

Regular City Commission Meeting Agenda

150 NE 2nd Avenue | Deerfield Beach, FL, 33441 | 954-480-4200

Mayor Bill Ganz
Vice Mayor Michael Hudak
District 2 Commissioner Ben Preston
District 3 Commissioner Bernie Parness
District 4 Commissioner Todd Drosky

Tuesday
October 18, 2022
7:00 PM

CALL TO ORDER & ROLL CALL

MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE

APPROVAL OF CITY COMMISSION MINUTES

Regular City Commission Meeting Minutes

Attachment: October 3, 2022

ACKNOWLEDGEMENT OF CITY BOARD MINUTES

Planning & Zoning Board Meeting Minutes

Attachment: September 1, 2022

APPROVAL OF THE AGENDA

October 18, 2022

ZOOM MEETING

Join Zoom Meeting by clicking the below link:

https://deerfield-beach.zoom.us/j/82086369760?pwd=bnhsWC9JT2RlemNMNnA1MzU3YkYzdz09

Join Zoom Meeting via telephone by dialing:
Call-in Number: (312) 626-6799
Meeting ID: 820 8636 9760#
Participant ID: #

Passcode: 600487#

For complete instructions on joining and/or participating during Public Comment, please click the following link or attend in person in the City Commission Chambers:

Attachment: Zoom Instructions

ADDENDUM

1. **Presentation of the appropriation check for the Deerfield Parking Lot Stormwater Project by State Representative Chip LaMarca.**

Sponsor: Office of the City Manager

AWARDS & RECOGNITION

2. **Certificate of Recognition presented to the Department of Economic Development for winning the International Economic Development Council (IEDC) Excellence in Economic Development Silver Award.**

Sponsor: Department of Economic Development

3. **Proclamation presented to the Florida League of Cities in recognition of Government Week.**

Sponsor: Department of Community Services

PUBLIC COMMENT

Persons addressing the Commission shall state his/her name and address and may speak for three (3) minutes unless

extended for one (1) additional minute by the Mayor. All remarks made by the public at a Commission meeting on an agenda item shall be addressed to the Commission as a body and limited to the subject matter before the Commission at that particular time. No comments shall be made related to the personal life or personal qualities of any person and no language which would offend persons of ordinary sensibilities shall be permitted. The public shall be given an opportunity to speak on any substantive agenda item, subject to the aforementioned restrictions, prior to a vote on the matter by the City Commission. The Commission shall determine the appropriate time, prior to the vote, for the public to speak. For consent agenda items, the public shall be given an opportunity to speak prior to the approval of the consent agenda. The Commission may, by majority vote, determine that public input on an agenda item be tabled to a future meeting so long as the vote on the agenda item take place at the future meeting and that the public input take place prior to the Commission making any decision.

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

4. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the ranking and award of Request for Proposals #22-32-PC for public affairs and marketing professional services; authorizing execution of an agreement with RJP Creations, Inc., the top ranked firm, for a two year term with three additional one year renewal terms; providing for implementation and an effective date. *(Funds from Account #001-1800-513-32-99 - Other Contractual Services)***

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Pubic Affairs & Marketing

   Attachment: RJP Creations, Inc.

5. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, considering the special event permit application submitted by DS Event Solutions, LLC/Broward Health North for the Ranse Jones Classic Volleyball Tournament to be held on Deerfield Beach from November 5, 2022 through November 6, 2022; denying a waiver of fees; providing for an effective date.**

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Parks & Recreation

Attachment: Ranse Jones Classic Volleyball Tournament

6. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a one year agreement with Allied Universal Corporation for chlorine for water treatment operations in an amount not to exceed $547,200 for fiscal year 2023; waiving the Procurement Code requirements for competitive solicitations; providing for execution, severability and an effective date. *(Funds from Account #401-5020-533-35-11 - Chemicals)***

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Environmental Services

   Attachment: Allied Universal Corporation

7. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an amendment to Contract #JP022-06-2023 with the Areawide Council on Aging of Broward County, Inc. to extend the Contract term to March 31, 2023; authorizing execution of the Amendment; providing for implementation and an effective date.**

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Community Services

   Attachment: Contract #JP022-06-2023 Amendment

8. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an amendment to Contract #JPP22-06-2022 with the Areawide Council on Aging of Broward County, Inc. to extend the Contract term to March 31, 2023; authorizing execution of the Amendment; providing for implementation and an effective date.**

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Community Services

   Attachment: Contract #JPP22-06-2022 Amendment

9. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of the Florida Urban and Community Forestry Grant Program Application to the Florida Department of Agriculture and Consumer Services; authorizing matching funds in the amount of $25,000; authorizing execution of a grant agreement; and providing for an effective date. *(Funds from Account #614-1166-539-32-16 - Tree Preservation Trust Fund)***

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Community Services

   Attachment: Florida Urban and Community Forestry Grant

10. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of two separate grant sub-applications to the Florida Division of Emergency Management for FEMA's fiscal year 2022 Flood Mitigation Assistance Program ("FMA") for project areas NW 45th Street and Crystal Lake Drive and Martin Luther King Jr. Avenue to SW 3rd Avenue; authorizing commitment to matching funds in an amount of 25% of the project costs and execution of a grant agreement, if grant funds are awarded; providing for an effective date. *(Funds from Account #462-5070-538-60-31 - Stormwater Capital Fund - Improvements Other than Buildings)***

    Suggested Action: Commission to vote on Resolution

    Voting Requirement: Adoption requires a 3/5 vote of the City Commission

    Sponsor: Department of Community Services

    Attachment: Flood Mitigation Assistance Program

DEPARTMENTAL BUSINESS

11. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, relating to the Florida Department of Environmental Protection State Revolving Fund (SRF); adopting and approving the SRF Loan Planning Document for implementation of the Reclaimed Water Main Project in conjunction with FDOT's SW 10th Street Connector Improvements Project; committing to implementing the planning recommendations in the planning document; providing for implementation, conflicts, severability, and an effective date. *(Funds from Account #413-5020-533-60-31 - Capital***

Projects Utilities - Water - Improvements Other than Buildings)

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Commuunity Services

Attachment: Reclaimed Water Main Project

12. **Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the rankings and funding allocations to local non-profit organizations for the City's fiscal year 2023 American Rescue Plan Act Grant Program; providing for implementation and an effective date.**

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Community Services

Attachment: ARPA Grant Program

13. **ORDINANCE 2022/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING AN AMENDMENT TO THE CITY BUDGET FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2022; APPROVING A DEPARTMENTAL BUDGET TRANSFER IN THE AMOUNT OF $702,395 WITHIN THE GENERAL FUND; APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $114,655 FOR THE TREE PRESERVATION TRUST FUND; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.**

Suggested Action: Commission to vote on Ordinance and set public hearing for November 15, 2022

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Financial Services

Attachment: Budget Amendment

COMMENTS BY ADMINISTRATION & LEGAL

14. **Discussion regarding the Solid Waste ILA and City's letter response and comments.** ***(Addendum)***

Sponsor: Office of the City Manager

Attachment: Solid Waste ILA

CITY COMMISSION BUSINESS

15. Presentation from Utility Service Partners Private Label Inc. D/B/A Service Line Warranties of America regarding services available for Deerfield Beach residents.

Sponsor: Commissioner Todd Drosky

COMMENTS BY MAYOR & CITY COMMISSION

ADJOURNMENT

FUTURE CITY COMMISSION MEETINGS

Enterprise Fund Workshop - Thursday, October 27, 2022
Regular City Commission Meeting - Tuesday, November 15, 2022

Any person wishing to appeal any decision made by the City Commission with respect to any matter considered at such meetings or hearings will need a record of the proceedings, and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and the evidence upon which the appeal is made. The above notice is required by State Law (F.S. 286.0105). Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence of a certified court reporter at the hearing.

Meeting Minutes
City Commission

Monday, October 3, 2022 | **7:00 PM** | **Commission Chambers**

CALL TO ORDER AND ROLL CALL

The meeting was called to order on the above date by Mayor Bill Ganz at 7:00 p.m., in the City Commission Chambers, City Hall, Deerfield Beach.

Present: 5 – Commissioner Todd Drosky
Commissioner Bernie Parness
Commissioner Ben Preston
Vice Mayor Michael Hudak
Mayor Bill Ganz

Also Present: 3 – City Manager David Santucci
City Attorney Anthony Soroka
City Clerk Samantha Gillyard

MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE

Mayor Ganz asked everyone to keep west coast Floridians in their prayers after Hurricane Ian. Thereafter was a moment of silence, followed by the Pledge of Allegiance.

APPROVAL OF CITY COMMISSION MINUTES

Regular City Commission Meeting Minutes – September 6 & September 14, 2022

MOTION was made by Commissioner Parness, seconded by Commissioner Preston, to approve the meeting minutes as submitted. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

ACKNOWLEDGEMENT OF CITY BOARD MINUTES

Education Advisory Board Meeting Minutes - May 4, 2022

African American Heritage Committee Meeting Minutes - August 11, 2022

Community Redevelopment Agency Meeting Minutes - August 23, 2022

ACKNOWLEDGEMENT OF CITY BOARD MINUTES – CONTINUED

Police Pension Board Meeting Minutes - June 30, 2022

Hillsboro Inlet District Meeting Minutes - August 15, 2022

Code Compliance Meeting Minutes - August 9 & August 24, 2022

MOTION was made by Commissioner Parness, seconded by Commissioner Preston, to acknowledge the board minutes. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak and Mayor Ganz

Nays: 0

APPROVAL OF CITY COMMISSION AGENDA

October 3, 2022

Mayor Ganz announced that Item 1, certificates, would not be presented tonight. Additionally, Items 10 and 11 will be presented before Public Comments.

