friendly designs which will include native tree shaded areas.

There are **two (2)** air permitted facility located within half a mile of the proposed amendment site. One of these facilities received an NOV after exceeding PM emissions standards, then subsequently paid the fine in 2018. Additionally, there are no facilities in the area with existing or potential odor or noise problems.” (AR 3/14/25)

Specially Designated Areas - [CP Objective C6 and policies C6.1, C6.3, C6.5, C6.6, C7.2, C7.4; BCLUP Strategies EP-3, IG-3 and Policies 2.5., 2.12.4, 2.23.1, 2.23.2, 2.23.3, 2.29.1, 3.3.7, 3.3.9, 3.3.10, Implementation Regulations and Procedures - 7. Criteria and Procedures for Environmentally Sensitive Lands and Local Areas of Particular Concern]

County specially designated areas, e.g. Natural Resource Areas, Native Vegetative Communities Category Local Areas of Particular Concern, Urban Wilderness Inventory sites, do not exist within the boundaries of the proposed amendment site.

Protected Natural Lands –

The project site is within the Water Preserve Areas Southwest Ranches which is an 892-acre non-forested fresh wetland included in the Protected Natural Lands Inventory. The Protected Natural Lands Inventory is a comprehensive database of public and private native vegetative communities that have been protected through acquisition or regulatory mechanisms and are managed for conservation purposes.

The inventory provides information regarding the ownership and management for each of the Protected Natural Lands and may be accessed at:

<http://www.broward.org/NaturalResources/LandStewardship/Pages/NaturalLands.aspx>

Marine and Riverine Resources - [CP Objectives CM1, CM4 and Policies C.7.7 C7.6, C7.8; BCLUP Strategy EP-1 and Policies 2.7.1, 2.11.7, 2.20.3, 2.24.2, 2.27.1, 2.27.2, 2.27.3, 2.27.4, 2.27.5, 2.28.1, 3.3.4, 3.3.7, 3.3.9, 3.3.12]

While the County encourages applicants to consider the listed objectives, strategies, and policies during the site planning process, the proposed amendment site does not contain, fall within, or overlap with a coastal area. Therefore, Broward County Comprehensive Plan Objective CM4 and Policies C.7.6, C.7.7 and C.7.8 and Land Use Plan Strategy EP-1 and Policies 2.7.1, 2.11.7, 2.20.3, 2.24.2, 2.27.1, 2.27.2, 2.27.3, 2.27.4, 2.27.5, 3.3.4, 3.3.9, 3.3.12 do not apply to the review of this project. Regarding Comprehensive Plan Objective CM1 and Land Use Plan Policy 3.3.7, please see the Analysis and Findings from the Environmental Engineering and Permitting Division concerning wetlands impact from the proposed land use designation.

The Division strongly encourages the applicant to review the Broward County Outdoor Lighting Ordinance (Chapter 27, Article IX, Sec. 39-112) to become familiar with preferred lighting standards to minimize sky glow and ways to minimize lighting disturbance of wildlife as it relates to Broward County Land Use Plan Policy 2.28.1, recognizing that the proposed amendment site is not located along the coast.

Priority Planning Areas for Sea Level Rise – [CP Policies CC1.7, CC2.1, CC2.9, CC2.10, CC2.12, CC2.14, CC2.15, CC3.6, CM2.6; BCLUP Strategy CCR-2 and Policies 2.21.1, 2.21.2, 2.21.3, 2.21.5, 2.21.6, 2.21.7]

See attached Document.

NatureScape Program – [CP Policies C6.8, CC3.9, WM3.33, WM4.17; BCLUP 2.20.14, 2.20.17]

NatureScape is about creating Florida-friendly landscapes that conserve water, protect water quality, and create wildlife habitat. Development of the proposed amendment site should be

coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. Information regarding Naturescape can be accessed at: <http://www.broward.org/NatureScape/Pages/Default.aspx>

Water Recharge - [CP Policies WM1.15, WM2.2, WM3.8, WM3.9, WM3.32, WM4.3; BCLUP Policies 2.5.5, 2.26.1]

The purpose of this review is to consider County policies regarding water recharge. Aquifer recharge is one of several significant methods that will aid in the protection and conservation of the Surficial Aquifer System. Therefore, the County will continue to promote the development of alternative water supply strategies, including Aquifer recharge, and protect the quality of our potable water supply sources. [Applicable County Policies include CP WM1.15, WM2.2, WM3.8, WM3.9, WM3.32, WM4.3; BCLUP Strategy CCR-3; Policies 2.5.5, 2.26.1, 2.26.2]

The proposed land use designation allows 85 percent of impervious area on the property. Based on current and proposed land use designation, the development resulting from the proposed land use designation could potentially result in an increase of 44.025 percent of impervious surface on the property. The change in recharge capacity resulting from development under the proposed designation is expected to be minor.

The impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

Staff suggests that the design of the project seek to maximize open space or provide other alternatives to offset negative impacts on recharge capacity on the property. Open space can include but not be limited to parks, stormwater retention, ponds, rain gardens, drainage easements, landscaped areas and other pervious areas fulfilling the goal of water recharge into the aquifer.

Please see attached Water Recharge Questionnaire.

**BROWARD COUNTY
WATER RECHARGE QUESTIONNAIRE
as completed by
RESILIENT ENVIRONMENT DEPARTMENT**

I. Information about the Proposed Amendment

For: Broward Planning Council

Applicant: Bergeron US 27, LLC and Bergeron SW Ranches US 27, LLC

Amendment No.: PC 25-1

Jurisdiction: Town of Southwest Ranches

Size: Approximately 58.7 acres

Existing Use: Vacant

Current Land Use Designation: Agricultural

Proposed Land Use Designation: Commerce

Estimated Net Effect: Reduction of 58.7 acres of agricultural uses
Addition of 58.7 acres of commerce uses

Location: In Sections 27 and 34, Township 50 South, Range 39 East; generally located on the east side of US Highway 27, between the C-11 Canal and Stirling Road.
County. Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

II. Water Recharge Review based on Broward County Land Use Plan Designations

A. Impacts of the current land use designation on water recharge:

A typical value for an impervious area produced by this type of development is approximately 10 percent or equal to 5.87 acres.

B. Impacts of the proposed land use designation on water recharge:

A typical value for an impervious area produced by this type of development is potentially 85 percent or equal to 49.895 acres

C. General impacts of the proposed land use change on water recharge:

The change in land use (current to proposed) could potentially result in a increase of 75 percent impervious surface on the property, which is the equivalent of a increase of 44.025 acres of impervious area and a loss of recharge capacity.

III. Analysis of Impact of Change in Land Use Designation

The purpose of this review is to consider County policies regarding water recharge. Aquifer recharge is one of several significant methods that will aid in the protection and conservation of the Surficial Aquifer System. Therefore, the County will continue to promote the development of alternative water supply strategies, including Aquifer recharge, and protect the quality of our potable water supply sources. [Applicable County Policies include: CP WM1.15, WM2.2, WM3.8, WM3.9, WM3.32, WM4.3; BCLUP Strategy CCR-3; Policies 2.5.5, 2.26.1, 2.26.2]

The proposed land use designation allows 85 percent of impervious area on the property. Based on current and proposed land use designation, the development resulting from the proposed land use designation could potentially result in an increase of 44.025 percent of impervious surface on the property. The change in recharge capacity resulting from development under the proposed designation is expected to be minor.

The impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

IV. Comments

Staff suggests that the design of the project seek to maximize open space or provide other alternatives to offset negative impacts on recharge capacity on the property. Open space can include but not be limited to parks, stormwater retention, ponds, rain gardens, drainage easements, landscaped areas and other pervious areas fulfilling the goal of water recharge into the aquifer.

Prepared by: Monica Pognon, Broward County Natural Resources Division (3/18/2025).

BROWARD COUNTY PLANNING COUNCIL
WETLAND RESOURCE QUESTIONNAIRE
as completed by the
RESILIENT ENVIRONMENT DEPARTMENT

I. Description of the Site and Proposed Amendment

For: Broward County Planning Council
Applicant/Agent: Bergeron US 27, LLC and Bergeron SW Ranches US 27, LLC
Amendment No.: PC 25-1
Jurisdiction: Town of Southwest Ranches
Size: Approximately 58.7 acres
Existing Use: Vacant
Current Land Use Designation: Agricultural

Proposed Land Use Designation: Commerce

Estimated Net Effect: Reduction of 58.7 acres of agricultural uses
Addition of 58.7 acres of commerce uses

Location: In Sections 27 and 34, Township 50 South, Range 39 East; generally located on the east side of US Highway 27, between the C-11 Canal and Stirling Road.

Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

II. Wetland Review

- A.** *Are wetlands present on subject property?* Yes. Originally 30.37 acres of wetlands.
- B.** *Describe extent (i.e. percent) of wetlands present on subject property. When the project licensed under DF05-1107 is complete, there will be a 3.673 wetland mitigation area remaining on site.*
- C.** *Describe the characteristics and quality of wetlands present on subject property.* Mitigation for licensed impacts under a Conservation Easement.
- D.** *Is the property under review for an Environmental Resource License?* DF05-1107 was issued for this site on 10/16/2006 and modified on 5/12/2009, 9/12/2013, 5/16/2018, 6/12/2023, 6/26/2024, 7/3/2024 and 9/5/2024. The current expiration date is 5/12/2026.

- E. Has the applicant demonstrated that should the proposed Land Use designation be approved, the proposed project will be consistent with the requirements of Article XI, Chapter 27 of the Broward County Code of Ordinances? Yes.*

III. Comments:

An Environmental Resource License, No. DF05-1107, was issued on 10/16/2006 and expires on 5/12/2026. This plat has previously been reviewed by the Aquatic & Wetland Resources Section of the Environmental Permitting Division to authorize the filling of 30.37 acres of wetlands.

Completed by: Linda Sunderland, PWS, Environmental Program Supervisor



RESILIENT ENVIRONMENT DEPARTMENT

115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6613 • FAX 954-357-8655

To: Ms. Barbara Blake-Boy, Executive Director, Broward County Planning Council

From: Dr. Jennifer Jurado, Chief Resilience Officer and Deputy Director, Resilient Environment Department 

Date: 3/17/2025

Re: Initial Resilience Review of PC 25-1, US 27 Business Center SW Ranches

Initial Review of Climate Resiliency, Adaptation Action Areas, and Priority Planning Areas

[CP Policies CC1.7, CC2.1, CC2.9, CC2.10, CC2.12, CC2.14, CC2.15, CC3.6, CM2.6; BCLUP Strategy CCR-2 and Policies 2.21.1, 2.21.2, 2.21.3, 2.21.5, 2.21.6, 2.21.7]

The Priority Planning Areas for Sea Level Rise Map identifies areas that are at increased risk of flooding due to, or exacerbated by, sea level rise by the year 2070. In review of land use plan amendments, the County requires the applicant to demonstrate that the project will not increase saltwater intrusion or areawide flooding, not adversely affect groundwater quality or environmentally sensitive lands, and that subsequent development will be served by adequate stormwater management and drainage facilities.

The County also strongly discourages those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. The County will take into consideration sea level rise and flood protection mitigation strategies and requirements included within the city's local comprehensive plans and/or development regulations, or improvements committed to by the applicant which would mitigate or enhance flood protection and adaptation from rising sea levels.

While the County encourages applicants to consider these and other impacts from climate change during the site planning process, the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. Therefore, Broward County Land Use Plan Policies 2.21.1, 2.21.5, and Comprehensive Plan Policies CC2.1, CC2.12 and CC2.14, do not apply to the review of this project. However, Policy 2.21.6 is not limited to areas only covered by the PPA.

Policy 2.21.6 requires Broward County to support the goals and will, to the maximum extent feasible, implement, in coordination with affected stakeholders, the recommended actions of the Broward County Climate Change Action Plan (CCAP) and the Southeast Florida Regional Climate Action Plan (RCAP), as approved by the Broward County Climate Change Task Force, and adopted by the Broward County Board of County Commissioners.

