

Note: Supplemental Information for
Transportation Element

TABLE 4 - 1
GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS																																																																							
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<p>Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.fl11.myflorida.com/planning/systems/rm/foa/default.htm</p>						<p>* This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on five feet) for levels of service and are for the urbanized area modes unless specifically noted. Level of service lower grade thresholds are probably not comparable across modes and, therefore, cross mode comparisons should be made with caution. Furthermore, remaining levels of service of different modes are not overall roadway level of service in any circumstance. The table's most value details and level of service table appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Measure respectively for the automobile, bicycle, pedestrian and bus modes.</p> <p>** Cannot be achieved using table input values.</p> <p>*** Not applicable for that level of service. For example, in a 2-lane divided roadway, level of service D becomes / because the maximum number of lanes in each direction is one. For bicycle and pedestrian modes, the level of service lower grade (lower than F) is not achieved, because there is no maximum vehicle volume per lane in any direction.</p>																																																																							

Note: Supplemental Information for Transportation Element

TABLE 4 - 4 (continued)
GENERALIZED PEAK HOUR TWO-WAY VOLUMES FOR FLORIDA'S
Urbanized Areas
INPUT VALUE ASSUMPTIONS

ROADWAY CHARACTERISTICS	Freeways		Highways	
	4-12	4-12	4-12	4-12
Number of through lanes	4	4	2	4-6
Peak speed (mph)	65	55	50	50
Free flow speed (mph)	70	60	55	55
Basic approach length (m)	1.5	6		
Interchange spacing per mile	2.5	1		
Median (ft)			8	7
Left turn lanes (ft)	1	1	1	1
Turns (ft)			80	
% of parking lanes			8	
Parking lanes (ft)				
TRAFFIC CHARACTERISTICS				
Peak hour factor (PHF)	0.97	0.95	0.95	0.95
Directional distribution factor (D)	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.95	0.95	0.95	0.95
Basic approach length (m)	1.5	6	1.5	2100
Basic approach length (m)	1.5	6	1.5	2100
Heavy vehicle percent	6.0	4.0	2.0	2.0
Local adjustment factor	0.98	1.00	1.0	1.0

ROADWAY CHARACTERISTICS	INTERRUPTED FLOW FACILITIES													
	Class I		Class II		Class III		Class IV		Major City/County		Other Signalized		Bicycles Class II	Pedestrian Class II
Level of Service	vc	Density	vc	Density	vc	Density	vc	Density	vc	Density	vc	Density		
Number of through lanes	3	4-6	3	4-6	3	4-6	3	4-6	2	4-6	2-4	4	4	4
Peak speed (mph)	50	50	45	45	35	35	30	30	45	45	45	40	40	40
Free flow speed (mph)	55	55	50	50	40	40	35	35	50	50	50	45	45	45
Median type (ft)	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Left turn lanes (ft)	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Overhead lanes width (ft)														
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Prevalent condition (ALB)														
Subway/roadway separation (ft)														
Subway/roadway separation (ft)														
Overhead to bus stop (ft)														
TRAFFIC CHARACTERISTICS														
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	0.95	0.95
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
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	0.95	0.95
Basic approach length (m)	1.5	6	1.5	6	1.5	6	1.5	6	1.5	6	1.5	6	1.5	6
Heavy vehicle percent	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Local adjustment factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
% lanes from exclusive bus lanes	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Bus lanes of service														
CONTROL CHARACTERISTICS														
Signalized intersections per mile	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Signalized intersections per mile	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Signal type (ft)	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Signal type (ft)	120	120	120	120	120	120	120	120	120	120	120	120	120	120
Cycle length (s)	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Effective green ratio (g/c)														

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways		Urbanized Areas		State Two-Way Arterials		Major City/County		Other Signalized		Bicycle		Pedestrian		Bus
	vc	Density	vc	Density	vc	Density	vc	Density	vc	Density	vc	Density	vc	Density	
A	<0.32	<11	<0.29	<11	<0.29	<11	>35 mph	>35 mph	>35 mph	>35 mph	>35 mph	>35 mph	>35 mph	>35 mph	
B	<0.34	<18	<0.33	<18	>24 mph	>24 mph	>24 mph	>24 mph	>24 mph	>24 mph	>24 mph	>24 mph	>24 mph	>24 mph	
C	<0.34	<24	<0.34	<24	>20 mph	>20 mph	>20 mph	>20 mph	>20 mph	>20 mph	>20 mph	>20 mph	>20 mph	>20 mph	
D	<0.36	<33	<0.36	<33	>18 mph	>18 mph	>18 mph	>18 mph	>18 mph	>18 mph	>18 mph	>18 mph	>18 mph	>18 mph	
E	<0.38	<43	<0.38	<43	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	
F	>1.00	>43	>1.00	>43	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	>16 mph	

vc = F Density Ratio % FFS = Percent Free Flow Speed AT Travel Speed

**Note: Supplemental Information for
Transportation Element**

**BROWARD COUNTY
HIGHWAY
FUNCTIONAL CLASSIFICATIONS**

LEGEND	
Functional Classification & Jurisdiction	Existing Lane Arrangement
State Principal Arterial	2-Lanes
State Minor Arterial	3-Lanes
State Collector	4-Lanes
County Principal Arterial	5-Lanes
County Minor Arterial	6-Lanes
County Collector	8-Lanes
City Principal Arterial	10-Lanes
City Minor Arterial	12-Lanes
City Collector	
Certified Future Minor Arterial	
Certified Future Collector	

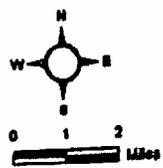
June 2008

- Notes:**
1. Functional classifications shown are consistent with the 2000-2010 Federal Functional Classification System.
 2. Jurisdiction identifies agencies (State, County, or City) responsible for roadway maintenance, operation & construction.
 3. State Road 84, a 2-lane one-way pair along I-95/I-75, is a State Minor Arterial (not shown on map).
 4. Visit <http://www.broward.org/transportation/planning/transportation.htm> for the current edition of this map.



ATLANTIC OCEAN

CONSERVATION AREA



De Minimis Records for the City of Lighthouse Point

FY	Address	Estimated Peak Hours Trips	Roads Impacted	V/C Percentage	Evacuation Route
FY 07-08	None				

I. Planning Considerations

Location

The City of Lighthouse Point is located between the Cities of Deerfield Beach and Pompano Beach in the northeastern area of Broward County, Florida. The City is bounded on the east by the Intracoastal Waterway and on the west by the US 1 / Federal Highway corridor. The Town of Hillsboro Beach serves as the neighboring coastal municipality on the east side of the Intracoastal Waterway. The adjacent business and residential area west of US 1 are now within the City of Pompano Beach, having been recently annexed.

The rectangular shaped City is approximately two and a half miles long and one mile wide; the total municipal area covers approximately 1,600 acres. Figure 1-1 depicts the location and regional situation of the City of Lighthouse Point relative to Broward County and the State of Florida.

Historical Growth

The initial development of property that was to later become the City occurred in January 1952. Due to the coastal location, and in keeping with standard development practices of the period, extensive land clearing and dredge and fill activities were underway in April 1952. The first homeowners in the immediate area, Mr. and Mrs. Alvah Beals, took occupancy in March 1953.

In June 1956 several residents of four separate subdivisions met to consider municipal incorporation; their efforts eventually culminated in the Legislative approval of the City's Municipal Charter in June 1957. A City Hall was constructed and dedicated in December 1959.

Lighthouse Point grew very quickly during the sixties and by the early seventies the City was essentially built-out. Development in the City subsequent to this period has been one of in-fill construction on the left-over vacant parcels. With the high quality of the existing housing stock, very little vacant property available for new development and no surrounding land to annex, the City is not anticipated to grow significantly in the foreseeable future.

Figure 1.1-Location Map

Electronic File not available. Please see hard copy.

Environmental Characteristics

The desirable sub-tropical climate is foremost among Lighthouse Point's physical attributes. The annual average temperature is approximately 75 degrees, with a winter average of 65 degrees and a summer average of 85 degrees. This climatic condition is the result of two elements: the Florida Gulf Stream and the prevailing southeasterly trade winds. The Florida Gulf Stream is an ocean current flowing northward from the Caribbean Sea and Gulf of Mexico and passing very close to land along Broward County. This has a stabilizing effect on temperatures. The combined moderating influences of these two factors result in the recognition of coastal South Florida as a highly desirable area.

Rainfall in Broward County averages 50-60 inches per year. Eastern areas receive close to 48 inches per year while the western areas experience heavier amounts. Almost 60% of the rainfall occurs during the rainy season between June and October.

Based on the natural topography and the historical method of development, the City has relatively uniform land elevations which generally vary between five and eight feet. A slight elevation increase to approximately ten feet occurs near the western edge of the City along US 1.

The predominate soil type is the Arents-Urban land association. Typical of the coastal lowland areas, this type of soil is characterized as modified for urban use by spreading sandy fill material over the natural soil. Another major soil type near US 1 is the Immokalee-Urban land association, described as poorly drained sandy soils about 80 inches deep with dark organic coated subsoil. Much of this soil area has also been modified for development. Because of the urban development, there are no soil erosion problems. Figure 1-2 highlights soil associations.

Figure 1-2 Soil Associations

Electronic File not available. Please see hard copy.

The original urban development practice in the City has resulted in the elimination of any significant stands of native vegetation. Originally a combination of upland sand pine and oak hammock communities, and lowland swamp, marsh or mangrove habitats, the only vestige of these communities is the occasional oak or sand pine tree interspersed in the residential ornamental vegetation. Exotic species, such as Australian Pine, have invaded and dominate the few vacant shoreline parcels; a few pioneer mangrove trees have also established themselves along the tidelines of these parcels. Some indigenous vegetation has been reintroduced in the area by individual businesses and homeowners, as well as by the municipal beautification committee in selected area and street swale plantings. In recent years, the City has made improvements to De Groff Park which is in the northeast corner of the City along the Intracoastal Waterway. The improvements have included eliminating invasive and non-native plants and trees and replacing them with native vegetation.

Physical Characteristics

The City of Lighthouse Point is a desirable, water-oriented residential community in a mature stage of physical development. The City is characterized by its high quality residential areas which are well maintained.

The City is unique in that a large amount of the residential area is laced with deepwater canals and waterways which provide access to the Intracoastal Waterway, nearby Hillsboro Inlet and the Atlantic Ocean. Consisting of approximately 33 miles of residential frontage, over fifty percent of the mainly single-family lots have access to the City waterway system. Almost all of the frontage has been bulkheaded; residential lots along the Intracoastal Waterway in the east central part of the City have vegetation/sandy shorelines, some of which have been reinforced with piles of large boulders.

Another positive attribute is the absence of arterial roadway facilities within the City. The US 1 / Federal Highway corridor, the City's western boundary, serves as the regional facility for north/south through traffic in northeastern Broward County. East to west through movements are minimal due to the lack of a bridge causeway to the adjacent barrier island community of Hillsboro Beach. The City's major north/south collector roadway is Lighthouse Drive. Carrying relatively low volumes of local traffic, the Lighthouse Drive facility does not have any noticeable capacity deficiency. The City's

major east/west collector roadways include NE 49th, 39th and 36th Streets (Sample Road) and each does not have any noticeable capacity deficiencies.

There are no registered sites of historical significance in the City; however, “Caps Place” restaurant, originally built in 1929 and still operating, has a long and colorful history and is best known for its patronage by various famous political figures during World War II. This site may be eligible for designation in the Florida Master Site File and designation as a historic landmark.

Population Growth

The 1960 US Census listed the Town as having a year round residential population of 2,453. In concert with the rapid development throughout the sixties, resident population grew to 9,071 by 1970. Following annexation activities which occurred shortly after the 1970 Census, the amended population figure was approximately 10,980. The 1980 Census resident population figure was 11,488. However, the population decreased in 1990 to about 10,378 and then increased to 10,767 according to the 2000 US Census. The 2007 BEBR estimated population for the City is 10,964. Specific Census population figures for Lighthouse Point and other surrounding municipalities and the County are presented in Table 1-1.

Table 1-1 Resident Population by Municipality: 1960 – 2007

Municipality	1960	1970	1980	1990	2000	2007*
Lighthouse Point	2,453	9,071	11,488	10,378	10,767	10,964
Lauderdale-by-the-Sea	1,327	2,879	2,639	2,990	2,563	6,196
Pompano Beach	15,992	38,587	52,618	72,411	78,191	101,128
Sea Ranch Lakes	170	660	584	619	1,392	732
Fort Lauderdale	83,648	139,590	153,279	149,238	152,397	79,971
Oakland Park	5,331	16,261	23,035	26,326	30,966	42,081
Hillsboro Beach	437	1,181	1,554	1,748	2,163	2,223
Deerfield Beach	9,573	16,662	39,193	46,997	64,583	75,829
Broward County	333,946	620,100	1,018,257	1,255,531	1,623,018	1,765,707

Sources: US Census

* University of Florida, Bureau of Economic and Business Research (BEBR)

Note that the previous Table 1-1 was deleted completely and replaced by new Table 1-1.

AGE CHARACTERISTICS

Table 1-2 compares the 2000 US Census population age distribution of several jurisdictions. Examination of this Table indicates that the City of Lighthouse Point has a very similar demographic profile as its neighboring cities of Deerfield Beach and Pompano Beach, as well as Broward County. The City of Lighthouse Point’s 2000 US Census figures indicated that the City’s children (ages 0-19) population represented 17.3% of the total while the City of Deerfield Beach and the City of Pompano Beach had 17.1% and 19.7% respectively. The same figures indicated that the City’s senior adult (age +65) population represented 23.2% of the total while the neighboring Cities of Deerfield Beach and Pompano Beach had 29.3% and 23.4% respectively. Only the neighboring Town of Hillsboro Beach had a different profile with only 3.5% of its 2000 US Census population being children and 51.0% of its population being senior adults.

Table 1-2 Resident Population by Age and Municipality (2000)

Age Group	Children (%) (0-19)	Adults (%) (20-64)	Senior Adults (%) (+65)	Total
Municipality				
Lighthouse Point	1,866 (17.3%)	6,400 (59.4%)	2,501 (23.2%)	10,767
Pompano Beach	15,415 (19.7%)	44,512 (56.9%)	18,264 (23.4%)	78,191
Hillsboro Beach	76 (3.5%)	984 (45.5%)	1,103 (51.0%)	2,163
Deerfield Beach	11,022 (17.1%)	34,618 (53.6%)	18,943 (29.3%)	64,583
Broward County	417,476 (25.7%)	944,433 (58.2%)	261,109 (16.1%)	1,623,018

Sources: US Census

* University of Florida, Bureau of Economic and Business Research (BEBR)

Note that the previous Table 1-2 was deleted completely and replaced by new Table 1-2.

The City’s age of population characteristics has changed over the last 18 years but not as significantly as other eastern Broward County cities which have seen a significant increase in the children population. During the 10-year period from 1990 to 2000 the City of Lighthouse Point’s children population increased to 17.3% of the total population (representing a 27.6% increase) while the senior citizen population decreased to 23.3% of the total population (representing a 17.2% decrease). See Table 1-3 for more detail. During the same time period, the City of Hallandale Beach saw a 59.6% increase in the children population and the City of Deerfield Beach saw a 58.4% increase in the children population. Since the 2000 US Census, there is no evidence that these trends have not

been continuing. Therefore, it is assumed that these trends have continued and that the 2010 US Census for the City will reflect further increases in the children population and decreases in the senior citizen population.

Table 1-3 Population Changes since 1990

	1990 (%)	2000 (%)	2007 Estimate*	% Change 1990-2000
Total Population	10,378	10,767	10,964	3.75%
Total Households	4,967	5,165	---	3.99%
Average Household Size	2.09	2.08	---	- 0.48%
Median Age		46.9	---	
All Children (0-19)	1,462 (14.1%)	1,866 (17.3%)	---	27.63%
Children <5	405 (3.9%)	509 (4.7%)	---	25.68%
Children 5-9	340 (3.3%)	524 (4.9%)	---	54.12%
Children 10-14	327 (3.2%)	474 (4.4%)	---	44.95%
Children 15-19	390 (3.8%)	359 (3.3%)	---	-7.95%
All Adults >20	8,916 (85.9%)	8,901 (82.7%)	---	-0.17%
Adults >20-64	5,895 (56.8%)	6,400 (59.4%)	---	8.57%
Adults >65	3,021 (29.1%)	2,501 (23.2%)	---	-17.21%

Sources: US Census 1990, 2000

* University of Florida, Bureau of Economic and Business Research

ECONOMIC CHARACTERISTICS

Historically, the Broward County economy has been based on three primary industries: tourism, retirement and construction. Lighthouse Point is primarily a year round residential community which shares, to some extent, the retirement and the tourism economic base. However, the large population growth in the Broward metropolitan area has resulted in the establishment of a significant year round local market which is served by the local retail and emerging service and information industries. The commercial business uses along US 1 generally fall into one of these two latter categories (local retail and service and information industries).

Occupational characteristics of the City population tend to reflect the increased prominence of the new growth industries. This point is evident from 2000 Census information, which indicates that approximately 41 percent of the City's employed residential population is classified as part of the management, professional and related occupations, and that an additional 32 percent are considered to be in sales and office related sectors.

The correlation between population age, housing cost and income would indicate a relatively high average per capita income level. This expectation is verified by the fact that the 1999 per capita income figures show Lighthouse Point to have the 9th highest median income level in Broward County (see Housing Element Table 3-14).

Planning Timeframes

The City is essentially built out and is not expecting any major development or redevelopment in the near future. As required by the State, this document covers a 7-year timeframe from 2008-2015. For the Capital Improvements Element of this document the current Capital Improvement Plan covers a 5-year period. Any long range planning time frames would be until 2030.

Historical Planning Efforts

The City of Lighthouse Point initiated aspects of comprehensive planning through the May 1964 adoption of a zoning code regulating the development of property. This effort was successful in that adequate roadway rights-of-way and structural setback requirements were established and uniformly recognized throughout the City.

Under the partial financing of a HUD Section 701 urban planning grant, the City retained a South Florida consulting firm to prepare a comprehensive plan for the City in 1973. The planning document from this effort, "A Planning Process for the City of Lighthouse Point", was published in June 1973 by Sorenson and Associates.

The Florida Local Government Comprehensive Planning Act of 1975, and the adoption of the Broward County Land Use Plan in 1977, established the requirement for the preparation of a local comprehensive plan consistent with State and County planning criteria.

The City passed a Comprehensive Planning Ordinance in May, 1976 which designated the municipal Planning and Zoning Board as the Local Planning Agency for the City. Following the preparation of the City's Land Use Element in 1978/79, the Broward County Planning Council, certified the Lighthouse Point submission as being in substantial conformity to the Broward County Land Use Plan in February 1979.

Based on the 1985 Growth Management Act requirements, the City adopted a Comprehensive Plan in 1989. The City's Plan was found "In Compliance" by the Department of Community Affairs (DCA). The Plan was amended again in 1991 and 2003 to meet State Evaluation and Appraisal Report (EAR) requirements. The latest EAR was prepared in 2005 but not found "sufficient" by DCA until mid-2006. The current EAR-Based Comprehensive Plan amendments are being prepared in 2008.

II. Land Use Element

INTRODUCTION

An extensive inventory of existing land use characteristics was performed during the latter-part of 2001 as part of the last major 2003 plan update, again in 2004-05 as part of the last Evaluation and Appraisal Report (EAR) and again in 2008 as part of the current EAR-Based amendments. This effort was conducted using 2001 and 2004 1:300 scale aerial photographs and several windshield surveys to verify land uses and vacant property status. The current 2008 update was performed using the Broward County Property Appraiser's aerial photographs and windshield surveys.

The City features a variety of residential, neighborhood and community commercial uses, recreational areas and community facilities. There are no agricultural, conservation, industrial, public educational or heavy commercial uses. There is one registered sites of historical significance in the City known locally as "Caps Place" restaurant, originally built in 1929 and still operating, today. Cap's Place has a long and colorful history and is best known for it patronage by various famous political figures from 1925-1949. Cap's Place, located at 2980 NE 31st Avenue, was listed on the National Register of Historic Places (#90001227 / 8BD1869) in 1990 as a place of importance due to commerce and trade. All other development in the City is comprised of modern suburban land use types from mid-1950's to present. Currently state guidelines provide that one indicator of possible historic significance is if an event occurred or if a site or structure is more than 50 years old. The state is currently re-evaluating this short timeframe, as much of the land in South Florida was developed after the conclusion of World War II to the present time and is typically common suburban housing / commercial development that is modernized periodically. Given the current state guidelines almost all existing development would be more than 50 years of age now or in the near future.

Figure 2-1 depicts the City's existing land use pattern. The City is largely developed, with approximately less than 1% of total land area still vacant. The majority of the City's land, approximately 84%, is in residential use. Almost 74% of the City is detached single-family uses. Most of the remaining residential units are located in small multi-family apartment, townhouse or condominium structures.

Unlike many coastal communities, the City of Lighthouse Point is a year round community. While there are seasonal households in the City, these represent a rather small proportion of total households. Since there are no hotel/motels in the City, tourist residential uses are, at best, a minor factor with respect to overall residential composition.

Non-residential land uses are found along the Federal Highway corridor and at major entry points to the City. The two largest shopping areas are the Venetian Isles and Beacon Light centers; these cater to neighborhood and community level shopping needs of the City and adjacent locales. Remaining corridor uses include a handful of car dealerships, smaller specialty shops and independent owner/proprietor businesses. Commercial land uses found beyond the Federal Highway corridor and major entry points to the City include two (2) commercial recreation facilities (the Lighthouse Point Yacht and Racquet Club and the Lighthouse Point Marina) and Cap's Place Restaurant. A complete discussion of the City's existing land uses is in the next section.

Figure 2-1

Existing Land Use

Existing Land Use

Residential Land Uses

The predominant land use in the City of Lighthouse Point is residential which accounts for approximately 84% of the total City acreage. Of the residential land use approximately 74% is single-family residential. The single-family residential areas are located in the central and eastern portions of the City and occupy most of the waterfront areas of the City along the many City canals, Lake Placid and the Intracoastal Waterway. The majority of the single-family residents are located within three original subdivision plats and their various sections: Lighthouse Point; Venetian Isles; and Coral Key Villas. These three subdivisions were developed in the 1950's through the 1970's and were almost entirely built-out by the 1980's. Today, many of the original homes have been modified or redeveloped and there were only 28 vacant single-family lots and parcels in early 2008.

Multi-family residential land use accounts for approximately 10% of the total residential land use within the City. Most of the multi-family residential land use within the City is located adjacent to the commercial corridor along the City's western edge along US 1 buffering the single-family area and along the major entry points to the City (Sample Road and NE 39th Street). A new townhouse community was also built along Federal Highway in the last several years, which replaced an older Mobile Home Park. There are several notable multi-family residential areas located elsewhere within the City. The first area is the Tillotson Square area in the southeast portion of the City which includes a combination of townhouse, duplex and multi-family residences. The second is the multi-family development of Palm-Aire of Coral Key located on NE 48th Court adjacent to the Intracoastal Waterway. In early 2008, there were only two vacant multi-family lots within the City accounting for less than 0.5 acres.

Commercial Land Uses

Commercial land uses within the City of Lighthouse Point represent approximately 9.4% of the total City acreage. The majority of the existing commercial land uses are found along the eastern side of the US 1 / Federal Highway corridor along the City's western boundary. Adjacent to the Federal Highway commercial corridor, additional commercial land uses can be found along major entry points to the City at NE 24th Street, Sample Road and NE 39th Street. The commercial uses includes two large shopping centers

(Venetian Isles and Beacon Light Shopping Centers); several automobile dealerships; professional office buildings; small retail strip centers; convenient stores; restaurants and fast food; and automobile related uses. Within the primarily residential areas of the City there are several notable commercial uses; two commercial recreation facilities and one restaurant. The Lighthouse Point Yacht and Racquet Club is a private recreational facility that includes a 78-slip marina, tennis courts, a spa, a pool and a restaurant. The Lighthouse Point Marina located at Tillotson Square is the other commercial recreation facility and includes a marina, tennis courts, a pool and several small shops. Cap's Place Restaurant dates back to 1929 and located in the residential area sandwiched between Lake Placid and the Intracoastal Waterway.

Community Facilities Land Uses

The third primary existing land use category in the City of Lighthouse Point is community facilities land use which accounts for approximately 2% of the total City acreage. Community facilities include both public and private facilities and City parks. Public community facilities within the City include a City administration complex located along NE 22nd Avenue just north of Sample Road which includes City Hall / Library, an administration annex, and the City Police and Fire Stations. Other public community facilities within the City include a Department of Public Works building located adjacent to Dan Witt Park and a US Post Office facility on Sample Road just east of US 1. Private community facilities within the City include several churches and a day care facility. The City of Lighthouse Point park and recreation facilities include two (2) 6-acre active park sites, a tennis center, a 3-acre passive natural area, a joint use park on the City's southern boundary, a 17-acre lake and several smaller parks located throughout the City. A full description of the City park sites can be found in Section IX of the Comprehensive Support Documents.

Table 2-1 provides an acreage breakdown of existing land use within the City of Lighthouse Point. As previously indicated, City land use is dominated by single-family areas or other residential uses. Very little property is vacant or otherwise available for additional first stage development. Due to the relatively "young" age of the existing land development, redevelopment has been limited primarily to renovations, rather than complete replacement. The exception to this was the Southwinds Mobile Home Park (73 DU) conversion to a 3-story townhouse development (80 DU).

Table 2-1 Existing Land Use Acreage 2008

Land Use Designation	Units/ Acre	Gross Acres	% of Total Acres
Residential*			
Single-family	< 3	684.1 acres	43.1%
Single-family	3-5	483.7 acres	30.4%
Multi-Family Low	6-10	51.1 acres	3.2%
Multi-Family Moderate	11-16	44.2 acres	2.8%
Multi-Family Medium	17-25	43.8 acres	2.8%
Multi-Family High	> 25	21.2 acres	1.3%
Non-Residential *			
Commercial		131.9 acres	8.3%
Commercial Recreation		17.3 acres	1.1%
Community Facilities		16.3 acres	1.0%
Park and Recreation		18.6 acres	1.2%
Vacant		8.1 acres	0.5%
Water**		49.9 acres	3.1%
Transportation ROW***		18.7 acres	1.2%
Total		1,589 acres	100%

Sources: Walter H. Keller, Inc. and Michael Miller Planning Associates, Inc.

Notes: * includes inland canals and waterways

** Intracoastal Waterway Only

*** US 1 ROW – Centerline to West City Boundary

EXISTING ZONING

The City of Lighthouse Point has twelve zoning classifications which segregate the City into various business, community and residential zoning districts. A brief description of the various zoning categories is presented below.

The existing development pattern generally conforms to existing zoning, with a few non-conforming uses located throughout the City.

R-3 Single-family Residential – Waterfront lots - Minimum lot size of 7,500 sq. ft. / two-story height limit

R-5 Single-family Residential – Interior lots - Minimum lot size of 7,500 sq. ft. / two-story height limit

RD-10 Two Family Residential – Same as R-5 with allowance for duplex units

RM-16 Four Family Residential – Same as RD-10 with allowance for four units and community facilities

RM-25 Apartment Residential – Same as RM-16 with allowance for apartment uses to a maximum net density of 46 d.u./ac. and three-story height

B-1 Neighborhood Business – Restricted to businesses, restaurants and offices / two-story height limit (30 ft.) on single lots

B-2 Community Business – Same as B-1 with 50 ft. height limit

B-2A Planned Business – Same as B-2 with allowance for marine dependent uses and 10,000 sq. ft. minimum lot size

B-3 General Business – Same as B-2 with more allowance for commercial recreation uses

B-3A Special Business – Same as B-3 with allowance for auto sales and limited auto repair and hotel/motel uses.

CF Community Facilities – Permits community facilities with 50 ft. height limit

S-1 Recreation and Open Space – Permits only public park and recreational uses

Analysis of Vacant and Undeveloped Land

The City of Lighthouse Point is almost entirely developed and vacant land within the City represents less than 1% of the total acreage. The City's 2005-06 EAR indicated in 2003 there was less than five (5) acres of vacant land in the City. Of that amount, there were five (5) vacant single-family lots and one vacant commercial parcel. By 2005-06 only one single-family lot remained as well as the commercial parcel. In early 2008, a cursory updated vacant land inventory for the City was performed. The results of the inventory identified twenty-three (23) vacant RS-3 single-family residential lots; four (4) vacant RS-5 single-family residential lots; and two (2) vacant RD-10 residential lots. There were no commercial parcels/lots or higher density residential parcels/lots identified as vacant. The total acreage of the vacant residential land is approximately eight (8) acres in 2008. The RS-3 and RS-5 lots are all existing platted lots limited to only one dwelling units per lot with the exception of one parcel just south of Cap's Place Restaurant. This parcel is approximately 0.65 acres and would be limited to three (3) dwelling units if subdivided. The RD-10 lots, due to their size, would be limited to a maximum of two (2) dwelling units per lot. Based on the 2008 vacant land inventory the maximum number of additional dwelling units that could be built within the City under current zoning and land use restriction is thirty-four (34) dwelling units.

PUBLIC SCHOOL SITING

The Land Implementation section of the City's Comprehensive Plan includes schools in the category of community facilities. Community facilities are an allowable use in residential, commercial and community facilities land use categories. Currently, there are no public schools within the City limits. The City is essentially built-out and there is no available land to collocate with existing facilities for the possible siting of future public schools. Objective 1.7 and Policies 1.7.1 through 1.7.6 of the City's Comprehensive Plan detail efforts to coordinate the City's future land uses with the Broward County School Board in the siting of public elementary and secondary school facilities. The Department of Community Affairs (DCA) has determined the City is an "exempt" city as related to school locations and concurrency matters.

PROPOSED DEVELOPMENT AND REDEVELOPMENT OF FLOOD PRONE AREAS

Figure 5-1 of the Coastal Management Element identifies the flood prone areas of the City. The map indicates that a major portion of the City is susceptible to a 100 year flood event. A small portion of the City, mainly the western portion along US1 and Northeast 45th Street is susceptible to 100 - 500 year flood event. There are also a few small isolated areas along the Intracoastal Waterway that are not flood prone. The development of the few remaining vacant parcels is expected to be consistent with surrounding development which, for the most part, is low density single-family.

The City should continue to require all future development/redevelopment to meet the higher minimum finished floor elevation requirements of either the Federal Emergency Management Administration and or Broward County. The City should also resist land use plan amendment proposals which increase the land use intensity or density in the areas that are susceptible to 100 year flood events. With the implementation of the above criteria, the impacts of development/redevelopment in flood prone areas will be minimized.

Land Use Proposals

The future pattern of development in the City of Lighthouse Point has already been largely determined by the pattern of existing land uses, which make up approximately 98% of the total area. The existing residential areas throughout the City provide a stock of high quality housing; the principal emphasis will be to maintain the structural integrity and high quality appearance of this resource as the City continues to mature.

Since the character of the City is already defined, future land use activity should be oriented towards infill development on remaining vacant parcels. This type of development should occur in a manner compatible with the existing surrounding uses.

Development and redevelopment of the commercial area along US 1 should continue. During this process, the City should maintain priority efforts to improve US 1 business access treatments and to encourage innovation in site landscaping and signage.

Sample Road between US 1 and Lighthouse Drive serves as the main internal gateway to the City. As discussed in the Transportation Element, the facility has been constructed as

a four-lane divided or a five-lane section with a center turn lane. In early 2008 the City installed landscaped medians from NE 21st Avenue to Lighthouse Drive.