MOTION was made by Vice Mayor Hudak, seconded by Commissioner Parness, to approve the agenda as amended. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

AWARDS & RECOGNITION

1. Certificate of Recognition presented by Captain Hofstein to BSO Law Enforcement staff.

The presentation was removed from the agenda.

DEPARTMENTAL BUSINESS

2. Resolution 2022/162 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, authorizing submission of the Cycle 7 Complete Streets and Other Localized Initiatives Program Application to the Broward Metropolitan Planning Organization for the NE Eller Street Streetscape Improvements Project ("Project"); supporting the project as a Local Agency Program Project; committing to funding the construction contingency and upfront costs for design, construction, and construction engineering and inspection services for the project, subject to reimbursement under the Local Agency Program; providing for implementation and an effective date. *(Funds from Account #108-5050-541-60-31 - Road and Bridge Capital Fund)*

The Resolution was read by title only.

Priscilla Cygielnik, Director of Environmental Services, outlined the proposed resolution; if approved, staff will apply for the next cycle of the Complete Streets Localized Initiatives Program. She explained that the Broward Metropolitan Planning Organization (MPO) offers the program annually and offers local municipalities an opportunity to receive funding toward transportation improvements. Thereafter, Ms. Cygielnik provided a brief PowerPoint outlining the initiative. The purpose of the program is to provide funding for local transportation projects that improve the safety and mobility for all transportation users.

DEPARTMENTAL BUSINESS – CONTINUED

The funds can be used for complete street projects, traffic calming, intersection improvements, ADA accessibility, and transit improvements. Staff met with the MPO and determined project eligibility and their commitment to project delivery using local agency program (LAP) initiative which is for all federally funded projects; additionally, staff has agreed to funding the upfront costs for construction, engineering and inspection services, to be reimbursed through the LAP agreement. If the grant is approved, and improvements are made, the City would have to maintain the corridor into perpetuity.

Continuing, Ms. Cygielnik outlined the project location on Eller Street, from 9th Avenue to North Deerfield Avenue, which ties into the Pioneer Grove Local Activity Center. The scope of work includes pedestrian and roadway lighting, wide shared use paths for both bicyclists and pedestrians, improved drainage for flood resiliency, and installation of bioswale, whereas, permeable pavement could be a solution for water quality improvements. Additional improvements include traffic calming and improved signage and markings for high visibility crosswalks. Thereafter, photo renderings were provided, illustrating on-street parking due to the ongoing parking on the swales. The road would still be one lane in each direction, but the pedestrian and bicycling experience would be improved. She said because a curb and gutter section is being proposed, a new closed drainage system would be installed. Other renderings were displayed to outline the concept. Lastly, Ms. Cygielnik advised that staff recommends the authorization to submit the Cycle 7 Application to the MPO; whereby, CSLIP will fund up to $3 million which is the total project cost. Funds are typically available in the five-year plan, in the fifth year; therefore, if awarded, the funding will be programmed five years out and reflected in the City's budget in the Capital Improvement Plan.

In response to Vice Mayor Hudak's question, Ms. Cygielnik replied that only an on-street parking aisle would be added to Eller Street, typically 9 feet

Mayor Ganz opened the public hearing.

Ric Jorge, 203 NE 8th Terrace, Deerfield Beach, agreed with funding, but cautioned against parking on the sides of the road because the lane is needed for school pick up and drop off. He also expressed concern that more people will be crossing the road.

Bob Boutelle, 203 NE 9th Avenue, Deerfield Beach, expressed concern with the roads being blocked.

Mayor Ganz said public hearings will be held on this issue, and asked Mr. Boutelle if he supported the grant application.

Mr. Boutelle replied yes.

Jack Laupert, Church of Deerfield Beach, 701 NE Eller Street, Deerfield Beach, expressed concern that the plans appear to take up four of their parking spaces because their water meters and backflow meters are in the same area as the potential expansion. He asked who will address it.

Mayor Ganz replied that these concerns will be addressed later because the proposed resolution requests submission of the grant application.

Lettie Cronin, 869 NE 4th Street, Deerfield Beach, said she is concerned with the flooding and how this project relates to the funding that the 277-unit building is giving the City for parallel parking.

Mayor Ganz said he is unsure as to the relation, but this is a separate item to allow submission of the application to the MPO. As the project moves forward, additional information will be provided.

Keith Bisson, 123 NE 9th Avenue, Deerfield Beach, spoke in support of the application as something needs to be done in the area due to the current parking issue.

Barbara Friend, 414 NE 6th Avenue, Deerfield Beach, asked whether parallel parking will be added which she does not believe is a good idea.

Mayor Ganz replied that it has not been determined and reiterated that the proposed resolution requests

DEPARTMENTAL BUSINESS – CONTINUED

the submission of a grant application. Thereafter, he closed the public hearing.

MOTION was made by Vice Mayor Hudak, seconded by Commissioner Parness, to approve Item 2, adopted Resolution 2022/162. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

PUBLIC HEARING – FIRST READING

3. ORDINANCE 2022/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 4.28 GROSS ACRES LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY, AND 226-228 NE 9TH AVENUE FROM HIGHWAY BUSINESS DISTRICT (B-2) AND RM-10 RESIDENCE, MULTIFAMILY TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 21-R-195); PROVIDING FOR MAXIMUM OF 277 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

The Ordinance was read by title only.

Anthony Soroka, City Attorney, advised that the applicant submitted a request to defer the item to a later date to allow time for an updated traffic study; upon completion, the item will be presented.

Vice Mayor Hudak asked that a mechanical traffic study be performed instead of a book study.

Mr. Soroka said the applicant will be notified. Furthermore, Mr. Soroka advised that the item will be re-noticed when it is presented in the future.

Mayor Ganz opened the public hearing and asked that comments be based on the deferral.

Robert DiChristopher, 517 NE 6th Avenue, Deerfield Beach, recommended the study be done during the peak season, between January and February. If not, the figures will be useless.

Marcia Avant, 825 NE 4th Court, Deerfield Beach, asked how notice would be received as she never received any notices, only learned through word of mouth.

Mayor Ganz said a mailer should be sent out and a sign posted on the property.

Leann Kenney, 532 NE 8th Avenue, Deerfield Beach, spoke in opposition to the project.

William Lane, 11 Tilford A, Deerfield Beach, asked about the future action for October 18th.

Mayor Ganz replied that the item is being deferred.

Christine Sasso, 517 NE 6th Avenue, Deerfield Beach, asked if the deferral will affect the plat application and site plan on October 18th.

Mayor Ganz advised that no other action will take place without the first reading.

Julie Gilmore, 1000 SE 14th Drive, Deerfield Beach, recommended that the traffic study be performed when the students are in school to make it fair and be done at the peak of the highest traffic. She asked if it can be requested.

PUBLIC HEARING – FIRST READING – CONTINUED

Mayor Ganz closed the public hearing. Thereafter, he thanked the residents for their continued participation in this matter.

MOTION was made by Vice Mayor Hudak, seconded by Commissioner Parness, to defer Item 3 until a date uncertain. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

There was a brief recess from 7:26 till 7:28 p.m.

QUASI-JUDICIAL PUBLIC HEARING

4. P.H. 2022-095: APPLICATION 22-PDD-04 (PROJECT NAME: HILLSBORO LANDING AKA TALLMAN PINES)

Applicant: **Broward County Housing Authority represented by Housing Trust Group, LLC**

Proposal: Major Site Plan application seeking approval to construct Phase one, 75 mid-rise units (apartment complex).

Location: The properties are generally described as several parcels of land on PARCEL "A", (JACK) HUMPHRIES VILLAS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 81, PAGE 9, and **located at 3851 N Dixie HWY.**

Keith Poliakoff, representing the applicant, waived the quasi-judicial process. He said the entire team is present to answer questions concerning the project. Mr. Poliakoff provided a brief overview of the project and the collaborative efforts with staff and the City Commission for approval. The project is senior housing and is located at North Dixie Highway and NE 38th Court; the overall site was previously approved. The original site was rental housing, which was demolished in 2006, and based on the deed of trust, it must continue as attainable housing. He outlined the steps from August 2019 to September 2021; whereby, during this timeframe, changes were made to reduce the height and hopes it meets the City's vision. The site will contain 75 units, 45 one bedroom/one bathroom, 30 two bedroom/two bathroom, and 96 parking spaces.

Continuing, Mr. Poliakoff outlined the virtual and in-person meetings held from October 2020 till May 2022. Furthermore, he said the neighborhood desired senior housing but not too high; thus, the project was changed to a two-story parking garage and four stories for the building. Also, changes have been made to the lighting at the residents' request, up lighting, parapet walls, reduction from 8 stories to 6 stories, and other changes were incorporated into the final design. The income ranges for senior affordable housing are $16,000 to $45,000 and may change annually. A one bedroom would rent for $900 and a two bedroom, $1,000. He said the quality of the building is still there and the lesser rent is available because the State is helping with financing. Thereafter, Mr. Poliakoff listed various programs, amenities, and security measures available to the seniors. There is a zero-tolerance policy against any improper activity at the site. He also displayed elevations for the building as well as a rendering for the future family villas. Lastly, Mr. Poliakoff said Broward County has been contacted regarding the concern for bus stop locations on Dixie Highway and was advised that they are looking into it.

Mayor Ganz spoke in support of the project due to the need for affordable housing; thereafter, he opened the public hearing.

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, asked if the employees will receive background checks.

QUASI-JUDICIAL PUBLIC HEARING – CONTINUED

Elizabeth Mitchell, 570 NE 38th Street, Deerfield Beach, spoke in opposition to the project and were told that the project was a done deal which is why residents stopped going to the meetings. Although the community supported senior citizen housing, they did not want the apartment complex to be so large.