The Resilience Unit of the Resilient Environment Department asks that the Applicant strongly consider CCAP - Healthy Community Actions concerning heat such as #33 (Reduce the urban heat island effect), and Water Resources concerning stormwater such as #133 (Promote green infrastructure), #134 (Increase pervious areas) and RCAP Recommendations and Strategies

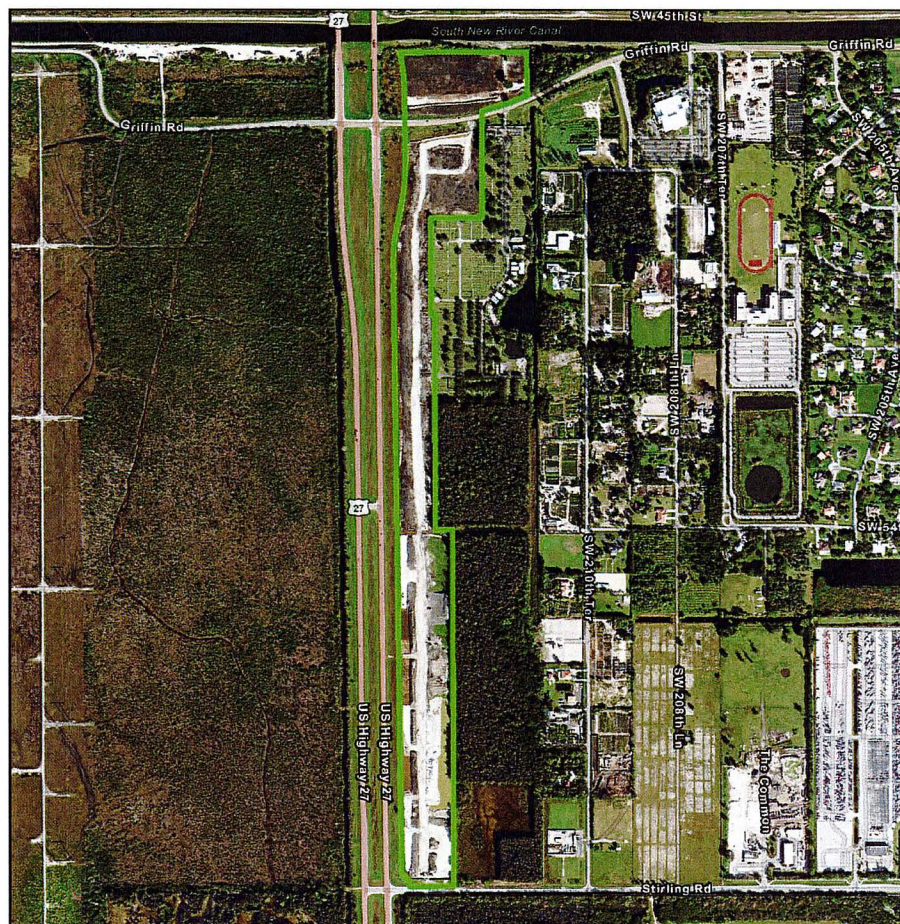
Broward County Board of County Commissioners

Mark D. Bogen • Alexandra P. Davis • Lamar P. Fisher • Beam Furr • Steve Geller • Robert McKinzie • Nan H. Rich • Hazelle P. Rogers • Michael Udine
www.broward.org

pertaining to Public Health such as those pertaining to heat: PH-3.1 (Use of green infrastructure to reduce heat), PH-3.3 (Use of cool building materials), through the application, design, permitting and construction process.

The Applicant should note that the groundwater maps have recently been updated and there is a new future conditions groundwater map (Broward County Plate WM 2.3 2070 Future Conditions Average Wet Season Groundwater Elevation) that would need to be considered for the development of the stormwater management system.

**Broward County Land Use Plan
Proposed Amendment PC 25-1
Priority Planning Area Map**



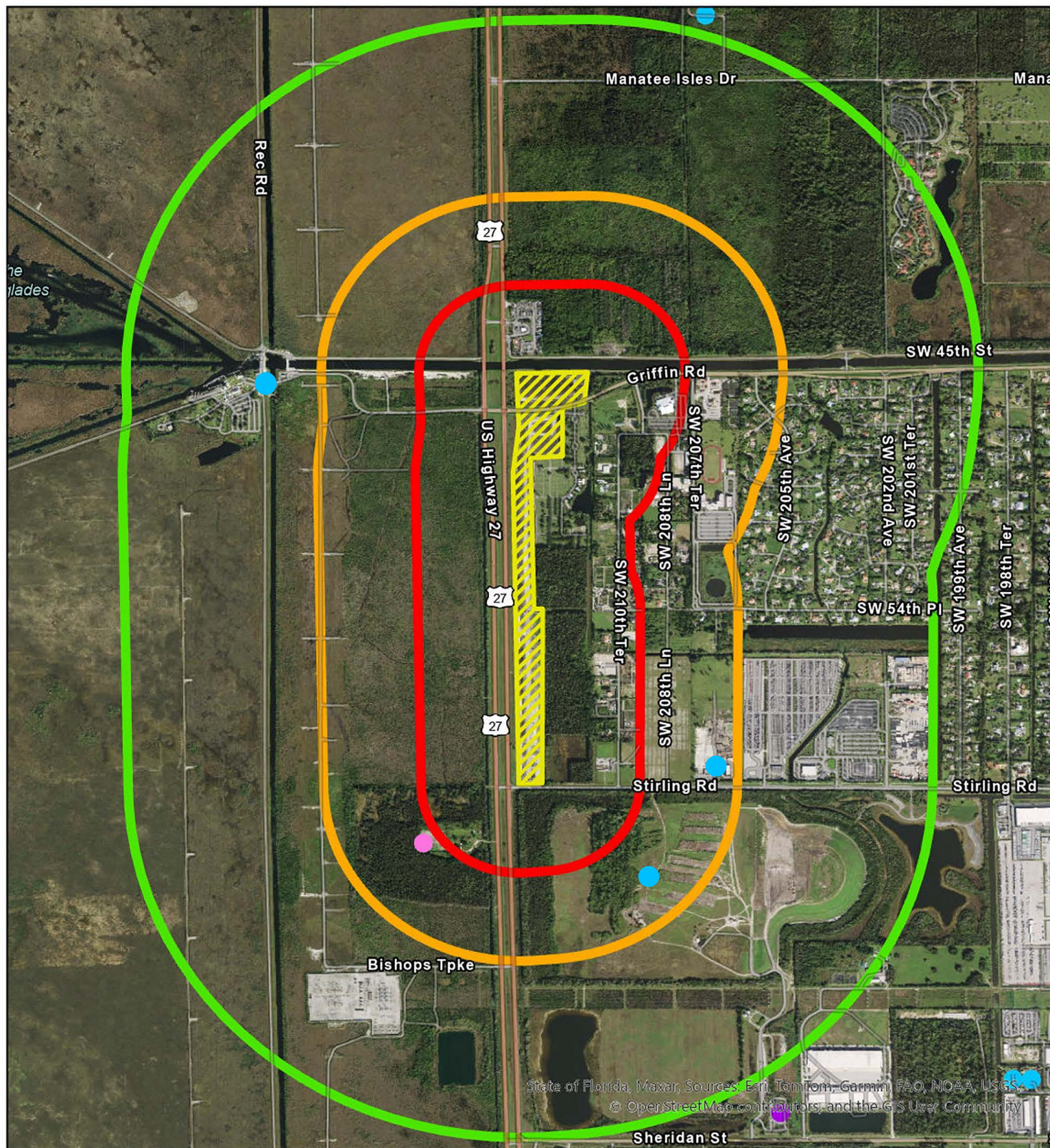
0 0.07 0.15 Miles

 Proposed Amendment Site

 Priority Planning Areas for Sea Level Rise near tidal water bodies at an increased risk of inundation under a 40 inch sea level rise scenario projected to occur by 2070 (PC 25-1 is located outside of a Priority Planning Area)

Hazardous Materials Facilities within, adjacent to, or in close proximity (0.25 miles) of Land Use Amendment			
Name of Facility	Address	Type of Facility based on SIC	Type of License
Seminole Fuel Stop	4690 N US27, Weston, FL 33332	5541 - Gasoline Service Stations	Hazardous Material and Storage Tank
Road Runner Tire Services	4690 US27, Weston, FL 33332	7538 - General Automotive Repair Shops	Hazardous Material

Broward County Land Use Plan Proposed Amendment 25-1



Legend

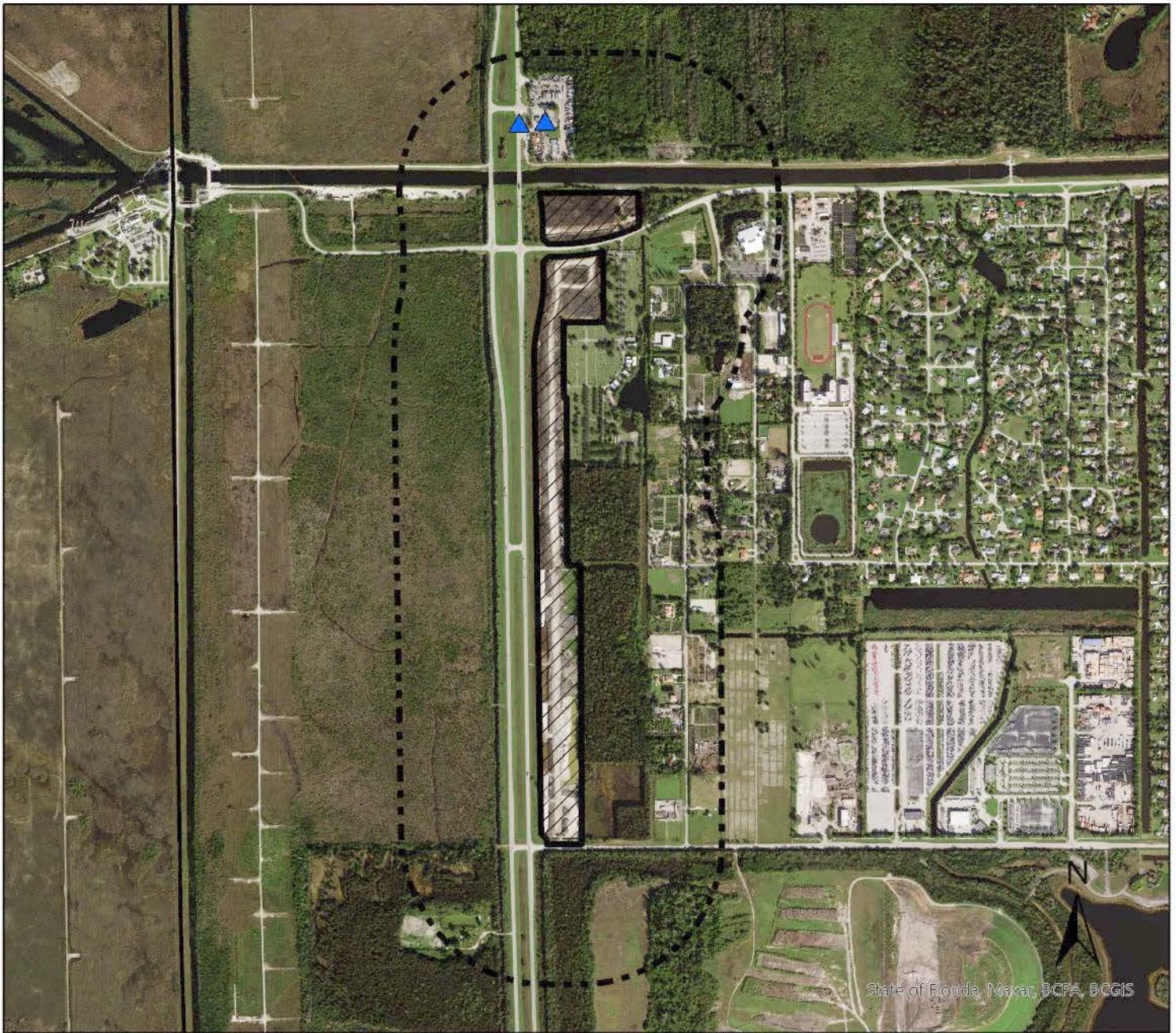
- | | |
|---|---|
| ● Air Sites | Quarter Mile Buffer |
| ● Contaminated Sites | Half Mile Buffer |
| ● Solid Waste Facilities | One Mile Buffer |
| Proposed Site | |

0 0.25 0.5 1 Miles



Generated for location purposes only. Marker size is a visual aid, and neither represents exact location nor area of designated facility.
Prepared by: Ashley Robins on 3/12/25
Natural Resources Division

PC 25-1 Town of Southwest Ranches



State of Florida, Mxar, BCFA, BCGIS

Urban Broward County
Location of Land Use Amendment Site



0 0.1 0.2 Miles



Land Use Amendment Legend

Proposed Amendment Site

0.25 Mile Buffer

Hazardous Material Facility

ZONE

Wellfield Zone 1

Wellfield Zone 2

Wellfield Zone 3

Boundary

Prepared on: 3/13/2025 9:51 AM

Prepared by: PDURIUS

Environmental Permitting Division review of Land Use Amendments for presence of hazardous materials and community right-to-know sites within Broward County. Review includes the location of Wellfield Protection Zones. The display is generated for location purposes only. Marker, if present, is a visual aid and neither represents exact location nor distance to project site. If data are associated, data are provided "as is".