Development of recreation or other non-residential uses on any site should occur in a manner cognizant of potential negative impacts to adjacent, established land uses. Every effort should be undertaken to eliminate or minimize actions which would degrade the residential character of the community.

Future Land Use

The City's Future Land Use has remained virtually the same since the last update and is expected to remain the same over the next planning period. The City's Future Land Use Plan can be found as part of the Comprehensive Plan (Figure 3-1). The acreage per future land use is presented in Table 2-4.

The City Plan provides for the following:

- preservation of existing single-family and duplex areas
- continued development/redevelopment of commercial areas
- a development review procedure to allow the City to assess the impact of future development proposals

Future redevelopment in the City of Lighthouse Point should ensure that existing eCity services such as sanitary sewage, the delivery of potable water, storm drainage and police and fire protection have sufficient capacity to provide for the possible impact of any proposed redevelopments. In light of the dependence that the City has on adjacent or County jurisdictions for the delivery of municipal services, the assessment of any impact of redevelopment on existing municipal services is particularly important.

Relationship to Broward County Land Use Plan

Lighthouse Point lies entirely within Flexibility Zone #12 of the Broward County Land Use Plan. The City's Land Use Plan was recertified by the Broward County Planning Council on October 28, 2004. The City thus has areawide flexibility in the rearrangement of land uses and distribution of residential densities while remaining in conformance with the County Plan. A comparison of the City of Lighthouse Point and Broward County Land Use Plan is found in Table 2-5. The Land Use Element also includes, by reference,

right-of-way reservation provisions of the Transportation Element. The City will maintain these as per the requirements of the Broward County Trafficways Plan.

Table 2-2 Future Land Use Acreage 2008

Land Use Designation	Units/ Acre	Gross Acres	% of Total Acres
Residential*			
Single-family	< 3	678.4 acres	42.7%
Single-family	3-5	465.0 acres	29.3%
Multi-Family Low	6-10	44.0 acres	2.8%
Multi-Family Moderate	11-16	48.0 acres	3.0%
Multi-Family Medium	17-25	72.0 acres	4.5%
Multi-Family High	> 25	0.0 acres	0.0%
Non-Residential Uses*			
Commercial		152.6 acres	9.6%
Commercial Recreation		50.1 acres	3.2%
Community Facilities		15.3 acres	1.0%
Park and Recreation		13.7 acres	0.9%
Water**		49.9 acres	3.1%
Total		1,589 acres	100%

Sources: Walter H. Keller, Inc. and Michael Miller Planning Associates, Inc.

Notes: * includes inland canals and waterways and roadways

** Intracoastal Waterway Only

Implementation Policies

Several activities are required to guide future implementation of the Lighthouse Point Comprehensive Plan. Pursuant to the Chapter 9J-5 of the Florida Administrative Code, a set of Future Land Use Goals, Objectives and Policies have been formulated and are found in Section II of the Comprehensive Plan. To assure conformity with the Broward County Land Use Plan, additional City implementation policies are contained in Section IV of the Comprehensive Plan.

Table 2-3 Comparison of Lighthouse Point and Broward County Future Land Use Plans

Land Use Designation	Units/ Acre	City of Lighthouse Point	Broward County
Residential			
Low	up to 3	678.4 acres	680.4 acres
Low	up to 5	465.0 acres	468.2 acres
Low-Medium	up to 10	44.0 acres	44.7 acres
Medium	up to 16	48.0 acres	47.4 acres
Medium-High	up to 25	72.0 acres	72.0 acres
High	> 25	0.0 acres	0.00 acres
Commercial		153.1 acres	153.1 acres
Commercial Recreation		50.1 acres	42.6 acres
Community Facilities		15.3 acres	15.3 acres
Park and Recreation		13.7 acres	15.4 acres
Water*		49.9 acres	49.0 acres
Total		1,589 acres	1,589 acres
Permitted Dwelling Units		7,368 units	7,387 units

Sources: Walter H. Keller, Inc. and Michael Miller Planning Associates, Inc.

Notes: * Intracoastal Waterway Only

III. Housing Element

EXISTING HOUSING CHARACTERISTICS

In order to establish the relative condition of housing in the City of Lighthouse Point, a comparison was made of the City's housing stock with that of other adjacent municipalities and Broward County. Per the State requirements, this analysis was based on housing data from the 2000 US Census (the most recent decennial census), the Affordable Housing Needs Assessment prepared by the Shimberg Center for Affordable housing, updated demographic and housing information prepared by the University of Florida Bureau of Economic and Business Research (BEBR) and/or updated demographic information and projections prepared by Broward County. The scale and uniformity of the Census and other identified data sources results in useful reference sources which are consistent across geographic boundaries. While the US Census information is older, the relatively mature state of development in coastal Broward County provides for summary comparisons which are still locally relevant. The City's 2005-2006 EAR identified that the City remained 99% developed and development activity had been consistent with the Future Land Use Plan with no unanticipated growth or development activities having occurred since the 2003 update of the Comprehensive Plan. Therefore, it is not anticipated that significant changes to the housing stock have occurred since the 2000 US Census. On the next page, Table 3-1 presents a summary of selected housing characteristics for the different areas from the 2000 US Census. Where available from reliable and accepted sources more current information has been included.

Selected data for Broward County and the City of Lighthouse Point has been released by the Shimberg Center for Affordable Housing and BEBR. Where applicable, the most current available data will be presented in this element. The data released to date reflects little significant change occurring in the City.

Table 3-1 indicates a 2000 total housing estimate of 5,871 units in Lighthouse Point; approximately 3,005 or 60% were single-family units and approximately 1,962 or 40% were multi-family units. Due to the fact that the City is 99% built-out, development that has occurred since 2000 has been redevelopment of existing properties and has been consistent with the adopted land use plan for the City. For the most part development in the City has centered around redevelopment of existing single-family properties with

significantly larger more luxurious single-family homes at the upper price end of the real estate market. In contrast to other larger eastern or coastal communities in Broward County, there has been no significant development or redevelopment of condominium units since 2000. The relative affluence of the City is indicated by the 2000 median home value of \$250,300, which is 95% higher than the median figure of Broward County as a whole. Median rental value in the City for 2000 of \$770 proved to be 2% more than for Broward County. This trend continues today. According to the Shimberg Center for Affordable Housing, the 2006 median sales price for a single-family home in the City was 167% higher than the county overall (\$890,000 versus \$333,000). The median sales price for a condominium in the City in 2005 was \$172,000 as compared to the County's median sales price of \$187,000. On the following page, Figure 3-1 presents the generalized location of housing units by type throughout the City.

The 2000 US Census indicates a modest increase of total housing units of 1.9%, or 114 additional units. The 2005-2006 EAR indicated there were 5,901 total housing units in the City. In 2008, the City has estimated that there now are 6,156 total housing units which in theory would, indicate an increase of 285 units since the 2000 US Census and an increase of 255 units since 2005-2006. However, a review of building permit records for actual demolition and new construction activity since 2000 reveals that 283 units have been demolished and 358 units have been constructed. It should be noted that 80 of the new units replaced a 73 unit Mobile Home Park which results in an overall net gain of only 2 new units since 2000. It is believed that the 2000 US Census estimate of total housing units within the City (5,871) represented an undercount of units in the City.

Table 3-1 Selected Housing Characteristics; 2000 Census

2000 US Census Characteristic	Sub-category	<u>Lighthouse Point</u>		<u>Broward County</u>	
		Total	% of Tot	Total	% of Tot
Total Housing Units					
	Total	5,871		741,043	
	Year Round Units	5,165	88%	654,445	88%
	Vacant, Seasonal and Migratory	706	12%	86,598	12%
Units in Structure					
	Year Round Units	5,165		654,445	
	Single Family	2,996	58%	320,678	49%
	Multi-family	2,169	42%	333,767	51%
Age of Housing Stock*					
	1999 to March 2000	52	1%	19,130	3%
	1995-98	130	2%	60,852	8%
	1990-94	135	2%	69,154	9%
	1980-89	241	4%	157,319	21%
	1970-79	1,355	23%	220,745	30%
	1960-69	2,829	48%	127,699	17%
	1940-59	1,032	18%	83,382	11%
	pre 1939	89	2%	7,762	1%
Year Round Occupied Units - Tenure					
	Total/occupancy Rate	5,165	88%	655,445	88%
	Owner Occupied	4,329	84%	454,750	69%
	Renter Occupied	836	16%	199,695	30%
Term of Occupancy					
Year Householder Moved into Unit					
	1999 to March 2000	915	18%	150,399	23%
	1995-98	1,384	27%	215,722	33%
	1990-94	933	18%	113,497	17%
	1980-89	972	19%	100,798	15%
	1970-79	649	13%	53,578	8%
	1969 or older	286	6%	20,481	3%
Units Lacking Complete Plumbing Facilities					
		14	0.3%	2,617	0.4%
Units Lacking Complete Kitchen Facilities					
		15	0.3%	3,392	0.5%
Units Lacking Telephone Service					
		17	0.3%	10,480	1.6%
Median Housing Value					
		\$250,300		\$128,600	
Median Rental Value					
		\$770		\$757	

Source: Walter H. Keller, Inc.
U.S. Department of Commerce,
Bureau of Census 2000

Figure 3-1 Housing Units by Type and Location

(SEE GRAPHIC FOLDER ON CD)

OCCUPANCY AND TENURE

Based on the information presented in Table 3-1, the City's year round occupancy rate is approximately 88% of available year round residential units. Overall, the 2000 US Census indicates a 198 unit increase in occupied units, or a 4% increase from the 1990 Census. After accounting for those units classified as "held for occasional use" (7.6%), usually occupied during the winter period, the overall peak season occupancy rate increases to approximately 96%. According to the US Census Bureau's 2006 American Community Survey the number of units held for seasonal use in Broward County increased from 6% in 2000 to 7% in 2005. In Lighthouse Point 8% of total units were held for seasonal use in 2000. Given the similarity between the percentage of units in the City (8%) with the County (6%) in 2000 it is anticipated that the percentage of units held for seasonal use in 2005 has also remained relatively similar. However, it should be noted that the significant increases in property values in the City and Broward County between 2000 and 2008 have also increased total ad valorem taxes, and therefore the costs of ownership for non-homestead properties. In some cases property taxes have doubled between 2000 and 2008. In this regard it is conceivable that the increase in costs of ownership may act as a disincentive and reduce the percentage of units held units for seasonal use. As the 2010 US Census is prepared, any changing characteristics will be identified. It is anticipated that due to the small percentage of total units held for seasonal use in the City (8%) in 2000 that the impacts of a shift to a more permanent population will not significantly impact the City of Lighthouse Point.

The 2000 US Census is consistent with the 1990 finding with the vast majority of yearly occupied units, over 86%, are owner occupied units. According the Shimberg Center for Affordable Housing the vast majority of occupied units, (83% in 2005) were owner occupied and 17% of occupied units were renter occupied. In terms of length of occupancy, the 2000 US Census reflects the relative stability of the City. Approximately 37% of the unit owners had resided at that location for at least ten years; this figure is 10% higher than that of Broward County as a whole. According to the 2000 US Census 56% of Broward County householders lived in their units for less than five years while only 45% of householders in the City of Lighthouse Point had lived in their houses for less than five years. According to the US Census Bureau's 2006 American Community Survey the percentage of Broward County householders living in their homes less than five years has increased slightly from 56% in 2000 to 59% in 2006 (increase of 3%). While there is no more current information available specifically relating to the City it is

anticipated that the City has also experienced a similar increase in the number of persons living in their units for less than five years.

Housing Costs and Affordability

In general, housing costs relative to income have traditionally been high in the South Florida area. Residential growth over the last several years has occurred in the County's western areas due primarily to the availability of vacant and relatively inexpensive property. With virtually no vacant land in the City available for development, between 2000 and 2008 the City has experienced a significant demand for the replacement of existing smaller single-family homes with much larger more modern and more luxurious single-family homes. This is evidenced by the fact that between 2000 and 2008 the City issued 283 demolition permits and 273 permits for construction of new single-family homes. Furthermore, 73 mobile homes were replaced with 80 upscale townhomes. The replacement of these smaller single-family and mobile homes with the newer, larger, more luxurious homes has significantly widened the gap between the median home price in the City and Broward County. In 2000 the median value of owner occupied housing was 94% higher than the County as a whole (\$250,300 in the City vs. \$128,600 in the County) and in 2006 the median value of owner-occupied housing in the City was 167% higher than in the County overall (\$890,000 versus \$333,000) which represents a 350% increase in the gap. As stated, most homes in the City remain owner-occupied with relatively stable ownership patterns. On the next page, Table 3-2 summarizes home ownership cost comparisons between the City and Broward County which also support this finding. According to the Shimberg Center for Affordable Housing the homeownership rate remains at 83% for the City of Lighthouse Point.

Table 3-2 Monthly Home Owner Costs – 2000 Census

2000 Census Category	Census Sub-Category	<u>Lighthouse Point</u>		<u>Broward County</u>	
		Total	% of Total	Total	% of Total
Specified Owner-Occupied Non-Condominium Housing Units					
Total Owner Occupied Units		2956		298,725	
With a Mortgage		1,931		243,814	
	< than \$300	0	0.0%	552	0.2%
	\$300 to \$499	0	0.0%	3,942	1.3%
	\$500 to \$699	22	0.7%	14,323	4.8%
	\$700 to \$999	118	4.0%	53,572	17.9%
	\$1,000 to \$1,499	607	20.5%	91,265	30.6%
	\$1,500 to \$1,999	410	13.9%	45,215	15.1%
	\$2,000 or more	774	26.2%	34,945	11.7%
	Median	\$1,633		\$1,246	
Not Mortgaged		1025	34.7%	54,911	18.40%
	Median	\$583		\$399	

Source: Walter H. Keller, Inc.
U.S. Department of Commerce,
Bureau of Census 2000

Review of Table 3-2 indicates that 35% of the City's and 18% of the County's owner-occupied housing units are unmortgaged. The 2000 median mortgage cost of \$1,633 is approximately 31% higher than that of the County; the median unmortgaged cost of \$583 is approximately 46% higher than the County as a whole. The high cost and value of local homes is indicated by the fact that over 61% of City mortgagees had monthly costs of at least \$1,000. The Shimberg Center does not provide a more current estimate than the 2000 US Census for ownership costs for mortgaged and un-mortgaged owner-occupied housing. The Shimberg Center does provide estimates of housing costs or "Cost Burden" as a percentage of income levels for owners and renters in the City of Lighthouse Point and Broward County. Table 3.4 provides the Shimberg Center's Estimate of Housing Cost Burden for Owners and Renters as compared with Housing Income Levels for both Broward County and the City of Lighthouse Point. Review of Table 3.4 reveals that in 2005, 75% of City owner-occupied households were paying less

than 30% of household income for housing costs as compared with 70.9% of owner occupied households in the County overall.

As with home ownership, rental housing costs relative to income are an expensive proposition in the South Florida area. However, unlike the previous discussion of home ownership, comparisons of City and County information are much more similar. Table 3-3 presents the 1999 rent-to-income ratios for rental housing in both areas. As referenced previously Table 3.4 compared the Housing Cost Burden of Owner and Renter Occupied Housing as a compared with household income for Both Broward County and the City of Lighthouse Point.

Examination of Table 3-3 indicates that 29% of City renters are spending less than 35% or more of their household income on rent while approximately 36% of County renters spend the same proportion. Overall, the percentage of income spent on rent is similar between City and County renters. The largest difference between the two areas occurred between renters paying less than 15% of their income for rent. This percentage was approximately 18% in the City and 13% in the County. As indicated in Table 3.4, according to the Shimberg Center, the percentage of City renters spending less than 30% of income on housing has significantly increased in both the City and Broward County since 2000. According to the Shimberg Center in 2005, 62.73% of City renters were spending less than 30% of their income on housing as compared with 58.44% in the County.

An overall finding concerning local housing costs is that while they are relatively high throughout the region, and particularly within the City, the waterfront character and overall desirability of Lighthouse Point is such that local residents consider the location favorable regardless of cost. With the continued maintenance of local properties, and the areawide scarcity of waterfront land, this situation is anticipated to continue.

Table 3-3 Rent to Income Ratios – 2000 Census

2000 Census Category	Census Sub-Category	<u>Lighthouse Point</u>		<u>Broward County</u>	
		Total	% of Total	Total	% of Total
Specified renter-occupied housing units by household income in 1999 by gross rent as percentage of income					
	< 15%	147	17.8%	25,538	12.8%
	15% to 19.9%	137	16.5%	25,648	12.9%
	20% to 24.9%	78	9.4%	26,370	13.2%
	25% to 29.9%	97	11.7%	21,821	10.9%
	30% or 34.9%	86	10.4%	16,105	8.1%
	35% or >	240	29.0%	70,862	35.5%
	Not computed	43	5.2%	13,221	6.6%
Total		828		199,565	

Source: Walter H. Keller, Inc.
U.S. Department of Commerce
Bureau of Census 2000

Table 3.4 Housing Cost Burden Based Upon Income Level - Shimberg Center for Affordable Housing

Broward County Renter Occupied Housing – 2005

Housing Cost Burden	Income Level (Percentage of Area Median Income)					Total	%
	120.01+% AMI	80.01-120% AMI	50.01-80% AMI	30.01-50% AMI	<= 30% AMI		
30.01-50%	1,331	6,698	20,307	14,925	3,077	46,338	21.42%
50.01+	387	944	3,838	11,543	26,864	43,576	20.14%
<= 30%	50,717	37,326	21,232	5,044	12,099	126,418	58.44%
					Total	216,332	

Lighthouse Point Renter Occupied Housing – 2005

Housing Cost Burden	Income Level (Percentage of Area Median Income)					Total	%
	120.01+% AMI	80.01-120% AMI	50.01-80% AMI	30.01-50% AMI	<= 30% AMI		
30.01-50%	2	11	50	73	13	149	17.09%
50.01+	2	5	9	31	129	176	20.18%
<= 30%	199	148	121	27	52	547	62.73%
					Total	872	

Broward County Owner Occupied Housing – 2005

Housing Cost Burden	Income Level (Percentage of Area Median Income)					Total	%
	120.01+% AMI	80.01-120% AMI	50.01-80% AMI	30.01-50% AMI	<= 30% AMI		
30.01-50%	17925	23839	23276	12432	5834	83306	17.15%
50.01+	2457	5110	12168	15729	22573	58037	11.95%
<= 30%	212803	66066	37857	15739	11870	344335	70.90%
					Total	485678	

Lighthouse Point Owner Occupied Housing – 2005

Housing Cost Burden	Income Level (Percentage of Area Median Income)					Total	%
	120.01+% AMI	80.01-120% AMI	50.01-80% AMI	30.01-50% AMI	<= 30% AMI		
30.01-50%	87	116	158	112	48	521	12.26%
50.01+	21	40	92	138	224	515	12.12%
<= 30%	1,915	611	369	184	134	3,213	75.62%
					Total	4,249	

Source: Shimberg Center for Affordable Housing

While the City has experienced some redevelopment in recent years, there are few options in promoting additional housing affordability, especially considering the cost of land in the City and increasing cost of construction that has been experienced in the entire region and nation. Given the high cost of acquiring already developed land, the redevelopment of existing properties within the City for affordable housing uses faces significant economic challenges. However, the recent downturn in the real estate market has resulted in some declining property values in the South Florida region over the past few years (2005-2008). Even in this declining market property values in Lighthouse Point, particularly in the single-family areas, are expected to remain relatively high when compared with other areas of the County. It can be expected that the reduced property values may increase the opportunities for affordable housing within the City's multi-family areas and also in areas of adjacent municipalities west and south of the City, particularly for work force housing, and possibly provide additional opportunities for affordable housing to low and very low income groups.

The Shimberg Center for Affordable Housing analyzes the housing costs for low income households (household with incomes below 80% of area median income) to identify the current and future needs for affordable housing in a given area. Tables 3-5 and 3-6 identifies the Affordable Housing Needs as identified by the Shimberg Center for Lighthouse Point. It should be noted that the Shimberg Center has projected that the number of severely burdened households will not significantly increase throughout the planning period. Notwithstanding the relatively high income levels in the City, the Shimberg Center has identified that there are a number of households that are considered "Severely Burdened" with respect to housing costs. A household who spends more than 50% of income in housing costs is considered to be severely burdened. Typically, retired persons with little reported income other than social security, pensions, savings, etc. affect the Shimberg Center analysis.

Table 3-5 Affordable Housing Need Detail 2005-2030. Number Of Severely Cost Burdened(50%+) Households With Income Less Than 80% AMI By Tenure And Income Level

Tenure: Owner							
Place	Household Income as % of AMI	2005	2010	2015	2020	2025	2030
Lighthouse Point	<= 30% AMI	224	228	232	236	246	252
Lighthouse Point	30.01-50% AMI	138	141	142	143	147	149
Lighthouse Point	50.01-80% AMI	92	94	93	93	93	93
Lighthouse Point	Total	454	463	467	472	486	494

Source: Shimberg Center for Affordable Housing

Table 3-6 Affordable Housing Need 2005-2030. Number Of Severely Cost Burdened (50%+) Households With Income Less Than 80% AMI By Tenure And Income Level

Tenure: Renter							
Place	Household Income as % of AMI	2005	2010	2015	2020	2025	2030
Lighthouse Point	<= 30% AMI	129	130	131	131	129	128
Lighthouse Point	30.01-50% AMI	31	32	32	32	32	32
Lighthouse Point	50.01-80% AMI	9	9	9	9	10	10
Lighthouse Point	Total	169	171	172	172	171	170

Source: Shimberg Center for Affordable Housing

Based upon their analysis, the Shimberg Center has projected the anticipated number of affordable units that would be required to meet the expected number of households or the “Need.” The Shimberg Center has projected that through the year 2030 there will not be significant additional households that are severely cost burdened. As can be seen in the following table, the Shimberg Center has projected that there will be an additional 41 total households that are cost burdened (40 Owner Occupied Households and Renter Occupied Households by 2030). As discussed previously, the declining property values in the County as a whole, which have been caused by the recent decline in the real estate market, are anticipated to increase the supply of affordable housing throughout the City and in the County as a whole. Upon release of the 2010 US Census the City should carefully evaluate the more updated and detailed information as it relates to the City’s actual need, supply and demand for affordable housing.

Table 3-7 Growth in severely cost burdened (50%+) households with income less than 80% AMI by tenure and income level

Place	Household Income as % of AMI	Tenure: Owner					Total
		2005- 2010	2010- 2015	2015- 2020	2020- 2025	2025- 2030	
Lighthouse Point	<= 30% AMI	4	4	4	10	6	28
Lighthouse Point	30.01-50% AMI	3	1	1	4	2	11
Lighthouse Point	50.01-80% AMI	2	-1	0	0	0	1
Lighthouse Point	Total Total	9	4	5	14	8	40
Lighthouse Point	below 80% AMI	9	4	5	14	8	40

Source: Shimberg Center for Affordable Housing

Table 3-8 Growth in severely cost burdened (50%+) households with income less than 80% AMI by tenure and income level

Tenure: Renter							
Place	Household Income as % of AMI	2005- 2010	2010- 2015	2015- 2020	2020- 2025	2025- 2030	Total
Lighthouse Point	<= 30% AMI	1	1	0	-2	-1	-1
Lighthouse Point	30.01-50% AMI	1	0	0	0	0	1
Lighthouse Point	50.01-80% AMI	0	0	0	1	0	1
Lighthouse Point	Total	2	1	0	-1	-1	1
Lighthouse Point	Total below 80% AMI	2	1	0	-1	-1	1

Source: Shimberg Center for Affordable Housing

Table 3-9 provides a summary by jurisdiction of the number of persons residing in each occupied unit from the 2000 US Census. In addition, the median average persons per household figure is presented. The data shows that the City has a lower percentage of one person households than other Broward County coastal cities surveyed. In all cases, two person households were the dominant occupant category. While the City has experienced a 4% increase in total occupied units since 1990, the persons per household ratio and proportions of persons per household has remained virtually unchanged. Overall, the information supports the fact that, while Lighthouse Point has much in common with other coastal areas in terms of many smaller, retirement oriented households, it is also characterized by a sizeable family element.

Table 3-9 Number of Persons in Occupied Units/Household Size, 2000

Jurisdiction	1 Person Household	% of Total	2 Person Household	% of Total	3 Person Household	% of Total	4+ Person Household	% of Total	Tot Units Occupied	Persons/H.H.
Lighthouse Point	1,733	34%	2154	42%	656	13%	622	12%	5165	2.08
Deerfield Beach	12660	40%	11639	37%	3443	11%	3650	12%	31392	2.02
Fort Lauderdale	27600	40%	22736	33%	7791	11%	10341	15%	68468	2.14
Hisslboro Beach	513	40%	700	55%	39	3%	30	2%	1282	1.69
Lauderdale-By-the-Seas	767	50%	600	39%	95	6%	67	4%	1529	1.68
Oakland Park	4737	35%	4492	33%	1974	15%	2299	17%	1302	2.26
Pompano Beach	13597	39%	12969	37%	3821	11%	4810	14%	35197	2.13
Broward County	193701	33%	216869	33%	99794	15%	144081	1%	654445	2.45

Source U. Department of Commerce, Bureau of Census
Walter H. Keller, Inc.

CENSUS HOUSING CONDITIONS

The 2000 US Census indicates that virtually all of the homes in the City have complete kitchen and plumbing facilities. Less than 1/2 of 1% gave affirmative responses lacking complete kitchen facilities; in light of the City’s relative affluence, it is possible that the US Census questions may have been misunderstood by the respondents. Another possibility is that, based on the US Census practice of using a 15% sample to determine 100% information for some of these particular questions, the 2000 citywide figures may be in error. However, sources of positive answers might have been from residents in the Southwinds Mobile Home Park (redeveloped in 2007) or by certain rental property occupants.

BUILDING PERMIT ACTIVITY

A summary of annual building permit information from for 2000 through 2007 was obtained from the City’s Building Department staff. This data is presented in Table 3-10. As indicated, and due to the fact that the City is substantially built-out, the City of Lighthouse Point has experienced relatively little new home construction activity; a total of only 358 building permits have been issued since 2000, mostly for redevelopment of existing sites. Of the total, 278 permits were pulled for single-family units and 4 80 were for multi-family / townhouse units. It should be noted that most, if not all, of the development has been oriented toward replacement of smaller and older single-family

homes with larger more modern / luxurious homes which maximize the developable square footage of a buildable lot. Due to its relatively built out condition, this slow growth trend can be expected to continue into the future.

**Table 3-10 City of Lighthouse Point
Permit Activity**

Year	New	MF/TH	Demolitions
2000	47		46
2001	31		37
2002	39		44
2003	48		40
2004	21		38
2005	40		28
2006	30	80	26
2007	16		20
2008	6		4
Total	278	80	283

LHP Building Department Staff - 2008

Permit valuations indicate that Lighthouse Point is characterized by relatively high new home prices. As can be seen in Table 3-11, the City consistently ranks at or near the top of those jurisdictions surveyed for average single-family valuations. The relatively high valuations in Lighthouse Point are to be expected, as most of the City's recent building activity has consisted of in-fill development on the few vacant parcels left in the waterfront single-family areas. Because there are very few deepwater access parcels still available in the South Florida region, premium land prices (and consequently expensive homes) have been the pattern for waterfront property.

Table 3-11 Value of Owner Occupied Houses 2000 (by \$1,000's)

Jurisdiction	Median Value	\$0 - 50	\$50 - 99	\$100 - 149	\$150 - 199	\$200 - 299	\$300 - 499	Over \$500
Lighthouse Point	\$250,300	30	53	299	693	741	698	442
Lauderdale-by-the-Sea	\$242,500	6	7	39	86	140	103	60
Fort Lauderdale	\$150,100	649	6,812	3,964	2,896	3,308	2,707	2,532
Deerfield Beach	\$118,600	331	3,602	3,596	1,698	531	279	162
Sea Ranch Lakes	\$460,600		10	15	44	0	75	107
Oakland Park	\$120,400	51	1,306	1,602	732	341	61	11
Pompano Beach	\$135,700	417	2,843	1,762	1,459	1,491	790	225
Hillsboro Beach	\$439,500	0	4	18	0	30	33	70
Total Broward County	\$128,600	5,428	90,604	90,622	54,293	34,833	15,769	7,176

Source: Walter H. Keller, Inc.
2000 Census of Population & Housing

The Building Department indicates that in addition to the permit activity discussed previously, much of the City's recent construction activity has been oriented to improvement of existing homes including substantial remodeling and miscellaneous home improvements such as room additions, carport or porch enclosures, roof repair, and construction of fences and swimming pools. In several cases, improvements have resulted in the effective reconstruction of existing structures. This rehabilitation and remodeling trend is anticipated to continue.

Table 3-12 shows rent of specified units in the City and surrounding communities in 2000. The City's median rent is fourth highest listed, approximately 2% higher than the County-wide average, reflecting the desirability of the City's location. Over 71% of the rents fall in the \$500 – \$999 range, which is comparable to 67% for the County.

Table 3-12 Rent of Specified Units 2000

Jurisdiction	Median Rent	No Cash Rent	Less than \$200	\$200 - \$299	\$300 - \$499	\$500 - \$749	\$750 - \$999	\$1000 - \$1,499	\$1,500 or more
Lighthouse Point	\$770	36	0	0	39	329	264	85	76
Lauderdale-by-the-Sea	\$738	41	10	0	30	252	181	71	12
Fort Lauderdale	\$641	1,016	1,079	804	4,844	13,094	6,507	2,408	751
Deerfield Beach	\$790	368	403	230	705	2,451	3,619	1,023	543
Sea Ranch Lakes	\$1,034	16	0	0	0	18	6	11	16
Oakland Park	\$687	97	34	66	527	3,667	1,909	382	9
Pompano Beach	\$707	531	268	189	1,500	5,170	3,633	1,218	629
Hillsboro Beach	\$1,270	39	0	0	6	9	12	29	39
Total Broward County	\$757	6,809	3,892	3,515	17,640	69,173	62,862	28,298	7,376

Source: Walter H. Keller, Inc.
2000 Census of Population & Housing

CURRENT HOUSING INVENTORY

In order to develop future housing estimates and support data, a comprehensive inventory of the existing City housing stock by planning area was undertaken in April 1987. Residential units were counted and categorized on the basis of single-family detached, duplex, mobile home, and miscellaneous multi-family. The inventory was performed by reviewing 1985 1:300 scale aerial photographs and later followed by field counts, particularly in the multi-family areas of the City, to confirm or supplement this information where necessary. This information is presented in Table 3-13. Due to the built-out nature of the City, and the fact that no changes to land use and/or density have occurred for the past several years, the components of the City's housing stock and their location have not significantly changed. One exception is the replacement of the Southwinds Mobile Home Park consisting of 73 units with an 80 new luxury townhomes community located on Federal Highway. The site was previously designated as commercial use. Aside from the redevelopment of the mobile home park, development that has occurred has been consistent with the adopted land use and zoning controls of the City.

Table 3-13 Existing Housing Inventory by Planning Area*

Planning Area	Single Family Residential			Multi-family Residential			Total Existing Housing Units
	Existing	Under Cnstrctn	Vacant	Existing Duplex	Existing Other	Vent or Cnstrctn	
1	434	0	4	16	0	13	450
2	1,420	12	14	20	†678	29	2,118
3	34	0	0	14	1,078	0	1,126
4	1,339	3	‡20	158	514	22	2,011
Total	3,227	15	38	208	2,270	64	5,705

Source: Walter H. Keller, Inc.