Mayor Ganz closed the public hearing.

Mr. Poliakoff replied that Housing Trust Group does perform comprehensive background checks on the employees. He also said the project was never a done deal and is sorry that Ms. Mitchell feels that way; nevertheless, the height was reduced which was her initial concern to garner full support.

Mayor Ganz opined that the residents were heard as the height was reduced and he does not believe it would have been if the public did not provide feedback.

Vice Mayor Hudak spoke in support of the project based on the current rental costs; e.g. a one bedroom in Tivoli Park is over $2,000 which is not affordable for seniors.

Commissioner Droksy spoke in support of the project as senior housing is needed. He opined that people are concerned because many people remember the area as Humphries Villas, Section 8, and the problems associated with that project such as crime; however, this is not the same. He said there is a zero-tolerance policy against crime and will not be the same as Humphries Villas.

Commissioner Parness spoke in support of the project because of the necessity for affordable senior housing and the limitations of the property since it is owned by Broward County.

Mayor Ganz asked how the reduction of heights affected the number of units.

Mr. Poliakoff replied that approximately 9 to 10 units per floor were removed as the building could have gone up to 95 units if the building were higher.

MOTION was made by Commissioner Parness, seconded by Vice Mayor Hudak, to approve Item 4, adopted Resolution 2022/163. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

PUBLIC HEARING – SECOND READING

5. P.H. 2022-096: ORDINANCE 2022/024 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AMENDING AND RENAMING SECTION 2-1 "CITY SEAL" OF CHAPTER 2 "ADMINISTRATION" OF THE CITY CODE OF ORDINANCES TO INCLUDE THE CITY'S CURRENT OFFICIAL SEAL AND CITY LOGO; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

The Ordinance was read by title only.

Mayor Ganz opened the public hearing; however, there were none to speak and the public hearing was closed.

There was no discussion amongst the Commission.

PUBLIC HEARING – SECOND READING – CONTINUED

MOTION was made by Vice Mayor Hudak, seconded by Commissioner Parness, to approve Item 5, adopted Ordinance 2022/024. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

CITY COMMISSION BUSINESS

10. Resolution 2022/167 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, renaming the Center for Active Aging to the Braithwaite Center for Active Aging; providing for conflicts and an effective date.

The Resolution was read by title only.

Commissioner Preston outlined the sequence of events to rename the Center for Active Aging which was approved by the State. Additionally, he proposed the renaming of NW 2nd Avenue to Braithwaite Place. It is important to understand the historical significance of the site as it was the Old Colored School No. 9 and was petitioned to become Braithwaite Elementary. Furthermore, the Deerfield Beach Historical Society fully supports the change; therefore, he asked that the Commission support the renaming of the center to Braithwaite Center for Active Aging and NW 2nd Avenue to Braithwaite Place. Lastly, he introduced Laura Lucas, historian, to provide a detailed history of the school.

Ms. Lucas said she attended Braithwaite and provided the history of the school starting in 1901 and the various contributions the school made to the community. She also outlined the struggles the school endured; whereby, in July 1928, a hurricane destroyed the property but a small shack was built by the community. In 1934/35, Esther Howard submitted a formal request to the School Board to change the name of Colored School No. 13 to Braithwaite Elementary Negro School. It was renamed to honor her former professor William Stanley Beaumont Braithwaite, a poet, author and educator. The school was also a junior high school because there were none in Deerfield Beach at that time. Braithwaite spawned three schools due to overcrowding, Deerfield Park Elementary, Deerfield Park Junior High, and another school located across from Target.

Commissioner Preston said the school was located at Northeast Focal Point and even after it closed, it continued to serve the community for those who could not read or write. The school is only symbolized by a bench; notwithstanding, he asked that the idea for renaming be embraced and made part of city history.

Commissioner Drosky spoke in support of the renaming, but asked that Commissioner Preston consider renaming Braithwaite Place to Braithwaite Bend.

Commissioner Preston said he would prefer Braithwaite Place.

Mayor Ganz said William Braithwaite was a writer, publisher, poet, literary critic, and professor at Black Atlanta University which is now Clarke Atlanta University. He is credited with giving a lot of Harlem poets a voice at a time they did not have one. He spoke in support of both items 10 and 11. Thereafter, he opened the public hearing for both renaming's.

Mae Francis Feagin, 3500 SW Natura Boulevard, Deerfield Beach, spoke in support of the street and building renaming. She commented on how these proposed changes have excited the community.

Harold Westfield, 1061 SW 8th Avenue, Deerfield Beach, spoke in support of the street and building renaming. He thanked Commissioner Preston for bringing this forward and expressed how much this means to him as he was a night student at Braithwaite.

CITY COMMISSION BUSINESS – CONTINUED

Cheyenne Cox-Stubbs, 600 SW 14th Court, Deerfield Beach, spoke in support of the street and building renaming as she is a product of Braithwaite. She commented on the morality the teachers displayed and the love she has for the school.

Chris Marino, 1525 SE 14th Court, Deerfield Beach, spoke in support of the street and building renaming. He expressed concern that Braithwaite Place may create challenges for first responders.

Bobby Cooper, Deerfield Beach, spoke in support of the street and building renaming and thanked Commissioner Preston for bringing this proposal forward.

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, said the bench was placed on the site to make sure people knew Braithwaite Elementary School was located there. Thereafter, she spoke in support of renaming the center Braithwaite Center for Active Aging and what it means to the community.

Nathaniel Knowles, 2605 SW 14th Drive, Deerfield Beach, spoke in support of the items and said he also attended Braithwaite part-time.

Bernette Rahming, Deerfield Beach, spoke in support of the items.

George Bowles, 530 Jefferson Drive, Deerfield Beach, spoke in support of the proposed resolutions. He thanked Commissioner Preston for championing this great cause and asked that the Commission support this as a way to preserve the history.

Mayor Ganz closed the public hearing.

Commissioner Parness spoke in support of Items 10 and 11 and applauded the opportunity to discuss history and the unfairness and inequality in education.

Commissioner Preston commented on the difficulties during segregation, but without assistance from Mr. Julius Rosenwald, a Jewish philanthropist, Braithwaite would not have been possible. He said there were Whites who saw right from wrong and did not let color get in the way.

In response to Mayor Ganz's question, David Santucci, City Manager, replied that the street renaming is a dual designation. Since the original name is kept, along with the new name, it will not create a problem for first responders.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 10, adopted Resolution 2022/167. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

11. Resolution 2022/168 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, changing the name and designation of a certain right of way on NW 2nd Avenue from NW 1st Street to NW 3rd Court to dual designation in honor of the Braithwaite School and its alumni; providing for conflicts, severability and an effective date.

The Resolution was read into the record.

All comments are outlined under Item 10.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 11, adopted Resolution 2022/168. Voice Vote:

CITY COMMISSION BUSINESS – CONTINUED

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

PUBLIC COMMENT

Gene Townsel, 10 Fairway Drive, Deerfield Beach, invited the City Commission to a benefit dinner and jazz show this Saturday; he provided complimentary tickets to each for the event. It will be held at the E. Pat Larkins Center at 7:00 p.m.

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, said he is a member of the Deerfield Beach Cultural Committee and their goal is to expand a cultural environment in the City. He outlined various events coordinated by the Cultural Committee, and advised that they are working to increase participation by starting with local universities and colleges. Broward College is enthusiastic about working with the Cultural Committee and has developed the Inaugural Deerfield Beach Jazz Series; whereby, the Cultural Committee will host Deerfield Beach Jazz in the Park with Broward College's jazz band, Thursday, October 20, 2022, from 6:30 till 8:30 at Villages of Hillsboro Park. On November 17th, it will be held at Crystal Heights Park, and on December 15th, Oveta McKeithen Recreational Complex.

John Connell, 4394 NW 9th Avenue, Deerfield Beach, provided an update on what is happening at Heritage Circle; whereas, there have not been any changes and no work has been done. Thereafter, Mr. Connell asked the Commission to enact an ordinance so associations are held responsible as it is out of control and should be addressed. Furthermore, he explained how a former president took off with the residents' money.

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, commented on the November 8th election ballot and asked if any elected officials with questions on the ballot will come before the City Commission to explain what their items are about.

Mayor Ganz replied that as of now, no elected officials are scheduled to appear.

CONSENT – BOARD APPOINTMENTS

6. Resolution 2022/164 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, appointing Michael Marion to the Affordable Housing Advisory Committee, serving as a resident member, for a two-year term; providing for conflicts and an effective date.

The Resolution was read by title only.

Mayor Ganz opened the public hearing; however, there were none to speak and the public hearing was closed.

There was no discussion amongst the Commission.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 6, adopted Resolution 2022/164. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

Mayor Ganz opened the public hearing; however, there were none to speak and the public hearing was closed.

There was no discussion amongst the Commission.

MOTION was made by Vice Mayor Hudak, seconded by Commissioner Parness, to approve Items 7 & 8 of the Consent Agenda. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak, and Mayor Ganz

Nays: 0

7. **Resolution 2022/165 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the transfer of additional funds from the Parks and Recreation operating budget to the City's Capital Fund 399 for Mayo Howard Park improvements in an amount not to exceed $281,752.00; approving an agreement with MBR Construction to provide construction services for Mayo Howard Park improvements in an amount not to exceed $565,752.00 and authorizing execution of same; providing for an effective date.** *(Funds from Account #399-7035-572-65-30 - Capital Improvement)*

8. **Resolution 2022/166 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an amendment to the Agreement with Robert Half International, Inc. for temporary staffing, direct-hire, and other employer services to expand the scope of temporary staffing services and increase the not to exceed agreement amount to $500,000.00; providing for execution, conflicts, and an effective date.** *(Funds from Department - Other Contractual Services)*

COMMENTS BY ADMINISTRATION & LEGAL

CITY ATTORNEY - No Report.