The division does not accept responsibility for damages suffered as a result of using, modifying, contributing or distributing the materials.

ATTACHMENT 10



Margaret Brown
Mayor

Henry Mead
Vice Mayor

Byron L. Jaffe
Commissioner

Mary Molina-Macfie
Commissioner

Fabio A. Andrade
Commissioner

Donald P. Decker
City Manager/CEO

March 6, 2025

Barbara Blake Boy, Executive Director
Broward Planning Council
115 S Andrews Ave, Ste 307
Fort Lauderdale, FL 33301



RE: PC25-1 - US 27 Business Center – Southwest Ranches

Dear Ms. Boy:

This letter is in response to land use plan amendment number PC 25-1 - US 27 Business Center in the Town of Southwest Ranches. The owner of the property, Bergeron US 27, LLC is applying for a future land use to amend the land use from Agricultural to Commerce on the Broward County Future Land Use Plan Map. The City of Weston reviewed this application and is hereby requesting additional information regarding potential traffic impacts on Griffin Rd. Specifically, the City requests more information regarding AM peak hour trips at the Griffin Rd./Bonaventure Blvd. intersection to determine potential impacts on Cypress Bay High School and Falcon Cove Middle School.

Traffic Impacts

According to the applicant's traffic generation analysis, the amendment site will generate 7,396 daily trips and 1,013 PM Peak hour trips, including 353 trips in and 660 trips out. The analysis conducted by Kimley Horn projects 50 percent of traffic assignment to Griffin Rd. Seven percent of that traffic is assigned to Bonaventure Blvd in Weston and 43 percent of that traffic is projected to continue east on Griffin Road heading toward I-75.

Cypress Bay High School and Falcon Cove Middle school are located on Bonaventure Blvd. just north of Griffin Road. The City has concerns regarding the potential impact in the AM peak hour especially during school drops for both schools in the morning. In addition, Manatee Isles Drive/SW 36 Street no longer connects from the City to US 27 due to the SFWMD Impoundment Project, so all westbound traffic in Weston must utilize Bonaventure Blvd. and Griffin Road to access US 27. There is no analysis on AM peak hour trips in the application for the City to determine how this proposed amendment will impact the Griffin Rd./Bonaventure Blvd. intersection. For this reason, the City is requesting the applicant provide this information.

The City does not see a major impact with traffic on US 27 north of Griffin Rd. towards I-75.

Page 1 of 2

The Nation's Premier Municipal CorporationSM



March 6, 2025
Barbara Blake Boy, Executive Director
Page 2 of 2

Other Levels of Service

The City does not have concerns with other impacts proposed by this amendment including potable, water, sewer and drainage.

The City looks forward to working with the applicants to obtain information regarding the AM peak hour traffic and its impact on the two schools. Should you have any questions regarding this correspondence, please contact Jim Hickey, Director of Development Services for the City at (954) 766-2786 or jhickey@cgasolutions.com.

Sincerely,

THE CITY OF WESTON

A handwritten signature in blue ink, which appears to read 'Donald P. Decker', followed by a long horizontal line.

Donald P. Decker
City Manager/CEO

#82439

TRAFFIC OPERATIONS EVALUATION

RECEIVED
7/7/2025

GRIFFIN ROAD & BONAVENTURE BLVD WESTON, FL

TRAFFIC OPERATIONS EVALUATION

GRIFFIN ROAD & BONAVENTURE BLVD WESTON, FL

Prepared by:



477 S Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/840-0848 TEL

Registry No. 35106

July 1, 2025

Kimley-Horn Project #241209000

TABLE OF CONTENTS

Introduction7

Data Collection.....9

Existing Queue Observations.....10

Intersection Analyses15

 Existing Conditions (2025) Analysis.....16

 Synchro Results.....16

 Background Year (2029) Conditions.....17

 Synchro Results.....17

 Future Total (2029) Conditions18

 Synchro Results.....18

Conclusion20

Appendix A: Traffic Count Data A

Appendix B: Volume Development Sheets..... B

Appendix C: Signal Timing C

Appendix D: Synchro Reports D

LIST OF TABLES

Table 1: School Drop-Off and Pick-Up Times.....10

Table 2: Existing Year (2025) Synchro Summary.....16

Table 3: Background Year (2029) Synchro Summary17

Table 4: Future Total (2029) Synchro Summary.....18

LIST OF FIGURES

Figure 1: Project Location8

Figure 2: AM Peak Queues – High School Arrival11

Figure 3: AM Peak Queues – Middle School Arrival12

Figure 4: PM Peak Queues – High School Dismissal13

Figure 5: PM Peak Queues – Middle School Dismissal.....14

Figure 6: US-27 Business Center Project Distribution19

INTRODUCTION

Kimley-Horn has conducted traffic analyses in conjunction with the proposed amendment to the Future Land Use designation for certain parcels of land on the east side of US 27, between Stirling Road to the south and South New River (C-11) Canal to the north in Southwest Ranches, Florida. The maximum intensity evaluated for that change in the Future Land Use designation would allow a maximum of 116,000 square feet of commercial use and 600,000 square feet of light industrial use on those parcels.

As a part of the review of this proposed Land Use Plan amendment, the following supplemental evaluation has been prepared. This supplemental evaluation has been conducted to review traffic conditions in the vicinity of Griffin Road & Bonaventure Boulevard, specifically related to traffic circulation and operations during the arrival and dismissal periods for Falcon Cove Middle School and Cypress Bay High School.

Figure 1 illustrates the location of the parcels subject to the proposed Land Use Plan Amendment and the intersection studied in this supplemental evaluation.



- LEGEND**
-  Project Site
 -  Intersection Analyzed

FIGURE 1
Griffin Road Analysis
Project Location
KH #241209000

DATA COLLECTION

The following data was collected to quantify the vehicular queuing and traffic operations at the study intersection of Griffin Road & Bonaventure Boulevard and the surrounding area:

- Drone photography and videography
- Intersection turning movement counts

Drone photography data was collected at the intersection of Bonaventure Boulevard & Griffin Road and the surrounding vicinity on Thursday, May 29, 2025. Video data was collected during the morning drop-off and afternoon pick-up times for Falcon Cove Middle School and Cypress Bay High school.

The drone observations provided video and photographic footage of vehicular queuing that occurred in the vicinity of Griffin Road & Bonaventure Boulevard during the school pick-up and drop-off times. This footage was reviewed to determine the maximum vehicular queues that formed during each period. Intersection turning movement counts were collected on Wednesday, May 28, 2025, during the AM peak period (7 AM to 10 AM) and PM peak period (2 PM to 4 PM) at the intersection of Griffin Road & Bonaventure Boulevard.

The turning movement counts were collected outside of peak season and therefore adjusted using a Peak Season Conversion Factor (PSCF) of 1.02, based on the most recent data provided by Florida Department of Transportation.

EXISTING QUEUE OBSERVATIONS

Drone photography for queueing analysis was conducted during the drop-off and pick-up periods for Falcon Cove Middle School and Cypress Bay High School. The time periods during which the drone footage was collected ranged from 7:00 AM to 9:20 AM and 2:00 PM to 4:40 PM. The pick-up and drop-off times provided on the schools' websites are summarized below:

Table 1: School Drop-Off and Pick-Up Times

	Cypress Bay High School	Falcon Cove Middle School
Drop-Off Time	7:30 AM	9:25 AM
Pick-Up Time	2:45 PM	3:55 PM

The drone footage was reviewed, and the highest observed queues are illustrated in Figure 2 through Figure 5. The peak periods are summarized below for each of the individual movements:

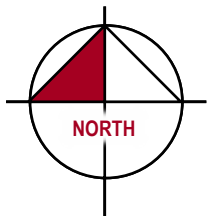
- Bonaventure Boulevard & Griffin Road
 - Eastbound left turn lane - 7:30 AM to 8:00 AM
 - Southbound left turn lane - 2:30 PM to 3:00 PM

The peak AM period for the highest observed queues at the intersection of Griffin Road & Bonaventure Boulevard occurred between 7:30 AM and 8:00 AM. The peak queue observed was 28 vehicles for the eastbound left turn lane and 9 vehicles for the southbound left turn lane. The peak PM period for the highest observed queues at the intersection of Griffin Road & Bonaventure Boulevard occurred between 2:30 PM and 3:00 PM. The peak queue observed was 5 vehicles for the eastbound left turn lane and 25 vehicles for the southbound left turn lane. It should be noted that within a minute and a half from the start of the queue, most of the queue had dissipated.

As shown in the project distribution from the Land Use Plan Amendment analysis, 7 percent of the total project trips, equating to 6 trips in the AM peak hour and 46 trips during the PM peak hour, are expected to utilize the eastbound left turn lanes to access Bonaventure Boulevard from Griffin Road. The proposed development is not anticipated to generate new trips that use the southbound left turn lanes; therefore, the project traffic is not anticipated to add to that queue length.

Additionally, 7 percent of the project trips are expected to utilize the southbound right turn lane to reach the project site, including 32 AM peak hour trips and 23 PM peak hour trips. No queuing was observed at the southbound right turn lanes, indicating that queue storage is expected to remain adequate with the addition of project traffic.

Project traffic is not anticipated to utilize Vista Park Boulevard; therefore, the proposed development is not anticipated to cause deficiencies along Vista Park Boulevard.