Notes: *Survey Date - April 1st, 1987

†Taz # 77 includes 58 Mobile Homes.

‡includes Caps Island Property.

As part of the inventory effort, and as per State requirement, the field work and later discussions with City officials indicate that there is presently one group homes funded or licensed by the Department of Housing and Rehabilitative Services.

CURRENT HOUSING CONDITIONS

In June 1987, the City housing stock was surveyed to determine the existing structural conditions. Each residence, or multi-family structure, was reviewed through a windshield survey and classified according to the following ratings criteria:

- Sound structure in excellent condition
- Sound structure in need of minor repairs
- Substandard structure, in need of multiple repairs, but suitable for rehabilitation
- Substandard or dilapidated structure not providing safe or adequate shelter

In terms of this survey, “minor repairs” were considered to be routine maintenance oriented, such as painting, extensive yard work (where potentially unsafe), or repair of broken windows, awnings, or other several roofing tiles. “Multiple repairs” covered those structures which needed several of the above, or appeared to require more significant

structural repairs, such as a major portion of a roof or large wall deformities or both. “Dilapidated” units were those which appeared to have critical structural defects rendering them infeasible for rehabilitation.

In 2008 the condition of the City housing stock remains very good. The City’s Code Enforcement activities monitor the condition of the City’s housing stock through routine Code Enforcement inspections. When the occasional issue arises the Code Enforcement staff, together with Building Department staff, when necessary, addresses any identified issues. It should be noted that the high land prices in the City have continue to result in the virtual reconstruction of homes using only the existing foundation and perimeter wall and tie-beams. For this reason, the appearance of some homes may belie the true intent or financial position of the homeowners.

POPULATION PROFILE

The characteristics of an area’s population provide some guide to the existing and future local housing needs. Utilizing data from the 2000 US Census, a variety of summary statistics pertaining to the City were selected for analysis.

Total 2000 population by age group was presented in Table 1-2 in the planning considerations of this document. As previously discussed, the population of Lighthouse Point has a sizeable population age 55 and older as well as 46% of the population between the ages of 20 to 54, indicating a sizable family element.

Household income in the City is relatively high compared to other jurisdictions in the County. Based on 2000 US Census data, the 1999 median household income level was approximately 27% higher than the overall Broward average. The City was ranked 9th out of the 30 incorporated separate municipal jurisdictions which comprise Broward County. A listing of median household income for surrounding Cities is provided in Table 3-14.

Additionally, Table 3-15 provides household income distribution in the City as well as in surrounding communities. As the table shows, approximately 35% of the City earns income greater than \$75,000 while County-wide approximately 23% fall within the same range, reflecting the affluence in the City.

Table 3-14 Median Household Income (1999)

Municipality	Median Income	Rank
Coconut Creek	\$43,980	14
Coral Springs	\$58,459	7
Deerfield Beach	\$34,041	26
Fort Lauderdale	\$37,887	20
Hillsboro Beach	\$51,159	11
Hollywood	\$36,714	21
Lauderdale Lakes	\$26,932	29
Lauderdale-by-the-Sea	\$38,804	17
Lighthouse Point	\$53,038	9
Margate	\$38,722	18
Miramar	\$50,289	12
North Lauderdale	\$40,050	16
Oakland Park	\$35,493	23
Parkland	\$102,624	3
Pompano Beach	\$36,073	22
Sea Ranch Lakes	\$62,813	6
Sunrise	\$40,998	15
Tamarac	\$34,290	24
Wilton Manors	\$38,366	19

Source: US Department of Commerce
 Bureau of the Census 2000
 Walter H. Keller, Inc.

Table 3-15 Household Income Distribution 1999

Jurisdiction	Less than \$25,000	\$25,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	Over \$99,999
Lighthouse Point	1,188	1,225	951	584	1,201
Lauderdale-by-the-Sea	482	477	210	128	229
Fort Lauderdale	22,794	19,523	11,198	5,177	9,818
Deerfield Beach	11,399	9,480	5,321	2,460	2,734
Sea Ranch Lakes	110	149	118	91	231
Oakland Park	4,510	4,571	2,636	1,024	766
Pompano Beach	11,609	11,108	5,906	2,752	3,842
Hillsboro Beach	249	361	246	144	296
Total Broward County	188,126	192,688	123,987	66,201	83,785

Source: Walter H. Keller, Inc.
Bureau of the Census 2000

The City population is also characterized by relatively high education levels. Census information indicates that, of those people age 25 and over, over 23% had completed at least one year of college education. Approximately 7% received an Associate degree, 24% received a Bachelor's degree, and some 13% had post-graduate degrees.

In terms of racial composition, the City population is almost entirely white. Of the total 2000 year round population of 10,767 people, only 318 were made up of minority residents. The minority population included 46 Blacks, 16 American Indians/Alaska Natives, 85 Asian, 1 Native Hawaiian/Pacific Islander, 45 some other race, and 125 persons of two races or more: a combined total approximately 3% of the total population.

IV. Transportation Element

Introduction

In 1993, the Florida Legislature amended Chapter 163 F.S. to require each local government within the urbanized area of a Metropolitan Planning replace the Traffic Circulation Element, Mass Transit Element and Ports, Aviation and Related Facilities Element. The purpose of the Transportation Element is to plan for a multi-modal transportation system that places more emphasis on public transportation systems. The City adopted a Transportation Element on December 9, 2003. The City has not updated the element since its adoption.

Description of Existing Transportation Systems

This portion of the Element examines the facilities that serve vehicular and non-vehicular traffic within the City of Lighthouse Point planning area. The transportation system is a critical component of society, playing a role in all facets of life, having economic implications, and of recreational value.

The transportation system has two basic components. One is the internal access and circulation of the City's residential neighborhoods and other areas. The other is the external component that serves as the link to other communities. The first or internal component is maintained by the City or private concerns. The second or external component forms part of the Federal Interstate Highway System (FIHS), State of Florida or Broward County Traffic Circulation Network.

The Broward County transportation planning process is carried out by the Metropolitan Planning Organization (MPO), whose charge is to master plan and coordinate roadways, mass transit and other transportation systems on a county-wide basis. The MPO is a federally mandated planning body responsible for transportation planning in the Broward County urbanized area. The 19 members of the MPO includes representatives from cities within the County, the South Florida Regional Transportation Authority (SFRTA), the Broward County School Board, and the Broward County Board of County

Commissioners.

Virtually all roads within the City of Lighthouse Point are two-lane facilities, with the only exceptions being US 1 (Federal Highway) and a segment of Sample Road between US 1 and Lighthouse Drive. US 1 is a six-lane divided (6LD) arterial along the western boundary of the City, and a portion of Sample Road is a four-lane divided (4LD) collector as defined by Broward County from US 1 to NE 21st Avenue, as that roadway segment now has a landscaped median; however, easterly from NE 21st Avenue to Lighthouse Drive the road is a four-lane facility with a common center turning lane. Principal north/south movement is provided by US 1 and Lighthouse Drive, and east/west access is accommodated by Sample Road, NE 27th Street/NE 24th Street, NE 39th Street and NE 49th Street.

The Florida Department of Transportation (FDOT) has functionally classified US 1 as an Urban Principal Arterial (UPA). All of Lighthouse Drive and Sample Road, along with portions of NE 24th Street, NE 27th Street, NE 48th Street, NE 49th Street and NE 27th Avenue were designated as City Collectors in the City's original Transportation Element. However, FDOT / Broward County revised the Functional Classifications for all roadways in the County in 2002. Now, only the portion of Sample Road from US 1 to Lighthouse Drive / NE 25th Avenue, the portion of NE 24th Street from US 1 to Lighthouse Drive (NE 23rd Avenue / NE 24th Avenue), Lighthouse Drive (NE 25th Avenue) itself from NE 24th Street to NE 39th Street, and the portion of NE 39th Street from US 1 to Lighthouse Drive are depicted as City Collectors. The previously listed roadways are now listed as local roads, even though they serve to collect traffic from other local roads. The City will identify the Broward County designated County Collector roads separately from the City Collector roads.

Existing Conditions

Historical and existing traffic volumes were obtained from FDOT and the Broward County Metropolitan Planning Organization (MPO) Transportation Planning Division for the period 2003 to 2007, the last date of reported traffic volumes. The 2007 traffic data was published in April 2008 and is the most current. These volumes are displayed in Table 4-1. The inconsistent volumes over the period may be the result of roadway construction activity that occurred during this period. Compounded growth rates have

been provided for the five year period. Analysis of historical traffic indicates for the period between 2003 and 2007, US 1 at the northern end of the City had an overall growth rate of minus 2.6% with an annual growth rate of approximately minus .52% while the same roadway had an overall growth rate of 5.9% with a growth rate of 1.18% for the segment near the southern boundary of the City. Peak season counts reflect an increase of approximately four (4%) to eighteen (18%) percent over average annual traffic volumes.

There are ten signalized intersections within the City limits including: US 1/NE 24th Street; US 1/NE 29th Street; US 1/NE 33rd Street; US 1/Sample Road; US 1/NE 39th Street; US 1/NE 49th Street; US 1/NE 54th Street; Sample Road/NE 21st Avenue; Sample Road/Lighthouse Drive and Lighthouse Drive/NE 39th Street. There are no drawbridges or railroad crossings within the City boundaries.

Table 4-1 Historical Traffic Analysis

Roadway	Location	Design Type	LOS D Cap		2003	2004	2005	2006	2007	Peak to AADT Ratio	# Change 03-07	Change % 03-07
US 1	S of Sample Road	6LD	49.2	AADT Peak	43.1 49.4	48.8 52.0	37.1 43.7	50.1 NL	45.8 49.6	1.08	+2.7	+5.9
US 1	N of Sample Road	6LD	49.2	AADT Peak	38.4 45.0	54.1 NL	43.7 NL	50.0 NL	50.0 NL	1.00	+11.6	+23.2
US 1	S of NE 15 Street	6LD	49.2	AADT Peak	40.0 45.0	40.0 44.3	41.5 45.3	43.0 47.7	39.0 40.6	1.04	-1.0	-2.6
Sample Road	E of US 1	4L	31.1	AADT Peak	16.0 17.6	15.1 16.8	15.4 NL	17.4 18.2	13.4 14.5	1.08	-2.6	-19.4
NE 24 St	E of US 1	2L	10.0	AADT Peak	NL NL	2.5 4.7	6.5 NL	7.1 8.1	7.0 7.9	1.13	+0.5 (05-07)	+7.0 (05-07)
NE 39 St	E of US 1	2L	10.0	AADT Peak	NL NL	6.3 7.9	9.5 NL	6.6 6.9	6.3 7.6	1.21	0.0	0.0
NE 49 St	E of US 1	2L	10.0	AADT Peak	6.0 8.1	4.9 5.8	3.5 NL	3.9 4.3	3.3 3.5	1.06	-2.7	-45.0

Source: Broward County MPO
Michael Miller Planning Associates 2008
Note: Peak refers to Peak Season traffic as opposed to Peak Hour

Existing levels of service on the roadways were determined based on capacities developed by the FDOT and Broward County. Appended to this Element is the most recent FDOT tables used to determine roadway capacities (2002) for both AADT and Two-Way PM Peak Hour periods. Based on existing roadway conditions and MPO / FDOT criteria, the LOS “D” capacities for roadways within the City are, 49,200 vehicles per day (vpd) on US 1 north and south of Sample Road, and 31,100 vpd on the section of Sample Road east of US 1. On all other roadways, the vpd capacity is 10,000.

Level-of-Service (LOS) is a standard summary of roadway operating conditions. Highway capacity is generally defined as the maximum number of vehicles able to traverse a specified roadway segment during a given period (usually hourly or daily). Relative to the road's absolute capacity, roadway LOS is considered to be a qualitative measure of the maximum number of vehicles to traverse a roadway segment while maintaining a given operating condition. Intersection operation can also be described by LOS designations. Standard descriptions of the various service levels utilized in transportation planning are as follows:

- LOS A: Highest LOS which describes primarily free-flow traffic conditions at average traffic speeds. Vehicles are totally unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
- LOS B: Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
- LOS C: Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average traffic speeds.
- LOS D: Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or combinations of these.
- LOS E: This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections and inappropriate signal timing.

LOS F: This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, resulting in high approach delays.

Table 4-2 provides the general relationship between the level of service letters (A, B, C, D, E and F) and the average travel speed during the peak hour on typical arterial highways in Florida.

Table 4-2 Average Speed During Peak Hour

LOS	Arterial MPH	
	Class 1	Class II
A	>42	>35
B	>34	>28
C	>21	>22
D	>21	>17
E	>16	>13
F	<16	<13

Sources: Michael Miller Planning Associates, Inc. - 2008
 FDOT LOS Manual - 2002

Utilizing the County's capacities, US 1 in 2008 is operating at Level-of-Service (LOS) "C" south of Sample Road, LOS "E" north of Sample Road and LOS "D" south of NE 15th Street at the northern City Limits. Figure 4-1 illustrates the City's local traffic circulation system and provides functional classification, design type, signalized intersections and 2008 traffic volumes and Level-of-Service. Tables 4-3 and 4-4 details the historical, existing and future design type, functional class, and existing LOS for roadway facilities in the City for both Average Annual Daily Traffic (AADT) and Two-Way PM Peak Hour periods. Traffic volumes for the original Element in 2003 were provided by the FDOT, the Broward County MPO and the City of Lighthouse Point Police Department. Traffic volumes for the 2008 update were provided by FDOT and the Broward County MPO. Since the 2003 traffic volume data provided by the Police

Department for local roadways indicated the traffic volumes were so low compared to roadway capacity (the highest reported traffic volume was 1/3 of the allowable capacity), and that the City and surrounding areas are essentially completely built-out, it was felt new traffic counts on local roadways in 2008 was unnecessary.

Figure 4-1 also illustrates the City's pedestrian facilities. As shown in Figure 4-1, the majority of City collectors have sidewalks on either side of the roadway. For the principal arterials, US 1 has sidewalks and bicycle facilities on both sides and Sample Road has sidewalks on both sides on the west end of the City and on one side towards east of Lighthouse Drive.

Figure 4-1 Traffic Circulation System

Insert Table 4-3

Historical and Forecasted Traffic Counts
(AADT)

Insert Table 4-4
Historical and Forecasted Traffic Counts
(PM Peak Hour)

Transportation Evacuation Facilities

Figure 4-2 shows the local and regional transportation facilities critical for evacuation during emergencies. The major designated transportation evacuation facilities for the City are US 1 and Sample Road. The roadways designated to collect traffic and feed the major transportation evacuation facilities are Lighthouse Point Drive, NE 27th Street, NE 36th Street, NE 39th Street, NE 45th Street and 49th Street. At the regional level, the major designated facilities mentioned above provide connections to other major facilities in Broward County such as I-95, the Sawgrass Expressway, I-75, I-595 and SR 84.

As Figure 4-2 shows, there is an adequate system of collectors and arterials to accommodate the evacuation of the City's residents. The City's resident population (10,964 residents based on the 2007 BEBR estimate) and land use pattern of low density residential have remained stable during the past years. In addition, no significant changes are proposed in the existing and future roadway networks. Therefore, the City's twelve and one-half hours estimate for a Plan B evacuation time remains approximately the same.

In order to facilitate orderly evacuation, the County has designated the US 1 intersections with Copans Road and Sample Road as Designated Controlled Intersections. In this instance, City police officers or other members of the Broward Sheriff's Office or Florida Highway Patrol would direct traffic to ensure optimum functioning of the intersections and evacuation route traffic lanes. The evacuation routes shown in Figure 4-2 head westbound towards I-95 and the nearest emergency shelters. An additional improvement aimed at reducing the evacuation time of the City's residents consists of designating the intersection of SE 15th Street and US 1 in the City of Deerfield Beach as a Designated Controlled Intersection. This designation would facilitate access to the emergency shelter located in Deerfield Beach on SW 15th Street and reduce congestion problems that may occur in the event of an evacuation.

The nearest emergency shelters to the City are located at the Pompano Beach Institute of International Studies (1400 NE 6th Street, Pompano Beach) and two sites in the City of Coconut Creek (Lyons Creek Middle School (4333 Sol Press Boulevard) and Monarch High School (5050 Wiles Road). At the regional level, there are 12 shelters located throughout Broward County.

Figure 4-2 Local and Regional Transportation Evacuation Facilities

LAND DEVELOPMENT AND TRAFFIC CONCURRENCY MANAGEMENT

Chapter 163, Part II provides for in-fill exemptions to traffic concurrency. The criteria for an exemption related to the City are as follows:

1. The area contains not more than ten (10%) percent developable land; and,
2. If more than 60% of the developable land is residential, then the average density shall be at least five (5) dwelling units per acre.

The County adopted an exception area relative to transportation impact fees which covers the entire City in February 1993. Development within the urban infill areas ~~is~~ was exempted from transportation concurrency requirements provided that Transit Impact Fees were paid to Broward County at the time of platting approval. This exception area was adopted by the County to increase infill development and redevelopment in the eastern portion of Broward County. The City participated in the County's concurrency exemption program to encourage infill development and redevelopment in Lighthouse Point. The entire City and the surrounding area ~~is~~ was located within the Transportation Concurrency Exception Area until 2005 when the system was abandoned in favor of a county-wide Transit-Oriented Concurrency (TOC) system. The areas of Broward County that were within the Transportation Concurrency Exception Areas (TCEA) included all lands east of I-95 from the Palm Beach County line to Commercial Boulevard and all lands east of the Florida Turnpike between Commercial Boulevard and the Miami-Dade County line. Because many of the major roadways in eastern Broward County experience high traffic volumes and poor LOS, development was essentially prohibited from occurring. New development in the TCEA was exempt from roadway concurrency review but the County required Transit Impact Fees if platting was necessary. In April 2005 Broward County switched to a Transit-Oriented Concurrency (TOC) system that divided the County geographically into ten (10) benefit districts. Since many major State or County roads have high traffic volumes and poor operating LOS, and many of those roads cannot be widened any further, the County, while not totally ignoring poor roadway LOS, chose to focus on transit-related improvements as the County changes from a suburban to more urban form. In June 2008 Broward County adopted plan amendments as part of the County's last EAR that was challenged by DCA / FDOT / SFRPC. A

Stipulated Settlement Agreement was created with remedial plan text / GOPs. The County renamed the Transit-Oriented Concurrency (TOC) system as the Transportation Concurrency Management Areas (TCMA) system and adopted supplemental GOPs to provide revised performance standards for mass transit, adopted LOS standards for Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program (TRIP) Funded Facilities, new Policies on Pedestrian and Bikeway Facilities and new Policies on coordinating transportation plans and programs. This includes coordination mechanisms between the County, FDOT and the municipalities on some development reviews below DRI thresholds that may affect SIS Facilities. The County examines all development and re-development applications and assesses impact fees that focus only on transit improvements. Roadway impacts and improvements are still analyzed, made and funded as needed, but developer impact fees only relate to transit. Most of the roads in Lighthouse Point are and will continue to operate at acceptable LOS in the future with a few exceptions. The State and County have the ability to establish concurrency management systems on the roads they have jurisdiction over; however, the City can set its own concurrency system for local roads. The City has no choice but to use the Broward County Transportation Concurrency Management Areas (TCMA) system for arterial roadways and County Collectors and realizes certain benefits to doing so as the City ages and re-development is desired. If a major roadway LOS is exceeded, development can proceed if impact fees are paid and mitigation is done. Therefore, the City recognizes the benefits the TCMA concurrency system will have on the City in the future and will adopt the County TCMA system for arterial roadways. However, the City will monitor traffic volumes and development impacts as well, as only about 3% of all persons currently use mass transit.

The City will still use the standard roadway concurrency system for local roadways and collectors, as County transit services do not generally use local streets, and homeowners are sensitive to traffic volumes and speeding. The City has developed a traffic calming program that analyzes local conditions, requires community input and majority consent, prior to any devices being installed such as speed humps, pavement narrowing, roundabouts, etc.

Broward County's 1989 Comprehensive Plan contained baseline existing traffic counts for 1987 and forecasts for 1994 and 2010. Later, Broward County forecasts were made for 2015, 2020, 2025, and most recently 2030. Forecasted traffic flows are based on computer modeling assuming maximum land use intensities for all land uses and using major traffic generators and attractors as “gravity” to influence traffic patterns. The Broward County Transportation Element adopted in November 1998 contained 1997 actual traffic-counts and forecasts for 2015. The latest actual and forecast update is related to the 2005 Broward County EAR and provides forecasts to the year 2030. The County does not update future forecasts frequently because of the expense involved and they acknowledge some forecasts 23 years in the future may not be realistic.

The City of Lighthouse Point is located at the northeastern corner of Broward County. There is no through traffic east / west as the City is located generally at the eastern edge of the urbanized area adjoining the Intracoastal Waterway with no connection to SR A1A. However, US 1 located at the western boundary of the City is the main north / south arterial in the County and is used extensively for inter-county travel, with the City of Deerfield Beach to the immediate north and the City of Pompano Beach to the immediate south and west. The City is currently approximately 99% built-out. All areas are platted and/or committed to specific density or intensity levels via the FLUM. The only recent residential development was the demolition of an older mobile home park and the development of a townhouse project on US 1. The remaining vacant lands are generally smaller infill parcels. The actual built intensity is nearly always less than maximum allowances.

The City has analyzed the existing 2008 traffic counts, inventory of vacant lands, and Broward County forecasted volumes for 2030 and created short term forecasts (2013). The Broward County forecasts for 2030 on US 1 north of Sample Road shows an increase from 50,000 TPD to about 63,000 TPD (21% increase) and at the northern City limits an increase from about 46,000 TPD to about 69,400 TPD (34% increase), despite the fact the City is 99% built-out, as are the communities around the City. For that reason, the City does not agree with the County’s 2030 forecast but will closely monitor the annual traffic volumes in the future and make necessary adjustments to transportation

facilities. The City has provided its own estimate of future traffic volumes for planning purposes (see Tables 4-3 and 4-4).

PUBLIC TRANSIT

The Pompano Citi Center (formerly known as the Pompano Square Mall) serves as the northern hub of the Broward County Transit (BCT) system. Although the Pompano Citi Centre is not within City boundaries, parts of Lighthouse Point are within the one quarter mile service area. The PompanoCiti Centre currently provides direct service to Routes 10, 11, 83, 95 and the new US 1 Breeze.

Fixed public transit service in Broward County is provided by the Mass Transit Division of the Broward County Community Services Department. Lighthouse Point is directly served by six (6) transit routes including Broward County Transit (BCT) and the Community Bus Service, which operates a limited wheel-chair accessible neighborhood bus service and connects to fixed route transit service. The City is in close proximity to a major transfer point of the transit system located at the Pompano Citi Centre located at the southwest corner of US 1 and Copans Road. The six routes that serve the City directly are Routes 10, 20, 34, 93, 95 and the new US 1 Breeze Express route with thirteen (13) bus stops in the City according to BCT. Of those none have shelters, 7 have benches, and 8 have trash cans. Based on Broward County functional transit LOS of 70% area coverage, the City is currently underserved with 24.9% area served. However, this only considers fixed route transit service and does not account for the Community Bus Service which increases the coverage area through intermodal connections. According to the Broward County Transportation Element, county-wide the modal split is estimated at 4.2%.

Major public transit trip generators and attractors are areas of intense land use or activity which produce or attract a significant number of trip ends. The Broward County Transportation Element defines a major trip generator as the top 40 Traffic Analysis Zones (TAZs) in population density. The City of Lighthouse Point does not fit that definition. There are no facilities identified within the City in the Broward County Transit Development 2005-2010 Update. A local major trip generator or attractor is typically defined as a large employment center, large shopping center, or concentration of higher density housing. Most of the existing commercial development along US 1 is small-scale, except the Venetian Isles Shopping Center at Sample Road and the Beacon

Light Shopping Center at NE 24th Street. Even those centers are small as compared to designated major traffic generators / attractors. The City does not have any concentrations of higher density housing. However, at the southwest corner of US 1 and Sample Road is the Shoppers Haven Shopping Center within the City of Pompano Beach, which serves as a major transit hub for the area. The City's Community Shuttle Bus system provides service throughout much of the City's higher density residential areas near US 1, and along US 1 itself, with a connection service to the Shoppers Haven Shopping Center. Figure 4-3 depicts existing transit routes and locally significant trip generators/attractors.

Route 10 runs from the main Broward County terminal in Downtown Fort Lauderdale to the City of Boca Raton along US 1 with time points at Oakland Park Boulevard, Pompano Citi Center, Boca Raton and Coral Ridge Mall. Service is scheduled seven (7) days a week with thirty (30) minute intervals on weekdays and forty-five (45) minute intervals on Sundays. The County's Transit Development Plan calls for twenty (20) minute headways by 2010.

Route 20 runs from the main Broward County terminal in Downtown Fort Lauderdale to the North Broward Medical Center and terminating at the Shoppers Haven Shopping Center at US1 and Sample Road with intervening stops along US 1. Time points are located at the Pompano Citi Centre, Commercial Boulevard and 18th Avenue, Coral Ridge Mall, the Broward County terminal, the North Broward Medical Center and the Shoppers Haven Shopping Center. Service is scheduled seven (7) days a week with forty (40) minute intervals on weekdays and Saturdays and one hour intervals on Sundays. The County's Transit Development Plan calls for thirty (30) minute headways by 2010.

Route 34 runs along Sample Road between US 1 and the Coral Springs Corporate Park at Coral Ridge Drive, with time points at the South Florida Regional Transportation Authority (SFRTA) Station, Powerline Road, Turtle Creek and University Drive. Service is scheduled seven (7) days a week thirty (30) minute intervals on weekdays and one (1) hour intervals on Sunday. The County's Transit Development Plan calls for twenty (20) minute headways by 2010.

Route 93 is a limited looped route in the northern county area starts at the Shoppers Haven Shopping Center and runs north along US 1 to Hillsboro Boulevard and then runs west, providing an intermodal connection to the South Florida Regional Transportation Authority (SFRTA) Station on Hillsboro Boulevard near I-95 / Military Trail, then turns

south on Military Trail to Sample Road, providing another intermodal connection to the South Florida Regional Transportation Authority (SFRTA) Station near I-95, and then runs east back to US 1. This route provides service to northern Pompano Beach and Deerfield Beach. Service is provided six (6) days per week, excluding Sundays, and buses run on ninety (90) minute intervals.

Route 95 starts at the Pompano Citi Centre and runs north along US 1 to Sample Road where it turns west, providing an intermodal connection to the South Florida Regional Transportation Authority (SFRTA) Station on Sample Road near I-95. This route provides service to western Pompano Beach and Deerfield Beach. Service is provided six (6) days per week, excluding Sundays, and buses run on sixty (60) minute intervals.

The new US 1 Breeze route is an express bus route running from the Aventura Mall near the Broward County / Miami-Dade County line to the Shoppers Haven Shopping Center at Sample Road and US 1. This route provides service to all communities along the US 1 corridor with stops at about one mile intervals. Service is provided six (6) days per week, excluding Sundays, and buses run on ninety (90) minute intervals.

The Community Bus Service is a neighborhood shuttle bus service that connects with BCT routes 10, 20, 34, 83, 93 and 95 as well as Deerfield Beach and Hillsboro Beach Community Bus Services. Service is provided five (5) days per week, excluding weekends, and buses run on the hour from 8AM to 4:30PM.

As mentioned above, the Pompano Citi Centre and Shoppers Haven Shopping Centers are major transfer points of the Broward County transit system. The Malls are located on US 1 at Copans Road, approximately one-quarter mile to the southwest of the southerly limits of the City, and at US 1 and Sample Road, directly west of the center portion of the City. Access to Routes 10, 11, 83, 95 and the US 1 Breeze is provided at the Pompano Citi Centre. Access to Routes 10, 20, 34, 93, 95 and the US 1 Breeze is provided at the Shoppers Haven Shopping Center. Short and long term transit improvements proposed by the Broward County MPO are aimed at improving the level of service of a transportation corridor. This is accomplished either by expanding the coverage area or lowering bus service headways. In this regard, the City is currently well served by six transit routes, but in some instances their headways are high. Under these circumstances, any foreseeable transit improvement will be aimed at lowering existing headways and expanding the operating hours and days of service for the Community Bus Service. As

stated above, the Broward County Transit Plan for 2005-2010 identifies several headway improvements in the area.

A review of Broward County MPO DATA finds relatively little change anticipated in terms of population, dwelling units, densities, and lifestyle characteristics in the future. Due to the City's coastal location within the Plan B evacuation zone, the City's desirable location and the built-out nature of the City, significant redevelopment resulting in increased residential densities is not anticipated. However, the City should continue to support County efforts to reduce single automobile occupancy, increase mass transit ridership and promote other transportation alternatives. Employment along the US 1 corridor is anticipated to increase by approximately 700 workers or 27 percent according to Broward County estimates. The majority of the increases are projected in the commercial and service sectors. The City should continue to request reduced headways and continue to support County and State efforts to increase mass transit ridership. Implementation of policies 4.9.4, 4.9.5, 4.9.6, 4.9.7 and 4.9.8 will prove to be useful in anticipating the increased intensities through possible modification of the Land Use Code to encourage strategies to reduce traffic-related impacts as well as develop alternatives to single automobile occupancy.

Again, the City and the surrounding area was located within the Broward County Transportation Concurrency Exception Area (TCEA) until 2005 when the system was abandoned in favor of a county-wide Transit-Oriented Concurrency (TOC) system. Because many of the major roadways in eastern Broward County experience high traffic volumes and poor LOS, development was essentially stopped from occurring. New development in the TCEA was exempt from roadway concurrency review but the County required Transit Impact Fees if platting was necessary. In April 2005, Broward County switched to a Transit-Oriented Concurrency (TOC) system that divided the County geographically into ten (10) Transit Concurrency Districts. Since many of the major State or County roads have high traffic volumes and poor operating LOS, and many of those roads cannot be widened any further, the County, while not totally ignoring poor roadway LOS, chose to focus on transit-related improvements as the County changes from a suburban to more urban form. In June 2008 Broward County

adopted plan amendments as part of the County's last EAR that was challenged by DCA / FDOT / SFRPC. A Stipulated Settlement Agreement was created with remedial plan text / GOPs. The County renamed the Transit-Oriented Concurrency (TOC) system as the Transportation Concurrency Management Areas (TCMA) system and adopted supplemental GOPs to provide revised performance standards for mass transit, adopted LOS standards for Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program (TRIP) Funded Facilities, new Policies on Pedestrian and Bikeway Facilities and new Policies on coordinating transportation plans and programs. This includes coordination mechanisms between the County, FDOT and the municipalities on some development reviews below DRI thresholds that may affect SIS Facilities. The County examines all development and re-development applications and assesses impact fees that focus only on transit improvements. Roadway impacts and improvements are still analyzed, made and funded as needed, but developer impact fees only relate to transit improvements listed for the benefit district.

Bus service is felt to be available to most residents of the City, either by use of the community shuttle or the County's system. The major provider of service is the Broward County Mass Transit (BCT), which operates the county-wide bus system. The County also contracts with private vendors for public school busing, handicapped and Social Service Transportation (SST). Other service providers include private taxi service companies and the Greyhound/Trailways Bus Company.

Broward County is characterized by a suburban land development pattern and consequently by relatively low residential land use densities and few activity focal points. There are few major corridors with significant transit trip origins and destinations. Given the multitude of local governments in Broward County, dense roadway network, an average vehicle occupancy ratio of 1.77 and a relatively affluent population, the transit modal split is only 1.1 percent of total daily trips. In the City of Lighthouse Point it was reported the percentage of workers over the age of 16 using transit was about 1.2% according to 2000 US Census.