CITY MANAGER

9. Presentation regarding updates on Community Services and the progress of the Center for Active Aging Project.

Jonathan Salas, Interim Director of Community Services, provided an update on the progress of the Center and various programs offered for the community. He said due to COVID-19, operations and activities at the Center ceased; however, staff is working to revamp the programs. Tonight's presentation will provide an overview of what has happened and the future goals. The City of Deerfield Beach is a regional destination and service areas for Northeast Focal Point include Lighthouse Point, Hillsboro Beach, Sea Ranch Lakes, and Lauderdale by the Sea for those 60 years and older; notwithstanding, staff is working on expanding the program to those 55 years and older. The Northeast Focal Point is funded by State and Federal funds; whereas, the Center for Active Aging includes the Senior Center, Adult Daycare and Alzheimer's Daycare, and preschool which will have a ratio of 10:1 for students to teachers.

Continuing, Mr. Salas outlined current programs and services, counseling, in person and via Zoom, recreation activities, caregiver training and support, transportation services, nutritional services, and others. The Center should be completed by Summer 2023 and Bezos Academy Preschool is expected to open in Summer 2024. He advised that there are programs still available during construction, i.e. ballroom dancing, line dancing, and others. The new center will have a health and safety room, library, computer lab and other amenities/trainings. Proposed programs include interaction with the children and seniors for an

COMMENTS BY ADMINISTRATION & LEGAL – CONTINUED

intergenerational program, as well as gardening, holiday interactions, and other activities. Mr. Salas has applied for a grant to expand the food program which provides a meal for seniors in the evening. He also plans to bring other outside sources to the center so the participants are not required to go outside of the community.

Vice Mayor Hudak asked how these activities will be marketed as it is important to get the word out.

Mr. Salas replied that Community Services has grant funding for public outreach which is continual throughout the city at every event they attend; whereas, flyers are being passed out and a registration list has been generated and expects there will be a waiting list.

Commissioner Preston thanked Mr. Salas for his efforts and applauded his work ethic.

Mr. Salas replied that said since the center has been renamed, it will be branded with the marketing material and will continue with outreach.

In response to Mayor Ganz's question, Mr. Salas replied that the Alzheimer's Daycare accommodates up to 25 participants. Today, the modular was approved by the Health Department to continue with this program; currently, 16 people are registered.

Mayor Ganz commented on the events offered through the Center for Active Aging and how the center provides more services than just the Alzheimer's Daycare.

COMMENTS BY MAYOR & CITY COMMISSION

VICE MAYOR HUDAK DISTRICT 1

Hurricane Ian – Vice Mayor Hudak expressed condolences for the loss of life as a result of the hurricane and the impact on Floridians on the west coast. He asked that the City Manager understand what happened in Fort Myers to protect the City and hopes we never have to encounter their experience.

COMMISSIONER PRESTON DISTRICT 2

Accolades – Commissioner Preston applauded Kenton Smith, Parks & Recreation staff, for his hard work in the department as well as with the children. Additionally, he thanked Captain Hofstein, BSO District X, on how the deputies interact with the children during the Packer Rattler games. Lastly, he thanked the Commission for their support this evening.

COMMISSIONER PARNESS DISTRICT 3

Hurricane Ian – Commissioner Parness expressed condolences for those who perished because of the hurricane. He said when law enforcement encourages people to leave the area, it is important to listen. He also commented on the building codes and the uncertainty of the codes in the affected area.

COMMISSIONER DROSKY DISTRICT 4

Hurricane Ian – Commissioner Drosky expressed his condolences and encouraged donations to those affected. Furthermore, the Florida League of Cities is coordinating an effort so staff can go and provide support. He advised that employees interested in serving will still receive their regular rate of pay under the City of Deerfield Beach.

MAYOR BILL GANZ

Hurricane Ian – Mayor Ganz said evacuees came to Deerfield Beach and were walking dogs on the boardwalk as they are unfamiliar with the City's laws; nevertheless, the City Manager worked with the hotels

COMMENTS BY MAYOR & CITY COMMISSION – CONTINUED

to establish a location. Mayor Ganz also commented on the amount of time it will take for the west coast to recover and how things will not be as they once were.

Babcock Ranch – Mayor Ganz said this community is about 20 minutes from downtown Fort Myers. He commented on it being a sustainable, resilient community where solar panels were used and the homes being 25 feet above sea level. Because of the panels, no one was without power to their homes.

ADJOURNMENT

There was no additional business to discuss.

MOTION was made by Commissioner Parness, seconded by Commissioner Preston, to adjourn the meeting at 9:11 p.m. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Parness, Commissioner Preston, Vice Mayor Hudak and Mayor Ganz

Nays: 0

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

_____
Samantha Gillyard, CMC, City Clerk

PLANNING AND ZONING BOARD
CITY OF DEERFIELD BEACH, FLORIDA
September 1, 2022
MEETING MINUTES

A regular meeting of the Planning and Zoning Board of the City of Deerfield Beach, a municipal corporation of Florida, was called to order on the above date at 7:00 p.m. in the City Commission Chambers by Thomas Plaut, Chair.

ROLL CALL

Present: Thomas Plaut, Chair
Bridget Beckford
Joe Chancy, Alternate
Kanthiah Easwara Chandran, Alternate
William Lane

Also Present: Eric Power, Director of Planning & Development Services
Anthony Soroka, City Attorney
Heather Montemayor, Assistant City Clerk

Absent: Brian Bennett, Vice Chair
Michelle Balaun
David Kurlander, Alternate

PLEDGE OF ALLEGIANCE

SEATING OF ALTERNATES

Mr. Chancy and Mr. Chandran sat in for those regular members who were not in attendance.

APPROVAL OF MINUTES OF PREVIOUS BOARD MEETING

Motion was made by Ms. Beckford and seconded by Mr. Lane to approve the minutes of July 7, 2022. The motion CARRIED by unanimous vote.

OLD BUSINESS

None.

NEW BUSINESS

P.H. 2022-063: APPLICATION 22-PDD-04 (PROJECT NAME: HILLSBORO LANDING AKA TALLMAN PINES)
Applicant: **Broward County Housing Authority represented by Housing Trust Group, LLC**
Proposal: Major Site Plan application seeking approval to construct Phase one, 75 mid-rise units (apartment complex).
Location: The properties are generally described as several parcels of land on PARCEL "A", (JACK) HUMPHRIES VILLAS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN **PLAT BOOK 81, PAGE 9, and located at 3851 N Dixie HWY.**

SUMMARY BACKGROUND/EXPLANATION

The Applicant, Broward County Housing Authority, requesting approval of a major site plan application to construct one six story, 75-unit rental apartment for senior citizens on approximately 1.06 acres. The building is the first phase of a two-phase project. The unit mix consists of 45 one bedroom/one-bathroom apartments and 30-two bedroom/two-bathroom apartments. The apartment building meets the design criteria for the Pioneer Grove overlay district. Amenities for the residents include a fitness room, multi-purpose clubhouse and an active rooftop. The property offers at no cost to its residents, adult literacy and computer training programs as well as a daily check-in program. In addition, the building is staffed with and on-site manager and a maintenance staff person Monday-Friday from 9:00am – 6:00pm. A traffic impact study was submitted by the applicant for the entire property and indicates that a total of 994 new trips will be created with 64 trips in the AM peak hours and 78 trips in the PM peak hours. All parking for residents, guests and employees is located inside the building on the first and second floor. The property is also adjacent to a bus stop.

On September 13, 2021, the Applicant received City Commission approval of Rezoning Application No. 19-R-188, rezoning the property from RS-4c and B-3c (One-Family Detached Dwelling District and Intense Commercial Business District, respectively) to PDD (Planned Development District), as well as approval of the Development Agreement associated with the proposed development.

Additionally, although not within the purview of the Planning and Zoning Board, it should be noted that the City Commission approved the applicant's request for an allocation of 115 flex units for future affordable housing (Resolution 2019/127) for this project. The remaining flex units available to the City for future use is 1,544 units.

On June 8, 2022, the item was heard and approved by the Community Appearance Board.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the sites.

Eric Power, Director of Planning & Development Services, introduced Chris Suneson, Assistant Director of Planning & Development Services. Thereafter, he provided a brief overview of the item.

Keith Poliakoff, 200 S. Andrews Avenue, Fort Lauderdale, representing the applicant, provided a brief overview of the project. Thereafter, a photograph of the proposed site was displayed, along with a PowerPoint presentation. Mr. Poliakoff said when Schooler Humphries Villas were demolished in 2006, the property remained under a HUD declaration of trust, which allowed for attainable housing when rebuilt. In August 2019, the City approved flex units and in June 2021, the State awarded over $20 million in financing and in September 2021, the PDD rezoning was approved. He said the design has gone through various revisions over the last three (3) years to ensure that setbacks, heights and exterior style elements are compatible with the neighborhood. Thereafter, the site plan was displayed, which includes 75 units, 45 1 bed/1 bath and 30 2 bed/2 bath, and 96 total parking spaces. Further, Mr. Poliakoff said the applicant held six (6) neighborhood meetings in person and virtually; whereby, residents requested that this site be designated for senior housing and a reduction in height from 8 stories to 6, which have been addressed. He advised that concerns regarding the bus stop were also discussed, whereas, the applicant is working with Broward County on a Resolution.