LEGEND

 Peak Queue

FIGURE 2

Griffin Road Analysis
AM Peak Queue – High School Arrival
KH #241209000

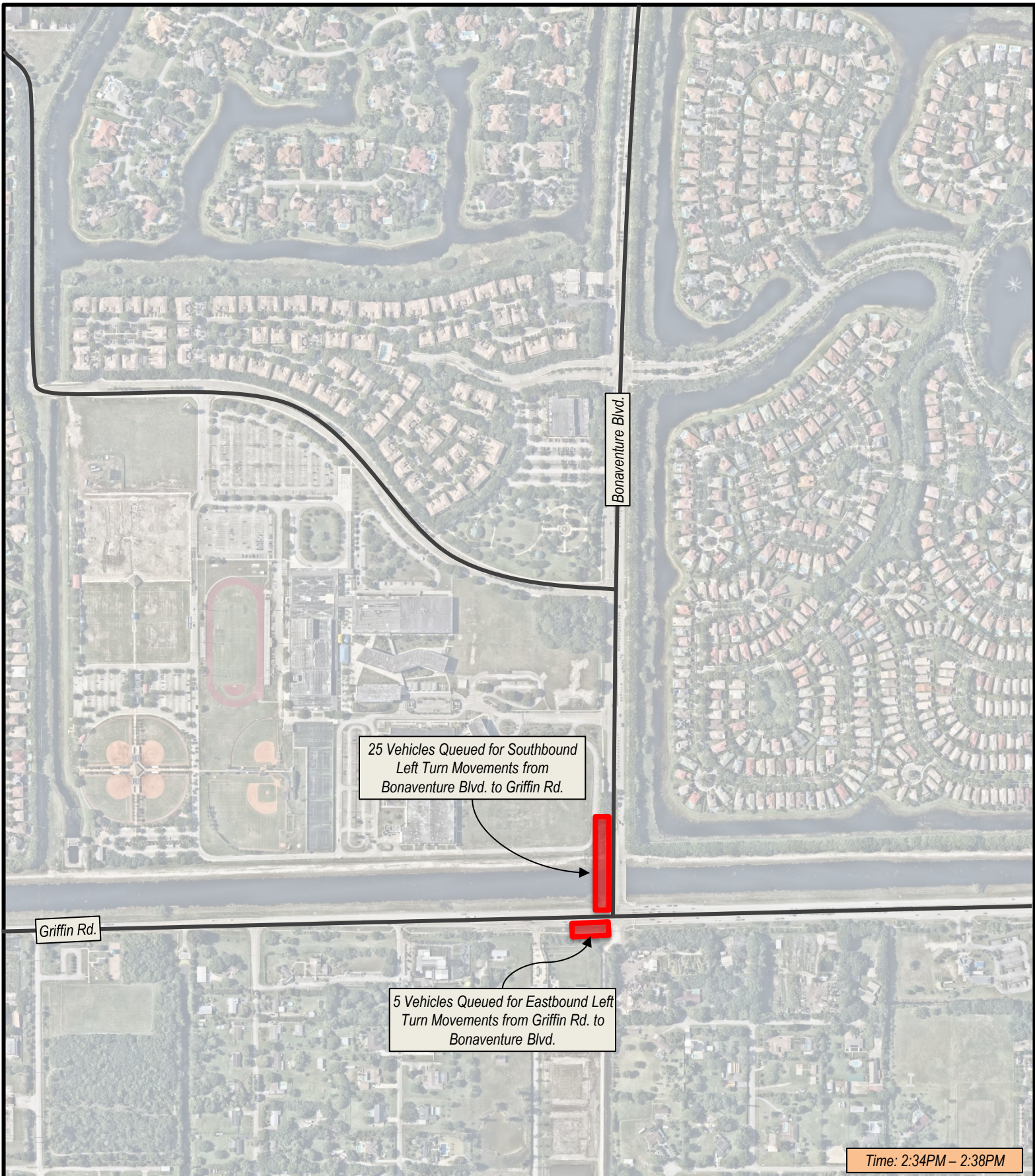


LEGEND

 Peak Queue

FIGURE 3

Griffin Road Analysis
PM Peak Queue – Middle School Arrival
KH #241209000

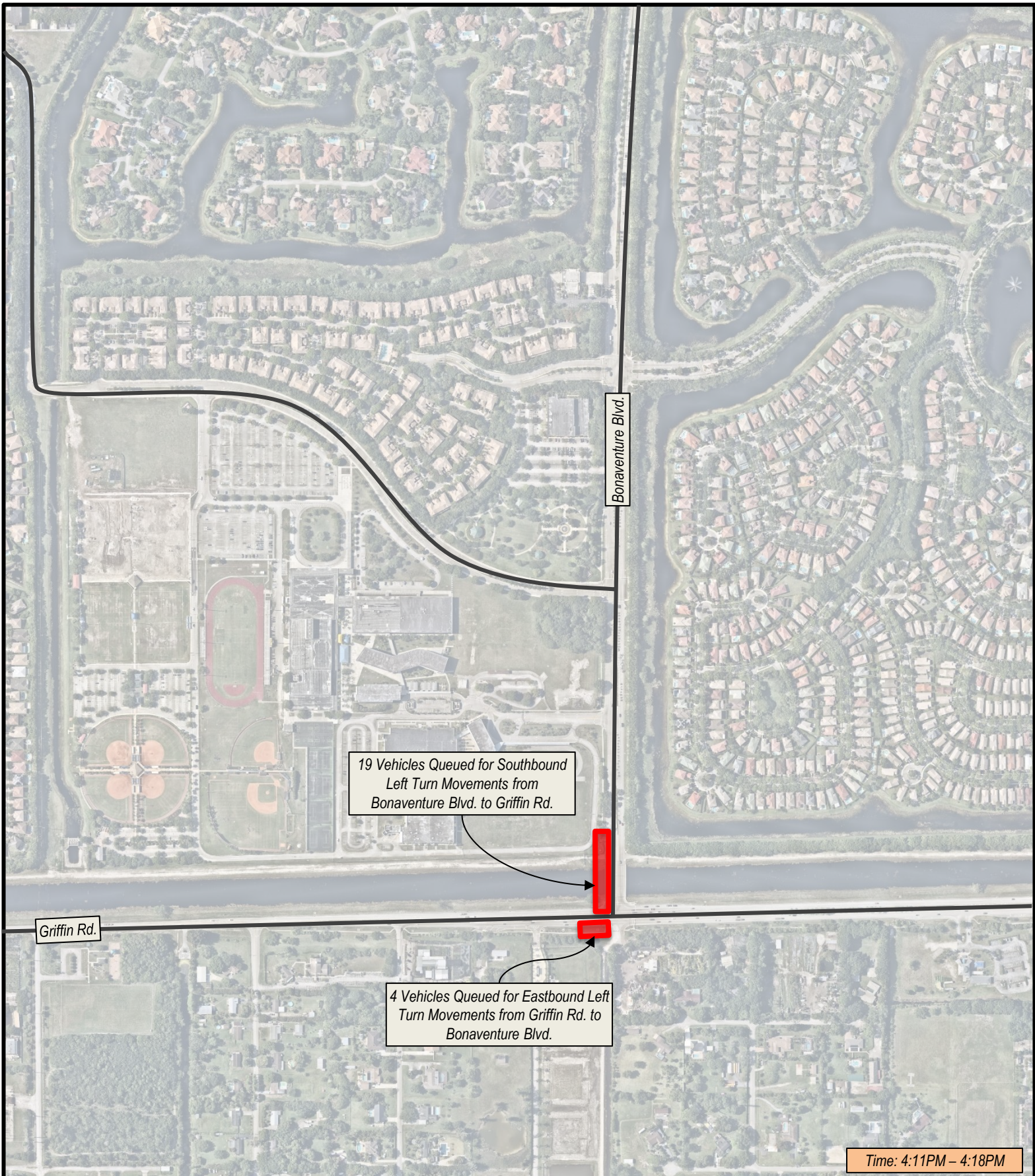


LEGEND

 Peak Queue

FIGURE 4

Griffin Road Analysis
PM Peak Queue – High School Dismissal
KH #241209000



LEGEND

 Peak Queue

FIGURE 5

Griffin Road Analysis
PM Peak Queue – Middle School Dismissal
KH #241209000

INTERSECTION ANALYSES

For this analysis, the study intersection was analyzed during three distinct scenarios: Existing Conditions (2025), Future Background Conditions (2029), and Future Total Conditions (2029). The existing year analysis is based on turning movement count data collected on Wednesday, May 28, 2025. Existing count data was adjusted using a Peak Season Correction Factor of 1.02. Future Background (2029) analysis include background traffic growth. The traffic volume growth rate was assumed to be 1.0% compounded annually. The Future Total (2029) analysis uses the Future Background (2029) volumes as a baseline and includes the addition of project traffic for this site. The Future Total (2029) volumes assume a fully built out condition for the site.

Existing Conditions (2025) Analysis

Analyses were conducted at the study intersections to evaluate Level of Service and delay for drivers during existing conditions. Signal timing data was provided by Broward County at the signalized intersections within the study area. Signal timing worksheets are included in Appendix C, for reference.

Synchro Results

Synchro 12 software was used to analyze the study intersections, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized below in Table 2 for the AM and PM peaks hours of operation. The LOS and delay for the signalized intersection was analyzed based on the LOS and delay of the overall intersection operations.

Table 2: Existing Year (2025) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Bonaventure Blvd. & Griffin Rd.	Signalized	EB	9.4	A	10.1	B
			WB	19.9	B	17.3	B
			NB	91.7	F	88.5	F
			SB	72.9	E	71.7	E
			Overall	28.3	C	30.3	C

As illustrated in the table above, the intersection of Bonaventure Blvd. & Griffin Rd. currently operates at LOS C during the AM and PM peak hours of operation. It should be noted that the northbound approach is shown to operate at LOS F, however this leg of the intersection services a very minor volume of traffic (12 vehicles in the AM peak hour and 15 vehicles in the PM peak hour).

Background Year (2029) Conditions

Background traffic is calculated from historical annual growth rates and/or traffic from the unbuilt portions of committed developments. A compounding annual growth rate of 1.0% was applied to the existing year count data for the study intersections.

Synchro Results

Synchro 12 software was used to analyze the study intersections, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized below in Table 3 for the AM and PM peaks hours of operation. The LOS and delay for the signalized intersection was analyzed based on the LOS and delay of the overall intersection operations.

Table 3: Background Year (2029) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Bonaventure Blvd. & Griffin Rd.	Signalized	EB	10.2	B	10.9	B
			WB	21.5	C	18.5	B
			NB	91.7	F	88.5	F
			SB	70.7	E	69.4	E
			Overall	28.7	C	30.4	C

As illustrated in the table above, the intersection of Bonaventure Blvd. & Griffin Rd. is expected to operate at LOS C during the AM and PM peak hours of operation. It should be noted that the northbound approach is shown to operate at LOS F, however this leg of the intersection services a very minor volume of traffic (12 vehicles in the AM peak hour and 15 vehicles in the PM peak hour).

Future Total (2029) Conditions

The Future Total (2029) conditions represent the future traffic volumes that include a combination of background traffic growth on the transportation network and project traffic. The net change in trip generation potential that was calculated for the site was distributed across the transportation network using the project trip distribution shown in Figure 6. The project traffic volumes were then added to the Background Year (2029) intersection volumes to determine Future Total (2029) intersection volumes.

Synchro Results

Synchro 12 software was used to analyze the study intersections, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized below in Table 4 for the AM and PM peak hours of operation. The LOS and delay for the signalized intersection was analyzed based on the LOS and delay of the overall intersection operations.

Table 4: Future Total (2029) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Bonaventure Blvd. & Griffin Rd.	Signalized	EB	11.4	B	12.3	B
			WB	24.3	C	20.4	C
			NB	91.7	F	88.5	F
			SB	69.1	E	68.1	E
			Overall	29.7	C	28.7	C

As illustrated in the table above, the intersection of Bonaventure Blvd. & Griffin Rd. is expected to operate at LOS C during the AM and PM peak hours of operation. It should be noted that the northbound approach is shown to operate at LOS F, however this leg of the intersection services a very minor volume of traffic (12 vehicles in the AM peak hour and 15 vehicles in the PM peak hour). It may be possible to optimize the signal timing to reduce the delay for this leg of the intersection, however any additional timing given to the northbound approach will increase the delay for the major eastbound and westbound approaches.



LEGEND

Project Site

Intersection Analyzed

FIGURE 6

Griffin Road Analysis
US 27 Business Center Distribution
KH #241209000

Kimley»Horn

CONCLUSION

Kimley-Horn and Associates has prepared this supplemental traffic evaluation to evaluate traffic conditions in the vicinity of the intersection of Griffin Road & Bonaventure Boulevard in conjunction with transportation impacts associated with the proposed Future Land Use Amendment analysis. The existing and future conditions in the vicinity of Griffin Road & Bonaventure Boulevard were evaluated during school arrival and dismissal periods. The analysis noted that the peak queuing condition in the AM peak hour was experienced in the eastbound left turn movement at the intersection. This Amendment would add only 6 AM peak hour trips to this movement (e.g., 1 vehicle every 10 minutes on average) and thus constitutes a *de minimis* impact on that movement. In the PM peak hour, the peak queuing condition occurs in the southbound left turn movement (southbound Bonaventure Boulevard turning onto eastbound Griffin Road). This project would add 0 trips to that movement and therefore has no impact on that queue.