Because major transit service is provided by BCT and Tri-Rail, the City's role in transit planning is limited. The City's primary role in transit planning activities is to monitor County actions and provide for local input where necessary. On a local level, the City initiated a Community Shuttle Bus service that links neighborhoods to the Broward County transit routes.

The County's Mass Transit operation is primarily a large passenger bus system operating on the existing highway network. In 2008, according to BCT information, there are 40 bus routes with 275 buses in service. The average seating capacity of Broward County Transit buses is 40 persons. Considering the capacity of the fleet and the provision of typically either 30 or 60-minute headways for all of the routes, the overall capacity of the system far exceeds the level of existing ridership. Even with ample transit system capacity and existing congested roadways in the region, the vast majority of the local population (91%) still prefers the automobile as the primary means of transportation. Transit planning activities are carried out by the Broward County Office of Transportation. The transit planning and operation staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County's Transit Development Program which summarizes future capital and operations improvements.

BCT is a fixed-route fixed-schedule bus system operated by the Broward County Office of Transportation with the main hub operating from Downtown Fort Lauderdale. BCT operates 7 days a week with maximum service provided on weekdays. Weekday service hours generally run from 5:00AM to 10:30PM, with most routes operating on half-hour headways. Saturday service operates almost the same as weekday service, with all routes in operation and some minor changes in headways and service hours. On Sunday, a reduced route schedule is available between 9:00AM to 8:00PM with all routes operating on one-hour headways. System capacity is analyzed by service frequency, or headway and the seating capacity of the vehicles in relation to ridership. The County's main bus maintenance facility and the Office of Transportation main office are located in the City of Pompano Beach on Copans Road just east of the Florida Turnpike.

The BCT charges low fares for riders. Reduced fares for senior (65 years old plus) and handicapped citizens are available. Monthly-unlimited use passes are also available. The weekly pass is targeted mostly for tourists and is sold at many hotels and motels. A daily pass is available and popular, since transfer passes are no longer available.

BCT interfaces with the Miami-Dade and Palm Beach County transit systems to provide tri-county service. Miami-Dade County's METROBUS links with BCT at locations in south Broward County and the Aventura Mall in North Miami-Dade County. BCT also connects with the Palm Beach County Palm Tran system at the Boca Town Center Mall and at Mizner Park. The County's Tri-Rail stations are served by nine (9) BCT routes.

Paratransit Service is a specialized transportation system provided for the County's elderly and handicapped persons. Services are available to qualified persons who live within three-quarters of a mile of regular bus service. The hours of operation are the same as the Broward County bus system. Fares range between \$1.50 each way for trips scheduled in advance and \$5.00 each way for trips scheduled on the same day.

The Broward County Public School bus system serves the City of Lighthouse Point and is provided by a private company contracted by the Broward County School Board. The system provides free service to all students enrolled at public schools who live more than two miles from their respective school, or who otherwise lack a safe accessway to a less distant facility.

The Greyhound/Trailways Bus line provides regional, statewide and interstate travel. They provide fixed service seven days a week as well as specialized services.

Service areas for BCT bus service are defined as a one-half mile corridor surrounding the bus route and a one-quarter mile corridor beyond the terminus. The adopted level of service set by Broward County states that at least 70% of all residences and employment locations have access to fixed route transit service. The existing level of service, according to Broward County, is above the seventy (70) percent coverage rate county-wide. Lighthouse Point is within the County's northeast sector where there is a low percent population coverage and low percent employment location coverage by fixed

transit service. Currently, the City does not meet the County's coverage criteria geographically near the Intracoastal Waterway; however, the more densely populated areas near US 1 meet the coverage rate.

In the northeast TOC district (includes Deerfield Beach, Lighthouse Point, and Pompano Beach), the County is seeking to achieve headways of 30 minutes or less on 90% of the transit routes, establish at least one neighborhood transit center, and establish at least one additional community bus route by 2009.

Figure 4-3 Transit Routes and Trip Generators/Attractors

PORTS, AIRPORT FACILITIES, RAILWAYS AND INTERMODAL FACILITIES.

Port Facilities. There are no port facilities within Lighthouse Point. The nearest major seaport is Port Everglades which is located approximately twelve (12) miles south of the City, south of the central business district of the City of Fort Lauderdale. Port Everglades is a deep water port serving commercial freight customers, cruise lines and recreation boating needs.

Airport Facilities Including Clear Zones and Obstructions. There are no airport facilities within the City; however, there are four (4) airports within a few miles of the City.

- a. **Fort Lauderdale / Hollywood International Airport** - Fort Lauderdale / Hollywood International Airport is located approximately thirteen (13) miles southwest of the City of Lighthouse Point. The runway alignments are generally east / west. Air traffic typically lands from the west and takes off eastward over the Atlantic Ocean before beginning turning movements. Therefore, there are no clear zones or obstruction issues affecting the City. Aircraft occasionally fly over the City on routes to the west coast or geographic areas in the middle to west parts of the United States. These flights are typically at higher altitudes with typically minor noise or visual impacts.

- b. **Fort Lauderdale Executive Airport** - Fort Lauderdale Executive Airport is a general aviation facility located approximately six (6) miles southwest of the City. Air traffic is generally restricted to non-commercial activities. The airport has east / west and diagonal (northwest / southeast and northeast / southwest) runway alignments. Air traffic typically takes off and lands on the east / west runway due to prevailing winds. The use of the other runway alignments (other than east / west) on occasion causes some flyover conflicts such as noise or safety concerns to nearby communities, but because of the distance between the City and the airport little, if any problems occur. Therefore, no clear zone or obstruction issues generally affect the City.

- c. **Pompano Beach Airport** - Pompano Beach Airport is a general aviation facility located approximately one (1) mile east of the City within the City of Pompano Beach. Air traffic is generally restricted to non-commercial activities. There are multiple runway alignments at the airport. One runway is aligned north / south, one runway is aligned east / west and one runway is aligned northeast / southwest. Air traffic typically makes turning movements within a few miles of the airport; therefore, no clear zone or obstruction issues affect the City. However, on occasion air traffic using the northeast / southwest runway flies over the southern portion of the City at low altitudes causing noise problems.

- d. **Boca Raton Municipal Airport** - Boca Raton Municipal Airport is a general aviation facility located approximately six (6) miles north of the City within the City of Boca Raton. Air traffic is generally restricted to non-commercial activities, but some small jet aircraft usage occurs because of the office and research/development concentration of major employers west of I-95 between Glades Road and Clint Moore Road. The singular runway alignment is generally southwest / northeast. Air traffic typically makes turning movements within a few miles of the airport; therefore, no clear zone or obstruction issues affect the City.

- e. **Heliports / Other Facilities** - There are no heliports or similar facilities within the City.

General Aviation Travel. While the City does not have facilities that directly affect the City's development, the Federal Aviation Administration (FAA) has designated certain flight routes over the City. There are occasions when low flying aircraft cause noise problems to residents. The FAA is alerted to specific problem aircraft on occasion.

Freight and Passenger Rail Lines and Terminals. The City has no rail line corridors within its boundaries. The closest railway corridors are located west of City paralleling Dixie Highway in the east/central portion of the County and the second is located just west of 1-95. Both corridors run in a north/south direction.

The eastern corridor is known as the Florida East Coast (FEC) Railroad line. The corridor is utilized almost exclusively for freight service. There are grade crossings at major roadways. The western corridor is known as the South Florida Railroad corridor. The corridor is utilized almost exclusively for passenger services. Both Amtrak and the Tri-Rail commuter train utilize the corridor. There are transit stations at several locations on the corridor. The closest transit stations to the City are located at Hillsboro Boulevard, Sample Road and NE 62nd Street. There are Park & Ride Lots at several locations along the railway corridor.

Intermodal Terminals and Access to Intermodal Facilities. There are no Intermodal facilities in the City. Access to Intermodal facilities is accomplished at transit centers located in close proximity to the City. One is located at the Shoppers Haven Shopping Center at US 1 and Sample Road and another at the Pompano Citi Centre at US 1 and Copans Road. Connections can be made to the Tri-Rail stations.

SIGNIFICANT BICYCLE AND PEDESTRAIN WAYS

Bicycle Traffic. There is one designated bikeway shown on the Broward County Master Plan – that being on US 1 from Sample Road southerly to the park at the Pompano Beach Airport. There are striped bike lanes on US 1.

Bicycling within the City's local street system is common, given the relatively low traffic volumes, and controlled traffic conditions encountered. On major roadways, bicyclists typically utilize sidewalks for safety reasons. Some older commercial and multi-family complexes provide bike racks.

Pedestrian Traffic. Pedestrian traffic is very common within the City neighborhoods. However, a standardized criteria for the location of sidewalks has been inconsistent throughout the City. Sidewalks are typically located along major arterial roadways and on some collector streets in the City. There are sidewalks on both sides of US 1. On some collector and local roads, sidewalks may exist in certain areas, but typically only on one side of the road. There are gaps in the current sidewalk system. In the single-family areas, most of the local roads have no sidewalks. However, there are a few individual neighborhoods, mostly in the northern portion of the City, that have sidewalks on both sides of the local roads. Some of these areas were platted and built under Broward County's jurisdiction prior to annexing into the City. Many residents oppose sidewalks due their appearance, "intrusion" into front yard areas and maintenance issues, while others desire them for safety. The City considers requests to install sidewalks on an individual basis. The City's policy has been to provide sidewalks on roadways that serve as internal collectors or link commercial / multi-family areas to the single-family areas, parks and community facilities.

PROGRAMMED IMPROVEMENTS

Short-term improvements to the regional roadway system are programmed by the Broward County Metropolitan Planning Organization. The Metropolitan Planning Organization prepares a yearly update to the listing of transportation improvements countywide and publishes the list of improvements in an annual Transportation Improvement Program (TIP). The Transportation Improvement Program lists proposed improvements for a five (5) year period and also provides the projected funding sources. The current Transportation Improvement Program is for the period 2007/2008 to 2011/2012. In the 2008-2011 TIP there are a few minor projects that will directly impact the City, including a new sidewalk on the east side of Lighthouse Drive from NE 51st Street to the northern City limits in FY 2008/2009 and miscellaneous sidewalk improvements in FY 2007/2008 to 2008/2009. A round-a-bout was funded and constructed on Lighthouse Drive at NE 27th Street recently. The 2030 Long Range Transportation Plan (LRTP) has no roadway expansion projects that would impact the City. However, the 2030 LRTP Cost Feasible Plan includes the construction of bike lanes on US 1 from Sample Road to Hillsboro Boulevard and mass transit headway improvements for most of the BCT routes that serve the City.

The 2008-2012 TIP does not provide any several transit projects that would directly impact the City, mostly related to route headway improvements. In addition, a Transit Hub was recently established in Pompano Beach.

Right-of-Way Preservation

The Broward County Planning Council Trafficways Plan is the official right-of-way (ROW) reservation and acquisition map for all of Broward County. The Trafficways Plan designates US1 (Federal Highway) as a 120' ROW and Sample Road east of US1 as an 80' ROW to Northeast 23rd Avenue. Although not designated on the Trafficways Plan, all local streets must be fifty (50) feet in width unless otherwise approved by the City.

EXISTING DEFICIENCIES AND ANALYSIS OF PROJECTED NEEDS

Existing traffic counts and the MPO 2030 assignments were utilized to project 2030 traffic volumes and operating conditions. Tables 4-3 and 4-4 provides this analysis.

The City has analyzed the existing 2008 traffic counts, inventory of vacant lands, and Broward County forecasted volumes for 2030 and created short term forecasts (2013). The Broward County forecasts for 2030 on US 1 north of Sample Road shows an increase from 50,000 TPD to about 63,000 TPD (21% increase) and at the northern City Limits an increase from about 46,000 TPD to about 69,400 TPD (34% increase), despite the fact the City is 99% built-out, as are the communities around the City. For that reason, the City does not agree with the County's 2030 forecast for US 1, but will closely monitor the annual traffic volumes in the future and make necessary adjustments to transportation facilities. The City has provided its own estimate of future traffic volumes for planning purposes (see Tables 4-3 and 4-4). All City roadways (collectors and local roads) are projected to operate above LOS C+.

US 1 is a six-lane divided arterial, and additional expansion is not proposed by the Broward MPO Year 2030 Long Range Transportation Plan. This plan, adopted in December 2004 and last updated in July 2007, does not reflect additional corridor level improvements to US 1. Roadway widening is not included in the 2030 forecast; therefore US 1 is considered a "Constrained Facility" per FDOT guidelines. The LOS standard for this type of facility is to "Maintain" the existing operating condition, where operating

condition is measured by average travel speed and LOS. Given the built-out nature of the City, and throughout this area of the County, this situation appears practical.

To “Maintain” the existing conditions, Transportation System Management (TSM) capacity improvements should be investigated and implemented when deemed cost-beneficial. Also, the widening of Dixie Highway to a four-lane divided roadway is believed to have diverted some trips currently made on US 1. Even with this improvement, further capacity oriented improvements, particularly at intersections, may be necessary or desirable to improve overall traffic flow.

The City of Lighthouse Point is virtually built out; therefore, expected increases in traffic are minimal. Since local streets are operating well, the City’s principal future traffic circulation agenda should be to maintain and enhance existing internal roads and pedestrian sidewalks. With respect to additional needs, the City should consider the need and feasibility of installing additional sidewalks in the residential areas presently without such facilities. The City also should support efforts to improve regional roadways and, more importantly, secure County and/or State funding of intersection, median access and pedestrian improvements along US 1.

Based on this analysis, a compilation of traffic circulation issues and opportunities is presented in the goals, objectives and policies section of the Comprehensive Plan.

Transportation System and Land Use Interactions

EXISTING CONDITIONS

The existing roadway network within the City is fully developed. In general, all roadway segments are operating at acceptable standards, except the roadway segment of US 1 north of Sample Road (LOS E). Additional widening of US 1 is not proposed by the Broward MPO Year 2030 Long Range Transportation Plan. As a result, US 1 is considered a "Constrained Facility" on this segment per FDOT guidelines and the LOS standard for this type of facility is to “Maintain” the existing operating condition. Few roadway segments are left that could be developed as parallel corridors to the already saturated principal arterials. One roadway segment with widening potential or extensions is Andrews Avenue. Widening of this roadway may improve level of service along

Powerline Road and US 1. The extension and/or expansion Andrews Avenue to six-lanes constitutes a system need of this Transportation Element. The extension of Andrews Avenue from Atlantic Boulevard to Copans Road as a four-lane facility is included in the TIP / LRTP.

Given the constraints of the roadway network presented above, future transportation improvements of the Broward MPO Year 2030 Long Range Transportation Plan revolve around better public transportation services, pedestrian improvements, bicycle improvements and implementation of TDM strategies. Ten to fifteen minute bus headways are planned along major roadways such as US 1, Powerline Road, Dixie Highway and Atlantic Boulevard to encourage more ridership. Bus routes needing this type of improvement include Routes 10 and 20, as well as the Community Bus Service. Additionally, feeder and Community Bus Service should provide interconnection to the Pompano Beach Industrial and Redevelopment areas, Pompano Beach South Florida Regional Transportation Authority (SFRTA) Station, Pompano Citi Centre and Pompano Beach Old Downtown. A more ambitious transit recommendation, geared towards increasing existing regional transit market share, consists of introducing regional commuting rail service along the FEC corridor as presented in the 2030 Plan. This corridor has a significant transit potential since it would connect major downtown areas such as Miami, Fort Lauderdale, and West Palm Beach; major transportation facilities such as the Fort Lauderdale-Hollywood International Airport and Port Everglades; serve more dense residential and commercial areas and more transit oriented/lower income population groups than the existing South Florida Regional Transportation Authority (SFRTA) corridor; and has a right-of-way already available which facilitates implementation.

The above transportation improvements and recommendations should be complemented by the implementation of TDM strategies. In order to accomplish this, Employee Transportation Coordinators (ETC's) should be designated at major employment locations to encourage and coordinate the implementation of TDM strategies. Continued communication as well as participation should be maintained with transportation officials and transportation management programs. Although difficult to implement, land use policies aimed at increasing development densities should be explored.

TRANSPORTATION SYSTEM AND LAND USE

One technique used to enhance the efficiency of transportation systems is the introduction of land use policies that promote compact development. High residential and commercial densities facilitate the implementation of public transportation. Encouragement for clustered commercial and residential redevelopment along US 1, north of Sample Road, should be considered. Redevelopment options may include mixed-use developments or flexible regulations for older non-conforming sites. However, these types of land use policies should be evaluated with care so as not to reduce the LOS on existing facilities or compromise the Hurricane Evacuation Plan.

One firm step taken towards introducing land use policies that allow higher development densities was the adoption of the City and County's Urban Infill and Concurrency Exception Areas in 1993 and the replacement of that system in 2005 with the Transit Oriented Concurrency system. However, this TDM strategy cannot be implemented without the proper support of public transportation. In this sense, an improved public transportation service is required to support transit oriented land use policies. Ten to fifteen minute bus headways are long needed along US 1, as well as a new direct bus route along Atlantic Boulevard and a feeder/community bus service connecting Pompano Beach Industrial and Redevelopment areas with the South Florida Regional Transportation Authority (SFRTA) station. Bus routes needing more frequent service include Routes 10, 11, 20, 34, 50 and 83.

TRANSPORTATION MANAGEMENT PROGRAMS

The Broward MPO and FDOT have developed TDM programs geared towards reducing the amount of single occupancy vehicles and vehicle miles of travel, increasing vehicle occupancy and promoting public transportation. In a coordinated effort, both transportation agencies have facilitated the creation of two transportation management associations located in Downtown Fort Lauderdale and the South Florida Educational Center in Davie. Implementation of TDM strategies, such as alternate work schedules and carpools, has been encouraged at large employment locations throughout Broward County. Another transportation management program, funded by the FDOT and known as Gold Coast Commuter Services (GCCS), has been promoting the use of South Florida

Regional Transportation Authority (SFRTA) and the HOV lanes along I-95, and established a large database to facilitate carpooling activities.

Specific TDM efforts in Lighthouse Point should be aimed at large employment locations and commercial developments, such as the Venetian Isles and Beacon Light shopping centers. To encourage commuting by bicyclists and pedestrians, provisions for bicycle racks and other facilities should be encouraged. Flexible and staggered working schedules rank high as a strategy to reduce peak hour trips. Transit subsidies offered to employees should also be sought as a mechanism to support public transportation. Above all recommendations, better public transportation services translated into more frequent bus service is one of the most important transportation improvements that could be implemented in the City of Lighthouse Point.

RECOMMENDED TRANSPORTATION PLAN

The recommended Transportation Plan (see Figure 4-4 of this document) provides for US 1 to remain a six-lane divided facility. Under existing conditions US 1 is designated a “Constrained Facility” and the LOS standard is to “Maintain” existing operating conditions, where operating conditions are measured by average travel speed and LOS. Existing operating conditions shall be “Maintained” through the monitoring of traffic volumes and the pursuit of non-capital intensive improvements. Because US 1 is a major arterial roadway under the jurisdiction of FDOT and Broward County, and Broward County has abandoned their traditional roadway LOS system and replaced it by a Transportation Concurrency Management Areas (TCMA) system, US 1 will be governed by the County’s TCMA guidelines and procedures, where development may be approved in congested areas, provided they pay transit impact fees and/or make listed mitigation improvements. All other City roadways will adopt a LOS “C” standard.

In order to adhere to the adopted LOS standards, all proposed new development and/or redevelopment generating more than 1,000 new vehicle trips are required to submit engineering studies and/or traffic impact analysis detailing the development traffic impacts. Since there are only a few commercial and multi-family parcels left to be developed in the City, future traffic growth from new development is limited. For this reason, a simplified process will be used to ascertain concurrency with the traffic level of service standards. If property must be platted or re-platted under Broward County’s regulations, the County will assess the development impacts and assess transit impact

fees, if appropriate. Development approvals will be approved under the following conditions:

State / County Major Roadways

The concurrency management system shall establish the following transportation level of service (LOS) standards:

Within the City's Transportation Concurrency Management Areas (TCMA) district the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2009:

Coordinate with Broward County to achieve and maintain headways on all mainline transit routes serving the City to 30-minutes or less on 90% of the routes. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak hour weekday fixed-route transit ridership by 17% from FY 2009 to FY 2013.

Coordinate with Broward County and neighboring communities within the Northeast Concurrency District to establish and maintain at least one additional community bus route.

Coordinate with Broward County and neighboring communities within the North Central Concurrency District to expand the transit coverage area.

Coordinate with Broward County and neighboring communities to establish a Neighborhood Transit Center at the Pompano Citi Centre.

In accordance with Broward County regulations, the City shall maintain the maximum service volumes on arterial roadways as displayed below, above which development must be denied:

Peak Hour Two Way Maximum Service Volumes*	
Two-lane arterials	2,555
Four-lane arterials	5,442
Six-lane arterials	8,190
Eight-lane arterials	10,605

* The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D. These volumes are not to be utilized in determining acceptable roadway capacities - see below.

City Collector / Local Roadways

The transportation LOS standard for the purpose of issuing development orders and permits is the generalized two-way peak-hour LOS “D” standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002), shown below.

<i>Peak Hour Two Way Maximum Service Volumes</i>	
Two-lane local roads	950
Four-lane arterials	3,110
Six-lane arterials	4,680
Eight-lane arterials	6,060

If a development approval would result in a City Collector or local roadway falling below the adopted LOS “C” standard, an Action Plan must be submitted with the proposed development, where the Action Plan describes the methods which will be utilized to mitigate the traffic impacts of the proposed development. The Action Plan can utilize individual or combinations of improvements such as transit, ride-sharing, staggered work hours, traffic signal improvements,

intersection improvements, car pools or other Transportation System Management (TSM) methods as appropriate.

All development proposals will be required to perform trip generation analyses to determine the number of trips to be generated from the site. Projects generating 1,000 or more new vehicle trips will be considered to have significant impact on the City's arterial and local roadway network and will be required to submit a detailed traffic study. Projects generating less than 1,000 new vehicle trips will be considered insignificant and be required to submit a trip generation analysis. The estimate of new vehicle trips will be based on the latest edition of the Institute of Transportation Engineers Trip Generation Handbook.

The traffic impact study will be required to provide trip generation, trip distribution and traffic assignment analysis. Average daily and peak season roadway link and peak hour intersection turning movements will be identified addressing all City arterial roadways, collectors and local roads, if appropriate. Proposed developments will be required to indicate through an approved Action Plan the methods to be employed for mitigating project impacts and the methods for monitoring concurrency.

Traffic mitigation may be achieved through signal timing / phasing improvements, progressive signal phasing, exclusive intersection turn lanes, median closure, access control, turn prohibitions, ride sharing, staggered work hours, customer / resident van service, extension or provision of additional transit facilities or any method that can be demonstrated to “Maintain” or improve traffic operations and LOS where applicable.

The City's Transportation goals, objectives and implementation policies are contained in Section II of the Comprehensive Plan.

Figure 4-4 Future Transportation Map

Insert Supplemental Information for Transportation Element
(5 pages)

IX. Recreation and Open Space Element

INTRODUCTION

The Recreation and Open Space Element examines the existing recreation and open space facilities of the City of Lighthouse Point which are available to its residents; analyzes the current recreation and open space facilities and needs; and analyzes the future recreation and open space needs of the City during the next planning period. The City of Lighthouse Point is fortunate to offer to its residents a wide variety of recreation opportunities including both public and private recreation facilities. In addition, Broward County and State of Florida offer park and recreation opportunities at nearby facilities which are available to the City's residents.

EXISTING CONDITIONS

The City of Lighthouse Point park and recreation facilities include two (2) 6-acre active park sites, a tennis center, a 3-acre passive natural area, a joint-use park on the City's southern boundary, a 17-acre lake and several smaller parks located throughout the City. Not included in the inventory listed herein are miles of waterways / canals linked to the Intracoastal Waterway, the Intracoastal Waterway itself and private recreational facilities such as swimming pools, decks, and docks. In addition to the park sites, the City offers recreation programs for senior citizens, youth sports leagues, and a summer recreation program. A description of the City park sites is listed below.

CITY PARKS

Al Fletcher Park

Al Fletcher Park is a 0.25-acre site located at 3035 NE 31st Avenue. The park is situated on Lake Placid and is restricted to police boat dockage and pram fleet use (youth sailing).

Dan Witt Park

Dan Witt Park is a 6-acre park that is located at 4521 NE 22nd Street. Located in the northwest section of the City, the park is an active recreation park and includes the following facilities:

- 2 tennis courts (lighted)
- 2 basketball courts (lighted)
- 2 baseball fields (lighted)
- 1 sand volleyball court (lighted)
- 2 football/soccer fields (lighted)
- play area
- covered pavilion, refreshment stand and restrooms
- picnic tables and benches

De Groff Park

De Groff Park is a 3-acre park site that is located at NE 52nd Street and NE 31st Avenue. Located in the northeast corner of the City, De Groff Park is a passive park situated in a natural environment area along the Intracoastal Waterway and includes the following facilities:

- walking path
- gazebo
- picnic tables and benches
- play area
- water views

Frank McDonough Park

Frank McDonough Park is a 6.1-acre park located at 3500 NE 27th Avenue and is home to the Lake Placid Tennis Center. Located just off Sample Road (NE 36th Street) south of St. Paul's Catholic Church, the park is an active recreation park and includes the following facilities:

- 9 clay tennis courts (lighted)
- 1 sand volleyball court (lighted)
- 1 football/soccer field (lighted)
- 1 baseball field (lighted)
- 4 racquetball courts
- pro shop
- 2 playgrounds
- picnic tables and benches
- restrooms

Exchange Club Park

Exchange Club Park is a 14-acre park site located at 2200 NE 24th Street. The park is located at the southern boundary of the City within the City of Pompano Beach. The City has a joint-use agreement with the City of Pompano Beach for shared use and maintenance of the park. The park is primarily a natural area along the Intracoastal Waterway and includes the following facilities:

- play area
- picnic tables and benches
- restrooms

Lake Placid

Lake Placid is a 17-acre lake in the southeast corner of the City and provides access to the Intracoastal Waterway for most of the City's residents that reside in the southern portion of the City. Tillotson Square, Lighthouse Point Marina, and the historic Cap's Place Restaurant are all located along Lake Placid. City residents can enjoy boating, sailing, and fishing on the lake.

Mini Parks

The City has six (6) smaller or mini parks located throughout the City which together total approximately 0.82-acres. All of the mini parks are located within City right-of-way and are improved with benches and landscaping for passive enjoyment by City residents.

The mini park locations include:

- NE 21st Terrace at canal end between NE 48th Street and NE 48th Court
- NE 39th Street at NE 22nd Avenue
- NE 36th Street just east of NE 28th Avenue
- NE 22nd Avenue at NE 27th Street
- NE 26th Avenue at NE 27th Street
- NE 22nd Avenue at NE 24th Street

PRIVATE RECREATION FACILITIES

Lighthouse Point Yacht and Racquet Club

The Lighthouse Point Yacht and Racquet Club is a private club that includes a 78-slip marina that can accommodate sport fishing craft and yachts from 30 to 120 feet, tennis courts, a restaurant and party area, a fitness center and spa, and a heated pool.

Lighthouse Point Marina

The Lighthouse Point Marina is a private marina that includes over 100 boat slips that are available to accommodate boats ranging from 25 to 80 feet, full marina services, a heated pool and tennis court.

Other Recreational Facilities

In addition to the two larger private recreation facilities discussed above, the City also has approximately 15.43 miles of canal waterfront private property. Most of this waterfront private property is owned by individual single-family homeowners and offers access to the City's many canals and waterways to enjoy boating, fishing and other water activities. Also approximately 80% of the single-family residences in the City have swimming pools and most of the multi-family communities have swimming pools and other private recreation facilities. These private facilities compliment the facilities supplied by the City.

REGIONAL FACILITIES

In addition to the City's park and recreation facilities, Broward County and the State of Florida operate several large regional parks and natural areas that are within close proximity to the City of Lighthouse Point and are available for City residents to utilize. Listed below are the most significant nearby regional parks and includes the park's location, managing entity and park facilities.

Tradewinds Park

Tradewinds Park is a 627-acre regional park that is managed by the Broward County Parks and Recreation Division. The park is located at 3600 Sample Road just west of Florida's Turnpike. The park includes a wide variety of facilities and activities ranging from equestrian trails and activities, to Butterfly World, to large picnic shelters which can be used for family as well as corporate events. The park facilities also includes athletic fields, playgrounds, an educational farm, food concessions, disc golf course, jogging and bike paths, and nature trails while park activities include athletic leagues, boat rentals, fishing, and hayrides.

Quiet Waters Park

Quiet Waters Park is a 431-acre regional park that is managed by the Broward County Parks and Recreation Division. The park is located 401 South Powerline Road. The park includes Splash Adventure Water Park which is an interactive children's water playground and Ski Rixen which is a water skiing system that pulls you over the lake without the need for a boat. The park also includes athletic fields, playgrounds, boat rentals, camping facilities, picnic facilities and shelters, a mountain bike trail, jogging and bike paths, fishing, and food concessions.

Fern Forest Nature Center

Fern Forest Nature Center is a 247-acre urban wilderness area that is managed by the Broward County Parks and Recreation Division. The nature center is located at 201 South Lyons Road just south of Atlantic Boulevard and includes a 2,343 square foot assembly hall with kitchen and buffet counter, a 120-seat amphitheater, picnic area and shelter, and numerous boardwalks and nature trails.

Highland Scrub Natural Area

Highland Scrub Natural Area is a 34-acre natural area that is managed by the Broward County Parks and Recreation Division. The natural area is located at 4050 N. Dixie Highway and includes a very rare natural scrub community of both vegetation and wildlife. Amenities include a concrete trail, interpretive signage, benches, and a shelter.

Deerfield Island Park

Deerfield Island Park is a 56-acre park that is managed by the Broward County Parks and Recreation Division. The park is only accessible by boat and is located adjacent to the Intracoastal Waterway between the Hillsboro and Royal Palm Canals. The park is designated by the County as an Urban Wilderness Area and includes a small marina, wilderness and nature trails, picnic facilities and one picnic shelter, and a volleyball court.

Hugh Taylor Birch State Park

Hugh Taylor Birch State Park is an approximately 160-acre park that is managed by the State of Florida's Division of Recreation and Parks. The park is located at 3109 East Sunrise Boulevard and is nestled between the Atlantic Ocean and the Intracoastal Waterway. The park includes both natural areas and active recreation opportunities including beach access, nature trails, a freshwater lagoon, canoeing, biking, skating and fishing. In addition the park also include several picnic pavilions, picnic facilities, a youth campground and park concessions that offers Segway tours and bicycle and canoe rentals.

Analysis of Exiting Conditions and Needs

Over the last 18 years, the City's population has remained relatively stable increasing by 3.75% from 10,378 in 1990 to 10,767 in 2000 according to US Census figures. The 2007 BEBR population estimate for the City is 10,964 which would represent a 5.64% increase since 1990 or a 1.8% increase since 2000. The City's age of population characteristics has changed over the time period but not as significantly as other eastside Broward County cities, which have seen a significant increase in the children population. During the 10-year period from 1990 to 2000 the City of Lighthouse Point's children population increased to 17.3% of the total population (representing a 27.6% increase) while the senior citizen population decreased to 23.3% of the total population (representing a 17.2% decrease). See Table 9-1 for more details. During the same time period, the City of Hallandale Beach saw a 59.6% increase in the children population and the City of Deerfield Beach saw a 58.4% increase in the children population. Since the 2000 US Census, there is no evidence that these trends have not been continuing. Therefore, it is assumed that these trends have continued and that the 2010 US Census for the City will reflect further increases in the children population and decreases in the senior citizen population.