Continuing, Mr. Poliakoff said the income range for the 75-unit senior community is $16,000 - $45,000, and the average rent for a 1 bed/1 bath is $900, and for 2 bed/2 bath, $1,000. He explained that all applicants will be required to have a full background check, the leasing criteria is extremely stringent, and there is a zero-tolerance policy to nuisance, crime and rule breaking. The programs and amenities include resident daily check-in, computer training, fitness room, pet-friendly community, etc. He explained that the security measures will include on-site management and maintenance, key fob security entry, and security cameras. Thereafter, various elevations of the proposed property were displayed. Lastly, Mr. Poliakoff said the senior community creates residential and active-use spaces and provides modern, affordable rental housing units.

In response to Chair Plaut's question, Dilia Tabora, Housing Trust Group, LLC, replied that the management office will be open Monday-Friday, 9:00 a.m. to 6:00 p.m.; however, there will be security cameras throughout the property.

In response to Mr. Chancy's questions, Ms. Tabora replied that residents will have management's contact information should an issue arise after hours. Further, she advised that there will be a bus stop on site which is being addressed with the County. She advised that construction should begin March 2023 and will last 12-14 months. Thereafter, she explained the reasoning behind the name Hillsboro Landing.

Mr. Poliakoff said there were no traffic concerns amongst the residents since the access point does not warrant any additional traffic.

In response to Mr. Chandran's questions, Mr. Power replied that all staff comments have been addressed. Further, Ms. Tabora replied that the middle of the 3rd floor is an open courtyard.

Rick George, 203 NE 8th Terrace, Deerfield Beach, asked if the property is east or west of Dixie Highway.

Chair Plaut replied west.

Mr. George asked why there isn't an access point from Dixie Highway.

Mr. Power replied that there are drainage easements along Dixie Highway preventing an access point.

Motion was made by Ms. Beckford and seconded by Mr. Chandran to close the public hearing. The motion CARRIED by unanimous vote.

Motion was made by Ms. Beckford and seconded by Mr. Lane to approve P.H. 2022-063: Application 22-PDD-04 subject to staff conditions. The motion CARRIED by unanimous vote.

P.H. 2022-079: APPLICATION 21-R-195 (PROJECT NAME: CENTRUM DEERFIELD BEACH AKA AXIS DEERFIELD)
Applicant: **CRD FEDERAL, LLC.**
Proposal: Rezoning application seeking approval to rezone the subject parcels from B-3 (General Business) and RM-10 (Residence Multi-Family) property to PDD (Planned Development District).
Location: The properties are generally described as portions of Lots 4, 8 and 9, block 3 of "DEERFIELD BEACH ESTATES SECTION A" to the plat thereof, as recorded in plat book 39, page 14, of the
public records of Broward County, Florida and portion of the southwest ¼ of the southeast ¼ of the southeast ¼ of section 31, township 47 south, range 43 east, Broward County, Florida, **and located at 201-299 N Federal Highway and 226-228 NE 9th Avenue.**

SUMMARY BACKGROUND/EXPLANATION

The Applicant is requesting approval to rezone the subject parcels from B-2 (Highway Business) and RM-10 (Residence Multi-Family) property to PDD (Planned Development District) under the Deerfield Beach Land Development Code. Pursuant to S*ection 98-68.-PDD, planned development district* of the Land Development Code, the rezoning request includes a statement of need, conceptual master plan, as well as proposed property development requirements for which the site development plan shall be in compliance.

On April 6, 2021, the City Commission approved the 2nd reading of Land Use Plan Amendment Application No. #64A approving the change in land use on the subject parcels from Commercial to Residential Irregular – 48.1

The Applicant has also submitted a Plat Application No. 20-P-229 and a Site Plan Application No. 21-PDD-02, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to develop the subject properties to 277 multi-family dwelling units with an attached parking garage and associated on and off-site improvements.

Applicants for rezoning to PDD district must demonstrate, through a statement of need, that there are unique property characteristics that impede the development of the properties under strict application of the Code, development is apparent and will enhance economic development strategies of the City.

The Applicant is required by Code to enter into a Development Agreement with the City, which must be approved by City Commission as part of the rezoning. Although the Development Agreement is not within the purview of Planning and Zoning Board, the following information from the agreement is related to the approval of the rezoning application:

Applicant agrees to the following:

- Open space improvements – development of 3 public nodes and artwork
- Improvements to Eller Drive and NE 4th Street
- Survey and Engineered Plans for Eller Drive for future City improvements
- Sidewalk construction
- Undergrounding of power lines (East and West) of property
- Pet waste stations
- Traffic calming
- Voluntary contribution to the Fire Impact Fee Fund
- Dedication of Right-of-Way on NE 9th Avenue

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The applicant has made requests to deviate from the Land Development Code through the PDD zoning, which is permitted with the approval of the rezoning application. Changes to this are:

- Increase density to 48.6 units per acre
- Decrease front setback (East) to 10 feet
- Decrease rear setback (West) to 13 feet
- Increase maximum lot coverage to 55%
- Decrease minimum landscape area to 26%
- Reduce required parking spaces to 9 x 18
- Increase in the number of allowable building signs and monument signs

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the sites.

P.H. 2022-080: APPLICATION 20-P-229 (PROJECT NAME: CENTRUM DEERFIELD BEACH AKA AXIS DEERFIELD)

Applicant: **CRD FEDERAL, LLC.**

Proposal: Request to plat a 4.2-acre site to be restricted to 277 mid-rise units and be known as "Centrum Deerfield Beach" Plat.

Location: The properties are generally described as portions of Lots 4, 8 and 9, block 3 of "DEERFIELD BEACH ESTATES SECTION A" to the plat thereof, as recorded in plat book 39, page 14, of the public records of Broward County, Florida and portion of the southwest ¼ of the southeast ¼ of the southeast ¼ of section 31, township 47 south, range 43 east, Broward County, Florida, **and located at 201-299 N Federal Highway and 226-228 NE 9th Avenue.**

SUMMARY BACKGROUND/EXPLANATION

The applicant, CRD Federal LLC, has submitted an application requesting approval to plat a 4.2-acre site to be known as the "Centrum Deerfield Beach" Plat, located at 201-299 N Federal Hwy. & 226-228 NE 9th Ave. The proposed plat includes a restrictive note to limit development to "277 mid-rise units". The proposed plat also includes 31,625 square feet Right-of-Way dedication.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

The applicant, CRD, Federal, LLC., has submitted an application requesting approval to plat a 4.2-acre site to be restricted to 277 mid-rise units and be known as "Centrum Deerfield Beach" Plat. located at 201-299 N. Federal Highway and 226-228 NE 9th Avenue. The proposed plat includes a restrictive note to limit development to "277 mid-rise units". The proposed plat also includes a 1,625 sq. ft. Right-of-Way dedication to the City along NE 9th Avenue.

The applicant has also submitted a Rezoning Application (21-R-195) and a Major Site Plan Application (21-PDD-02) to redevelop the site and construct a new 277 mid-rise unit (apartments) with an attached parking garage and associated site improvements.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

P.H. 2022-081: APPLICATION 22-PDD-04 (PROJECT NAME: CENTRUM DEERFIELD BEACH AKA AXIS DEERFIELD)
Applicant: **CRD FEDERAL, LLC.**
Proposal: Major site plan application seeking approval to construct 277 mid-rise units (apartments) with an attached parking garage and associated site improvements.
Location: The properties are generally described as portions of Lots 4, 8 and 9, block 3 of "DEERFIELD BEACH ESTATES SECTION A" to the plat thereof, as recorded in plat book 39, page 14, of the public records of Broward County, Florida and portion of the southwest ¼ of the southeast ¼ of the southeast ¼ of section 31, township 47 south, range 43 east, Broward County, Florida, **and located at 201-299 N Federal Highway and 226-228 NE 9th Avenue.**

SUMMARY BACKGROUND/EXPLANATION

The Applicant is requesting approval of a major site plan application for the construction of 277 multi-family dwelling units with an attached parking garage and associated site improvements. The applicant is proposing both on and off site improvements including a variety of residential amenities (i.e. pool, courtyard, private dog park, gaming center, fitness center and community kitchen and dining area), as well as sidewalk, public nodes and public art, improvements to Eller Drive and NE 4th Street, undergrounding of utility lines to the east and west and a dedication of right-of-way along NE 9th Avenue.

The subject properties are located along Federal Highway and are within the Coastal Community Architectural District. Coastal Community Design Standards have been incorporated into the proposed architectural design of the building and within landscape and open spaces throughout the site.

The Applicant has also submitted Rezoning Application No. 21-R-195, seeking approval to rezone the subject parcels from B-2 (Highway Business) and RM-10 (Residence Multi-Family) property to PDD (Planned Development District). The rezoning request is being reviewed concurrently with the site plan. Approval of the site plan and subsequent applications is subject to approval of the rezoning application. As part of the rezoning request, the applicant is required to submit a statement of need and proposed property development requirements listing the required dimensional regulations and parking requirements that would regulate the property should the City Commission approve the application. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD report attached to Rezoning Application No. 21-R-195.

Although not within the purview of Planning and Zoning Board, a Development Agreement is also in review subject to City Commission approval to accommodate the proposed development.

The Applicant has also submitted a Plat application No. 20-P-229 requesting approval to plat a 4.2-acre site to be restricted to 277 mid-rise units and be known as “Centrum Deerfield Beach” Plat.

On April 6, 2021, the City Commission approved the 2nd reading of Land Use Plan Amendment Application No. #64A approving the change in land use on the subject parcels from Commercial to Residential Irregular – 48.1.

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City’s traffic consultant.

The Community Appearance Board approved the application unanimously on October 23, 2019.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the sites.