Additionally, LOS analyses were conducted at the intersection of Griffin Road & Bonaventure Boulevard. The analysis indicated that, although some approaches operate beyond LOS D conditions, the overall intersection will operate at LOS C with the addition of project traffic. There is likely opportunity for all of the approaches to operate at an acceptable LOS and delay by coordinating with Broward County to optimize signal timing at this location.

APPENDIX A: TRAFFIC COUNT DATA



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

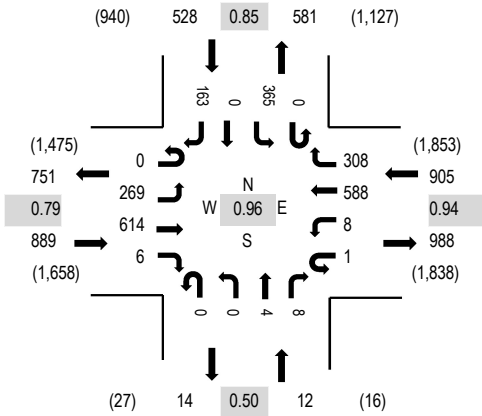
Location: 1 SW 184TH AVE & GRIFFIN ROAD AM

Date: Wednesday, May 28, 2025

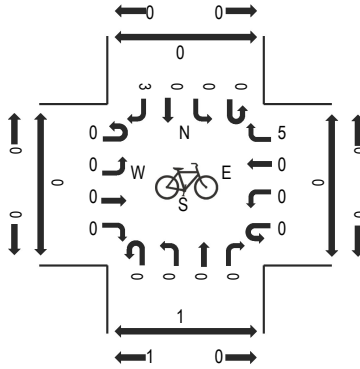
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

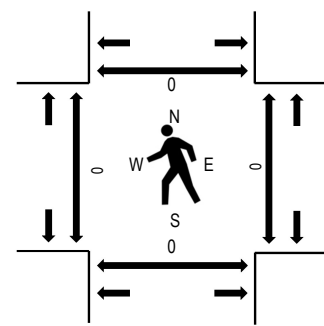
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GRIFFIN ROAD Eastbound				GRIFFIN ROAD Westbound				SW 184TH AVE Northbound				BONAVENTURE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	128	0	0	0	176	79	0	0	0	0	0	74	0	32	519	2,172	0	0	0	0
7:15 AM	1	65	179	1	0	3	152	103	0	0	0	2	0	40	0	29	575	2,258	0	0	0	0
7:30 AM	0	67	138	1	1	3	123	68	0	0	0	0	0	80	0	28	509	2,235	0	0	0	0
7:45 AM	0	78	113	1	0	1	141	76	0	0	1	2	0	108	0	48	569	2,334	0	0	0	0
8:00 AM	0	52	152	1	0	0	166	81	0	0	0	1	0	102	0	50	605	2,295	0	0	0	0
8:15 AM	0	67	143	2	1	5	159	71	0	0	0	2	0	70	0	32	552		0	0	0	0
8:30 AM	0	72	206	2	0	2	122	80	0	0	3	3	0	85	0	33	608		0	0	0	0
8:45 AM	0	45	114	0	0	5	146	89	0	1	0	1	0	93	0	36	530		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	12	18	0	0	0	10	4	0	0	0	0	0	1	0	0	45
Lights	0	247	568	5	1	7	553	301	0	0	4	6	0	355	0	157	2,204
Mediums	0	10	28	1	0	1	25	3	0	0	0	2	0	9	0	6	85
Total	0	269	614	6	1	8	588	308	0	0	4	8	0	365	0	163	2,334

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		7.8%				4.8%				16.7%				3.0%			5.6%
Heavy Vehicle %	0.0%	8.2%	7.5%	16.7%	0.0%	12.5%	6.0%	2.3%	0.0%	0.0%	0.0%	25.0%	0.0%	2.7%	0.0%	3.7%	5.6%
Peak Hour Factor		0.79				0.94				0.50				0.85			0.96
Peak Hour Factor	0.25	0.86	0.75	0.75	0.50	0.60	0.89	0.80	0.00	0.25	0.33	0.67	0.00	0.84	0.00	0.82	0.96

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.5%				5.3%				26.7%				4.9%			4.8%
Heavy Vehicle %	0.0%	1.3%	3.8%	50.0%	0.0%	14.3%	7.7%	1.7%	0.0%	0.0%	66.7%	18.2%	0.0%	3.1%	50.0%	8.8%	4.8%
Peak Hour Factor		0.70				0.88				0.94				0.87			0.89
Peak Hour Factor	0.00	0.76	0.68	0.63	0.63	0.58	0.94	0.80	0.00	0.63	0.38	0.92	0.00	0.82	0.50	0.88	0.89

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.98	
			PSCF	
1	01/01/2024 - 01/06/2024	1.05	1.07	
2	01/07/2024 - 01/13/2024	1.04	1.06	
3	01/14/2024 - 01/20/2024	1.02	1.04	
4	01/21/2024 - 01/27/2024	1.00	1.02	
5	01/28/2024 - 02/03/2024	0.99	1.01	
6	02/04/2024 - 02/10/2024	0.98	1.00	
* 7	02/11/2024 - 02/17/2024	0.97	0.99	
* 8	02/18/2024 - 02/24/2024	0.97	0.99	
* 9	02/25/2024 - 03/02/2024	0.97	0.99	
*10	03/03/2024 - 03/09/2024	0.97	0.99	
*11	03/10/2024 - 03/16/2024	0.97	0.99	
*12	03/17/2024 - 03/23/2024	0.97	0.99	
*13	03/24/2024 - 03/30/2024	0.98	1.00	
*14	03/31/2024 - 04/06/2024	0.98	1.00	
*15	04/07/2024 - 04/13/2024	0.99	1.01	
*16	04/14/2024 - 04/20/2024	0.99	1.01	
*17	04/21/2024 - 04/27/2024	0.99	1.01	
*18	04/28/2024 - 05/04/2024	0.98	1.00	
*19	05/05/2024 - 05/11/2024	0.98	1.00	
20	05/12/2024 - 05/18/2024	0.98	1.00	
21	05/19/2024 - 05/25/2024	0.99	1.01	
22	05/26/2024 - 06/01/2024	1.00	1.02	
23	06/02/2024 - 06/08/2024	1.01	1.03	
24	06/09/2024 - 06/15/2024	1.03	1.05	
25	06/16/2024 - 06/22/2024	1.03	1.05	
26	06/23/2024 - 06/29/2024	1.04	1.06	
27	06/30/2024 - 07/06/2024	1.04	1.06	
28	07/07/2024 - 07/13/2024	1.05	1.07	
29	07/14/2024 - 07/20/2024	1.05	1.07	
30	07/21/2024 - 07/27/2024	1.04	1.06	
31	07/28/2024 - 08/03/2024	1.03	1.05	
32	08/04/2024 - 08/10/2024	1.01	1.03	
33	08/11/2024 - 08/17/2024	1.00	1.02	
34	08/18/2024 - 08/24/2024	1.00	1.02	
35	08/25/2024 - 08/31/2024	1.00	1.02	
36	09/01/2024 - 09/07/2024	1.00	1.02	
37	09/08/2024 - 09/14/2024	1.00	1.02	
38	09/15/2024 - 09/21/2024	1.00	1.02	
39	09/22/2024 - 09/28/2024	1.00	1.02	
40	09/29/2024 - 10/05/2024	1.00	1.02	
41	10/06/2024 - 10/12/2024	1.00	1.02	
42	10/13/2024 - 10/19/2024	1.00	1.02	
43	10/20/2024 - 10/26/2024	1.00	1.02	
44	10/27/2024 - 11/02/2024	1.00	1.02	
45	11/03/2024 - 11/09/2024	1.00	1.02	
46	11/10/2024 - 11/16/2024	1.00	1.02	
47	11/17/2024 - 11/23/2024	1.01	1.03	
48	11/24/2024 - 11/30/2024	1.02	1.04	
49	12/01/2024 - 12/07/2024	1.03	1.05	
50	12/08/2024 - 12/14/2024	1.04	1.06	
51	12/15/2024 - 12/21/2024	1.05	1.07	
52	12/22/2024 - 12/28/2024	1.04	1.06	
53	12/29/2024 - 12/31/2024	1.02	1.04	

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4_8630_PKSEASON.TXT

APPENDIX B: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET

The Project Bonaventure Blvd. & Griffin Rd. EXISTING GEOMETRY

COUNT DATE: May 28, 2025
AM PEAK HOUR FACTOR: 0.96

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	269	614	6		9	588	308		0	4	8		365	0	163	
Peak Season Correction Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
AM Peak Season Volume		274	626	6		9	600	314		0	4	8		372	0	166
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM BACKGROUND TRAFFIC GROWTH		11	25	0		0	24	13		0	0	0		15	0	7
Background Traffic Volumes		285	651	6		9	624	327		0	4	8		387	0	173
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							43.0%									7.0%
							195									32
Exiting		7.0%	43.0%													
		6	34													
AM TOTAL PROJECT TRAFFIC	0	6	34	0	0	0	195	0	0	0	0	0	0	0	0	32
Future Total AM Volumes	0	291	685	6	0	9	819	327	0	0	4	8	0	387	0	205

VOLUME DEVELOPMENT SHEET

The Project Bonaventure Blvd. & Griffin Rd. EXISTING GEOMETRY

COUNT DATE: May 28, 2025
PM PEAK HOUR FACTOR: 0.89

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	151	476	4		12	492	344		1	3	11		392	2	159	
Peak Season Correction Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PM Peak Season Volume		154	486	4		12	502	351		1	3	11		400	2	162
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		6	20	0		0	20	14		0	0	0		16	0	7
Background Traffic Volumes		160	506	4		12	522	365		1	3	11		416	2	169
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							43.0%									7.0%
							144									23
Exiting		7.0%	43.0%													
		46	280													
PM TOTAL PROJECT TRAFFIC	0	46	280	0	0	0	144	0	0	0	0	0	0	0	0	23
Future Total PM Volumes	0	206	786	4	0	12	666	365	0	1	3	11	0	416	2	192

APPENDIX C: SIGNAL TIMING

Station : 3490 - Griffin Rd & Bonaventure Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		28	28	24		28										
Min Green	4	12	6	6		12										
Gap Ext	1.5	2.5	2	3		2.5										
Max1	18	50	30	45		50										
Max2																
Yellow Clr	4	5	4	4	3.5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	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										
Auto Flash Entry				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																
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	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
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						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Coordination

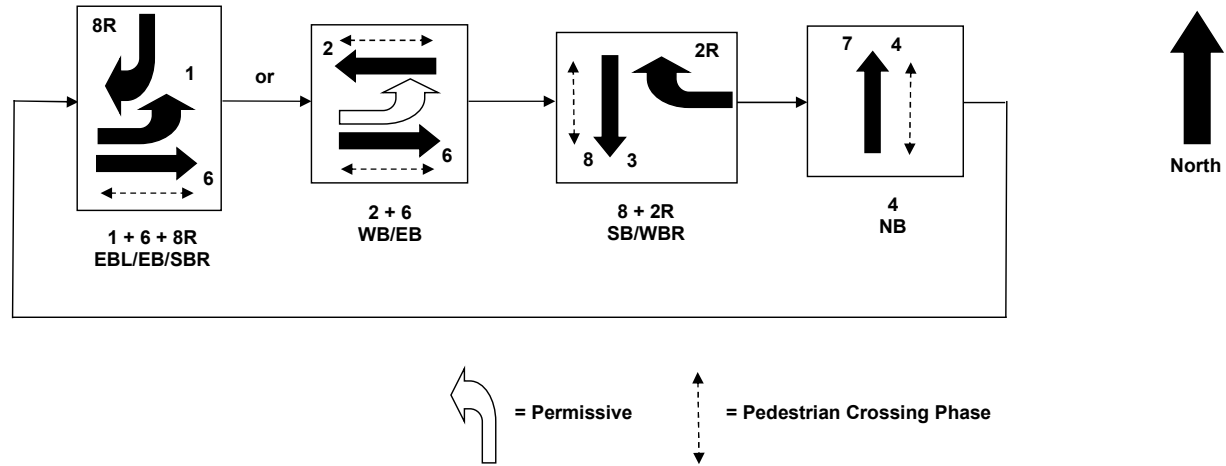
[illegible]