Table 9-1 Population Changes since 1990

	1990 (%)	2000 (%)	2007 Estimate*	% Change 1990-2000
Total Population	10,378 (100%)	10,767 (100%)	10,964	3.75%
Total Households	4,967	5,165	---	3.99%
Average Household Size	2.09	2.08	---	- 0.48%
Median Age	---	46.9	---	
All Children (0-19)	1,462 (14.1%)	1,866 (17.3%)	---	27.63%
Children <5	405 (3.9%)	509 (4.7%)	---	25.68%
Children 5-9	340 (3.3%)	524 (4.9%)	---	54.12%
Children 10-14	327 (3.2%)	474 (4.4%)	---	44.95%
Children 15-19	390 (3.8%)	359 (3.3%)	---	-7.95%
All Adults >20	8,916 (85.9%)	8,901 (82.7%)	---	-0.17%
Adults >20-64	5,895 (56.8%)	6,400 (59.4%)	---	8.57%
Adults >65	3,021 (29.1%)	2,501 (23.2%)	---	-17.21%

Sources: US Census 1990, 2000

* University of Florida, Bureau of Economic and Business Research

--- Information not available

During the same time period, the City of Lighthouse Point has continued to improve and expand park and recreation opportunities for its residents. Since 2003, the City has added new lighting to all parks; resurfaced the tennis courts at the Tennis Center; installed new playground equipment at Dan Witt Park; and completely renovated DeGroff Park with a new pavilion, benches, playground, picnic tables and restored native vegetation throughout the park. In addition, the playground at Frank McDonough Park was replaced and expanded using privately raised funds. The City currently has 47.17 acres of park land and offers a wide range of park and recreation opportunities to its residents including tennis, football, soccer, baseball, basketball, volleyball, playgrounds, fishing, swimming, boating, picnicking, walking, and just sitting and relaxing.

As stated above, the City of Lighthouse Point current has 47.17 acres of park land. The City's Level of Service (LOS) Standard for park land is 3 acres for every 1,000 permanent residents which is reflective of the Broward County LOS. Based on the 2000 US Census population for the City of 10,767 persons, the City was required to have 32.3 acres of park land. Based on the 2007 BEBR population estimate for the City of 10,964 persons, the City was required to have 32.89 acres of park land. Therefore, the City currently has a 14.28 acre surplus of park land.

Analysis of Future Conditions and Needs

The City of Lighthouse Point currently exceeds the LOS Standard for park land with a surplus of 14.28 acres. Since the City's population has remained relatively stable and since the City is not expecting any significant redevelopment and has no annexation possibilities, the City expects its current park acreage needs to remain constant during the next planning period. The City's main recreation and open space focuses will be on improving recreation programs, maintaining and improving existing park facilities, and in requiring multi-family redevelopment project to provide on-site recreation and open space facilities. If future re-development activities include mixed-uses with a residential component, the City could face a concurrency problem as to park acreage and may need to arrange to acquire additional land.

V. Conservation Element

ESTUARINE POLLUTION

The east and southeast City limits are the centerline of the Intracoastal Waterway. The Intracoastal Waterway receives discharge from various fresh water canals and from the exchanges with the Atlantic Ocean at coastal inlets. The Hillsboro Inlet is directly adjacent to the southeast portion of the City.

Several water quality sampling stations have been established and are monitored within the County by the Broward County Department of Planning and Environmental Protection (BCDPEP). Broward County surface water quality standards are detailed in Chapter 27, Article V of the Broward County Code of Ordinances. Initially started in 1973 with 88 stations, the current program provides quarterly sampling at forty-four locations. The samples are analyzed in terms of various physical, chemical and biological parameters in order to characterize water quality conditions.

One of the major test efforts concerns the concentration of dissolved oxygen in the water column. This concentration is important in identifying whether adequate oxygen is available for fish and aquatic organisms. High or low concentrations may indicate an imbalance in the production of oxygen as a by-product of photosynthesis or in the direct utilization of oxygen by microbial respiration. Aquatic animals are not believed to inhabit water with less than 5 milligrams per liter (mg/l) for extended periods of time. The Broward County standard is daily average not less than 5,000 Fg/L with no single reading less than 4,000 Fg/L.

The availability of nutrients can be a limiting factor in biologic growth or aquatic organic production. The nutrients which may limit plant production in water are phosphorous and nitrogen. Phosphorous stimulates the growth of algae and rooted aquatics. High concentrations of phosphates are indications of sewage, agriculture runoff and industrial wastewater discharges. Broward County maintains a 50 Fg/L maximum water quality standard for total phosphorous, which cannot be exceeded.

The total nitrogen content of the water column can indicate several conditions. In some instances it can be a by-product of microbiological activity, indicating runoff from urban areas due to fertilizers, industrial or fecal waste pollution. High concentrations of nitrogen acts as a fertilizer and stimulates the growth of algae and rooted aquatic plants.

While this can have positive impacts, it can reduce the uses of the water. Present standards a maximum not to exceed 1,500 Fg/L in marine waters.

Bacteriological levels are an indication of the origin of pollution and the ambient bacteriological quality. BCDPEP monitors three groups of bacteria: total coliform, fecal coliform and the fecal streptococcal group. The amount of each group is a indication of the potential for pathogenic organisms to be present. The Fecal Coliform group is indicative of fecal pollution. Broward County standards for Class III waters is 200 colonies per 100 milliliters for a monthly average and 800 colonies per 100 milliliters of a sample as a daily maximum.

Table 5-1 presents the results of BCEQCB monitoring of the Intracoastal Waterway in the vicinity of the Hillsboro Inlet from January 1992 to July 2000. The Table reveals that water quality in the Intracoastal Waterway is generally very good. Surface water quality in the Broward urban area generally degrades based on distance from the County's two oceanic inlets. This situation is a direct result of the nutrient and other urban pollutant loadings which discharge directly into estuarine waters or indirectly through the regional drainage canal system.

Table 5-1 underscores this fact through a comparison of water quality north of the City's northern boundary (near Hillsboro Boulevard) which is impacted by the Hillsboro Canal, and the City's southern boundary near Hillsboro Inlet. In this respect, the water quality in the City's finger canal system is considered to share these characteristics such that high quality occurs in the south and gradually degrades as one travels north and west away from the Hillsboro Inlet.

Overall, surface water quality in the City's canal system is considered to be good. The City's area-wide sewer system is a major contribution to this condition. Other than loadings associated with local and FDOT highway drainage outfalls and nutrient runoff from adjacent residential uses, no significant water pollution problems are known to exist in the City.

Table 5-1 Water Quality Trends From 1992 to 2000

LOCATION	Date	pH	Dissolved Oxygen (5 mg/l)	Fecal Coliform (800/100ml)	Total Nitrogen (1.5 mg/l)	Total Phosphorus (0.05 mg/l)	
Intracoastal Waterway 200 feet south of the Hillsboro Bridge (Sta #33)	January	1992	8.0	7.0	100	1.4	0.08
	May	1992	7.8	5.5	30	0.3	0.136
	July	1992	7.4	4.4	180	0.9	U0.02
	October	1992	7.9	5.4	70	0.7	0.054
	January	1993	8.0	6.1	490	0.7	0.116
	April	1993	7.9	5.9	90	1.3	0.064
	July	1993	7.9	4.6	160	0.6	0.048
	October	1993	7.8	4.5	220	0.6	0.064
	January	1994	8.1	7.2	270	0.4	0.056
	April	1994	7.9	6.4	30	1.0	0.049
	July	1994	7.7	4.7	60	0.8	0.039
	October	1994	7.4	3.4	200	1.0	0.156
	January	1995	7.4	5.6	180	1.0	0.095
	April	1995	7.4	6.6	110	0.7	0.044
	July	1995	7.2	4.8	270	0.3	0.136
	October	1995	7.0	5.0		0.8	0.167
	January	1996	7.8	7.1	120	0.6	0.048
	April	1996	7.8	4.7	40	0.9	0.141
	July	1996	7.3	3.3	320	1.2	0.104
	October	1996	7.7	6.2	52	0.8	0.07
	January	1997	7.3	6.1	190	0.5	0.095
	April	1997	7.5	6.0	160	0.7	0.11
	April	1997	7.5	6.0	160	0.7	0.11
	July	1997	7.5	4.9	B160	3.2	0.375
	October	1997	7.5	5.6	B130	0.5	M0.0650
	January	1998	7.6	8.1	210	1.4	0.101
	April	1998	8.0	6.9	B15	M0.414	0.05
	April	1998	8.0	6.8	K7	M0.456	0.049
	July	1998	7.5	5.0	B22	0.9	0.126
	October	1998	7.8	5.8	B7	0.6	0.095
October	1998	7.8	6.1	B15	0.7	0.101	
January	1999	7.3	5.7	B130	1.4	0.106	
January	1999	7.2	5.7	B110	1.5	0.105	
April	1999	7.8	5.4	B96	0.5	0.065	
April	1999	7.8	5.4	B67	0.6	0.07	
July	1999	7.2	3.1	B110	1.9	0.053	
July	1999	7.1	3.2	B110	1.8	M0.0470	
October	1999	7.42	4.53	B96	0.824	0.110	
July	2000	7.00	3.74	330	1.38	0.123	
July	2000	7.05	3.80	260	1.22	0.130	
Average:		7.6	5.5	129.4	0.9	0.092	

Notes: B - Micromhos per centimeter at 25 degrees Celcius
K - Less than the number that follows
M - Less than the detection limit but more than zero
T - Trace
U - Less than the number that follows

Table 5-1 Water Quality Trends From 1992 to 2000 (Cont.)

LOCATION	Date	pH	Dissolved Oxygen (5 mg/l)	Fecal Coliform (800/100ml)	Total Nitrogen (1.5 mg/l)	Total Phosphorus (0.05 mg/l)	
Intracoastal Waterway North of the Hillsboro Inlet (Sta #34)	January	1992	8.0	6.9	10	1.35	0.072
	May	1992	7.8	5.9	K10	0.078	0.139
	July	1992	7.2	5.8	80	0.751	0.046
	October	1992	8.0	5.4	K10	0.845	0.032
	January	1993	8.0	6.6	20	U0.04	0.04
	April	1993	7.9	6.2	10	0.893	0.022
	July	1993	7.7	5.2	20	0.632	0.031
	October	1993	7.8	5.0	80	0.53	0.059
	January	1994	8.0	7.2	10	0.607	0.035
	April	1994	8.0	7.2	20	1.03	U0.02
	July	1994	7.9	5.7	K10	0.632	U0.02
	October	1994	7.6	5.2	100	0.418	0.064
	January	1995	7.6	6.4	50	0.257	0.118
	April	1995	7.8	7.8	K10	1.19	U0.02
	July	1995	7.8	5.3	60	0.441	U0.026
	October	1995	7.6	6.5		0.869	U0.026
	January	1996	8.1	6.8	10	1.07	U0.026
	April	1996	8.0	4.8	K10	1.03	U0.026
	July	1996	7.9	6.7	10	0.802	U0.026
	October	1996	8.0	6.2	100	0.913	U0.026
	January	1997	8.0	7.4	22	0.944	U0.026
	April	1997	8.0	6.5	K7	1.2	0.119
	April	1997	8.0	6.5	K7	1.2	0.119
	July	1997	7.9	5.4	B7	0.927	T0.0260
	October	1997	7.5	6.3	B7	0.818	T0.0260
	January	1998	8.0	7.3	B44	0.953	0.113
April	1998	8.0	6.9	K7	M0.279	M0.0410	
July	1998	8.1	5.6	B7	M0.474	0.074	
October	1998	8.1	6.7	K7	M0.448	0.072	
January	1999	7.7	7.0	B100	0.747	0.08	
April	1999	8.0	6.7	B7	M0.311	M0.0400	
July	1999	7.7	5.4	K7	0.646	M0.0330	
October	1999	8.14	6.17	B37	M0.244	0.0620	
July	2000	7.56	4.99	B37	0.577	M0.0390	
Average:		7.9	6.3	28	0.714	0.051	

Notes: B - Micromhos per centimeter at 25 degrees Celcius
 K - Less than the number that follows
 M - Less than the detection limit but more than zero
 T - Trace
 U - Less than the number that follows

Source: Walter H. Keller, Inc.
 Broward County Environmental Monitoring Division

Dredge and Spoil Disposal Sites

There are no dredge and spoil sites located in the City of Lighthouse Point. A twenty-five (25) acre site within the Port Everglades Jurisdictional Area is located at SE 36th Street and SE 18th Avenue in Hollywood. The area is industrial in nature with saltwater groundwater. According to the Broward County Comprehensive Plan, the Port Everglades Department will consult with the Department of Natural Resources, Florida Inland Navigation District (FIND), and the US Army Corp of Engineers to locate additional suitable sites.

VI. Infrastructure Element

Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge

INTRODUCTION

The following plan element provides direction for the use, maintenance and location of general sanitary sewer, solid waste, drainage, portable water facilities, and natural groundwater aquifer recharge areas in conformance with the Future Land Use Element of this Comprehensive Plan. The maintenance and future growth of the City depends upon the safe, adequate and economical provision of public facilities and services. This portion of the Comprehensive Plan provides goals, objectives and policies which direct the implementation and use of such public facilities in a logical and economical fashion as well as in a manner which is consistent with the State of Florida Comprehensive Plan as well as the vision of this Comprehensive Plan.

Sanitary Sewer Sub-Element

SERVICE AREA AND EXISTING CONDITIONS

The gravity sewer collection system within the City is owned and maintained by Broward County. This system provides service throughout the municipal area. Table 6-1 identifies the land uses within the City served by Broward County Utilities. The following Figure 6-1 highlights major facilities in the City. There are no septic tanks permitted within the City; the entire City is connected to an existing sanitary sewer system.

The City has an agreement with Broward County for treatment of the sanitary sewerage collected within the City. Sewerage is pumped from a major pumping station located at the intersection of Northeast 22nd Avenue and Banyan Avenue. A smaller pumping station located at Northeast 48th Court and Northeast 21st Terrace provides connection for the northern part of the City to a County major pumping station located in the City of Pompano Beach.

Both of these pumping stations are part of the Broward County District 2 System which provides service to the northern portion of Broward County and portions of Pompano Beach and Deerfield Beach. A network of major force mains connects the various pump stations to the North Regional Treatment Facility which is located in the northwest

quadrant of the intersection of Copans Road and Powerline Road. As of July 2007, District 2 services an area of 15.44 square miles. The collection system consists of 147.98 miles of gravity sewer lines, 93 lift stations, and 31.97 miles of force mains.

The regional facility provides service to all of northern Broward County. The treatment facility currently has a design capacity of 80 million gallons per day, though the ultimate capacity is projected to be 100 million gallons per day on an annual basis. The expanded capacity is under construction but has not been permitted for use as of June 2008. As of the most recent annual report by Broward County, the North Regional Treatment Facility treats 61.59 million gallons per day, well below its current capacity. Treated effluent is currently discharged into the Atlantic Ocean via an ocean outfall which is located in the vicinity of the Pompano Beach Fishing Pier. Recent legislation will require the termination of any ocean outfall use by 2025.

The City's sanitary sewer system is relatively new, having been installed within the last twenty-five years. This system is entirely maintained by the County and is considered to be in excellent operating condition. Maintenance of laterals, gravity and force mains and lift stations has been performed consistently. No significant flow leakage has been observed such that adverse impacts on the City's natural water resources have been minimal.

Solid Waste Sub-Element

SERVICE AREAS AND EXISTING CONDITIONS

The City contracts with one private operator to remove all residential solid waste from the City. Waste Management, Inc. provides city-wide residential, multi-family and commercial service. The service includes household garbage, bulk trash/yard waste pick-up and recycling. The City also provides for a recycling program through Waste Management including the pick-up of paper, glass, aluminum, and plastics recyclables. Waste Management also services a corrugated cardboard drop-off for City residents located behind City Hall. According to the latest annual report provided by Waste Management to Broward County, Lighthouse Point recycles the most materials per capita of any city in Broward County.

REGIONAL SOLID WASTE FACILITIES

There are no solid waste disposal locations within the City of Lighthouse Point. Solid waste collected within the City by the private operators is transported to the Central Disposal Sanitary Landfill (CDSL) owned and operated by Waste Management Incorporated (WMI). This Class I landfill is located in the City of Deerfield Beach just north of the City of Pompano Beach.

As of July 2006, the CDSL facility consisted of three cells totaling 400 acres. Cell 1 was closed in 1988 at an elevation of 175 feet; however, the space above the cell is currently active for construction disposal until it reaches a final elevation of 225 feet. Cell 2 started operations in 2004 and cell 3 started operations in 1988 and is still active and operational. This facility accepts waste at a rate of approximately 10,000 tons per day.

According to the statistics collected by Broward County, over the eight month period ending May 2008, the City had been averaging approximately 791.39 tons of solid waste per month or 26.37 tons per day. Using the 2000 US Census figures for the City's population of 10,767 and the actual tonnage report as listed above would indicated an actual usage of approximately 4.9 pounds per day and is well below the adopted level of service as used by Broward County and the City of 8.9 pounds per day. Based on the County's solid waste collections rates, the City generates less than one percent (1%) of the County's total landfill waste at the CDSL.

Figure 6-1 Sanitary Sewer Facilities

Electronic File not available. Please see hard copy.

Table 6-1 Existing Land Uses Within Lighthouse Point Service Area

Land Use Classification	Acres	Percent of Service Area
Residential Uses:	1,332.1	83.8%
Single Family	1,171.8	73.7%
Multi- Family Low	51.1	3.2%
Multi- Family Moderate	44.2	2.8%
Multi- Family Medium	43.8	2.8%
Multi- Family High	21.2	1.3%
Non-Residential Uses	233.0	14.7%
Commercial	130.9	8.2%
Commercial Recreation	17.3	1.1%
Park and Recreation	18.6	1.2%
Community Facilities	16.3	1.0%
Intracoastal Waterway	49.9	3.1%
Vacant	5.1	0.3%
Transportation ROW	18.7	1.2%
Totals for Service Area	1,588.9	100.0%

Source: Walter H. Keller, Inc.

The City as noted above also contributes and is active in recycling of materials. According to the most recent report of recycled materials generated by the City, over the past eight (8) months ending May 2008, the City generated approximately 82.86 tons of recycled materials per month.

Drainage and Natural Aquifer Recharge

The development pattern of the City created by eighteen (18) miles of waterways and its location adjacent to the Intracoastal Waterway provides for superior drainage characteristics. With the exception of the Intracoastal Waterway, which borders the eastern portion of the City, there are no primary or secondary drainage canals in the City.

Much of the City is developed with swale drainage, although in the more intense developed areas, and in areas where water naturally ponds, positive drainage systems have been installed with outfall into the canal areas. The construction of the City's drainage system has been performed by a variety of groups, including developers of the original City subdivisions, FDOT along US 1 and Sample Road, the City in several areas,

and individual property owners. The US 1 facilities are maintained by the FDOT, those in local public rights-of-way are maintained by the City, those on private property are privately maintained. The City completed a drainage study and Storm Water Master Plan in 2002 and updates the overall drainage system on continuous bases. As new construction is permitted throughout the City, drainage lines are requested to allow for drainage from the public right-of-way to the Intracoastal Waterway. This allows for a continued updating of the drainage system with a minimal impact to the City.

Originally, the Broward County Environmental Quality Control Board (EQCB) and the South Florida Water Management District (SFWMD) were the two agencies involved in drainage and water management regulations. Currently, the Broward County Department of Planning and Environmental Protection (BCDPEP) has assumed the role of the EQCB along with the SFWMD. These agencies work closely to regulate the amount and quality of stormwater which can be discharged off-site from new development. The BCEQCB was established in 1975 by the Broward Charter and acquired the responsibilities of the former Broward County Water Resources Management Division. With its Charter mandate, EQCB was responsible for water quality standards of surface and ground waters, water quality monitoring and regulation of wastewater discharges. The BCDPEP has assumed the BCEQCB responsibilities.

The SFWMD is the primary drainage permitting agency for Broward County and south Florida. The District initiated a water management permitting program in 1976. The District issues a formal document which identifies the criteria and procedures for obtaining surface water management permits in its Management and Storage of Surface Waters - Permit Information Manual Volume IV." Based on the type, size and impervious area of an application permit, various reviews are required. For the City of Lighthouse Point, the vacant land parcels are generally less than three acres in size, which minimizes the District's involvement.

Due to the City's built-out nature, proximity to coastal tidewaters, and small size and residential character of the of the few vacant land parcels, the City's ongoing interaction with these agencies is relatively minor. Because the vacant properties are generally less than two acres of impervious area, development review by BCDPEP and SFWMD review is usually not required. In these instances, FEMA (FIA) based minimum finished floor elevations and drainage systems able to accommodate the first inch of runoff are required by the City for development. The paving of grassed swale areas has exacerbated

the ponding of storm water in a few locations. Because of this the City enacted an ordinance limiting the paving of grassed swale areas. With redevelopment of commercial properties along U.S.1, the City's new drainage requirements will improve drainage conditions. The built-out nature of the City limits the need for expanding or constructing new drainage systems. For this reason, the only activities expected in the future will be the maintenance of existing systems or the construction of on-site private retention systems. With respect to drainage conditions, the Level of Service for the City will be to maintain finished floor elevations at or above the 100 year flood zone level as established in the FEMA (FIA) Map and/or by Broward County. The City will also require new and substantially redeveloped properties to retain the first inch of rainfall or the runoff from a one-hour, three year storm.

Salt-water Intrusion Zone

The salt-water intrusion zone map as shown in Figure 6-2 encompasses the entire City. For this reason, and because of the extensive salt-water canal system, there are no aquifer recharge areas within the City. In addition, because of the salt-water intrusion Broward County has been relocating water supply wells, which had been located just west of the City limits, to new locations in the western reaches of the County.

Potable Water Sub-Element

SERVICE AREA AND EXISTING CONDITIONS

The City is provided potable water through two water franchise agreements; one with Broward County and the other with the City of Pompano Beach. The majority of the City is served by Broward County's Water and Wastewater Services (BCWWS). Approximately 85% of the City is located with BCWWS District 2 and is served by the County's Water Treatment Plant located near Old Dixie Highway and NE 51st Street in Pompano Beach. Water is pumped via a 16 inch main which follows NE 51st Street to US 1.

The District 2 water treatment plant has a design capacity of 40 mgd. The treatment facility currently serves approximately 57,000 people in the greater Pompano Beach and Coconut Creek areas. Interconnections with the City of Deerfield Beach, the Town of Hillsboro Beach, the City of Pompano Beach, and Palm Beach Water Utilities in the event of an emergency as well as allow for wholesale alternative water sources. The

wellfields for the plant include Wellfield 2A which has eleven wells with a design capacity of 34.7 mgd and the North Regional Wellfield which has ten wells with a design capacity of 20 mgd.. Since the salt water intrusion zone western's front is located approximately 3,400 feet from Wellfield 2A, three salinity monitoring wells are used to monitor the amounts of chlorides in the raw water.

The City of Pompano Beach also provides potable water service to the southern part of the City. The Pompano Beach Water Treatment Plant is located at 1205 NE 5th Avenue in Pompano Beach. The plant has a design capacity of 50 mgd and provides service to approximately 15% of the City. Pompano Beach maintains seven interconnections with other neighboring utilities in the event of emergencies and as an alternative source of potable water. The interconnections include two (2) with the City of Margate, one (1) with Broward County Water and Wastewater Services (BCWWS), and three (3) with the City of Fort Lauderdale (with an additional 3 in planning). The City of Pompano Beach operates two wellfields. One is located just east of Dixie Highway between Atlantic Boulevard and Copans Road adjacent to the Pompano Airpark (15 wells) and the other wellfield is east of Florida's Turnpike at Atlantic Boulevard (10 wells).

The following Table 6-2 summarizes land uses within each service area. Figure 6-3 shows the respective service districts and major water mains.

Figure 6-2

Salt Water Intrusion Zone

(See Graphic Folder on CD)

Table 6-2 Existing Land Uses Within Potable Water Service Areas

Land Use Classification	Broward Co - 2A		Pompano Beach	
	Acres	% of Area	Acres	% of Area
Residential Uses:	1,108.2	84.1%	192.7	85.1%
Single Family	988.0	75.0%	164.8	72.8%
Duplex	30.8	2.3%	14.3	6.3%
Multi-family Low	65.3	5.0%	12.6	5.6%
Multi-family High	20.0	1.5%	1.0	0.4%
Mobile Home	4.1	0.3%	0.0	0.0%
Non-Residential Uses	187.0	14.2%	33.7	14.9%
Commercial	104.2	7.9%	17.1	7.6%
Commercial Recreation	11.8	0.9%	4.5	2.0%
Park and Recreation	17.2	1.3%	1.8	0.8%
Community Facilities	15.2	1.2%	0.0	0.0%
Intracoastal Waterway	38.6	2.9%	10.3	4.5%
Vacant	22.5	1.7%	0.0	0.0%
Totals for Service Area	1,317.7	100.0%	226.4	100.0%
Percentage of Total City		85.3%		14.7%

Source: Walter H. Keller, Inc.

Figure 6-3

Potable Water Facilities

(Electronic File not available. Please see hard copy.)

The City's potable water distribution lines are maintained by Broward County and the City of Pompano Beach. Water main and laterals along and near US 1 are relatively new and considered to be in excellent condition. The remainder of the City's mains, laterals and service lines are at least twenty years old and consequently in not as good condition. The service providers presently deal with line rupture on a "case basis."

EXISTING FLOW RATES AND CAPACITY

The Broward County District 2 Water Treatment Plant had a 2006 demand of 15.513 mgd with a peak demand of 19.9 mgd. Total storage capacity is 7.5 mgd.

While detailed records are not available that clearly identify the City of Lighthouse Point's flows, estimated demands can be developed from population and land use information.

The Broward County Comprehensive Plan suggests that the average demand for potable water is 158 gpd, 1650 gpa and twenty percent addition for system losses. The 2000 US Census estimate of resident population was 10,767 persons (see Table 1-1). The amount of non-residential acreage (exclusive of water and vacant uses) in the City is approximately 140 acres (see Table 6-1). Using this information, the estimated existing demand is:

$$\begin{aligned} & ((10,767 \text{ p} \times 158 \text{ gpd}) + (140 \text{ a} \times 1,650 \text{ gpa})) \times 120 \% = \\ & ((1,701,186) + (231,000)) \times 120\% = 2,292,883\text{gpd} \\ & = 2.3 \text{ mgd} \end{aligned}$$

Using the above analysis and the percentage of each service area within the City, the Broward County demand is estimated at 2.0 mgd. City of Pompano Beach demand is estimated at 0.30 mgd. Using the same technique, demand since 2000 is projected in Table 6-3. Since the City is almost entirely developed, this analysis indicates the existing system sizing is sufficient to accommodate future growth projected for the City.

Table 6-3 Potable Water Demand in Lighthouse Point (mgd)

Service Area	Pk Dly to Avg Factor	2000 Peak Dly Demand	2000 Avg Dly Demand	2005 Peak Dly Demand	2005 Avg Dly Demand
Pomp Bch	1.5	0.46	0.30	0.46	0.30
Brwd Cnty	1.6	3.11	2.00	3.11	2.00

Source: Broward County Comprehensive Plan
Walter H. Keller, Inc.

The Broward County Comprehensive Plan does not provide future annual average daily demand projections for the District 2 system. However, Broward County is planning on increasing water supply to 45 mgd for the District 2 System.

The City represents less than a 2% share of the total demand on the Pompano Beach system. The current capacity of the plant (40.0 mgd) provides ample supply for the next ten years when a maximum demand of approximately 32.6 mgd is required.

While the City of Lighthouse Point does not constitute a large consumer of water, future actions to reduce future water consumption are nonetheless desirable. At a minimum, these would include the increased use of native, low consumption and drought tolerant vegetation species, promotion of state-of-the-art plumbing fixtures, and local enforcement of water use restrictions during periods of low rainfall. These efforts are specified in the conservation goals, objectives and policies of the City Plan.

State law now requires each local government to adopt a 10-Year Water Supply Facilities Work Plan, even though the City does not provide potable water service to its residents and non-residential users. The City has completed a 10-Year Water Supply Facilities Work Plan in conjunction with the 2008 EAR-Based Amendments to the Comprehensive Plan.

VII. Capital Improvements Element

INTRODUCTION

An essential component of the Florida Growth Management laws is the principal of providing the necessary infrastructure to serve development impacts. The word “concurrency” means that infrastructure necessary to serve a development is in place concurrently with the development. For each type of infrastructure, a Level of Service (LOS) standard is adopted. Individual development applications are analyzed for consistency with those standards. If the standards are met, development orders may be granted. If they are not, mitigation may be necessary such as infrastructure improvements or impact fees in lieu thereof. This element contains an analysis of the statutory requirements, the adopted LOS, findings of meeting adopted LOS, a 5-year capital improvements program to meet adopted LOS standards as well as other desired capital improvements not necessary to meet LOS standards, financial means to fund projects, projected revenues and expenditures, and those Goals, Objective and Policies necessary to apply the stands to development applications.

As identified in several Elements of the City’s Comprehensive Plan, the City of Lighthouse Point is a relatively young coastal community which is essentially fully developed. In view of minimal existing service deficiencies, minimal vacant property, the status-quo relationship of existing and planned residential densities, a relative stable population and high quality of existing development, the City does not envision an extensive multi-year capital improvements program.

The City of Lighthouse Point contracts with Broward County and the City of Pompano Beach for potable water and sewer service. Subsequently, the system maintenance provided by the service providers and contracts with private vendors for solid waste collection, thus the capital improvements associated with these basic services are also unnecessary at the local level. As a result, the City does not have to program expansions, extensions or increases to these services.

Public education facilities which serve the local population are the funding responsibility of the Broward County School Board. There are no public school facilities in the City of Lighthouse Point, nor do the projections of future population portray any local increase in system demand. In 2005 the Florida Legislature passed Senate Bill 360, which introduced significant reforms to Florida Growth Management Laws. A major component of the law was public school concurrency which was to become effective by

February 2008. Pursuant to Section 163.3181(13) the City of Lighthouse Point is exempt from the provision of public school concurrency since the City has no public school facilities within the City boundaries and has not seen a significant change in the school age population over the time period outlined in the Statutes. The City has received an exemption letter from the State. City zoning permits schools as an allowable use for residential and commercial land use categories as well as parcels designated community facility. However, due to the lack of vacant land and built-out nature of the City, sufficient land to site future schools within the City limits is not available.

Financial Resources

The City has a limited number of revenue sources which provide for its financial resources. Some revenues are received with no restrictions relating to their use; others must be expanded for certain types of purposes.

The following is a list of the major revenue sources currently available to the City. Each of the sources listed could, through action by the Commission, be made available to fund some part of the Capital Improvements Program.

A. General Fund

1. Property Tax – Property taxes (or Ad Valorem taxes) are based on a millage rate which applied to the total taxable value of all real and tangible property. State constitutional provisions exist for limiting the millage assessment to 10-mills for operations. Millage rates above the 10-mill level can be assessed only for debt service. The City's 2007-2008 adopted millage rate is 3.0887. Property taxes account for approximately 54% of the operating budget of the City in Fiscal Year 2007-2008 and comprise the largest revenue source available to the City in the General Fund. The current millage rate is below the constitutional limit of 10-mills.