Prior to the application being scheduled for City Commission, the applicant must address the outstanding Development Review Committee comments summarized below:

Staff's review of Application No. 21-PDD-02 has determined that the site plan meets the intent of *Section 98-68. - PDD, planned development district* and demonstrates compliance with the proposed property development requirements detailed in Rezoning Application No. 21-R-195.

Eric Power, Director of Planning & Development Services, advised that all three (3) items will be presented together but voted on separately. Thereafter, he provided a brief overview of the project.

Dennis Mele, 200 E. Broward Blvd., Fort Lauderdale, representing the applicant, displayed a brief PowerPoint presentation. He said the property is located on the west side of Federal Highway between NE 2nd Street/Eller Street and NE 4th Street; thereafter, an aerial of the location was displayed, as well as a photograph of the site plan. Further, he explained that there are three (3) items, which include the rezoning, plat and site plan. Mr. Mele said the building wraps around a parking garage that is located in the middle and will be primary parking for residents; however, there is a surface lot which will be for deliveries and can be accessed through NE 2nd Street, which is the only access on that street, whereas, building access is on Federal Highway. He explained that during the three (3) community meetings, residents requested that traffic be kept off 2nd Street and 4th Street. Mr. Mele advised that improvements will be made to 2nd Street and a dog park will be facing NE 9th Avenue; whereby, there is no vehicular access on 9th Avenue.

Furthermore, Mr. Mele explained that per the City's Code, PDD requires that public benefits be provided beyond the project, which will be outlined in the Development Agreement and voted on by the City Commission. Thereafter, he displayed the public benefit cost estimates. The applicant is proposing public space improvements to the corner of Eller and Federal, corner of NE 4th and Federal, and corner of 9th and Eller; plaza areas; public art; rebuilding Eller Street from Federal Highway to 9th Avenue to mirror the Pioneer Grove Plan, i.e. wider sidewalks, parallel parking, etc.; widening the sidewalk on Eller Street between 9th Avenue and 6th Avenue; undergrounding the FPL lines along the east side of the property line, Federal Highway and along the west side of the building; pet waste stations; new sidewalk along 4th Street and along Federal Highway; and a contribution to the City's fire fund.

Continuing, Mr. Mele displayed the site plan outlining the three (3) public plazas with art installations, which will be located at the corner of Eller Street and 9th Avenue, corner of Eller Street and Federal Highway, and corner of Federal and NE 4th Street. Thereafter, sample photographs of art installation pieces were displayed. Mr. Mele said the applicant will work with the City's public art program to ensure that it is aesthetically pleasing. Thereafter, various photographs were displayed of the existing power lines, as well as the electrical boxes which will be wrapped with artwork. Further, various photographs of the proposed Eller Street improvements were displayed, highlighting 8' sidewalks, parallel parking, through lanes of traffic, landscaping, lighting, etc. Mr. Mele said there are conditions for this application, which include traffic calming on 8th Avenue, 8th Terrace and 9th Avenue to ensure that people aren't cutting through the neighborhood; whereby, city staff is recommending that the applicant perform an analysis one (1) year after the issuance of the certificate of occupancy and once completed, per city policy, if 60% of the residents on those individual streets are in favor of traffic calming, the applicant will pay for the design and installation of the devices.

In response to Mr. Chancy's question, Mr. Power replied that the City has design manuals for the traffic calming.

In response to Chair Plaut's question, Mr. Mele replied that the applicant purchased a single-family home which will be demolished and turned into the dog park.

In response to Mr. Lane's question, Mr. Power replied that building will be 50' 6". Further, he said the maximum height for this district is 75'. Thereafter, various photographs were displayed of the proposed design.

In response to Mr. Chancy's questions, Mr. Mele replied that FDOT had to approve the access point because it was off Federal Highway and they determined a right turn lane was not necessary. He explained that the applicant requested a left turn lane into the property from Federal Highway, but FDOT advised that it would conflict with the building on the east side of Federal. Mr. Mele stated that a traffic study was submitted to the City which was reviewed by the city engineer and the necessary revisions were made.

In response to Mr. Lane's questions, Mr. Mele replied that the property will be a rental property. Further, he said the building will be owned by one (1) entity who will be responsible for maintenance, upkeep, etc. Further, he said if opened today, the rent would range from $1750 - $3500/month depending on the size and location.

In response to Mr. Chandran's question, Mr. Mele replied that there will be no short-term rentals and there will be minimum lease terms.

Thereafter, a photograph of the west elevation was displayed. Mr. Mele said the dog park will have a fence around it, not a wall.

In response to Chair Plaut's question, Mr. Mele replied that cameras are outside of the surface lot and the management office is next to the area. Further, he said the application was reviewed by law enforcement.

After a brief discussion regarding traffic and the traffic calming devices, Mr. Power explained that per the City's traffic calming program, only homes impacted by the traffic calming will be eligible to vote. Thereafter, he provided a brief overview of the traffic calming process.

In response to Ms. Beckford's question, Mr. Mele replied that the sidewalk will be replaced on Federal Highway and the powerlines will be undergrounded, but the applicant will not be beautifying the median in the center of Federal Highway.

In response to Mr. Chancy's reiterated comments regarding the access point, Mr. Mele read an excerpt from the FDOT letter the applicant received on October 31, 2019, outlining determinations made during the site's evaluation.

In response to Mr. Chandran's questions, Mr. Mele replied that once the powerlines are underground, the poles will be removed. Further, he said residents will have a barcode reader on their windshield to allow entry into the building.

In response to Chair Plaut's question, Mr. Power provided a brief overview of the process moving forward. The first reading of the rezoning will go before the Commission first, and once approved, the second reading will be heard, along with consideration of the plat, site plan, and development agreement, which is a recorded document outlining all of the conditions, improvements, levels of service, etc. Thereafter, Mr. Power provided a brief explanation regarding the City's definition of height.

In response to Mr. Chandran's questions, Mr. Power replied that there are no easements or other issues preventing the ingress/egress off Federal Highway.

Mr. Mele said the building will alleviate the traffic noise for the neighborhood and the units will be accessible to everyone.

In response to Mr. Chancy's question, Mr. Mele replied that it will take between 12 - 18 months to build, and the applicant will work with law enforcement and the engineer on a maintenance of traffic plan which will outline the construction trucks access points.

In response to Ms. Beckford's question, Mr. Mele replied that a Stormwater Pollution Prevention Plan (SWPPP) is required to ensure that dirt is not entering the catch basins, etc.

Chair Plaut opened the public hearing.

Ric Jorge, 203 NE 8th Terrace, Deerfield Beach, said he was only aware of one (1) community meeting and asked for clarification on the others. He spoke in support of the widened sidewalks but expressed concerns with flooding. Currently, there aren't any traffic issues, but this project will create issues that concern many residents. Thereafter, he expressed concerns with the dog park, as he does not believe it will be utilized for that purpose. He said the proposed improvements to the SE corner area are beautiful, but it is a dangerous intersection. Lastly, Mr. George expressed concerns with the number of units and the additional traffic.

Mike Shallow, 113 NE 9th Avenue, Deerfield Beach, allowed Rick George to speak on his behalf. Mr. George asked for clarification on the roadside parking and the reasoning behind not being allowed to have a left turn lane into the property from Federal Highway.

April Bolowich, 899 NE 4th Street, Deerfield Beach, stated that she has two (2) affected properties within this area and expressed concerns with the entry point, as people will cut through the community. Further, she commented on Roadhouse being there years ago, which caused issues because it was open and serving alcohol until 4:00 a.m.; nevertheless, a petition was done and 4th Street was temporarily closed, which she suggested be done again.

Sean Cronin, 869 NE 4th Street, Deerfield Beach, expressed concerns with the parallel parking on Eller Street as it will cause more congestion during school pickup. He also expressed concerns that landscaping will impair drivers' vision and suggested adding a diesel lane on Federal Highway. He stated that the piece of property purchased for a dog park will not be large enough, so people will walk them through the neighborhood. Also, he expressed concerns with pets being left on balconies and being unable to determine where noise is coming from when making a compliant, people being able to see into the houses, and the location of the garage.

Lastly, Mr. Cronin asked for clarification on the tallest point of the building, and the egress/ingress of the construction trucks.

Lettie Cronin, 869 NE 4th Street, Deerfield Beach, asked if the neighboring schools are prepared for the additional children. Thereafter, she reiterated the same concerns regarding noise complaints, cut through traffic, and the dog park. Ms. Cronin said she was only aware of one (1) meeting, which she attended to express her concerns regarding the building's height, as people will be able to see into her backyard. Lastly, she is not opposed to growth, but she wants her neighborhood to be kept quiet and safe.

Wilbur (sic) Smith, 227 NE 8th Terrace, Deerfield Beach, advised that he's a traffic design engineer and a utility contractor; whereby, during the first community meeting he requested a traffic engineering test, which he never received. Thereafter, he expressed concerns with the egress/ingress traffic coming northbound and commented on a letter the applicant received on October 31, 2019 from FDOT. Further, he said in conjunction with the undergrounding of the utility lines, the fiber carriers located on the poles will need to be addressed before they are removed. Mr. Smith said a traffic study was not completed and asked for clarification why it was not done.

Motion was made by Ms. Beckford and seconded by Mr. Chandran to close the public hearing. The motion CARRIED by unanimous vote.

Chair Plaut advised that regardless of the outcome of this meeting, the City Commission makes the final decision, so he urged residents to contact their district commissioner.