[illegible][illegible]

User Comments:

Sequence of Operation

Griffin Road and Bonaventure Boulevard
Intersection Number 3490 (Southwest Ranches) Mod 5 and Higher





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3490	Initial Operation Date	02/06/02
Controller Type	2070 LN	System Number	
Modification Number	7	Modification Date	10/07/2022
Drawing/Project No	03030801	FPL Grid Number	85975746906
Intersection	GRIFFIN ROAD and BONAVENTURE BLVD		
Municipality	SOUTHWEST RANCHES		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2	3,8,2R	4,7		6		
Direction	EBL	WB	SB	NB		EB		
Initial Green(MIN)	4	12	6	6		12		
Vehicle Ext.(GAP)	1.5	2.5	2.0	3.0		2.5		
Maximum Green I	18	50	30	45		50		
Maximum Green II								
Yellow Clearance	4.0	5.0	4.0	4.0		5.0		
All Red Clearance	2.0	2.0	2.0	2.0		2.0		
Phase Recall	OFF	MIN	OFF	OFF		MIN		
Detector Delay			30-RT					
Walk		7	7	7		7		
Pedestrian Clearance		28	28	24		28		
Permissive	YES							
Flash Operation		YELLOW	RED	RED		YELLOW		

Attachment

NOTES:

1. ANTI-BACKDOWN EASTBOUND: PHASES 2+6 ON---> OMIT PHASE 1.
2. FLASH OPERATION: 2300-0600, 7 DAYS.
3. 2R (WBR) OVERLAPPED WITH 3 (SB); 8R (SBR) OVERLAPPED TO 1 (EBL).
4. MOD. 7 UPDATES PHASE 1 MAXIMUM GREEN TIME.

Submitted By _____ **Approved By** _____

APPENDIX D: SYNCHRO REPORTS

Timings

1: Griffin Rd. & Bonaventure Blvd.

EX AM

06/10/2025

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	274	626	9	600	314	4	372	0	166
Future Volume (vph)	274	626	9	600	314	4	372	0	166
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Split	NA	pt+ov
Protected Phases	1	6		2		4	3	3	3 1
Permitted Phases	6		2		2				
Detector Phase	1	6	2	2	2	4	3	3	3 1
Switch Phase									
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	16.4%	16.4%	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	
Act Effect Green (s)	136.5	135.5	109.1	109.1	109.1	6.5	29.2	29.2	53.2
Actuated g/C Ratio	0.75	0.74	0.60	0.60	0.60	0.04	0.16	0.16	0.29
v/c Ratio	0.47	0.25	0.02	0.30	0.31	0.18	0.73	0.73	0.30
Control Delay (s/veh)	11.2	9.0	22.1	21.0	3.0	55.8	88.6	88.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.2	9.0	22.1	21.0	3.0	55.8	88.6	88.6	5.1
LOS	B	A	C	C	A	E	F	F	A
Approach Delay (s/veh)		9.7		14.9		55.8		62.8	
Approach LOS		A		B		E		E	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 23.9

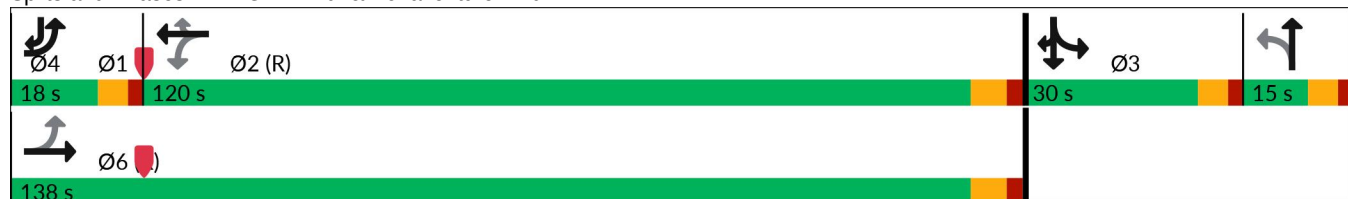
Intersection LOS: C

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Griffin Rd. & Bonaventure Blvd.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Protected Phases	1	6		2		4	3	3	3 1
Permitted Phases	6		2		2				
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	16.4%	16.4%	
Maximum Green (s)	12.0	131.0	113.0	113.0	113.0	9.0	24.0	24.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		28.0	28.0	28.0	28.0	24.0	28.0	28.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	
90th %ile Green (s)	25.8	119.0	87.2	87.2	87.2	8.0	37.0	37.0	
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	
70th %ile Green (s)	23.3	124.3	95.0	95.0	95.0	6.7	33.0	33.0	
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	
50th %ile Green (s)	21.9	140.4	112.5	112.5	112.5	0.0	29.6	29.6	
50th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	
30th %ile Green (s)	18.1	143.9	119.8	119.8	119.8	0.0	26.1	26.1	
30th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	
10th %ile Green (s)	12.9	149.7	130.8	130.8	130.8	0.0	20.3	20.3	
10th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

HCM Signalized Intersection Capacity Analysis

1: Griffin Rd. & Bonaventure Blvd.

EX AM

06/10/2025



Lane Configurations	↰	↱	↰	↱	↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (vph)	274	626	6	9	600	314	0	4	8	372	0	166
Future Volume (vph)	274	626	6	9	600	314	0	4	8	372	0	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		7.0	7.0	7.0		6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	3534		1770	3539	1583		1676		1681	1681	1583
Flt Permitted	0.35	1.00		0.40	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (perm)	653	3534		743	3539	1583		1676		1681	1681	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	288	659	6	9	632	331	0	4	8	392	0	175
RTOR Reduction (vph)	0	0	0	0	0	140	0	8	0	0	0	128
Lane Group Flow (vph)	288	665	0	9	632	191	0	4	0	196	196	47
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Split	NA	pt+ov
Protected Phases	1	6			2			4		3	3	3 1
Permitted Phases	6			2		2	4					
Actuated Green, G (s)	131.9	131.9		105.5	105.5	105.5		2.9		29.2	29.2	49.6
Effective Green, g (s)	131.9	131.9		105.5	105.5	105.5		2.9		29.2	29.2	49.6
Actuated g/C Ratio	0.72	0.72		0.58	0.58	0.58		0.02		0.16	0.16	0.27
Clearance Time (s)	6.0	7.0		7.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	595	2547		428	2040	912		26		268	268	429
v/s Ratio Prot	c0.05	0.19			0.18			c0.00		c0.12	0.12	0.03
v/s Ratio Perm	c0.29			0.01		0.12						
v/c Ratio	0.48	0.26		0.02	0.31	0.21		0.16		0.73	0.73	0.11
Uniform Delay, d1	9.7	8.8		16.6	20.0	18.7		88.8		73.2	73.2	50.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2		0.1	0.4	0.5		2.9		9.8	9.8	0.1
Delay (s)	10.3	9.0		16.7	20.4	19.2		91.7		83.0	83.0	50.2
Level of Service	B	A		B	C	B		F		F	F	D
Approach Delay (s/veh)		9.4			19.9			91.7			72.9	
Approach LOS		A			B			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	183.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings

1: Griffin Rd. & Bonaventure Blvd.

EX PM

06/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	154	486	12	502	351	1	3	400	2	162
Future Volume (vph)	154	486	12	502	351	1	3	400	2	162
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Split	NA	pt+ov
Protected Phases	1	6		2			4	3	3	3 1
Permitted Phases	6		2		2	4				
Detector Phase	1	6	2	2	2	4	4	3	3	3 1
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	8.2%	16.4%	16.4%	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None	
Act Effect Green (s)	130.8	129.8	112.7	112.7	112.7	6.6	6.6	32.4	32.4	45.9
Actuated g/C Ratio	0.71	0.71	0.62	0.62	0.62	0.04	0.04	0.18	0.18	0.25
v/c Ratio	0.27	0.21	0.02	0.24	0.33	0.02	0.21	0.71	0.71	0.33
Control Delay (s/veh)	10.8	10.3	18.8	18.0	2.6	85.0	48.3	83.7	84.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.8	10.3	18.8	18.0	2.6	85.0	48.3	83.7	84.2	6.0
LOS	B	B	B	B	A	F	D	F	F	A
Approach Delay (s/veh)		10.4		11.7			50.6		61.5	
Approach LOS		B		B			D		E	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 25.1

Intersection LOS: C

Intersection Capacity Utilization 58.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Griffin Rd. & Bonaventure Blvd.



Phasings

1: Griffin Rd. & Bonaventure Blvd.

EX PM

06/10/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Protected Phases	1	6		2			4	3	3	3 1
Permitted Phases	6		2		2	4				
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	8.2%	16.4%	16.4%	
Maximum Green (s)	12.0	131.0	113.0	113.0	113.0	9.0	9.0	24.0	24.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		28.0	28.0	28.0	28.0	24.0	24.0	28.0	28.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0	
90th %ile Green (s)	15.4	117.0	95.6	95.6	95.6	8.2	8.2	38.8	38.8	
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	Gap	
70th %ile Green (s)	12.8	122.0	103.2	103.2	103.2	6.8	6.8	35.2	35.2	
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	Gap	
50th %ile Green (s)	11.1	125.5	108.4	108.4	108.4	6.0	6.0	32.5	32.5	
50th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Min	Min	Gap	Gap	
30th %ile Green (s)	8.9	139.6	124.7	124.7	124.7	0.0	0.0	30.4	30.4	
30th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Skip	Gap	Gap	
10th %ile Green (s)	7.4	145.1	131.7	131.7	131.7	0.0	0.0	24.9	24.9	
10th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Skip	Gap	Gap	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

HCM Signalized Intersection Capacity Analysis

1: Griffin Rd. & Bonaventure Blvd.

EX PM

06/10/2025



Lane Configurations	↰	↱	↰	↱	↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (vph)	154	486	4	12	502	351	1	3	11	400	2	162
Future Volume (vph)	154	486	4	12	502	351	1	3	11	400	2	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	3535		1770	3539	1583	1770	1639		1681	1686	1583
Flt Permitted	0.41	1.00		0.46	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	760	3535		859	3539	1583	1774	1639		1681	1686	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	512	4	13	528	369	1	3	12	421	2	171
RTOR Reduction (vph)	0	0	0	0	0	147	0	12	0	0	0	130
Lane Group Flow (vph)	162	516	0	13	528	222	1	3	0	210	213	41
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Split	NA	pt+ov
Protected Phases	1	6			2			4		3	3	3 1
Permitted Phases	6			2		2	4					
Actuated Green, G (s)	127.4	127.4		110.3	110.3	110.3	4.2	4.2		32.4	32.4	43.5
Effective Green, g (s)	127.4	127.4		110.3	110.3	110.3	4.2	4.2		32.4	32.4	43.5
Actuated g/C Ratio	0.70	0.70		0.60	0.60	0.60	0.02	0.02		0.18	0.18	0.24
Clearance Time (s)	6.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	590	2460		517	2133	954	40	37		297	298	376
v/s Ratio Prot	c0.02	0.15			0.15			c0.00		0.12	c0.13	0.03
v/s Ratio Perm	c0.17			0.02		0.14	0.00					
v/c Ratio	0.27	0.21		0.03	0.25	0.23	0.03	0.09		0.71	0.71	0.11
Uniform Delay, d1	9.8	9.9		14.7	17.0	16.8	87.4	87.5		70.8	70.9	54.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2		0.1	0.3	0.6	0.3	1.0		7.5	7.9	0.1
Delay (s)	10.1	10.1		14.8	17.3	17.4	87.7	88.6		78.3	78.8	54.7
Level of Service	B	B		B	B	B	F	F		E	E	D
Approach Delay (s/veh)		10.1			17.3			88.5			71.7	
Approach LOS		B			B			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	183.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings

1: Griffin Rd. & Bonaventure Blvd.