2. Utility Tax – Utility taxes are the second largest source of revenue in the General Fund, accounting for 14% of the Fiscal Year 2007-2008 operating budget. Utility taxes are amounts levied by providers of electric, water, gas, and communication services on customers within the City limits.

3. Intergovernmental Revenues – The City receives approximately 10% of its operating revenues from recurring intergovernmental revenues, which are the third largest sources of revenues available within the General Fund. There are three primary components of this revenue – sales tax, state revenue sharing, and gasoline taxes. All revenues are distributed based on statutory formulae or interlocal agreements which include such variables as population and sales tax collections.

4. Franchise Fees – Franchise fees are the fourth largest source of revenue within the General Fund, accounting for 7% of the Fiscal Year 2007-2008 operating budget. Franchise fees are amounts charged to providers based on a percentage of revenue generated within the City limits.

5. Other – The remaining 15% sources of revenue in the General Fund for Fiscal Year 2007-2008 are miscellaneous sources that include charges for services, licenses and permits and special assessments.

Fiscal Assessment

The City of Lighthouse Point serves an area of approximately 2.5 square miles with a population of 10,964 residents based on 2007 BEBR figures. The City is primarily a waterfront residential community with limited commercial property along the east side of Federal Highway (US 1), which serves as the City's western boundary. The City's taxable value for FY 2007-2008 is \$2.037 billion. This makes the City's taxable value per capita approximately \$189,200. The City is almost completely developed so construction activity consists of redevelopment. In 2007, the City issued 1,667 permits with a value of \$36 million. The City does not anticipate any annexations or changes to its boundaries and, therefore, does expect any significant changes in its residential population in the future. The City's bond rating from Standard and Poor's is AA+.

Adequacy of Facilities

An analysis of building permit activity and projects in the various stages of the planning and development indicate that building activity is and will continue to be geared towards similar redevelopment activities. The City's existing infrastructure system is sufficient to meet the current and future needs of its residents and adopted Level of Service (LOS) standards. Capital improvements are currently underway and will continue to be necessary in the future to replace, modernize or upgrade existing facilities and infrastructure.

Maintenance and rehabilitation of the City's existing facilities is emphasized in the City's Capital Improvement Element and proposed 5-year capital program. Ongoing capital improvement needs include local and collector street resurfacing, canal dredging, park improvements and periodic purchases of public safety equipment (primarily vehicles).

Fiscal Year 2007-2008 budget includes a limited number of priorities to meet the needs of replacing, modernizing or upgrading existing facilities and infrastructure. The most significant are: seawall repairs; drainage improvements; canal dredging; landscape improvements; and sidewalk repairs.

The City will continue to upgrade its existing infrastructure in the near future as outlined in the 5-year Capital Improvements Program (See Table 7-3). Some of the highest priorities for the coming years include the Fuel Tank Replacement requirement, replacement of Bridge 204 at NE 32nd Street, the Sample Road Bridge, continued Stormwater Master Plan priority repairs and improvements, additional street paving, and additional beautification efforts.

Some of these goals are emphasized as essential to further enhance the quality of life of City residents and to diminish property damage and loss that may occur during the hurricane season.

Projected Revenues and Expenditures

As already discussed in the Financial Resources section above, the major components of the City's revenue base include ad valorem taxes, utility tax and intergovernmental sources that includes state revenue sharing. These three sources comprise, respectively, 54%, 14% and 10% of projected total fiscal year 2007-2008 revenues. Other revenues sources account for 15% of the total and include franchise fees, licenses and permits and fines and forfeitures.

Due to the fact that the City is largely free of long term debt, the City has variety of options available to secure funds for other necessary or desired capital improvements. It should be noted, however, that since that City is essentially fully developed, little growth in most existing revenue sources is anticipated. With the continued statewide growth in population, the City's share of certain revenues will likely remain flat or possibly decrease. This is particularly applicable to many State tax revenue streams, and the County local option gas tax revenue.

Future revenue projection is based on recent revenue trends and the predicted impact of changes in the property tax structure. It is anticipated that General Fund revenues will remain flat or decrease. Non-ad valorem revenue is projected to increase by 3% annually.

Based on existing property assessments, each mill of local ad-valorem tax is anticipated to provide approximately \$2,000,000 in local tax revenue. This amount of funding can only be increased by an extraordinary vote of the City Commission, or by a voter-approved long-term general obligation bond. The City has no bonding indebtedness limit. Franchise fees, local business taxes, and user fees are also existing revenue sources which could be altered to provide additional funds. Franchise fees are derived from a long-term Florida Power and Light agreement and from garbage collection by Waste Management. Changes in local business taxes are subject to requirements in State Statutes. The modification of existing user fees requires an evaluation of the trade off between increased revenues, increased administrative costs, and support of local property owners.

Alternative funding sources include the implementation of short term tax-exempt lease financing or creation of a stormwater utility. The lease approach has been used for

vehicle replacement routinely. Establishment of a stormwater utility would require the calculation of parcel specific demand on drainage infrastructure.

Future expenditures are expected to grow at a rate of approximately 3% per year. The estimated expenditure projection for 2012-2013 is \$12,389,242 or a 14% increase. The assumption is that each fiscal year's budget will be balanced with appropriate revenue increases and expenditure reductions.

The City is limited in developing realistic new sources. Since the City is almost built-out, impact fees would not be able to generate timely or sufficient funding for major projects. The City is also limited in applying user fees due to the lack of user based resources.

Table 7-1 and shows the project General Fund revenues of the City through the planning period and Table 7-2 shows the projected operating costs of the City through the planning period.

Table 7-1

5-Year Projection of General Fund Revenues

SOURCES OF FUNDS	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13
A. General Fund					
1. Ad Valorem Taxes	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000
2. Local Option Gas Tax	\$200,000	\$206,000	\$212,180	\$218,545	\$225,102
3. Franchise Fees	\$872,815	\$898,999	\$925,969	\$953,749	\$982,361
4. Utility Tax	\$1,682,000	\$1,732,460	\$1,784,434	\$1,837,967	\$1,893,106
5. Licenses & Permits	\$387,000	\$398,610	\$410,568	\$422,885	\$435,572
6. Intergovernmental	\$1,028,000	\$1,058,840	\$1,090,605	\$1,123,323	\$1,157,023
7. Charges for Services	\$290,700	\$299,421	\$308,404	\$317,656	\$327,185
8. Fines and Forfeitures	\$61,000	\$62,830	\$64,715	\$66,656	\$68,656
9. Special Assessments	\$546,000	\$562,380	\$579,251	\$596,629	\$614,528
10. Miscellaneous	\$165,000	\$169,950	\$175,049	\$180,300	\$185,709
TOTAL	\$11,732,515	\$11,889,490	\$12,051,175	\$12,217,710	\$12,389,242

Table 7-2 5-Year Projection of Operating Costs

Fiscal Year	Projected Operating Costs
2008-09	\$11,732,515
2009-10	\$11,889,490
2010-11	\$12,051,175
2011-12	\$12,217,710
2012-13	\$12,389,242

Level of Service (LOS) Standards

The State Growth Management Act (Chapter 163, F.S.) and its corresponding implementing rules, Chapter 9J-5, F.A.C. require that “Level of Service” (LOS) standards be developed and included as part of the Comprehensive Plan. LOS standards for public facilities in the following areas must be developed: potable water supply and distribution, sanitary sewer collection and treatment, solid waste collection and disposal, park and recreation acreage, public school facilities, stormwater drainage and transportation. Since the City of Lighthouse Point is primarily a residential community within the greater Broward County metropolitan area, many of these required LOS standards are the primary responsibility of other jurisdictions that the City has entered into inter-local governmental agreements with. The following chart identifies the different facilities and the responsible government agency.

FACILITY TYPE	RESPONSIBLE AGENCY
Sanitary Sewers	Broward County – Collection / Treatment
Solid Waste	City contracts with Waste Management for Collection; Broward County – Disposal
Stormwater Drainage	City of Lighthouse Point
Potable Water	Broward County & City of Pompano Beach
Transportation	City of Lighthouse Point – local roads only Broward County MPO / Florida Department of Transportation
Parks and Recreation	City of Lighthouse Point
Public School Facilities	Broward County School Board

LOS standards are a tool in the comprehensive planning process to ensure that adequate public facilities are available concurrent with new growth. Under the new State regulations, new development cannot be permitted unless appropriate facilities per the standards are in place at the time development occurs. In the comprehensive planning process, the marriage of the LOS standards with CIE results in the relative assurance that the plan is financially feasible and can be implemented. The following is a list of the LOS standards adopted by the City. In cases where the City is not the responsible agency for the facility, the adopted LOS standard of the responsible agency is supplied.

- For sanitary sewer – 150 gallons per capita per day
- For solid waste – 5.0 pounds per capita per day
- For stormwater management – 100 year / 3 day
- For potable water – For areas serviced by Pompano Beach -191 gpcpd;
- For areas serviced by Broward County – 170 gpcpd
- For Transportation –
 - Federal Highway / US 1 – Within the Broward County Northeast Transportation Concurrency Management Areas (TCMA) District - See Adopted Section II Transportation GOPs Policy 4.4.1
 - All other local City roadways - LOS “C”
- For park and recreation – 3 acres per 1,000 persons
- For public school facilities – 110% of Permanent FIHS Capacity

As stated in the Adequacy of Facilities Section above, the City’s existing infrastructure system is sufficient to meet the current and future needs of its residents and adopted Level of Service Standards. Capital improvements are currently underway and will continue to be necessary in the future to replace, modernize or upgrade existing facilities and infrastructure. In compliance with the State law and regulations, the above LOS standards will be applied to all future projects that would result in population increase. Based on the application of the LOS standards along with the lack of significant growth potential, it appears that current facilities will be adequate to meet future population projections for the next five (5) years.

Capital Improvements Program (CIP)

The Capital Improvements Element is required by State regulations to identify specific LOS standards for public facilities. In order to meet and maintain those LOS standards, the State requires a jurisdiction to prepare a 5-Year Capital Improvements Program (CIP) which identifies projects and funding that will be necessary to meet their needs. The City's LOS standards and adequacy of public facilities were discussed earlier in this element. The City is not expected to grow substantially in the next five (5) years and has no possibility to expand or annex land beyond its current boundaries. Therefore, the City's 5-Year Capital Improvements Program is based on the need to upgrade and modernize existing infrastructure and improve existing facilities that it has available for the City residents to utilize. Table 7-3 is the 5-Year Capital Improvements Program (CIP) for the City of Lighthouse Point. Table 7-4 is a summary by project category for the CIP and Table 7-5 is a summary by funding source for the CIP,

**Table 7-3
City of Lighthouse Point
5-Year Capital Improvements Program Schedule**

CAPITAL PROJECTS	Required for LOS	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	Funding Source
1. Bridges		\$0	\$0		\$0		
- Replace Bridge #867204 (Lighthouse Drive/Kingfisher Canal)	No			\$1,900,000			3 & 4
- Replace Sample Road Bridge	No					\$2,500,000	3
Subtotal		\$0	\$0	\$1,900,000	\$0	\$2,500,000	
2. Canals		\$0					
- Dredge areas 39 th St. to 33 rd St.	No		\$10,000				1
- Dredge areas 33 rd St. to 24 th St.	No			\$10,000			1
- Dredge areas – to be determined	No				\$10,000	\$10,000	1
Subtotal		\$0	\$10,000	\$10,000	\$10,000	\$10,000	
3. Roads							
- Resurfacing LHD/ Marina Dr.	No	\$300,000					2
- Resurfacing LHD/ 41 st St. to 49 th St.	No		\$300,000				2
- Resurfacing Sts. N of Sample Rd.	No			\$300,000			2
- Resurfacing 40 th St. to 44 th St.	No				\$200,000		2
- Resurfacing LHD/48 th St to Cityline	No					\$200,000	2
Subtotal		\$300,000	\$300,000	\$300,000	\$200,000	\$200,000	
4. Seawalls		\$0					
- Repair 23 rd Ave. @ 39 th St. North	No		\$80,000				1
- Repair 25 th Ave. @ 39 th St. North	No		\$35,000				1
- Repair 23 rd Ave. @ 39 th St. South	No			\$45,000			1
- Repair 48 th St. @ 22 nd St.	No			\$65,000			1
- Repair 39 th St. @ 30 th /31 st Aves.	No				\$55,000		1
- Repair Canals along 39 th St.	No					\$150,000	1
Subtotal		\$0	\$115,000	\$110,000	\$55,000	\$150,000	
5. Sidewalks							
- Various Repairs as needed	No	\$5,000					1
- Install @ NE 44 th St./ LHD to US1	No	\$140,000					4
- Install @ 20 th Ave. / 27 th St. to 30 th St.	No		\$60,000				5
- Install @ 29 th St. to US1	No		\$55,000				5
- Install @ 25 th St. / 22 nd Ave. to US1	No			\$60,000			5
- Install @ 21 st Way / 36 th St. to 39 th St.	No				\$55,000		5
- Install Missing 46 th /47 th /48 th Sts.	No				\$150,000		5
- Install @ 27 th Terr. / 39 th St. to 42 nd St.	No					\$48,000	5
Subtotal		\$145,000	\$115,000	\$60,000	\$205,000	\$48,000	

Funding Sources:

- | | | |
|------------------------|----------------------------------|----------------------------|
| 1. General Fund | 3. General Obligation Bond Funds | 5. Grant to be applied for |
| 2. Infrastructure Fund | 4. FDOT Enhancement Grant | 6. SFWMD Grant |

Table 7-3 (Continued)
City of Lighthouse Point
5-Year Capital Improvements Program Schedule

CAPITAL PROJECTS	Required for LOS	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	Funding Source
6. Stormwater							
- Various improvements	No	\$10,000					1
- Improvements 26 th Ave.	No	\$500,000					6
- Improvements City Hall area	No		\$300,000				5
- Improvements 21 st Terr. to 26 th St.	No			\$50,000			5
- Improvements 51 st St.	No			\$150,000			5
- Improvements 27 th St. @ 26 th Ave.	No				\$50,000		5
- Improvements 32 nd Ct. @ 23 rd Ave.	No				\$200,000		5
- Improvements 32 nd St. @ 23 rd Ave.	No				\$100,000		5
- Improvements 27 th Ave. @ 51 st St.	No					\$300,000	5
- Improvements 24 th St. @ 22 nd Ave.	No					\$350,000	5
Subtotal		\$510,000	\$300,000	\$200,000	\$350,000	\$650,000	
7. Park and Recreation							
- Dan Witt Park Improvements	No	\$0	\$30,000	\$0	\$0	\$0	1
Subtotal		\$0	\$30,000	\$0	\$0	\$0	
8. Other							
- Replace 4000 Gal. underground gas tank	No	\$85,000	\$0	\$0	\$0	\$0	1
Subtotal		\$85,000	\$0	\$0	\$0	\$0	
Total		\$1,040,000	\$870,000	\$2,580,000	\$820,000	\$3,558,000	

Funding Sources:

- | | |
|----------------------------------|----------------------------|
| 1. General Fund | 4. FDOT Enhancement Grant |
| 2. Infrastructure Fund | 5. Grant to be applied for |
| 3. General Obligation Bond Funds | 6. SFWMD Grant |

Table 7-4
City of Lighthouse Point
5-Year Capital Improvements Program
Summary by Project Category

Project Category	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13
1. Bridges	\$0	\$0	\$1,900,000	\$0	\$2,500,000
2. Canals	\$0	\$10,000	\$10,000	\$10,000	\$10,000
3. Roads	\$300,000	\$300,000	\$300,000	\$200,000	\$200,000
4. Seawalls	\$0	\$115,000	\$110,000	\$55,000	\$150,000
5. Sidewalk	\$145,000	\$115,000	\$60,000	\$205,000	\$48,000
6. Stormwater	\$510,000	\$300,000	\$200,000	\$350,000	\$650,000
7. Park and Recreation	\$0	\$30,000	\$0	\$0	\$0
8. Other	\$85,000	\$0	\$0	\$0	\$0
Total All Projects	\$1,040,000	\$870,000	\$2,580,000	\$820,000	\$3,558,000

Table 7-5
City of Lighthouse Point
5-Year Capital Improvements Program
Summary by Funding Source

Funding Source	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13
1. General Fund	\$100,000	\$155,000	\$120,000	\$65,000	\$160,000
2. Infrastructure Fund	\$300,000	\$300,000	\$300,000	\$200,000	\$200,000
3. General Obligation Bond Funds	\$0	\$0	\$1,600,000	\$0	\$2,500,000
4. FDOT Enhancement Grant	\$140,000	\$0	\$300,000	\$0	\$0
5. Grants to be applied for (FDOT and SFWMD)	\$0	\$415,000	\$260,000	\$555,000	\$698,000
6. SFWMD Grant	\$500,000	\$0	\$0	\$0	\$0
TOTAL ALL SOURCES	\$1,040,000	\$870,000	\$2,580,000	\$820,000	\$3,558,000

VIII. Intergovernmental Coordination Element

INTRODUCTION

According to the Chapter 9J-5 of the Florida Administrative Code, the Intergovernmental Coordination Element has two main purposes:

- To identify and resolve those incompatible goals, objectives, policies and development proposed in the City's Plan with the Comprehensive Plans of adjacent municipalities and regional and state agencies, and
- To determine and respond to the needs for various coordination processes and procedures with adjacent local governments and regional and state agencies.

Based on these requirements, this Element has been developed to indicate existing and future areas of planning coordination with various groups. These groups include adjacent municipalities, Broward County, the South Florida Regional Planning Council, the South Florida Water Management District and the State of Florida. The City of Lighthouse Point does not contain any areas of critical state concern. A matrix is provided in Table 8-1 detailing different municipal activities and the agency which the City coordinates these activities.

ADJACENT MUNICIPALITIES

Figure 4-1 in the Land Use Implementation section of the Comprehensive Plan depicts the location of the City relative to Broward County. The City of Deerfield Beach is located on the northern boundary of the City. The Town of Hillsboro Beach shares the City's eastern border of the Intracoastal Waterway. The City of Pompano Beach shares the southern and western boundary of the City.

With respect to the adjacent cities, only Pompano Beach currently provides any services to Lighthouse Point. The City has a 40-year a retail service agreement with the City of Pompano Beach to supply water to the southern portion of the City. This agreement was signed in 2002. In addition, the City of Lighthouse Point has an intergovernmental agreement with Pompano Beach regarding the operation and maintenance of the Exchange Club Park.

Table 8-1

Intergovernmental Coordination Matrix

(See Graphic Folder on CD)

Since the northeastern coastal area of the County is virtually built-out, the practical need or ability to coordinate on individual parcel land use or zoning issues is somewhat limited. The potential for future coordination between the jurisdictions is primarily oriented to shared regional concerns such as traffic and road improvements, air and water quality programs, wellfield protection, regional water, sewer or solid waste programs, annexation and back-up emergency service. To date, the program coordination of almost all of these issues between the various parties has been on an informal and ad hoc case basis. For the most part, the arrangement has functioned satisfactorily. With respect to many of the above issues, the existence of a higher regulatory authority or lack of major points of disagreement has resulted in a cooperative effort.

In terms of future conditions, the current practices are still largely relevant and useful. However, increasingly sophisticated lobbying efforts by the local area jurisdictions could result in the implementation of mutually beneficial capital improvements, particularly with respect to highway operation and needs. A specific project would entail traffic operations improvements to US 1 utilizing a group approach.

Level of service standards for the provision of water service by the City of Pompano Beach should be recognized and incorporated into the continued service contract. Regional wellfields, a long term solution to the salt water intrusion problem, may require the combined support of all local governments of the area. The City should work with the Town of Hillsboro Beach on a mutual position with respect to wake free zones along the Intracoastal Waterway.

BROWARD COUNTY

At the current time, the City has a variety of formal and informal coordination mechanisms with Broward County on many different planning issues. In general, contractual agreements are in place with respect to the existing and future provision of local infrastructure services and local option tax revenue sharing. Other areas of coordination are oriented to the planning and development of regional capital improvements, education facility needs and in the regulation of land use and individual development projects.

The County provides retail water service to the majority of the City and retail sewer service to the entire City. The existing interlocal service agreements provide for County maintenance of the local transmission lines and direct billing to individual residential and business customers. With respect to the provision of future water and sewer service, the City needs to coordinate with the

County on metal recognition of level of service standards and maintenance of the capacity allocations as presently agreed upon.

By virtue of the revised Charter passed in 1975, the County has areawide authority on the regulation of future land uses and individual property development where platting is required. Land use planning is governed by the Broward County Planning Council such that local plans must be substantially in conformance with that document. The current Comprehensive Plan has been certified as the effective local plan for the City. The reservation of major trafficway rights-of-way is also based on the Planning Council's overall Trafficways Plan.

With respect to these items, the mature stage of the City's development and built-out design of US 1 arterial reduce the level of ongoing City interaction required by the County. The principal continuing role is primarily oriented to the update of the City and County Plans in light of Chapter 9J-5 FAC, and periodic reports on local plan amendments.

With respect to development review regulations, the County oversees all proposals requiring the platting/replatting of property. Currently, local parcels of property platted subsequent to 1953, or smaller than five acres, or subject only to minor expansion or rehabilitation of existing buildings, do not require review by the County's Office of Planning and Development Review Committee. These thresholds result in minor levels of interaction by the City.

Other individual County agencies review individual development proposals with respect to specific engineering practices. The County's Water Resource Management Division reviews applications for the storage and treatment of storm water drainage. Their role is to guide the selection of project floor elevations relative to 100 year flood criteria, and to regulate the amount of site water retention and volume and quality of discharge into area canals.

The Broward County Department of Planning and Environmental Protection acts on behalf of the Florida Department of Environmental Regulation to monitor and enforce air and water quality regulations, and to review project development proposals with respect to proper sanitary sewer main collection or septic system design. The City is entirely on sewer systems and has relatively few development proposals.

The County's Health Department acts on behalf of the Florida Department of Environmental Regulation to monitor and evaluate overall health concerns and to review development proposals with respect to the layout and design of water main transmission line extensions. As with sewer line construction, few proposals occur or are contemplated in the City.

Other areas of existing coordination include County-wide wellfield protection, local option gas tax revenue and the provision of local educational facilities.

Regarding wellfield efforts, a very small portion of the City is presently on the perimeter of the least restrictive protection zone. Individual users of potential groundwater contaminants are required to register with the County as to the amount and methods of disposal of the damaging substance. With no industry and few commercial uses involving potentially harmful substances, interaction is rather limited. The principal area has been in the installation of improved underground gasoline storage tanks and monitoring wells, and with individual business or large user registration of pesticide or dry cleaning solvents.

For the past 15 years the County as a whole has seen consistent high growth with respect to school aged children and the need for education facilities; however, in the last 2 years enrollment has declined somewhat. The City currently has no Broward County school facilities within its borders. During the 10-year period from 1990 to 2000 the City of Lighthouse Point's children population posted a modest 27.6% increase (See Table 9-1 for more detail); however, this increase is below the County as a whole. While minor growth in the local family population has been recognized, educational facility needs are not anticipated to alter significantly. Additionally, due to the size and built-out nature of the City, sufficient land to site future schools within the City limits is not available. It is worth noting the latter conclusion has been reach in coordination with the Broward County School Board.

Broward County presently levies the maximum six cent local option gas tax based on an distribution agreement with local cities. The City presently supports this arrangement and uses their share of funds primarily for roadway resurfacing and maintenance.

In general, the existing coordination mechanisms between the City and the County function well. Since the City is essentially built out, no major modifications are recommended to current practices.

In terms of future conditions, the City should review and take a position on issues such as proposed regional wellfields, US 1 highway needs, and sewer and solid waste disposal. To date, the City has consistently supported the County in the concept of regional provision of services.

TAXING DISTRICTS

The City of Lighthouse Point is included within several special taxing districts which levy taxes on City property. The various districts are presented in the following Table 8-2.

Table 8-2 Lighthouse Point Special Taxing Districts

Tax District	District Area	2000 Millage Rate
Board of County Commissioners	County-wide	7.5250
Broward County School Board	County-wide	8.9553
South FL Water Management District	County-wide	0.6970
North Broward Hospital District	North County	2.4803
Hillsboro Inlet Improvement District	Northeast County	0.1036
Florida Inland Navigation District	County-wide	0.0410

Source: Broward County – Revenue Collection Division

Coordination mechanisms and issues concerning Broward County and the Broward County School Board were previously discussed.

Regarding the South Florida Water Management District, the City’s existing level of interaction is comparable to that of the County Water Management Division. Since the District reviews development proposals in detail for sites with greater than two acres of impervious area, the City generally has less interaction in this category than with the County.

Because the City has no potable water treatment or storage facilities, interaction with the District is minor. The major relationship of the City and the District is indirect by virtue of areawide water management and flood control efforts which, for the most part, are occurring upland of the City.

The North Broward Hospital District provides for the continued development and maintenance of major public health facilities. The continued maintenance and operation of the North Broward Hospital to serve City residents is clearly in the City’s best interest and the City supports this effort.

The Hillsboro Inlet Improvement District provides a service to the City by dredging and maintaining minimum water depths through the ocean passage. The Florida Inland Navigation District (FIND) provides for the same activity along the Intracoastal Waterway. The City has had agreements to operate and maintain FIND property along the Intracoastal Waterway for local parks and recreation purposes. However, the previous FIND property in the City was purchased in 2002 using Broward County Park Bonds and is now DeGroff Park. The City’s extensive reliance on waterfront amenities and boating opportunities is obvious. The City supports and will continue to support the Districts’ efforts to keep the inlet and approach channels navigable for local residents.

REGIONAL AND STATE GOVERNMENT

The City has a variety of ongoing coordination mechanisms in place with various regional and state agencies. Relationships with the South Florida Water Management District and the State Department of Environmental Regulation were already addressed.

The City is within the jurisdiction of the South Florida Regional Planning Council located in Hollywood. This agency is charged with setting regional planning goals and priorities, and with the review of developments of regional impact. Along with the Regional Planning Council, the Florida Department of Community Affairs provides for coordination through the administration of grants, planning assistance, and local plan review.

The Florida Department of Transportation has jurisdiction over the City's section of US 1. The City participates in maintenance agreements with both the State and the County to operate and maintain individual signalized intersections. The City needs to maintain and, where appropriate, revise these agreements and should lobby both of these groups to secure funding for miscellaneous future improvements to the facility.

Another group with which the City coordinates activities is the Florida Marine Patrol. The City supports the efforts of this group to enforce all safe boating procedures. Additionally, the City, in consultation with Florida Inland Navigation District, the Department of Natural Resources and the US Corps of Engineers will participate in the location of suitable dredge and spoil sites. The City has agreed to submit when necessary to the Coastal Resources Interagency Management dispute resolution regarding dredge siting conflicts. Currently, there are no dredge and spoil sites located in the City of Lighthouse Point.

ANALYSIS SUMMARY

The City of Lighthouse Point has a varied relationship with different agencies in local and areawide community affairs. The nature of the existing coordination mechanisms ranges from written agreements with public and private service providers to informal communication or actions with outside agencies and individuals. For the most part, the existing mechanisms function well with respect to the City's interests.

In terms of future efforts, Lighthouse Point needs to maintain all contractual service agreements with existing or selected revised providers. The City should establish a position and/or written agreements regarding the regional provision of certain services.

The City should endeavor to become more vigorous in its support of area roadway improvements. The City should also undertake an effort to lobby the County and Florida Department of Transportation for improvements along portions of US 1 and at major intersections.

Based on this analysis, Section I of the Comprehensive Plan presents a compilation of intergovernmental goals, objectives and policies.

X. Coastal Management Element

Hurricane Evacuation

INTRODUCTION

The 1997 Broward County Comprehensive Plan's Natural Disaster Component utilized data and analysis provided by the Broward County Emergency Management Division. This section of the Coastal Management Element, summarizes portions of that study with updates utilizing 2008 data.

HURRICANE EVACUATION PLAN

The Broward County Coastal Hurricane Evacuation Plan (BCCHEP) contains two levels for addressing a storm situation. The first instance and lowest level of action is Plan "A". This response provides for a Saffir / Simpson category 1-2 hurricane intensity. This hurricane level would include a storm surge of four to seven feet above mean sea level with winds of ranges of 74 to 110 miles per hour. Plan "A" necessitates the evacuation of all coastal residents between the coastline and the Intracoastal Waterway as well as mobile home residents in selected areas. The second level is Plan "B". This response provides for a Saffir / Simpson category 3 or higher hurricane intensity. This hurricane level would include a storm surge of seven to eleven feet above mean sea level with winds of ranges of 111 to 151 plus miles per hour. Plan "B" necessitates the evacuation of all coastal residents between the coastline to US1 and all county mobile home residents.

BCCHEP RELATIONSHIP WITH THE CITY OF LIGHTHOUSE POINT

The City of Lighthouse Point is located such that the City would need to be evacuated in any approaching hurricane of Plan "B". FEMA maps indicate that the City is generally within the "A" zone (zone of potential floods) but not within a "V" (velocity) zone associated with wave related damage. In order to facilitate orderly evacuation, the County has designated the US1 intersections with Copans Road and Sample Road as Designated Controlled Intersections. In this instance, City police officers or other members of the Florida Highway Patrol or Broward Sheriffs Office would direct traffic to ensure optimum functioning of the intersections and evacuation route traffic lanes. The evacuation route for the City is west via Hillsboro Boulevard,

Sample Road, or Copans Road to western Broward County. Figure 5-2 provides the City's evacuation route, transportation constraints and shelter locations.

According to the Broward County Emergency Management Division (1996), fifteen (15) percent of persons requiring evacuation for Plans A, B and C would also require public shelter. With the City's 2000 resident population of approximately 10,767 residents, approximately 1,615 residents would require shelter spaces. County-wide there are approximately 37,000 shelter spaces available at 12 Broward County Public Schools that serve as primary hurricane shelters. Also, 30,000 shelter spaces are available at secondary hurricane shelters, which are also County Public Schools, and additional public schools could be opened should more spaces be required.

The County Administrator will issue an evacuation order twenty-six (26) hours prior to hurricane landfall for Plan B. The 1997 Broward County Natural Disaster Planning Component estimates that evacuation will take approximately twelve for Plans "B" and "C", with an estimated travel time including 30 minutes for loading, 10 minutes for unloading and a travel speed of fifteen (15) miles per hour. The evacuation time is dependent on the traffic conditions and the cooperation provided by the public though during Hurricane Andrew only fifty-four (54) percent of high-hazard residents evacuated. It should be noted that previously Broward County had three evacuation Plans – "A", "B" and "C"; however, in 2001 the Plan was changes to only a Plan "A" and "B".

Figure 10-1

Flood Zone

(See Graphic Folder on CD)

Figure 10-2

Hurricane Evacuation Routes

(See Graphic Folder on CD)

Lead agencies designated to coordinate evacuation and reentry activities would be the Broward County Community Services Department and Mass Transit Division. Support agencies include the Broward County Fleet Services Division, the Broward County School Board, the South Florida Regional Transportation Authority (SFRTA), the Paratransit Services Section and the Broward County Sheriff's Office.

Some of the County's residents are transit dependent. For this segment of the population a Mass Transit Plan has been prepared to address Broward County population segments located with evacuation areas. The City is located in Mass Transit Evacuation Zone 1. Under a Plan "B" situation, this zone includes the area west of the Intracoastal Waterway between the Broward County line in northern Deerfield Beach to Copans Road. County planning figures estimate that approximately 3,400 people are transit dependent in Zone 1. While no detailed studies have been performed to identify the transit dependent population in the City, an estimate based on the 1980 census age breakdown, vehicle availability and household income in the City would suggest an evacuation population of less than 300 persons. The vast majority of this target population is considered to reside in the multifamily area adjacent to and north of the City Hall. Another smaller focal area would be in the area near Tillotson Square. The City presently has a voluntary procedure for identifying potential households requiring evacuation assistance; a more provocative approach in determining the actual magnitude and location of the local target population may be desirable.