Mr. Mele answered various questions posed by the public. He said the Land Use Plan Amendment required a traffic study and petition to the School Board to ensure that they can handle the additional students at the respective schools. Mr. Mele said the traffic study was submitted and reviewed by city staff, and all recommendations made were implemented. Further, he stated that all utility lines will be buried and advised that the presentation will be updated to indicate such. Also, the roof elements are the highest peaks of the building; the widened sidewalks will be accompanied with proper drainage; the dog park will remain intact, as there is no desire to allow access to 9th Avenue, which will be outlined in the Development Agreement; the community meetings were held on August 18, 2020 via Zoom, March 22, 2021 via Zoom, and June 2, 2022 in person, and 300 notices were sent out for each meeting; the PDD requires that the applicant comply with County and FDOT regulations. Thereafter, the site plan was displayed showing the left turn lane for the property located on the eastside of Federal.

Continuing, Mr. Mele said the FDOT letter that was received on October 31, 2019 was renewed and advised that he will provide the City with the renewal; thereafter, he provided a brief overview of FDOT's permitting process. Further, a traffic generation summary was displayed; whereas, the current B-3 zoning designation would generate 2,541 daily trips, 119 in the morning peak hours and 221 in the evening peak hours. The proposed development would generate 1,508 daily trips, 93 in the morning peak hours and 118 in the evening peak hours. Lastly, he said the applicant is proposing to install parallel parking to fulfill the street cross-section that the City adopted; residential being wrapped around the parking garage is customary and was reviewed by

fire; and the applicant will work with law enforcement and city staff to find the best routes for the construction trucks.

Mr. Power said during site plan review, the city engineer and landscape architect reviewed site triangles for all turning radii. Further, he stated that the City intends to correct the parking issues during school pickup by creating on street parking spaces in the swale areas on Eller Street, so regardless of the outcome of this project, the City is going to make drastic changes to improve the walkability, biking and on street parking. Lastly, he said there are no locations along Federal Highway where a diesel lane exists.

Motion was made by Ms. Beckford and seconded by Mr. Chandran to approve P.H. 2022-079: Application 21-R-195. The motion CARRIED by unanimous vote.

Motion was made by Ms. Beckford and seconded by Mr. Chandran to approve P.H. 2022-080: Application 20-P-229. The motion CARRIED by unanimous vote.

Motion was made by Ms. Beckford and seconded by Mr. Chandran to approve P.H. 2022-081: Application 22-PDD-04. The motion CARRIED by unanimous vote.

STAFF REPORT

October Meeting - Eric Power, Director of Planning & Development Services, stated that there will be a meeting in October.

Pioneer Grove - Mr. Power said on September 8th and 15th there will be a virtual public workshop at 7:00 p.m. regarding Pioneer Grove roadway improvements. Thereafter, he provided a brief overview of the project.

CHAIRMAN'S REPORT

None.

MEMBERS' REPORTS

NW 3rd Avenue Roadway Improvements - In response to Ms. Beckford's question, Eric Power, Director of Planning & Development Services, replied that a final report was completed, which will be provided to the Board.

In response to Mr. Chancy's questions, Mr. Power replied that the report provides recommendations on what should be done to keep the existing changes, as well as recommendations for other improvements. Further, the paint was only set to last for six (6) months.

In response to Mr. Chandran's question, Mr. Power replied that there is a process in Broward County, known as a 40-year inspection. Once a building becomes 40, and every 10 years thereafter, it is required that a report be submitted to the building division from a licensed

architect or engineer to determine if any additional permits are needed for improvements. Further, he said the City has always complied with this process. Additionally, staff has updated the Code to ensure that once the report is submitted, the building permits are obtained, if needed.

ADJOURNMENT

Motion was made by Mr. Chandran and seconded by Mr. Chancy to adjourn the meeting at 9:04 p.m. The motion CARRIED by unanimous vote.

_____

Thomas Plaut, Chair
Planning and Zoning Board

City Commission Meeting - October 18, 2022

DEERFIELD BEACH - YOU ARE HEREBY NOTIFIED that the **Regular City Commission** meeting will be held on **Tuesday, October 18, 2022, at 7:00 PM in the City Commission Chambers located at the City Hall Complex, 150 NE 2nd Avenue, Deerfield Beach, Florida.** A quorum of the City Commission will be physically present at the meeting and the City will be utilizing communications media technology with most City staff participating through video conferencing.

The October 18, 2022, Regular City Commission meeting will proceed utilizing communications media technology; **however, the City Commission Chambers located at the City Hall Complex, 150 NE 2nd Avenue, Deerfield Beach, will be open to the public as an additional method** for speakers wishing to speak on items. A copy of the agenda for the October 18, 2022 meeting will be available at http://www.deerfield-beach.com/1554/Meetings-Agendas.

Attending and Viewing the City Commission Meeting:

This meeting will be broadcast live for members of the public. There are several options available to the public to attend/view the meeting:

1. **In Person Attendance**. Attend in person in the City Commission Chambers.

2. **Zoom**

   a. **Via Zoom Online** - Access to the meeting will begin at 6:45 PM on October 18, 2022.
      i. Use the following link below to access the meeting via Zoom:
HTTPS://DEERFIELD-BEACH.ZOOM.US/J/82086369760?PWD=BNHSWC9JT2RLEMNMNNA1MZU3YKYZDZ09
      ii. The video camera display feature is disabled for public use

   b. **Via Zoom Telephone** - Join the meeting via telephone (audio only) using the Call-in number below, followed by the Meeting ID when prompted. No computer or access code is required.

Call-in Number: (312) 626-6799, Meeting ID: 820 8636 9760#, Participant ID: #, Passcode: 600487#

For more information on using Zoom, please visit Zoom Support at the following link: https://support.zoom.us/hc/en-us.

3. **YouTube**

   The meeting will also be available to the public via YouTube for audio and video access; however, public participation, i.e. comments are not possible. The link to watch the meeting via YouTube will be active no later than 6:45 PM on October 18, 2022, and can be found by clicking the camera icon in the Media column at http://www.deerfield-beach.com/1554/Meetings-Agendas.

Providing Public Comment:

Public participation is strongly encouraged. Your comments will be limited to three minutes per person. To participate, please choose the option best for you and remember to include your name and address for the record.

1. **In person** - Public comment may be given in the Commission Chambers during the applicable public comment portion of the meeting.

2. **Live Zoom Video Participation** - If attending via Zoom online, at the appropriate public comment period, click "raise hand" on the bottom of the "participants" tab, and your audio will be unmuted when you are recognized.

3. **Live Zoom Telephone Participation** - If attending via Zoom by telephone, at the appropriate public comment period, press *9 to "raise your hand" and your audio will be unmuted when you are recognized.

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND FLORIDA STATUTE 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CITY CLERK NO LATER THAN 3 DAYS PRIOR TO THE MEETING AT (954) 480-4213 FOR ASSISTANCE.

Should you have any questions, please feel free to contact the City Clerk's Office at 954.480.4213. For additional information on the agenda items for the Commission meeting, please visit www.dfb.city.

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the ranking and award of Request for Proposals #22-32-PC for public affairs and marketing professional services; authorizing execution of an agreement with RJP Creations, Inc., the top ranked firm, for a two year term with three additional one year renewal terms; providing for implementation and an effective date. *(Funds from Account #001-1800-513-32-99 - Other Contractual Services)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $83,200/year
Account Name: Other Contractual Services
Account Number: 001-1800-513-32-99

Background/History
The City desires to enter into an agreement with a consultant for the provision of public affairs and marketing professional services. The City issued Request for Proposals No. 22-32-PC (the “RFP”) for Public Affair and Marketing Professional Services as further outlined in the RFP and detailed below. The RFP was advertised in the legal notices section of the Sun Sentinel on August 29, 2022, and the notice was also sent to 180 prospective respondents via the e-Procurement Marketplace. On September 14, 2022 at 2:00 p.m., the due date and time for the responses, the Purchasing and Contract Division (the “Division”) closed and unsealed the two proposals that were timely received, and reviewed the proposals to ensure they met the RFP requirements. The Evaluation Committee independently reviewed and scored the responsive proposals in accordance with the weighted criteria stated in the RFP prior to the first evaluation committee meeting.

The Evaluation Committee was unanimous in their decision to recommend to the City Commission, to approve the ranking and award a contract to the first-ranked Proposer RJP Creations, Inc. for RFP No. 22-32-PC for Public Affairs and Marketing Professional Services, specifically for the following scope of services:

a. Marketing Coordination
i. Works with the Public Affairs and Marketing Team on creative concepts for all City marketing and branding campaigns.
ii. Assists the Public Affairs and Marketing Team in all public relations initiatives.

iii. Assists the Public Affairs and Marketing Director and Communications Manager with some media relations functions like writing and editing marketing collateral, newsletters, social media posts, and press releases as needed.
iv. Assists the Public Affairs and Marketing Director with ensuring a consistent organizational brand voice across all communications channels, marketing materials, and City brand development.

b. Live Stream Cameras Management
i. Manage, schedule maintenance, and troubleshoot the City's live stream cameras.
ii. Manage and coordinate the installation and/or repair of live stream cameras.
iii. Must be proficient in live stream technology and software.
iv. Must have proven experience developing and executing innovative solutions and ideas for live stream technologies.
v. Produce and edit "Monthly Recap" for the underwater camera.
vi. Responsible for engaging and responding to the fish fan YouTube community.

c. Fish Guide Management
i. Maintaining and updating the online fish guide on the City's Website.
ii. Engage the online community to continue making submissions to fish guide.

d. Web Master for City CMS
i. Website Administration.
ii. Content Management.
iii. Content creator training.
iv. Monitoring & maintaining backend use.
v. Web Design.

e. Graphics Design
i. This position will be responsible for preparing marketing report templates, PowerPoint presentations, and annual budget presentation documents.
ii. Design graphics for web pages, posters, signage, flyers, banners, magazine ads, clothing, and other marketing materials.
iii. Social Media.
iv. Logo Development and Creation.

f. Knowledge, Skills, and Abilities
i. Minimum of eight (8) years of a combination of marketing, public affairs, graphics, and web management experience (with a minimum of 5 years in a municipal government).
ii. Minimum of five (5) years of experience in Video shooting, editing, and computer animation skills.
iii. Information Technology (IT) background is preferred.
iv. Proficient with YouTube channel creation and management.
v. Knowledge of marine life or experience with nautical sports (diving, angling, boating) is preferred.
vi. Photography experience is required.
vii. Must be proficient in Microsoft Suite and Adobe Suite.