BY AM

06/10/2025

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	285	651	9	624	327	4	387	0	173
Future Volume (vph)	285	651	9	624	327	4	387	0	173
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Split	NA	pt+ov
Protected Phases	1	6		2		4	3	3	3 1
Permitted Phases	6		2		2				
Detector Phase	1	6	2	2	2	4	3	3	3 1
Switch Phase									
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	16.4%	16.4%	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	
Act Effect Green (s)	135.0	134.0	106.3	106.3	106.3	6.5	30.7	30.7	56.0
Actuated g/C Ratio	0.74	0.73	0.58	0.58	0.58	0.04	0.17	0.17	0.31
v/c Ratio	0.50	0.27	0.02	0.32	0.32	0.18	0.72	0.73	0.30
Control Delay (s/veh)	12.1	9.6	23.3	22.6	3.1	55.8	86.3	86.6	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	9.6	23.3	22.6	3.1	55.8	86.3	86.6	4.8
LOS	B	A	C	C	A	E	F	F	A
Approach Delay (s/veh)		10.3		16.0		55.8		61.2	
Approach LOS		B		B		E		E	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 24.2

Intersection LOS: C

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Griffin Rd. & Bonaventure Blvd.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Protected Phases	1	6		2		4	3	3	3 1
Permitted Phases	6		2		2				
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	16.4%	16.4%	
Maximum Green (s)	12.0	131.0	113.0	113.0	113.0	9.0	24.0	24.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		28.0	28.0	28.0	28.0	24.0	28.0	28.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	
90th %ile Green (s)	27.3	118.1	84.8	84.8	84.8	8.0	37.9	37.9	
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	
70th %ile Green (s)	24.6	123.3	92.7	92.7	92.7	6.7	34.0	34.0	
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	
50th %ile Green (s)	23.2	139.0	109.8	109.8	109.8	0.0	31.0	31.0	
50th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	
30th %ile Green (s)	19.3	141.8	116.5	116.5	116.5	0.0	28.2	28.2	
30th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	
10th %ile Green (s)	14.3	147.8	127.5	127.5	127.5	0.0	22.2	22.2	
10th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

HCM Signalized Intersection Capacity Analysis

1: Griffin Rd. & Bonaventure Blvd.

BY AM

06/10/2025



Lane Configurations	↰	↰↰		↰	↰↰	↰	↰	↰		↰	↰↰	↰
Traffic Volume (vph)	285	651	6	9	624	327	0	4	8	387	0	173
Future Volume (vph)	285	651	6	9	624	327	0	4	8	387	0	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		7.0	7.0	7.0		6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	3535		1770	3539	1583		1676		1681	1681	1583
Flt Permitted	0.34	1.00		0.39	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (perm)	624	3535		724	3539	1583		1676		1681	1681	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	300	685	6	9	657	344	0	4	8	407	0	182
RTOR Reduction (vph)	0	0	0	0	0	151	0	8	0	0	0	130
Lane Group Flow (vph)	300	691	0	9	657	193	0	4	0	203	204	52
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Split	NA	pt+ov
Protected Phases	1	6			2			4		3	3	3 1
Permitted Phases	6			2		2	4					
Actuated Green, G (s)	130.4	130.4		102.7	102.7	102.7		2.9		30.7	30.7	52.4
Effective Green, g (s)	130.4	130.4		102.7	102.7	102.7		2.9		30.7	30.7	52.4
Actuated g/C Ratio	0.71	0.71		0.56	0.56	0.56		0.02		0.17	0.17	0.29
Clearance Time (s)	6.0	7.0		7.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	580	2518		406	1986	888		26		282	282	453
v/s Ratio Prot	c0.06	0.20			0.19			c0.00		0.12	c0.12	0.03
v/s Ratio Perm	c0.31			0.01		0.12						
v/c Ratio	0.52	0.27		0.02	0.33	0.22		0.16		0.72	0.72	0.12
Uniform Delay, d1	10.6	9.4		17.8	21.6	20.1		88.8		72.1	72.1	48.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3		0.1	0.4	0.6		2.9		8.5	8.9	0.1
Delay (s)	11.4	9.7		17.9	22.1	20.6		91.7		80.6	81.0	48.3
Level of Service	B	A		B	C	C		F		F	F	D
Approach Delay (s/veh)		10.2			21.5			91.7			70.7	
Approach LOS		B			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	183.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings

1: Griffin Rd. & Bonaventure Blvd.

BY PM

06/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	160	506	12	522	365	1	3	416	2	169
Future Volume (vph)	160	506	12	522	365	1	3	416	2	169
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Split	NA	pt+ov
Protected Phases	1	6		2			4	3	3	3 1
Permitted Phases	6		2		2	4				
Detector Phase	1	6	2	2	2	4	4	3	3	3 1
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	8.2%	16.4%	16.4%	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None	
Act Effect Green (s)	128.8	127.8	110.3	110.3	110.3	6.6	6.6	34.4	34.4	48.3
Actuated g/C Ratio	0.70	0.70	0.60	0.60	0.60	0.04	0.04	0.19	0.19	0.26
v/c Ratio	0.29	0.22	0.03	0.26	0.35	0.02	0.21	0.69	0.70	0.32
Control Delay (s/veh)	11.5	11.0	19.5	19.1	2.7	85.0	48.3	81.1	81.3	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	11.0	19.5	19.1	2.7	85.0	48.3	81.1	81.3	5.8
LOS	B	B	B	B	A	F	D	F	F	A
Approach Delay (s/veh)		11.1		12.4			50.6		59.5	
Approach LOS		B		B			D		E	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 25.0

Intersection LOS: C

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Griffin Rd. & Bonaventure Blvd.





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Protected Phases	1	6		2			4	3	3	3 1
Permitted Phases	6		2		2	4				
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	8.2%	16.4%	16.4%	
Maximum Green (s)	12.0	131.0	113.0	113.0	113.0	9.0	9.0	24.0	24.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		28.0	28.0	28.0	28.0	24.0	24.0	28.0	28.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0	
90th %ile Green (s)	15.9	116.0	94.1	94.1	94.1	8.2	8.2	39.8	39.8	
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	Gap	
70th %ile Green (s)	13.2	120.8	101.6	101.6	101.6	6.8	6.8	36.4	36.4	
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	Gap	
50th %ile Green (s)	11.5	124.0	106.5	106.5	106.5	6.0	6.0	34.0	34.0	
50th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Min	Min	Gap	Gap	
30th %ile Green (s)	9.2	137.4	122.2	122.2	122.2	0.0	0.0	32.6	32.6	
30th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Skip	Gap	Gap	
10th %ile Green (s)	7.8	140.8	127.0	127.0	127.0	0.0	0.0	29.2	29.2	
10th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Skip	Gap	Gap	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

HCM Signalized Intersection Capacity Analysis

1: Griffin Rd. & Bonaventure Blvd.

BY PM

06/10/2025



Lane Configurations	↰	↰↰		↰	↰↰	↰	↰	↰		↰	↰↰	↰
Traffic Volume (vph)	160	506	4	12	522	365	1	3	11	416	2	169
Future Volume (vph)	160	506	4	12	522	365	1	3	11	416	2	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	3535		1770	3539	1583	1770	1639		1681	1686	1583
Flt Permitted	0.39	1.00		0.45	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	735	3535		842	3539	1583	1774	1639		1681	1686	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	533	4	13	549	384	1	3	12	438	2	178
RTOR Reduction (vph)	0	0	0	0	0	158	0	12	0	0	0	133
Lane Group Flow (vph)	168	537	0	13	549	226	1	3	0	219	221	45
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Split	NA	pt+ov
Protected Phases	1	6			2			4		3	3	3 1
Permitted Phases	6			2		2	4					
Actuated Green, G (s)	125.4	125.4		107.9	107.9	107.9	4.2	4.2		34.4	34.4	45.9
Effective Green, g (s)	125.4	125.4		107.9	107.9	107.9	4.2	4.2		34.4	34.4	45.9
Actuated g/C Ratio	0.69	0.69		0.59	0.59	0.59	0.02	0.02		0.19	0.19	0.25
Clearance Time (s)	6.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	568	2422		496	2086	933	40	37		315	316	397
v/s Ratio Prot	c0.02	0.15			0.16			c0.00		0.13	c0.13	0.03
v/s Ratio Perm	c0.18			0.02		0.14	0.00					
v/c Ratio	0.30	0.22		0.03	0.26	0.24	0.03	0.09		0.70	0.70	0.11
Uniform Delay, d1	10.6	10.7		15.7	18.2	18.0	87.4	87.5		69.4	69.5	52.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2		0.1	0.3	0.6	0.3	1.0		6.5	6.6	0.1
Delay (s)	10.9	10.9		15.7	18.5	18.6	87.7	88.6		75.9	76.1	53.0
Level of Service	B	B		B	B	B	F	F		E	E	D
Approach Delay (s/veh)		10.9			18.5			88.5			69.4	
Approach LOS		B			B			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	183.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings

1: Griffin Rd. & Bonaventure Blvd.

FY AM

06/10/2025

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	291	685	9	819	327	4	387	0	205
Future Volume (vph)	291	685	9	819	327	4	387	0	205
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Split	NA	pt+ov
Protected Phases	1	6		2		4	3	3	3 1
Permitted Phases	6		2		2				
Detector Phase	1	6	2	2	2	4	3	3	3 1
Switch Phase									
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	16.4%	16.4%	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	
Act Effect Green (s)	135.0	134.0	104.0	104.0	104.0	6.5	30.7	30.7	58.3
Actuated g/C Ratio	0.74	0.73	0.57	0.57	0.57	0.04	0.17	0.17	0.32
v/c Ratio	0.60	0.28	0.02	0.43	0.33	0.18	0.72	0.73	0.33
Control Delay (s/veh)	14.3	9.7	24.4	25.8	3.7	55.8	86.3	86.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	9.7	24.4	25.8	3.7	55.8	86.3	86.6	4.5
LOS	B	A	C	C	A	E	F	F	A
Approach Delay (s/veh)		11.0		19.5		55.8		58.0	
Approach LOS		B		B		E		E	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 25.0

Intersection LOS: C

Intersection Capacity Utilization 72.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Griffin Rd. & Bonaventure Blvd.



Phasings

1: Griffin Rd. & Bonaventure Blvd.

FY AM

06/10/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Protected Phases	1	6		2		4	3	3	3 1
Permitted Phases	6		2		2				
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	16.4%	16.4%	
Maximum Green (s)	12.0	131.0	113.0	113.0	113.0	9.0	24.0	24.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		28.0	28.0	28.0	28.0	24.0	28.0	28.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	
90th %ile Green (s)	28.9	118.1	83.2	83.2	83.2	8.0	37.9	37.9	
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	
70th %ile Green (s)	27.0	123.3	90.3	90.3	90.3	6.7	34.0	34.0	
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	
50th %ile Green (s)	26.0	139.0	107.0	107.0	107.0	0.0	31.0	31.0	
50th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	
30th %ile Green (s)	21.8	141.8	114.0	114.0	114.0	0.0	28.2	28.2	
30th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	
10th %ile Green (s)	16.5	147.8	125.3	125.3	125.3	0.0	22.2	22.2	
10th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Gap	Gap	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

HCM Signalized Intersection Capacity Analysis

1: Griffin Rd. & Bonaventure Blvd.