Transit evacuation operations begin four hours after an evacuation order, which is given 21 to 26 hours prior to the forecasted landfall of a hurricane. Under Plan "A" (Storm Category 1-2), emergency transit operations stay in effect for approximately 6.5 hours. One emergency transit route, with service at the intersection of Sample Road and US 1, would provide transit evacuation service to Coral Glades High School. Under Plan "B", additional emergency transit service would be provided, with service continuing for 12 hours.

The BCCPEOP draft specifies that individuals with special needs requiring special transportation will have their evacuation and reentry needs addressed by their designated Paratransit Transportation contractors. The Broward County Paratransit Services Section, through the means of contract arrangements, will be responsible for the door-to-door evacuation of the elderly and handicapped persons and will also respond to telephone requests from residents or through the Emergency Operations Center. Lead agencies designated to coordinate evacuation and reentry activities would be the Broward County Community Services Department and Mass Transit Division. Support agencies include the Broward County Fleet Services Division, the

Broward County School Board, the South Florida Regional Transportation Authority (SFRTA), the Paratransit Services Section and the Broward County Sheriff's Office. Portions of the BCCEOP have been incorporated into this portion of the element.

In order to implement evacuation of transit dependents, the City has several rendezvous areas including Venetian Isles Shopping Center. Except for the Tillotson Square area, these locations are within a quarter mile walking distance of the target population areas. Some residents may require aid such that the City should work to establish a database and/or communicate the potential availability of City emergency services personnel to provide this assistance.

The City's land use pattern of low density residential uses is firmly established; minimal growth in population is anticipated. The existing internal street system is considered able to accommodate short term evacuation of residents without problem. The City may want to consider posting personnel at strategic locations along Lighthouse Drive to aid in an orderly evacuation.

Based on areawide demographic trends, it is possible that the City's elderly population could increase. In this respect, the City's transit dependent population could also increase such that additional rendezvous sites may be required. Potential sites for these locations would be the Beacon Light Shopping Center and Tillotson Square.

The refuge center for Zone 1 includes Pompano Beach Institute of International Studies High School located just west of US 1 and north of Atlantic Boulevard (closest shelter), Lyons Creek Middle School and Monarch High School, both located in the City of Coconut Creek east of US 441 north and south of Lyons Road. The evacuation time for approximately 3,400 transit dependents in Zone 1 is estimated to be 1.2 hours. With proper advance warning of an approaching storm, this evacuation time is considered satisfactory. While 2/3 of the capacity of each refuge facility is assigned to transit dependents, additional refuge facilities for City's non-transit dependents include: Coral Glades High School located at Sample Road and the Sawgrass Expressway and several other locations in central Broward County (Fort Lauderdale / Lauderdale Lakes / Plantation). The location of the additional shelters is provided in Figure 5-2. County-wide, primary and secondary shelters are provided with a capacity for 67,000 residents and additional public schools could be opened if additional shelter spaces were required.

In order to improve the evacuation times of the City's residents, the City should investigate several actions. First the City should seek designation of the 15th Street and US1 intersection as a designated controlled intersection. This intersection connects to the evacuation route and this designation would assist in reducing congestion problems that may occur in the event of an evacuation.

The City should also determine the need to include some of the City's bridge connected subdivisions in earlier evacuation notification activities. This program should be considered in the maintenance efforts for the City's bridges. These areas may be susceptible to high storm tide waters that might restrict evacuation efforts in Plan "B" and Plan "C" evacuations.

The City should also continue to participate in emergency preparedness drills with Broward County and adjacent cities. This effort should facilitate the evacuation procedures thereby reducing evacuation times. The City should also investigate the feasibility and means of identifying the locations of transit dependent residents in the City. This information would further improve evacuation times.

Historical Growth

The initial development of property that was to later become the City occurred in January 1952. Due to the coastal location, and in keeping with standard development practices of the period, extensive land clearing and dredge and fill activities were underway in April 1952. The first homeowners in the immediate area, Mr. and Mrs. Alvah Beals, took occupancy in March, 1953. In June 1956 several residents of four separate subdivisions met to consider municipal incorporation; their efforts eventually culminated in the Legislative approval of the City's Municipal Charter in June 1957.

Lighthouse Point grew very quickly during the sixties and by the early seventies the City was essentially built-out. Development in the City subsequent to this period has been one of in-fill construction on the left-over vacant parcels. With the high quality of the existing housing stock, very little vacant property available for new development and no surrounding land to annex, the City is not anticipated to grow significantly in the foreseeable future.

Environmental Characteristics

The desirable sub-tropical climate is foremost among Lighthouse Point's physical attributes. The annual average temperature is approximately 75 degrees, with a winter average of 65 degrees and a summer average of 85 degrees. This climatic condition is the result of two elements: the Florida Gulf Stream and the prevailing southeasterly trade winds. The Florida Gulf Stream is an ocean current flowing northward from the Caribbean Sea and Gulf of Mexico and passing very close to land along Broward County. This has a stabilizing effect on temperatures. The combined moderating influences of these two factors result in coastal South Florida being a highly desirable area.

Rainfall in Broward County averages 50-60 inches per year. Eastern areas receive close to 48 inches per year while the western areas experience heavier amounts. Almost 60% of the rainfall occurs during the rainy season between June and October.

Based on the natural topography and the historical method of development, the City has relatively uniform land elevations which generally vary between five and eight feet. A slight elevation increase to approximately ten feet occurs near the western edge of the City along US 1.

The predominate soil type is the Arents-Urban land association. Typical of the coastal lowland areas, this type of soil is characterized as modified for urban use by spreading sandy fill material over the natural soil. Another major soil type near US 1 is the Immokalee-Urban land association, described as poorly drained sandy soils about 80 inches deep with dark organic coated subsoil. Much of this soil area has also been modified for development. Because of the urban development, there are no soil erosion problems. See Figure 5-4 Soil Associations in Adopted Section of Comprehensive Plan.

The original urban development practice in the City has resulted in the elimination of any significant stands of native vegetation. Originally a combination of upland sand pine and oak hammock communities, and lowland swamp, marsh or mangrove habitats, the only vestige of these communities is the occasional oak or sand pine tree interspersed in the residential ornamental vegetation. Exotic species, such as Australian Pine, have invaded and dominate the few vacant shoreline parcels; a few pioneer mangrove trees have also established themselves along the tidelines of these parcels. Some indigenous vegetation has been reintroduced in the area by individual businesses and homeowners, as well as by the municipal beautification committee in selected area and street swale plantings. In recent years, the City has made improvements to DeGroff Park which is in the northeast corner of the City along the Intracoastal Waterway. The improvements have included eliminating invasive and non-native plants and trees and replacing them with native vegetation.

Physical Characteristics

The City of Lighthouse Point is a desirable, water-oriented residential community in a mature stage of physical development. The City is characterized by its high quality residential areas which are well maintained.

The City is unique in that a large amount of the residential area is laced with deepwater canals and waterways which provide access to the Intracoastal Waterway, nearby Hillsboro Inlet and the Atlantic Ocean. Consisting of approximately 33 miles of residential frontage, over fifty percent of the mainly single-family lots have access to the City waterway system. Almost all of the water frontage has been bulkheaded. Residential lots along the Intracoastal Waterway in the east central part of the City have vegetation/sandy shorelines, some of which have been reinforced with piles of large boulders.

Another positive attribute is the absence of arterial roadway facilities within the City. The US 1 / Federal Highway corridor, the City's western boundary serves as the regional facility for north/south through traffic in northeastern Broward County. East to west through movements are minimal due to the lack of a bridge causeway to the adjacent barrier island community of Hillsboro Beach. The City's major north/south collector roadway is Lighthouse Drive which carries relatively low volumes of local traffic.

Archeological and Historic Resources

There are no registered sites of historical significance in the City; however, “Caps Place” restaurant, originally built in 1929 and still operating, has a long and colorful history and is best known for its patronage by various famous political figures during World War II. This site may be eligible for designation in the Florida Master Site File and designation as a historic landmark. This site is located on the Intracoastal Waterway at the south end of NE 31st Avenue near the LHP Yacht Club.

Research of Broward County documents reveal that there are no known or documented archeological sites in the City.

Aquatic and Terrestrial Wildlife

Because the City is fully developed, there is little or no native wildlife except occasional small mammals such as raccoons and opossums. The waterways that surround and course through the City contain typical fish and invertebrates, as well as bottom plants such as sea grasses. Occasionally, Manatees are seen in the waterways as well.

Water-Dependent and Water-Related Uses

Water dependent uses include the private marinas and private docks along the seawalls. No water-related uses exist such as hotels or beaches; however, DeGroff Park adjoins one of the waterways.

Sources of Pollution

There are known sources of pollution in the City, other than normal urban runoff from developed areas via sheet flow or via the underground stormwater piping system. There are no industrial uses. The City attempts to provide pre-treatment of runoff through grass swales prior to discharge and provides pollution retardant structures in the stormwater system to stop sediments. There are a number of outfalls to the City waterways.

In addition to stormwater runoff, marinas and individuals boat docks could be viewed as a non-point source of pollution due to petroleum spills, disposal of untreated sewage from “marine heads” and concentrations of heavy metals in bottom sediments. Specific data on the degree of pollution from such non-point sources of pollution is not available.

Existing Land Use

The predominant land use in the City of Lighthouse Point is residential which accounts for approximately 84% of the total City acreage. Of the residential land use approximately 74% is single-family residential. The single-family residential areas are located in the central and eastern portions of the City and occupy most of the waterfront areas of the City along the many City canals, Lake Placid and the Intracoastal Waterway. The majority of the single-family residents are located within three original subdivision plats and their various sections: Lighthouse Point; Venetian Isles; and Coral Key Villas. These three subdivisions were developed in the 1950’s through the 1970’s and were almost entirely built-out by the 1980’s. Today, many of the original homes have been modified or redeveloped and there were only 28 vacant single-family lots in early 2008.

Multi-family residential land use accounts for approximately 10% of the total residential land use within the City. Most of the multi-family residential land use within the City is located adjacent to the commercial corridor along the City’s western edge along US 1 buffering the single-family area and along the major entry points to the City (Sample Road and NE 39th Street). A new townhouse community was also built along Federal Highway in the last several years, which replaced an older mobile home park. There are several notable multi-family residential areas located elsewhere within the City. The first area is the Tillotson Square area in the southeast portion of the City which includes a combination of townhouse, duplex and multi-family residences. The second is the multi-family development of Palm-Aire of Coral Key located on NE 48th Court adjacent to the Intracoastal Waterway. In early 2008, there were only two vacant multi-family lots within the City accounting for less than 0.5 acres.

The next most prevalent land uses within the City of Lighthouse Point is commercial, which represent approximately 9.4% of the total City acreage. The majority of the existing commercial

land uses are found along the eastern side of the US 1 / Federal Highway corridor along the City's western boundary. Adjacent to the Federal Highway commercial corridor, additional commercial land uses can be found along major entry points to the City at NE 24th Street, Sample Road and NE 39th Street. The commercial uses includes two large shopping centers (Venetian Isles and Beacon Light Shopping Centers); several automobile dealerships; professional office buildings; small retail strip centers; convenient stores; restaurants and fast food; and automobile related uses. Within the primarily residential areas of the City there are several notable commercial uses; two commercial recreation facilities and one restaurant. The Lighthouse Point Yacht and Racquet Club is a private recreational facility that includes a 78-slip marina, tennis courts, a spa, a pool and a restaurant. The Lighthouse Point Marina located at Tillotson Square is the other commercial recreation facility and includes a marina, tennis courts, a pool and several small shops. Cap's Place Restaurant dates back to 1929 and located in the residential area sandwiched between Lake Placid and the Intracoastal Waterway.

The third primary existing land use category in the City of Lighthouse Point is community facilities land use which accounts for approximately 2.5% of the total City acreage. Community facilities include both public and private facilities and City parks. Public community facilities within the City include a City administration complex located along NE 22nd Avenue just north of Sample Road which includes City Hall / Library, an administration annex, and the City Police and Fire Stations. Other public community facilities within the City include a Department of Public Works building located adjacent to Dan Witt Park and a US Post Office facility on Sample Road just east of US 1. Private community facilities within the City include several churches and day care facilities. The City of Lighthouse Point park and recreation facilities include two (2) 6-acre active park sites, a tennis center, a 3-acre passive natural area, a joint use park on the City's southern boundary, a 17-acre lake and several smaller parks located throughout the City. A full description of the City park sites can be found in Section IX of the Comprehensive Support Documents.

Future Land Use

The City's Future Land Use is expected to remain the same over the next planning period. The City's Future Land Use Plan can be found as part of the Comprehensive Plan (Figure 3-1).

The City Plan provides for the following:

- preservation of existing single-family and duplex areas
- continued development/redevelopment of commercial areas
- a development review procedure to allow the City to assess the impact of future development proposals

Future redevelopment in the City of Lighthouse Point will ensure that existing City services such as sanitary sewage, the delivery of potable water, storm drainage and police and fire protection have sufficient capacity to provide for the possible impact of any proposed redevelopments.

Post Disaster Planning and Redevelopment

Following a major natural disaster, such as a hurricane, there is a period devoted to damage assessments, cleanup and rebuilding. The typical reaction is to rebuild everything to the condition that preceded the storm. Rebuilding to pre-storm conditions may be imprudent and result in repeated damage to the same structures. The special vulnerability of certain areas to damage by hurricanes or other storms should not be ignored, rather it should be used to revise land use and capital facilities plans in order to make the community safer and reduce inconveniences and dislocation by storm. In order to respond quickly after a storm with alternative land use and capital facility plans, it is necessary to examine in advance the areas, structures and facilities most likely to be damaged and provide alternatives to current lands use plans and facility sites which can be adjusted following a storm event.

Damage assessment is an operation which will begin during the recovery stage, specifically during restoration. It is an important step in restoring the community to normal by providing a mechanism for federal financial assistance, which is necessary for long-term recovery. In many cases, the extraordinary expenses with cleanup and security can be reimbursed by the Federal Emergency Management

Agency (FEMA). In order to qualify for federal assistance, a declaration of emergency must be made by FEMA or the President. It is the responsibility of the local government to estimate initial damage in order to trigger federal response. Once the response is assured more specific damage assessments are necessary.

The areas of the City which are expected to sustain the most damage during a hurricane are along the waterways due to tidal water fluctuations. However, coastal winds may also cause significant damage. The first item which must be decided is the threshold of damage beyond which the City will consider alternatives to the existing situation. Damage equal to or exceeding 50 percent of the value of the structure is the standard used by the National Flood Insurance Program. The City adopts the 50% threshold.

Since the City land use pattern is well established, the City's current post-disaster redevelopment plan is to rebuild exactly the same as exists in 2008; however, structures damaged greater than 50% must be rebuilt to meet current day standards, unless otherwise approved by the City on a case-by-case basis. City infrastructure shall also be upgraded to meet current day standards.

XI. Land Use Implementation

Definitions

“Accessory dwelling unit” means an ancillary or secondary living unit, that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit.

"Accessory use" shall mean a use naturally and customarily incidental, subservient or subordinate to the principal use.

"Accommodations" means any apartment, condominium or cooperative unit, cabin, lodge, hotel or motel room, campground, or other private or commercial structure which is situated on real property and designed for occupancy or use by one or more individuals.

“Adjusted gross income” means all wages, assets, regular cash or noncash contributions or gifts from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under Statue 62 of the Internal Revenue Code.

"Administration Commission" means the Governor and the Cabinet of the State of Florida.

"Administrative Rules Document" means a publication containing rules, guidelines, procedures, and methodologies reviewed, revised, adopted and amended by the Broward County Planning Council and Board of County Commissioners for the purpose of providing assistance and guidance to local governmental entities and providing direction to Council staff in implementing the Broward County Land Use Plan.

"Affected Persons" includes the affected local government; persons owning property, residing, or owning or operating a business within the boundaries of the local government whose plan is the subject of the review; and adjoining local governments that can demonstrate that adoption of the plan as proposed would produce substantial impacts on the increased need for publicly funded infrastructure or substantial impacts on areas designated for protection or special treatment within their jurisdictions. Each

person, other than an adjoining local government, in order to qualify under this definition, shall also have submitted oral or written objections during the local government review and adoption proceedings.

“Affordable Housing” means housing for which monthly rents or monthly mortgage payments (including taxes and insurance) do not exceed 30 percent of an amount representing the percentage (very low = 50%; low = 80%; moderate = 120%) of the median income limits adjusted for family size for the households.

“Affordable rental” means that monthly rent and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for extremely-low-income, very-low-income, low-income, or moderate-income persons.

“Agricultural Uses” means activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland; pastureland; orchards; vineyards; nurseries; ornamental horticulture areas; groves; confined feeding operations; specialty farms; and silviculture areas.

“Airport Clear Zone” means a designated area of land which is subject to peak aircraft noise and on which there is the highest potential of danger from airport operations.

“Airport Facility” means any area of land or water improved, maintained or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.

“Airport Obstruction” means any structure, object of natural growth, existing condition or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations.

“Alley” means a right-of-way providing a secondary means of access and service to abutting property.

“Amendment” means any action of a local government which has the effect of amending, adding to, deleting from or changing an adopted comprehensive plan element or map or map series, including an action affecting a prior plan or plan

amendment adoption ordinance, but shall not mean a legislative act which only codifies local legislation or makes corrections, updates and modifications of the capital improvements element concerning cost, revenue sources, acceptance of facilities or facility construction dates consistent with the plan as provided in subsection 163.3177(3)(b), Florida Statutes, and corrections, updates, or modifications of current costs in other elements, as provided in subsection 163.3187(2), Florida Statutes. Any references to a plan or comprehensive plan shall also be deemed to refer to a plan amendment.

"Annexation" means the adding of real property to the boundaries of an incorporated municipality, such addition making such real property in every way a part of the municipality.

"Aquatic Vegetation" means a plant characteristically growing wholly or partly submerged in water.

"Area or Area of Jurisdiction" means the total area of Broward County including all of the lands lying within the limits of an incorporated municipality, and the unincorporated lands within the county.

"Areas Subject to Coastal Flooding" see "hurricane vulnerability zone".

"Arterial Road" means a roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

"Beach" means the zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to line of permanent vegetation, usually the effective limit of storm waves. "Beach", as used in the coastal management element requirements, is limited to oceanic and estuarine shorelines.

"Bicycle and Pedestrian Ways" means any road, path or way, which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

"Broward County Coastal Area" means the land and water eastward of U.S. Highway 1 to the Atlantic Ocean.

"Broward County Coastal High Hazard Area" means the land and water eastward of the Atlantic Intracoastal Waterway to the Atlantic Ocean including any coastal protection structures.

"Broward County Land Use Plan" means the future land use plan element for all of Broward County adopted by the Broward County Commission in conformance with the requirements of the Broward County Charter and the Local Government Comprehensive Planning and Land Development Regulation Act.

"Broward County Trafficways Plan" means the plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (also known as the Broward County Planning Council Trafficways Plan).

"Building" means any structure having a roof and used or built for the shelter or enclosure of persons, animals, chattels, or property of any kind.

"Building Permit" means:

- (1) Any permit for the erection or construction of a new building required by Section 301.1 of the South Florida Building Code, 1984, Broward Edition, as amended.
- (2) Any permit for an addition to an existing building which would:
 - (a) create one or more dwelling units, or
 - (b) involve a change in the occupancy of a building as described in section 104.7 of the South Florida Building Code, 1984, Broward Edition, as amended.
- (3) Any permit which would be required for the nonresidential operations included in Section 301.1(a) of the South Florida Building Code, 1984, Broward Edition, as amended.

"Capital Budget" means the portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

"Capital Improvement" means physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purpose of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

"Certified Land Use Plan" means the City of Lighthouse Point land use plan which has been certified by the Broward County Planning Council as being in substantial conformity with the Broward County Land Use Plan and which has been adopted by the City in conformance with the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act.

"Clustering" means the grouping together of structures and infrastructure on a portion of a development site.

"Coastal Construction Control Line" means the line established by the Florida Department of Natural Resources after a determination, through comprehensive engineering study and topographic survey, that the establishment of such control line is necessary for the protection of upland properties and the control of beach erosion, pursuant to Section 161.053, Florida Statutes.

"Coastal high hazard areas" (also "high-hazard coastal areas") means the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

"Collector Road" means a roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

"Commercial Uses" means activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

"Community Cultural Facility" means a facility that is readily accessible to all segments of the community for cultural activities (performing, visual and literary arts). The center should include classroom and workshop space, exhibit and performance space and cultural programming by professional artists for all age groups.

"Community Park" means acreage listed in the "Community and Regional Parks" subsection of the Plan Implementation Requirements Section of the Broward County Land Use Plan that is utilized by local government entities to meet the community level parks requirement of the Broward County Land Use Plan.

"Community Shopping Center" means a shopping center which typically ranges from approximately 100,000 to 300,000 square feet of gross leasable area and is generally built around a junior department store or variety store and supermarket as the major tenants. Community shopping centers typically range in area from approximately 10 acres to 30 acres and serve trade areas ranging from roughly 40,000 people to 150,000 people.

"Compatibility" means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

"Composition" means the make up of various land uses by type, extent, intensity, density, or otherwise, which are included in a development or land use category.

"Comprehensive Plan" means a plan that meets the requirements of ss 163.3177 and 163.3178, Florida Statutes.

"Concurrency" means public facilities and services needed to support development shall be available at the same time or coincidental with the impacts of such development.

"Concurrency Management System" means the provisions in the local government comprehensive plan including implementation regulations, encompassing the restrictions, methods, resources, timing and solutions intended to be compatible with and further compliance with the statutory requirement to provide public facilities and services needed to support, consistent with concurrency requirements and Section 163.3180 Florida Statutes (1993).

"Cone of Influence" (Zone of Influence) means an area around one or more major waterwells the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on ground water travel or drawdown depth.

"Conservation Uses" means activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

"Consistent" means compatible with and furthers. "Compatible with" means not in conflict with. "Furthers" means to take action in the direction of realizing the goals and policies. As applied to the local plan, a local plan shall be consistent with the state plan and the regional plan.

"Contiguous" means in close proximity, touching or adjacent.

"Contraction" means the reversion of real property within municipality boundaries to an unincorporated status.

"County Commission" means the Board of County Commissioners of Broward County, Florida.

"County Land Planning Agency" means the agency designated to prepare the comprehensive plan for the County or in case of Chartered Counties, the agency which has the planning responsibility between the County and the municipalities as stipulated in the Charter.

"County Land Use Plan" means the Broward County Land Use Plan adopted by the County Commission on November 9, 1977.

“Dashed-Line Area” means an area on the Future Broward County Land Use Plan Map (Series) bordered by a dashed line and designated as having a particular maximum overall density of dwelling units for all land and land uses within the area, and/or a particular total number of dwelling units permitted within the area.

“DeepWater Ports” as defined in Rule 9J-5, including Port Everglades.

“Density” means an objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

“Designated Redevelopment Area” means those areas depicted within the Future Broward County Land Use Plan Map (Series) which have been determined to be redevelopment areas by the Broward County Board of County Commissioners. Criteria for designated redevelopment areas are contained within Section IV.D. of the Broward County Land Use Plan. Policies which encourage redevelopment within designated redevelopment areas are located under Objective 14.03.00 of the Broward County Land Use Plan.

"Developer" means any person, including a governmental agency, undertaking development.

"Development" means:

- (1) The carrying out of any building activity or mining operation, the making of any material change in the use of appearance of any structure or land, or the dividing of land into two or more parcels.
- (2) The following activities or uses shall be taken for the purposes of this chapter to involve "development," as defined in this section:
 - (a) A reconstruction, alteration of the size, or material change in the external appearance of a structure or land.
 - (b) A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.

- (c) Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any "coastal constructure" as defined in ss.161.021.
 - (d) Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
 - (e) Demolition of a structure.
 - (f) Clearing of land as an adjunct of construction.
 - (g) Deposit of refuse, solid or liquid waste, or fill on a parcel of land.
- (3) The following operations or uses shall not be taken for the purpose of this chapter to involve "development" as defined herein:
- (a) Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad tract, if the work is carried out on land within the boundaries or the right-of-way.
 - (b) Work by any utility and other persons engaged in the distribution or transmission of gas or water, for the purposes of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, powerlines, towers, poles, tracks, or the like.
 - (c) Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
 - (d) The use of any structure or land devoted to dwelling uses or any purpose customarily incidental to enjoyment of the dwelling.
 - (e) The use of any land for the purpose of growing plants, crops, trees, and other agricultural or forestry products; raising livestock; or for other agricultural purposes.
 - (f) A change in use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
 - (g) A change in the ownership or form of ownership of any parcel or structure.

- (h) The creation or termination of rights of access, reparation rights, easements, covenants concerning development of land, or other rights in land.
- (4) "Development," as designated in an ordinance, rule, or development rule includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, "development" refers to the act of developing to the result of development. Reference to any specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit the generality of subsection (1).

“Development controls” means standards in the comprehensive plan which control the development or use of land and which are in addition to the densities, intensities, and uses assigned to land by the future conditions map.

"Development Order" means any order granting, denying, or granting with conditions an application for a development permit.

"Development Permit" includes any building permit, zoning permit, plat approval, or rezoning, certification, variance, or other action having the effect of permitting development.

“Distribution” means the spatial array of land uses throughout an area.

"Downtown Development Authority" means a local governmental agency established under Part III of Chapter 163 or created with similar powers and responsibilities by special act for the purpose of planning, coordinating, and assisting in the implementation, revitalization, and redevelopment of a specific downtown area of a city or town.

“Downtown Revitalization” means the physical and economic renewal of a central business district of a community as designated by local government, and includes both downtown development and redevelopment.

“Drainage Basin” means the area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

"Drainage Facilities" means a system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

"Dune" means a mound or ridge of loose sediments, usually sand-sized sediments, lying landward of the beach and extending inland to the landward toe of the dune which intercepts the 100-year storm surge.

" Dwelling Unit " means a house, apartment, or condominium unit, trailer, group of rooms, or a single room intended for occupancy as separate living quarters with direct access from the outside of the building or through a common hall and with complete kitchen facilities for the exclusive use of the occupants, including the rental units contained in a multi-unit structure or complex which are licensed by the State Department of Business Regulation, Division of Hotels and Restaurants, as "apartments", "rental condominiums" and "retirement housing" or live-aboard vessels located in multi-family "Residential" designated areas which are required to hookup to marine sanitation systems.

"Easement" means any strip of land created by a subdivider for public or private utilities, drainage, sanitation, or other specified uses having limitations, the title to which shall remain in the name of the property owner, subject to the right of use designated in the reservation of the servitude.

"Ecological Community" means a distinctive combination of two or more ecologically related species, living together and interacting with each other in a characteristic natural habitat.

"Educational Uses" means activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

"Enhancement" shall mean the alteration of an existing wetland to increase the functional value.

“Environmentally Sensitive Land” means those areas containing Natural Resources, as depicted in the Natural Resource Map Series of the Broward County Land use Plan, which have been determined to be environmentally sensitive by the Broward County Board of County Commissioners. The criteria for designation of Environmentally Sensitive Land are contained within the Plan Implementation section of the Broward County Land Use Plan. Policies which ensure the protection of Environmentally Sensitive Lands, consistent with the requirements of Section 163.3202 Florida Statutes, are located under Objective 9.01.00 of the Broward County Land Use Plan.

“Estuary” means a semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. "Estuaries" include bays, embayments, lagoons, sounds and tidal streams.

"Evacuation Routes" means routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

“Existing Urban Service Area” means built-up areas where public facilities and services such as sewage treatment systems, roads, schools, and recreation areas are already in place.

“Extent” means the amount of development, including the area or size in acres.

“Extremely-low-income persons” means one or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the State. The Florida Housing Finance Corporation may adjust this amount annually by rule to provide that in lower income counties, extremely low income may be less than 30 percent of area median income.

“Facility availability” means whether or not a facility is available in a manner to satisfy the concurrency management system.

“Financial feasibility” means that sufficient revenues are currently available or will be available from committed funding sources for the first 3 years, or will be available from

committed or planned funding sources for the years 4 and 5, of a 5-year capital improvement schedule for financing capital improvements, such as ad valorem taxes, bonds, state and federal funds, tax revenues, impact fees, and developer contributions, which are adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the 5-year schedule of capital improvements. A comprehensive plan shall be deemed financially feasible for transportation and school facilities throughout the planning period addressed by the capital improvements schedule if it can be demonstrated that the level-of-service standards will be achieved and maintained by the end of the planning period even if in a particular year such improvements are not concurrent as required by 163.3180, Florida State Statutes.

"Flexibility Zone" means a geographic area, as delineated on the flexibility zone boundary maps in the Administrative Rules Document of the Broward County Planning Council, within which residential densities and land uses may be redistributed through the plan certification process.

"Floodplains" means areas inundated during an identified flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

"Floodprone areas" means areas inundated during a 100-year flood event or areas identified by the National Flood Insurance Program as an A Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

"Freshwater Marsh" means a wetland having more than 25 percent vegetative cover by terrestrial herbs but 40 percent or less cover by woody plants, occasionally or regularly flooded by fresh water (e.g., sawgrass).

"Freshwater Swamp" means a wetland having more than 40 percent cover by woody plants and that is occasionally or regularly flooded by freshwater (e.g., cypress swamp).

"Functional relationship" means a complementary and interactive relationship among land uses or development, including at a minimum a substantial and positive exchange of human interaction, goods, resources, institutions, services, jobs, or workers between land uses or developments

"Future Broward County Land Use Plan Map (Series)" means the series of maps adopted by the Broward County Board of County Commissioners as part of the Broward County Land Use Plan. These include the Broward County Land Use Plan Map, Historic District and Historically Significant Properties Map, Natural Resources Map Series-Eastern Broward County and Natural Resources Map Series-Western Broward County.

"Goal" means the long term end toward which programs and activities are ultimately directed.

"Governing Body" means the City Commission of Lighthouse Point, Florida.

"Governmental Agency" means:

- (1) The United States or any department, commission, agency, or other instrumentality thereof;
- (2) The State of Florida or any department, commission, agency, or other instrumentality thereof;
- (3) Any local government, or any department, commission, agency, or other instrumentality thereof;
- (4) Any school board or other special district, authority, or other governmental entity.

"Gross Acre" means the total number of acres within a parcel of land.

"Gross Density" means the number of dwelling units constructed or proposed to be constructed within a parcel of land, divided by the gross acreage of the parcel of land. In determining the gross acreage of the parcel, the area encompassed by an extension of the parcel's boundaries to the centerline of adjacent public right-of-ways such as streets, roadways, alleys, canals and waterways (exclusive of expressways and the primary drainage system) can be added to the parcel area.

"Group Home" means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

"Hammock" means a dense growth of broad-leaved trees on a slight elevation; not considered wet enough to be a swamp.

"Hardwood" means a broad-leaved angiosperm (flowering plant) tree having wood characterized by the presence of specialized cells called vessels.

"Hazardous Waste" means solid waste, or combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

"Historic Resources" means all areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

"Hurricane Shelter" means a structure designated by local officials as a place of safe refuge during a storm or hurricane.

"Hurricane Vulnerability Zone" (also "areas subject to coastal flooding") means the areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-year storm or Category 3 storm event.

"Improvements" may include, but are not limited to street pavements, curbs and gutters, sidewalks, alley pavements, walkway pavements, water mains, sanitary sewers, storm sewers or drains, street names, signs, landscaping, permanent reference monuments, permanent control points, or any other improvement required by a governing body.

“In compliance” means consistent with the requirements of Florida State Statute 163.3177, when a local government adopts an educational facilities element, 163.3178, 163.3180, 163.3191, and 163.3245, with the State Comprehensive Plan, with the appropriate strategic regional policy plan, and with Chapter 9J-5, Florida Administrative Code, where such rule is not inconsistent with this part and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable.

"Industrial Uses" means the activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

"Infrastructure" means those man-made structures which serve the common needs of the population, such as; sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

“Intensity” means an objective measurement of the extent to which land may be developed or used, including the consumption or use of the space above, on or below ground; the measurement of the use of or demand on natural resources; and the measurement of the use of or demand on facilities and services.

“Lake” means a natural depression fed by one or more streams and from which a stream may flow; occurs due to widening or natural blockage of a river or stream or occurs in an isolated natural depression that is not part of a surface river or stream; usually too deep to permit the growth of rooted plants from shore to shore.

"Land" means the earth, water, and air, above, below, or on the surface, and includes any improvements or structures customarily regarded as land.

"Land Development Code" means various types of regulations relating to development within the City when combined in a single document.

"Land Development Regulation" means ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulations controlling the development of land.

"Land Development Regulation Commission" means a commission designated by a local government to develop and recommend, to the local governing body, land development regulations which implement the adopted comprehensive plan and to review land development regulations, or amendments thereto, for consistency with the adopted plan and report to the governing body regarding its findings. The responsibilities of the land development regulation commission may be performed by the Local Planning Agency.

"Land Use" means the development that has occurred on the land, the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted comprehensive plan or element or portion thereof, land development regulations, or a land development code, as the context may indicate.

"Land Use Plan" means the Land Use Plan for the City of Lighthouse Point, Florida, adopted as the Future Land Use Plan Element of the Local Government Comprehensive Planning Act of 1975, Sections 163.3161 - 163.3211, Florida Statutes, and certified by the Broward County Planning Council is being in substantial conformity with the Broward County Land Use Plan pursuant to Article VI of the Broward County Charter.

"Level of Service" means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

"Limited Access Facility" means a roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

"Littoral" means that portion of a body of water extending from shoreline toward the middle of the water to the limit of occupancy by rooted plants.

"Live-Aboard Vessel" means any vessel which is a habitable vessel on which habitation is occurring and which is used as a person's primary legal residence or temporary or seasonal residence even though it is not used solely as a residence but is also used for other purposes. A person's primary legal residence is a vessel where a person is presently living with the present intention of making it his or her permanent abode. A temporary or seasonal residence means habitation aboard a floating home or a vessel occupied by one (1) or more persons, while the home or vessel is moored or

docked. Habitable vessel means a vessel that is equipped with an on-board toilet. The term live-aboard vessel shall not include commercial fishing boats. Nothing within this definition shall be construed to prohibit or regulate the anchorage of non-live-aboard vessels engaged in the exercise of rights of navigation.

“Local Area of Particular Concern” means an area designated on the Natural Resource Map Series of the Broward County Land Use Plan which has been declared to be environmentally sensitive. Those areas are subject to environmental impact report provisions of the Broward County Land Development Code and policies under Objective 9.01.00. The criteria for Local Areas of Particular Concern are contained in the Plan Implementation Requirements section of the Broward County Land Use Plan.

"Local Comprehensive Plan" means any or all local comprehensive plans or elements or portions thereof prepared, adopted, or amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act.

"Local Government Entity" means a unit of government or any officially designated public agency or authority of a unit of government with less than statewide jurisdiction, or any officially designated public agency or authority of such a governmental entity. The term includes a county, an incorporated municipality, a consolidated city-county government, a metropolitan planning organization, an expressway or transportation authority, a turnpike project, a regional planning council, or a school board or other special district.

"Local Planning Agency" means the agency designated to prepare the comprehensive plan required by ch.163, Florida Statutes.

"Local Road" means a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

"Lot" includes tract or parcel - means the least fractional part of subdivided lands having limited fixed boundaries, and an assigned number, letter, or other name through which it may be identified.

"Lot or Parcel of Record" means a quantity of real property as a single unit described and identified in a deed and/or plat recorded in the public records of a county in the State of Florida.

"Low Income Families" means "lower income families" as defined under the Section 8 Assisted Housing Program, or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households."

"Low-Income Persons" means one or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual adjusted gross income for households within the state, or 80 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

"Major Trip Generators or Attractors" means concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

"Manufactured Home" means a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

"Marine Habitat" means areas where living marine resources naturally occur, such as mangroves, seagrass beds, algae beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, nearshore mineral deposits, and offshore sand deposits.

"Marine Resources" means living oceanic or estuarine plants or animals, such as mangroves, seagrasses, algae, coral reefs, and living marine habitat; fish, shellfish, crustacean and fisheries; and sea turtles and marine mammals.

"Marine Wetlands" means areas with a water regime determined primarily by tides and the dominant vegetation is salt tolerant plant species including those species listed in Subsection 17-4.02(17), Florida Administrative Code, "Submerged Marine Species."

"Mass Transit" means passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

"Mean High Water" means the average height of the high waters over a 19-year period. For shorter periods of observation, "mean high water" means the average height of the high waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of mean 19-year value.

"Mean High-Water Line" means the intersection of the tidal plane of mean high water with the shore.

"Mean Low Water" means the average height of the low waters over a 19-year period. For shorter periods of observation, "mean low water" means the average height of low waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of mean 19-year value.

"Mean Low Water Line" means the intersection of the tidal plane of mean low water with the shore.

"Minerals" means all solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

"Minimization" shall mean to reduce the wetland impacts of development by considering all aspects of a proposed development so that wetland impacts are reduced to the smallest possible amount, extent, size or degree consistent with Article XI, Chapter 27-335 of the Broward County Code of Ordinances enacted December 18, 1990.

"Mining" means the removal of minerals from their site solely for commercial purposes which may include crushing, batching, mixing and forming of mined materials.

"Mobile Home" means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained herein. If fabricated after June 15, 1976, each section bears a U.S. Department of Housing and Urban Development label certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standards.

“Moderate-Income Persons” means one or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

"Municipality" means any incorporated city, town, or village.

“Native Vegetative Communities” means those areas which contain ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, native vegetation and animals.

"Natural Drainage Features" means the naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes and wetlands.

“Natural Drainage Flow” means the pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regarding.

“Natural groundwater aquifer recharge areas” or “natural groundwater recharge areas” or groundwater recharge areas” means areas contributing to or providing volumes of water which make a contribution to the storage or regional flow of an aquifer.

"Natural Reservations" means areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional or local government or non-profit agency such as: national parks, state parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands or Save Our Rivers programs, sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores, and Outstanding Florida Waters.

"Natural Resources" means those natural resources identified in Section 9J-5.006(4)(b) Florida Administrative Code: existing and planned waterwells and cones of influence; beaches and shores, including estuarine systems; rivers, bays, lakes, floodplains, and harbors; wetlands; minerals and soils.

"Neighborhood Park" means a park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

"Neighborhood Shopping Center" means a shopping center typically ranging from 30,000 to 100,000 square feet of gross leasable area for the sale of convenience goods (food, drugs and sundries) and personal services which meet the daily needs of an immediate neighborhood. Neighborhood shopping centers range in area from approximately 3 acres to 10 acres and generally require a minimum market support population ranging from 2,500 to 40,000 people.

"Newspaper of General Circulation" means a newspaper published at least on a weekly basis and printed in the language most commonly spoken in the area within which it circulates, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.

"Nonpoint Source Pollution" means any source of water pollution that is not a point source.

"Objective" means a specific, measurable, intermediate end that is achievable and marks progress towards a goal.

"Ocean Waters" means waters of the Atlantic Ocean, Gulf of Mexico, or Straits of Florida, but does not include bays, lagoons, or harbors.

"Open Spaces" means undeveloped lands suitable for passive recreation or conservation uses."

"Parcel of Land" means any quantity of land capable of being described with such definiteness that its location and boundaries may be established which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.

"Park" means a community, or regional park.

"Parties Affected" means any persons or firms owning property in, or residing in, either a municipality proposing annexation or contraction or owning property that is proposed for annexation to a municipality or any governmental unit with jurisdiction over such area.

"Pattern" means the form of the physical dispersal of development or land use.

“Peat” means a dark-brown or black substrate produced by the partial decomposition and disintegration of mosses, sedges, trees and other plants growing in areas of its deposition; peat characteristically is deposited in certain wetland types.

"Person" means an individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two or more persons having a joint or common interest, or any other legal entity.

"Planning Act" means the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161 et. seq., Florida Statutes.

"Planning Council" means the Broward County Planning Council.

"Plat" means a map or delineated representation of the subdivision of lands, being a complete exact representation of the subdivision and other information in compliance with the requirement of all applicable sections of this chapter and of any local ordinances, and may include the terms "replat," "amended Plat," or "revised Plat."

"Playground" means a recreation area with play apparatus.

"Point Source Pollution" means any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

"Policy" means the way in which programs and activities are conducted to achieve an identified goal.

"Pollution" is the presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

“Pond” means a small, quiet body of standing water, usually sufficiently shallow to permit the potential growth of rooted plants from shore to shore.

“Port Facility” means harbor or shipping improvements used predominantly for commercial purposes including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, and all other property or facilities necessary or useful in connection with commercial shipping.

"Potable Water Facilities" means a system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

“Potable Water Wellfield” means the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents,

"Principal Building" means a building which is occupied by, or devoted to, a principal use or an addition to an existing principal building which is larger than the original existing building. In determining whether a building is of primary importance, the use of the entire parcel shall be considered. There may be more than one principal building on a parcel.

"Principal Use" means the primary or main use of a parcel of land as distinguished from an accessory use. There may be more than one principal or main use on a parcel of land.

"Private Recreation Sites" means sites owned by private, commercial or non-profit entities available to the public for purposes of recreational use.

"Protected Potable Water System" means a community water supply which has been given a consumptive use permit by the South Florida Water Management District and which is protected by the Broward County wellfield protection program.

"Public Access" means the ability of the public to physically reach, enter or use recreation sites including beaches and shores.

"Public Building and Grounds" means structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

"Public Facilities" means major capital improvements, including, but not limited to, transportation, sanitation, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities.

"Public Notice or Due Public Notice" as used in connection with the phrase "public hearing" or "hearing to be held after due public notice" means publication of notice of the time, place, and purpose of such hearing in a newspaper of general circulation in the area not less than 7 days prior to the date of the hearing.

"Public Recreation Sites" means sites owned or leased on a long-term basis by a federal, state, regional or local government agency for purposes of recreational use.

"Public Transit" means passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

"Public Utility" includes any public or private utility, such as, but not limited to, storm drainage, sanitary sewers, electric power, water service, gas service, or telephone line, whether underground or overhead.

"Purchase of Development Rights" means the acquisition of a governmentally recognized right to develop land which is severed from the realty and held or further conveyed by the purchaser.

"Recertification" means a local land use plan which has previously been certified by the Broward County Planning Council, but because of amendments, decertification, or amendment to the Broward County Land Use Plan, is no longer in conformity, and must be recertified by the Broward County Planning Council as being in substantial conformity with the Broward County Land Use Plan.

"Recreation" means the pursuit of leisure time activities occurring in an indoor or outdoor setting.

"Recreation Facility" means a component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

"Recreational Uses" means activities within areas where recreation occurs.

“Recreational Vehicle Park” means a place set aside and offered by a person or public body, for either direct or indirect remuneration of the owners, lessor or operator of such place, for the parking and accommodation of six or more recreational vehicles (as defined in Section 320.01(1)(b) Florida Statutes) or tents utilized for sleeping or eating; and the term also includes buildings and sites set aside for group camping and similar recreational facilities.

"Regional Park" means acreage listed in the "Community and Regional Parks" subsection of the Plan Implementation Requirements Section of the Broward County Land Use Plan that is utilized by the Broward County Board of County Commissioners to meet the regional level parks requirement of the Broward County Land Use Plan.

"Regional Plan for South Florida" means the plan prepared and adopted by the South Florida Regional Planning Council, pursuant to the provisions of Section 185.507 Florida Statutes governing comprehensive regional policy plans.

"Regional Planning Agency" means the regional planning council created pursuant to ss. 186.501-186.515 to exercise responsibilities under ss.186.001-186.031 and 186.801-186.911 in a particular region of the state.

"Regional Roadway Network" means the roads contained within the Broward County Metropolitan Planning Organization's adopted Year 2015 Highway Network, except for those roads functionally classified as city or town collector roads.

"Regional Shopping Center" means a shopping center which typically ranges from approximately 300,000 square feet to 1,000,000 square feet or more of gross leasable area and provides a full range of shopping goods, general merchandise, apparel, furniture and home furnishings. Such center is usually built around a full-line department store as the major drawing power. Regional shopping centers are approximately 30 acres in size or larger and generally require a minimum market support population in excess of 150,000 people and a trade area extending 10 to 15 miles or more modified by such factors as competitive facilities and travel time over access highways.

"Regulated Plant Index" means the total number of species native to the State of Florida that are listed as commercially exploited plants, endangered plants, and threatened plants.

"Remnant Natural River" means a naturally occurring watercourse or riverine system, or a portion or segment thereof, whose channel has remained unaltered over time as evidenced by historical surveys or other appropriate documentation. Examples of remnant natural rivers in Broward County include portions of the following: South Fork of the Middle River, North Fork of the New River, New River, Tarpon Creek, South Fork of the New River and Whiskey Creek.

"Resident Population" means inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

"Residential Uses" means activities within land areas used predominantly for housing.

"Resource Planning and Management Committee" means a committee appointed pursuant to s. 380.045, Florida Statutes.

"Retail Shopping Area" means a miscellaneous collection of individual stores which stand on separate lot parcels along streets and highways or which are clustered as a concentrated business district, with or without incidental off-street parking (as distinguished from a shopping center).

"Right-of-Way" means land dedicated, deeded, used, or to be used for a street, alley, walkway, boulevard, drainage facility, access or ingress, or other purpose by the public, certain designated individuals, or governing bodies.

"Roadway Capacity" means the maximum volume of traffic which can be accommodated on a roadway at a given level of service.

"Roadway Functional Classification" means the assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

"Rural Character" means an area that is characterized by natural, agricultural, equestrian, pastoral or rustic uses.

"Rural Purposes" means that land which is used as a resource for agricultural, equestrian, managed forests or mining uses, or maintained in a natural state as wetlands, fields or forests.

"Saltwater Marsh" means a wetland having saline (including brackish) soils with 40 percent or less cover by woody plants and 25 percent or more cover by terrestrial herbs that is occasionally or regularly flooded by brackish or saline water (e.g., smooth cordgrass marshes).

"Saltwater Swamp" means a wetland having saline (including brackish) soils with 40 percent or more cover by woody plants and occasionally or regularly flooded by brackish or saline water (e.g., mangrove swamps).

"Sanitary Sewer Facilities" means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

"Seasonal Population" means part-time inhabitants who utilize, or may be expected to utilize, public facilities or services, but are not residents. Seasonal population shall include tourists, migrant farmworkers, and other short-term and long-term visitors.

"Septic Tank" means an on-site sewage disposal system, consisting of a watertight receptacle constructed to promote separation of solid and liquid components of wastewater, to provide limited digestion of organic matter, to store solids, and to allow clarified liquid to discharge for further treatment and disposal in a soil absorption system.

"Services" means the program and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.

"Shopping Center" means a group of architecturally unified commercial establishments built on a site which is planned, developed, owned, and managed as an operating unit related in its location, size, and type of shops to the trade area that the unit serves. The

unit provides on-site parking in definite relationship to the types and total size of the stores.

"Shoreline or Shore" means the interface of land and water and, as used in the coastal management element requirements, is limited to oceanic and estuarine interfaces.

"Solid Waste" means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

"Solid Waste Facilities" means structures or systems designed for the collection, processing, or disposal of solid wastes, including hazardous wastes and includes transfer stations, processing plants, recycling plants, and disposal systems.

"Solid Waste Processing Plant" means a facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

"State Comprehensive Plan" means the goals and policies contained within the state comprehensive plan, s. 187.201, F.S.

"State Land Planning Agency" means the Department of Community Affairs & may be referred to in this part as "DCA".

"Stormwater" means the flow of water which results from a rainfall event.

"Stormwater Facilities" means manmade structures that are part of a stormwater management system designed to collect, convey, hold, divert, or discharge stormwater, and may include stormwater sewers, canals, detention facilities, and retention facilities.

"Stormwater Management System" means a system which is designed and constructed or implemented to control stormwater, incorporating methods to collect, convey, store, absorb, inhibit, treat, use, or reuse stormwater to prevent or reduce flooding, over-drainage, environmental degradation and water pollution or otherwise affect the quantity and quality of discharges from the system.

"Stream" means any mass of water with an unidirectional flow.

"Street" includes any access way such as a street, road, lane, highway, avenue, boulevard, alley, parkway, viaduct, circle, court, terrace, place, or cul-de-sac, and also includes all of the land lying between the right-of-way lines as delineated on a plat showing such streets, whether improved or unimproved, but shall not include those access ways such as easements and rights-of-way intended solely for limited utility purposes, such as for electric power lines, gas lines, telephone lines, water lines, drainage and sanitary sewers, and easements of ingress and egress.

"Structure" means anything constructed, installed or portable, the use of which requires a location on a parcel of land. It includes a movable structure while it is located on land which can be used for housing, business, commercial, agricultural, or office purposes either temporarily or permanently. "Structure" also includes fences, billboards, swimming pools, poles, pipelines, transmission lines, tracks, and advertising signs.

"Subdivision" means the platting of real property into two or more lots, parcels, tracts, tiers, blocks, sites, units, or any other division of land, and includes establishment of new streets and alleys, additions, and resubdivisions and, when appropriate to the context, relates to the process of subdividing or to the lands or area subdivided.

"Substantial Conformity" refers to the Broward County Charter requirement contained in Article VI, Section 6.05 , Paragraphs D&E that local governmental future land use plans shall be materially and pertinently compatible with and further the Broward County Land Use Plan in order to be certified or recertified.

"Suitability" means the degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development.

"Support Documents" means any surveys, studies, inventory maps, data, inventories, listings or analyses used as bases for or in developing the local comprehensive plan.

"Surface Waters" means lakes or ponds excavated to generate fill material for a development and/or to provide recreational and aesthetic amenities. Other water upon the surface of the earth, contained in bounds created naturally or diffused, including water from natural springs, is defined as "lake," "pond" or "stream."

"Threatened Species" means any species of fish and wildlife naturally occurring in Florida which may not be in immediate danger of extinction, but which exists in such

small populations as to become endangered if it is subjected to increased stress as a result of further modification of its environment.

"Tide" means the periodic rising and falling of the waters of the earth that result from the gravitational attraction of the moon and the sun acting upon the rotating earth.

"Time-Share Period" means that period of time when a purchaser of a time-share plan is entitled to the possession and use of the accommodations or facilities, or both, of a time-share plan.

"Time-Share Plan" means any arrangement, plan, scheme, or similar device, other than an exchange program, whether by membership, agreement, tenancy in common, sale, lease, deed, rental agreement, license, or right-to-use agreement or by any other means, whereby a purchaser, in exchange for a consideration, receives ownership rights in or a right to use accommodations or facilities, or both, for a period of time less than a full year during any given year, but not necessarily for consecutive years, and which extends for a period of more than 3 years.

"Time-Share Property" means one or more time-share units subject to the same time-share instrument, together with any other property or rights to property appurtenant to those units.

"Time-Share Unit" means an accommodation of a time-share plan which is divided into time-share periods.

"Tourist Unit" means a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as a separate living quarter which is licensed, or intended for license as a "hotel" or "motel" by the State Department of Business Regulation, Division of Hotels and Restaurants.

"Transfer of Development Rights" means a governmentally recognized right to use or develop land at a certain density, or intensity, or for a particular purpose, which is severed from the realty and placed on some other property.

"Transportation Corridor Management" means the coordination of the planning of designated future transportation corridors with land use planning within and adjacent to the corridor to promote orderly growth, to meet the concurrency requirements of this plan, and to maintain the integrity of the corridor for transportation purposes.

“Urban Area” means an area of or for development characterized by social, economic and institutional activities which are predominantly based on the manufacture, production, distribution, or provision of goods and services in a setting which typically includes residential and nonresidential development uses other than those which are characteristic of rural areas.

"Urban Character" means an area used intensively for residential, urban recreational, commercial, industrial, institutional, or governmental purposes or an area undergoing development for any of these purposes.

“Urban Infill” means the development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place and the average residential density is at least five (5) dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant, developable land does not constitute more than 10 percent of the area.

“Urban Purposes” means that land is used intensively for residential, commercial, industrial, institutional, and governmental purposes, including any parcels of land retained in their natural state or kept free of development as dedicated greenbelt areas.

“Urban Redevelopment” means the demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill or existing urban service areas.

"Urban Services" means services offered by a municipality, either directly or by contract, to any of its present residents.

“Urban Sprawl” means urban development or uses which are located in predominantly rural areas, or rural areas interspersed with generally low-intensity or low-density urban uses, and which are characterized by one or more of the following conditions: (a) The premature or poorly planned conversion of rural land to other uses; (b) The creation of areas of urban development or uses which are not functionally related to land uses which predominate the adjacent area; or (c) The creation of areas of urban development or uses which fail to maximize the use of existing public facilities or the use of areas within which public services are currently provides. Urban sprawl is typically manifested in one or more of the following land uses or development patterns: Leapfrog or scattered development; ribbon or strip commercial or other development;

or large expanses of predominantly low-intensity, low density, or single-use development.

"Vegetative Communities" means ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals.

"Very-Low-Income Persons" means one or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within the state, or 50 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

"Vested Rights" means rights which have so completely and definitely accrued to or settled in a person, to the extent that it is right and equitable that government should recognize and protect, as being lawful in themselves, and settled according to then current law.

"Water Conservation Area" means designated Conservation areas on the Future Broward County Land Use Plan Map (Series) including reserve water supply areas such as the 790 square miles of Broward County west of Levees 33, 35A, 36, L-37 and L-35 and includes the natural reservations.

"Water Dependent Uses" means activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

"Water Recharge Areas" means land or water areas through which groundwater is replenished.

"Water-Related Uses" means activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

"Water Wells" means wells excavated, drilled, dug, or driven for the supply of industrial, agricultural or potable water for general public consumption.

“Wellhead Protection Area” means an area designated by local government to provide land use protection for groundwater source for a potable water wellfield, as defined in this section, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies base on the best available data and taking into account any zone of contribution described in existing data.

"Wetlands" means those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Table 4-3
City of Lighthouse Point
Historical and Forecasted Traffic Counts
Average Annual Daily Traffic (AADT)**

Roadway	Location	Design Type	Func. Class	Signals / Mile	Capacity FDOT 2002	Actual 2000	2000 LOS	Actual / *Estimate 2008	2008 LOS	City Est. 2013	2013 LOS	BC Est. 2030	BC 2030 LOS	City Est. 2030	City 2030 LOS
US 1	S of Sample Road	6LD	UPA	4	49,200	44,930	D	39,000	C	46,000	D	48,096	E	48,000	E
	N of Sample Road	6LD	UPA	3	49,200	40,699	D	50,000	E	52,000	F	62,926	F	58,000	F
	S of NE 15 Street	6LD	UPA	2	49,200	43,000	D	45,773	D	48,000	E	69,396 N of 10 St.	NL	54,000	F
Sample Road / NE 36 Street	E of US 1	4LD	C-Coll	3	31,100	15,985 (2001)	C+	13,421	C+	15,000	C+	4,443	C*	15,500	C+
	Between NE 26 Ave & NE 30 Ave	2L	Local	2	10,000	4,376	C+	4,400*	C+	4,500*	C+	NL	NL	4,500	C+
Lighthouse Drive NE 22 Ave	Between NE 42 St & NE 44 Street	2L	C-Coll	2	10,000	5,467	C+	5,500*	C+	5,600*	C+	NL	NL	5,600	C+
Lighthouse Drive NE 23 Ave	Between NE 27 St & NE 39 St.	2L	C-Coll	2	10,000	5,196	C+	5,200*	C+	5,300*	C+	NL	NL	5,300	C+
NE 24 Street	E of US 1	2L	C-Coll	1	10,000	2,486 (2003)	C+	7,000	C+	7,200*	C+	NL	NL	7,500	C+
NE 26 Ave	4000 Block	2L	Local	0	10,000	1,124	C+	1,130*	C+	1,150*	C+	NL	NL	1,150	C+
	2700 Block	2L	Local	0	10,000	1,111	C+	1,120*	C+	1,150*	C+	NL	NL	1,150	C+
NE 27 Ave	4000 Block	2L	Local	0	10,000	1,566	C+	1,600*	C+	1,600*	C+	NL	NL	1,600	C+
	3400 Block.	2L	Local	0	10,000	1,467	C+	1,500*	C+	1,500*	C+	NL	NL	1,500	C+
NE 31 Ave	3300 Block	2L	Local	0	10,000	475	C+	500*	C+	500*	C+	NL	NL	500	C+
NE 51 Street	2500 Block	2L	Local	0	10,000	659	C+	675*	C+	700*	C+	NL	NL	700	C+
NE 49 Street	2500 Block	2L	Local	1	10,000	3,899	C+	3,900*	C+	3,900*	C+	NL	NL	3,900	C+
NE 48 Court	2700 Block	2L	Local	0	10,000	1,601	C+	1,600*	C+	1,600*	C+	NL	NL	1,600	C+
NE 48 Street	2500 Block	2L	Local	0	10,000	805	C+	825*	C+	850*	C+	8,241 E of US 1	C	850	C+
NE 47 Street	2600 Block	2L	Local	0	10,000	552	C+	560*	C+	575*	C+	NL	NL	575	C+
NE 46 Street	2600 Block	2L	Local	0	10,000	735	C+	750*	C+	750*	C+	NL	NL	750	C+
NE 45 Street	2800 Block	2L	Local	0	10,000	803	C+	810*	C+	820*	C+	NL	NL	820	C+
NE 39 Street / San Marco Dr	E of US 1	2L	C-Coll	1	10,000	N/L	N/L	6,300	C+	6,400	C+	7,971	C	7,000	C+
	Between NE 25 Ave & NE 30 Ave	2L	C-Coll	1	10,000	3,132	C+	3,150*	C+	3,200*	C+	N/L	C	3,200	C+
NE 28 Court	2700 Block	2L	Local	0	10,000	448	C+	450*	C+	450*	C+	NL	NL	450	C+
NE 27 Street / Marina Dr.	Between NE 23 Ave & NE 30 Ave.	2L	Local	0	10,000	1,822	C+	1,850*	C+	1,900*	C+	NL	NL	1,900	C+

Sources: Broward County AADT Counts 4/2008; Broward County MPO 2030 Forecasts dated 9/2006; MMPA calculations and 2013 forecasts 6/2008.

Note: The City believes some of the BC forecasts for 2030 are very high given the area is built-out, historical traffic volumes and recent traffic volumes are declining due to high fuel prices.

**Table 4-4
City of Lighthouse Point
Historical and Forecasted Traffic Counts
PM Peak Hour**

Roadway	Location	Design Type	Func. Class	Signals / Mile	Capacity FDOT 2002	Actual 2000	2000 LOS	Actual / *Estimate 2008	2008 LOS	City Est. 2013	2013 LOS	BC Est. 2030	BC 2030 LOS	City Est. 2030	City 2030 LOS
US 1	S of Sample Road	6LD	UPA	4	4,680	3,633	D	3,510	C	3,685	C	4,329	E	4,283	E
	N of Sample Road	6LD	UPA	3	4,680	3,600	D	4,500	E	4,725	F	5,663	F	5,490	F
	S of NE 15 Street	6LD	UPA	2	4,680	4,089	D	4,120	D	4,326	D	6,246 N of 10 St.	NL	5,026	F
Sample Road / NE 36 Street	E of US 1	4LD	Collector	3	2,950	1,016 (2001)	C+	1,210	C+	1,250	C+	400	C+	1500	C+
	Between NE 26 Ave & NE 30 Ave	2L	Local	2	950	394	C+	400*	C+	425*	C+	NL	NL	488	C+
Lighthouse Drive NE 22 Ave	Between NE 42 St & NE 44 Street	2L	Collector	2	950	492	C+	500*	C+	520*	C+	NL	NL	610	C+
Lighthouse Drive NE 23 Ave	Between NE 27 St & NE 39 St.	2L	Collector	2	950	468	C+	475*	C+	500*	C+	NL	NL	580	C+
NE 24 Street	E of US 1	2L	Collector	1	950	228 (2003)	C+	634	C+	670*	C+	NL	NL	697	C+
NE 26 Ave	4000 Block	2L	Local	0	950	101	C+	105*	C+	110*	C+	NL	NL	128	C+
	2700 Block	2L	Local	0	950	100	C+	100*	C+	105*	C+	NL	NL	122	C+
NE 27 Ave	4000 Block	2L	Local	0	950	141	C+	150*	C+	157*	C+	NL	NL	183	C+
	3400 Block.	2L	Local	0	950	132	C+	140*	C+	147*	C+	NL	NL	170	C+
NE 31 Ave	3300 Block	2L	Local	0	950	43	C+	50*	C+	52*	C+	NL	NL	61	C+
NE 51 Street	2500 Block	2L	Local	0	950	59	C+	60*	C+	63*	C+	NL	NL	63	C+
NE 49 Street	2500 Block	2L	Local	1	950	351	C+	360*	C+	378*	C+	NL	NL	439	C+
NE 48 Court	2700 Block	2L	Local	0	950	144	C+	150*	C+	157*	C+	NL	NL	183	C+
NE 48 Street	2500 Block	2L	Local	0	950	72	C+	75*	C+	79*	C+	742 E of US 1	C	91	C+
NE 47 Street	2600 Block	2L	Local	0	950	50	C+	50*	C+	52*	C+	NL	NL	61	C+
NE 46 Street	2600 Block	2L	Local	0	950	66	C+	75*	C+	79*	C+	NL	NL	91	C+
NE 45 Street	2800 Block	2L	Local	0	950	72	C+	80*	C+	84*	C+	NL	NL	98	C+
NE 39 Street San Marco Dr	E of US 1	2L	Collector	1	950	N/L	N/L	570	C+	600*	C+	741	C	651*	C+
	Between NE 25 Ave & NE 30 Ave	2L	Collector	1	950	282	C+	300*	C+	315*	C+	N/L	N/L	320*	C+
NE 28 Court	2700 Block	2L	Local	0	950	40	C+	40*	C+	42*	C+	NL	NL	49	C+
NE 27 Street / Marina Dr.	Between NE 23 Ave & NE 30 Ave.	2L	Local	0	950	164	C+	175*	C+	184*	C+	NL	NL	213	C+

Sources: Broward County PMPH Counts 4/2008; Broward County MPO 2030 Forecasts dated 9/2006; MMPA calculations and 2013 forecasts 6/2008 (*).

Notes: The City believes some of the BC forecasts for 2030 are very high given the area is built-out, historical traffic volumes and recent traffic volumes are declining due to high fuel prices. Assume 1% traffic growth rate for future projections. Recent BC traffic counts show trends of less traffic volumes.