FY AM

06/10/2025



Lane Configurations	↰	↰↰		↰	↰↰	↰	↰	↰		↰	↰↰	↰
Traffic Volume (vph)	291	685	6	9	819	327	0	4	8	387	0	205
Future Volume (vph)	291	685	6	9	819	327	0	4	8	387	0	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		7.0	7.0	7.0		6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	3535		1770	3539	1583		1676		1681	1681	1583
Flt Permitted	0.25	1.00		0.38	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (perm)	458	3535		699	3539	1583		1676		1681	1681	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	306	721	6	9	862	344	0	4	8	407	0	216
RTOR Reduction (vph)	0	0	0	0	0	151	0	8	0	0	0	151
Lane Group Flow (vph)	306	727	0	9	862	193	0	4	0	203	204	65
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Split	NA	pt+ov
Protected Phases	1	6			2			4		3	3	3 1
Permitted Phases	6			2		2	4					
Actuated Green, G (s)	130.4	130.4		100.4	100.4	100.4		2.9		30.7	30.7	54.7
Effective Green, g (s)	130.4	130.4		100.4	100.4	100.4		2.9		30.7	30.7	54.7
Actuated g/C Ratio	0.71	0.71		0.55	0.55	0.55		0.02		0.17	0.17	0.30
Clearance Time (s)	6.0	7.0		7.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	498	2518		383	1941	868		26		282	282	473
v/s Ratio Prot	c0.08	0.21			0.24			c0.00		0.12	c0.12	0.04
v/s Ratio Perm	c0.36			0.01		0.12						
v/c Ratio	0.61	0.29		0.02	0.44	0.22		0.16		0.72	0.72	0.14
Uniform Delay, d1	13.1	9.5		18.9	24.6	21.2		88.8		72.1	72.1	46.9
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	2.3	0.3		0.1	0.7	0.6		2.9		8.5	8.9	0.1
Delay (s)	15.3	9.8		19.0	25.4	21.8		91.7		80.6	81.0	47.0
Level of Service	B	A		B	C	C		F		F	F	D
Approach Delay (s/veh)		11.4			24.3			91.7			69.1	
Approach LOS		B			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	183.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings

1: Griffin Rd. & Bonaventure Blvd.

FY PM

06/10/2025

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	206	786	12	666	365	1	3	416	2	192
Future Volume (vph)	206	786	12	666	365	1	3	416	2	192
Turn Type	pm+pt	NA	Perm	NA	Perm	Perm	NA	Split	NA	pt+ov
Protected Phases	1	6		2			4	3	3	3 1
Permitted Phases	6		2		2	4				
Detector Phase	1	6	2	2	2	4	4	3	3	3 1
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	8.2%	16.4%	16.4%	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None	
Act Effect Green (s)	128.6	127.6	108.1	108.1	108.1	6.6	6.6	34.6	34.6	50.5
Actuated g/C Ratio	0.70	0.70	0.59	0.59	0.59	0.04	0.04	0.19	0.19	0.28
v/c Ratio	0.43	0.34	0.03	0.34	0.35	0.02	0.21	0.69	0.69	0.35
Control Delay (s/veh)	13.2	12.4	21.2	21.5	2.8	85.0	48.3	80.7	81.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.2	12.4	21.2	21.5	2.8	85.0	48.3	80.7	81.0	5.4
LOS	B	B	C	C	A	F	D	F	F	A
Approach Delay (s/veh)		12.5		15.0			50.6		57.1	
Approach LOS		B		B			D		E	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 23.9

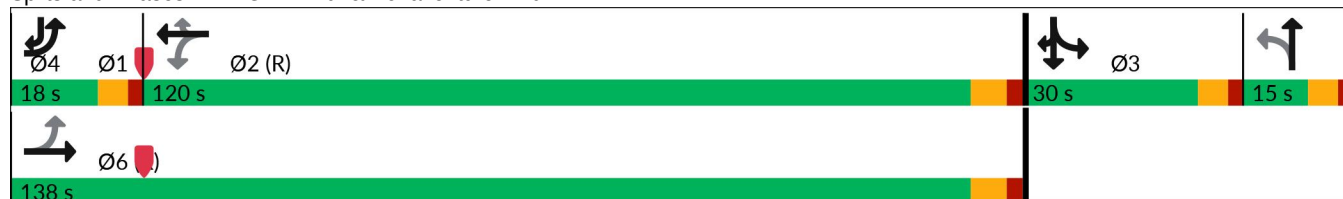
Intersection LOS: C

Intersection Capacity Utilization 66.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Griffin Rd. & Bonaventure Blvd.



Phasings

1: Griffin Rd. & Bonaventure Blvd.

FY PM

06/10/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Protected Phases	1	6		2			4	3	3	3 1
Permitted Phases	6		2		2	4				
Minimum Initial (s)	4.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	10.0	42.0	42.0	42.0	42.0	37.0	37.0	41.0	41.0	
Total Split (s)	18.0	138.0	120.0	120.0	120.0	15.0	15.0	30.0	30.0	
Total Split (%)	9.8%	75.4%	65.6%	65.6%	65.6%	8.2%	8.2%	16.4%	16.4%	
Maximum Green (s)	12.0	131.0	113.0	113.0	113.0	9.0	9.0	24.0	24.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None	None	
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)		28.0	28.0	28.0	28.0	24.0	24.0	28.0	28.0	
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0	
90th %ile Green (s)	19.0	116.0	91.0	91.0	91.0	8.2	8.2	39.8	39.8	
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	Gap	
70th %ile Green (s)	15.6	120.8	99.2	99.2	99.2	6.8	6.8	36.4	36.4	
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Gap	Gap	Gap	Gap	
50th %ile Green (s)	13.7	123.1	103.4	103.4	103.4	6.0	6.0	34.9	34.9	
50th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Min	Min	Gap	Gap	
30th %ile Green (s)	10.6	137.4	120.8	120.8	120.8	0.0	0.0	32.6	32.6	
30th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Skip	Gap	Gap	
10th %ile Green (s)	8.8	140.8	126.0	126.0	126.0	0.0	0.0	29.2	29.2	
10th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Skip	Skip	Gap	Gap	

Intersection Summary

Cycle Length: 183

Actuated Cycle Length: 183

Offset: 9.5 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Control Type: Actuated-Coordinated

HCM Signalized Intersection Capacity Analysis

1: Griffin Rd. & Bonaventure Blvd.

FY PM

06/10/2025



Lane Configurations	↰	↰↰		↰	↰↰	↰	↰	↰		↰	↰↰	↰
Traffic Volume (vph)	206	786	4	12	666	365	1	3	11	416	2	192
Future Volume (vph)	206	786	4	12	666	365	1	3	11	416	2	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	3537		1770	3539	1583	1770	1639		1681	1686	1583
Flt Permitted	0.32	1.00		0.34	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	596	3537		631	3539	1583	1774	1639		1681	1686	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	217	827	4	13	701	384	1	3	12	438	2	202
RTOR Reduction (vph)	0	0	0	0	0	162	0	12	0	0	0	149
Lane Group Flow (vph)	217	831	0	13	701	222	1	3	0	219	221	53
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Split	NA	pt+ov
Protected Phases	1	6			2			4		3	3	3 1
Permitted Phases	6			2		2	4					
Actuated Green, G (s)	125.2	125.2		105.7	105.7	105.7	4.2	4.2		34.6	34.6	48.1
Effective Green, g (s)	125.2	125.2		105.7	105.7	105.7	4.2	4.2		34.6	34.6	48.1
Actuated g/C Ratio	0.68	0.68		0.58	0.58	0.58	0.02	0.02		0.19	0.19	0.26
Clearance Time (s)	6.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	494	2419		364	2044	914	40	37		317	318	416
v/s Ratio Prot	c0.03	0.23			0.20			c0.00		0.13	c0.13	0.03
v/s Ratio Perm	c0.27			0.02		0.14	0.00					
v/c Ratio	0.44	0.34		0.04	0.34	0.24	0.03	0.09		0.69	0.69	0.13
Uniform Delay, d1	11.8	11.9		16.7	20.4	19.0	87.4	87.5		69.2	69.3	51.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.4		0.2	0.5	0.6	0.3	1.0		6.4	6.5	0.1
Delay (s)	12.4	12.3		16.9	20.8	19.6	87.7	88.6		75.6	75.7	51.6
Level of Service	B	B		B	C	B	F	F		E	E	D
Approach Delay (s/veh)		12.3			20.4			88.5			68.1	
Approach LOS		B			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	183.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT 12

From: [West, Dan](#)
To: [Joseph, Alicia](#)
Subject: Fw: PC 25-1 (US 27 Business Center) Town of Southwest Ranches
Date: Wednesday, March 19, 2025 8:36:14 AM
Attachments: [image002.png](#)

Alicia,

Sorry for the delay and we discussed internally and have no objections.

Dan

From: Joseph, Alicia <ALIJOSEPH@broward.org>
Sent: Tuesday, March 18, 2025 10:03 AM
To: West, Dan <danwest@broward.org>; SMS_Linda_Briggs_Thompson <9548098437@tmomail.net>; Briggs, Linda <lbriggs@broward.org>
Cc: Therrien, Michel <mtherrien@broward.org>
Subject: RE: PC 25-1 (US 27 Business Center) Town of Southwest Ranches

Good morning!

It would be greatly appreciated if you could share Parks review agency comments for PC 25-1. If you need additional time, please let me know when you anticipate providing comments.

Thanks so much,



Alicia Joseph, Planner

954.357.6698 (direct) www.broward.org/planningcouncil

Visit Us: **BROWARDNEXT**

The Planning Council offices are open Monday through Friday. I am in the office every Tuesday through Friday from 7:30 a.m. to 5:30 p.m.

ATTACHMENT 13



Public Works Department – Water and Wastewater Services
WATER MANAGEMENT DIVISION

2555 West Copans Road • Pompano Beach Florida 33069 • PHONE: 954-831-0751 • FAX: 954 831-3285

February 11, 2025



Alicia Joseph
Planner
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

via email to ALIJOSEPH@broward.org

FROM: Dunia De La Horra Fernandez
Broward County Water Management Division

SUBJECT: US 27 Business Center, PC 25-1
Land Use Plan Amendment – Drainage Analysis

Dear Ms. Alicia:

On behalf of the Water Management Division, I have reviewed the documents related to the Land Use Plan Amendment No. PC 25-1 and have no comments or objections.

Sincerely,

Dunia De La Horra Fernandez

Dunia De La Horra Fernandez
Program/Project Coordinator Senior
Broward County Water Management Division
2555 W. Copans Rd., Pompano Beach, FL 33069
Office: 954-831-0755
E-mail: ddelahorrafernandez@broward.org

ATTACHMENT 14

From: [Luis Ochoa](#)
To: [Joseph, Alicia](#)
Cc: [Michael Gracia](#)
Date: Wednesday, February 5, 2025 1:43:29 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)

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[Report Suspicious](#)

Hi there – SBDD has reviewed the LUPA request and has no objections.

Should you have any questions do not hesitate to contact me.

Thanks,

Luis Ochoa, P.E.
District Director
South Broward Drainage District
(954) 680-3337 Ext. 203 Office
(954) 680-3339 Fax
luis@sbdd.org E-mail

From: Joseph, Alicia <ALIJOSEPH@broward.org>
Sent: Tuesday, February 4, 2025 1:26 PM
To: Luis Ochoa <luis@sbdd.org>
Subject: PC 25-1 (US 27 Business Center) Town of Southwest Ranches

Good afternoon, Luis,

Broward County Planning Council staff has received a land use plan amendment to the Broward County Land Use Plan: **PC 25-1 (US 27 Business Center)** located in the Town of Southwest Ranches. The amendment and associated backup materials are available on our website for your review:
<https://www.broward.org/PlanningCouncil/Pages/PendingBCLUPAmendments.aspx> (please scroll to PC 25-1 and select the links)

The proposed amendment is anticipated for first public hearing before the Broward County

Planning Council for its **April 2025** meeting.

We are requesting that comments be digitally submitted to our office by **March 4, 2025**, to allow adequate time for consideration, discussion and incorporation into the Planning Council's staff report.

Please note that in an effort to go green, Planning Council staff is sharing land use plan amendments and backup materials to all review agencies digitally and no hard copies will follow this email.

Should you have any questions, or if you have any trouble with the links, please contact me.

Thank you in advance for your timely response.

Respectfully,

Alicia Joseph, Planner

115 South Andrews Avenue, Room 307

Fort Lauderdale, Florida 33301

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