The RFP provides for a two year contract term, with three additional one year renewal options.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE RANKING AND AWARD OF REQUEST FOR PROPOSALS #22-32-PC FOR PUBLIC AFFAIRS AND MARKETING PROFESSIONAL SERVICES; AUTHORIZING EXECUTION OF AN AGREEMENT WITH RJP CREATIONS, INC., THE TOP RANKED FIRM, FOR A TWO YEAR TERM WITH THREE ADDITIONAL ONE YEAR RENEWAL TERMS; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, the City of Deerfield Beach (the "City") desires to enter into an agreement with a consultant for the provision of public affairs and marketing professional services; and

WHEREAS, the City issued Request for Proposals No. 22-32-PC (the "RFP") for Public Affair and Marketing Professional Services as further outlined in the RFP (the "Services"); and

WHEREAS, the RFP was advertised in the legal notices section of the Sun Sentinel on August 29, 2022, and the notice was also sent to 180 prospective respondents via the e-Procurement Marketplace; and

WHEREAS, five firms viewed the RFP documents; and

WHEREAS, on September 14, 2022 at 2:00 p.m., the due date and time for the responses, the Purchasing and Contract Division (the "Division") closed and unsealed the two proposals that were timely received, and reviewed the proposals to ensure they met the RFP requirements; and

WHEREAS, the evaluation committee independently reviewed and scored the responsive proposals in accordance with the weighted criteria stated in the RFP prior to the first evaluation committee meeting; and

WHEREAS, the evaluation meeting was held on September 26, 2022 to score the proposals based on the weighted criteria stated in the RFP; and

WHEREAS, following the initial ranking, the evaluation committee was unanimous in their decision to rank RJP Creations, Inc. ("RJP") as the number one ranked firm; and

WHEREAS, the evaluation committee recommends that the City Commission approve the ranking and award of the RFP to the number one ranked firm RJP, and authorize execution of an agreement with RJP for the provision of the Services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the ranking and the award of the RFP to RJP for the Services.

Section 3. The City Manager is hereby authorized to execute an agreement with RJP, consistent with the terms of the RFP, together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

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

PASSED AND ADOPTED THIS ____ DAY OF _____, 2022.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK

Memorandum

TO: Rebecca Medina, Director of Public Affairs & Marketing

FROM: Paul Collette, Buyer

THRU: Bogdan Avasiloae, Purchasing Manager

DATE: September 27, 2022

RE: **Public Affairs and Marketing Professional Services, RFP #22-32-PC**

The Purchasing and Contract Administration Division issued a Request for Proposals for the Public Affairs and Marketing Professional Services, RFP #22-32-PC. This formal competitive solicitation process complies with the City of Deerfield Beach procurement requirements. Details of the competitive solicitation process are as follows:

- On August 29, 2022 the RFP was advertised in the legal notices section of the Sun-Sentinel. The notice was sent to one hundred and eighty (180) prospective Offerors via the e-Procurement Marketplace.
- Five (5) vendors viewed the documents of the RFP.
- One (1) Addendum was issued to make additions, deletions and changes to the RFP documents.
- On September 14, 2022 at 2:00 p.m. EST, the Purchasing and Contract Administration Division closed and unsealed two (2) responses. The responses were reviewed by the Purchasing and Contract Administration Division to ensure the response met the RFP requirements.
- One Offeror (Redevelopment Management Associates) submitted a No Bid. Reason: Do not have the required experience to perform the requested services.
- Subsequently, each member of the Evaluation Committee assigned by the City Manager received their evaluation packages that consisted of: evaluation committee policies and procedures and the evaluation sheets.
- Each Evaluation Committee Member independently reviewed and scored the two (2) responsive proposals in accordance with the weighted criteria stated in the RFP prior to the initial public Evaluation Committee meeting held on September 26, 2022 at 2:00 p.m. EST. On September 26, 2022, the initial Evaluation Committee meeting was opened and the Evaluation Committee voted on continuing the meeting on September 26, 2022 at 3:30 p.m. to allow additional time for the Evaluation Committee to complete their evaluation and ranking sheets.
- On September 26, 2022 at 3:30 p.m. the Evaluation Committee Meeting continued to discuss the proposals and rank the proposers.
- The Evaluation Committee consisted of: Dave Hunt, Multi-Media Production Specialist; Eddie Martinez, Enterprise Network Manager; Samantha Gillyard, City Clerk.

- The proposal was evaluated based on the following weighted criteria:

Criteria	Weight
Qualifications and Experience	3
Understanding of the Project and Work Tasks	3
History and Past Performances of Similar Services	3
References	2
Price	1

- The proposals were scored and ranked (After Evaluation Committee Members Independent Review) as follows:

Ranking:	Dave Hunt	Eddie Martinez	Samantha Gillyard	Total	Ranking
RJP Creations, Inc.	115 / [1]	98 / [1]	90 / [1]	**3**	**1**
My PR Guru, LLC	71 / [2]	84 / [2]	63 / [2]	**6**	**2**

- None of the Proposers provided evidence for meeting the City of Deerfield Beach Disadvantage Business Enterprise Program or Local Business Preference as stated in the RFP documents.
- After Evaluation Committee Discussion of the two (2) proposals, the scores were changed in the following ranking table.

- Evaluation Committee Ranking After Discussions as follows:

Ranking:	Dave Hunt	Eddie Martinez	Samantha Gillyard	Total	Ranking
RJP Creations, Inc.	115 / [1]	84/ [1]	90 / [1]	3	1
My PR Guru, LLC	71 / [2]	75 / [2]	63 / [2]	6	2

- Following the ranking after Evaluation Committee Discussions, Eddie Martinez made a motion to recommend to the City Commission, to approve the ranking and award a contract to the first ranked Proposer RJP Creations, Inc. This motion was seconded by Dave Hunt. The Evaluation Committee was unanimous in their decision.
- Reference checks were conducted on RJP Creations, Inc. and revealed positive ratings.
- Documentation related to this solicitation may be obtained by e-mailing sfrancis@deerfield-beach.com. You may contact the Purchasing and Contract Administration Division at 954-480-4381 with any questions.

In summary, the Evaluation Committee is recommending to the City Commission, to approve the ranking and award a contract to the first ranked Proposer RJP Creations, Inc.

Please use this memorandum and all attachments as your backup to the City Manager for the next available City Commission Meeting.

Att. Tabulation Sheets, Scope of Services

1	Offeror shall provide the Hourly cost for services as per RFP documents.					
	Supplier	**QTY**	**UOM**	**Unit Price**	**Extended**	**Supplier Notes**
	RJP Creations Inc.	1	hr	$40.00	$40.00	
	MY PR GURU, LLC	1	hr	$175.00	$175.00	We charge a blended hourly rate of $175/hour for all services in the RFP Scope of Services

2	Offeror shall provide the Annual cost for services based on (40 hours per week X 52 weeks) as per RFP documents.					
	Supplier	**QTY**	**UOM**	**Unit Price**	**Extended**	**Supplier Notes**
	MY PR GURU, LLC	1	Annually	$24,500.00	$24,500.00	This cost is not based on a 40 hour per week x 52 weeks but is instead an annual cost for providing all services in the RFP
	RJP Creations Inc.	1	Annually	$83,200.00	$83,200.00	

SECTION VI – SCOPE OF SERVICES

1. General

The City of Deerfield Beach (the "City") is seeking the services of qualified and experienced companies or individuals (the "Proposer") to provide Public Affairs and Marketing Professional Services in accordance with the terms, conditions, scope of services of this RFP.

2. Scope of Services:

a. Marketing Coordination

- **i.** Works with the Public Affairs and Marketing Team on creative concepts for all City marketing and branding campaigns.
- **ii.** Assists the Public Affairs and Marketing Team in all public relations initiatives.
- **iii.** Assists the Public Affairs and Marketing Director and Communications Manager with some media relations functions like writing and editing marketing collateral, newsletters, social media posts, and press releases as needed.
- **iv.** Assists the Public Affairs and Marketing Director with ensuring a consistent organizational brand voice across all communications channels, marketing materials, and City brand development.

b. Live Stream Cameras Management

- **i.** Manage, schedule maintenance, and troubleshoot the City's live stream cameras.
- **ii.** Manage and coordinate the installation and/or repair of live stream cameras.
- **iii.** Must be proficient in live stream technology and software.
- **iv.** Must have proven experience developing and executing innovative solutions and ideas for live stream technologies.
- **v.** Produce and edit "Monthly Recap" for the underwater camera.
- **vi.** Responsible for engaging and responding to the fish fan YouTube community.

c. Fish Guide Management

- **i.** Maintaining and updating the online fish guide on the City's Website.
- **ii.** Engage the online community to continue making submissions to fish guide.

d. Web Master for City CMS

- **i.** Website Administration.
- **ii.** Content Management.
- **iii.** Content creator training.
- **iv.** Monitoring & maintaining backend use.
- **v.** Web Design.

e. Graphics Design

- **i.** This position will be responsible for preparing marketing report templates, PowerPoint presentations, and annual budget presentation documents.

ii. Design graphics for web pages, posters, signage, flyers, banners, magazine ads, clothing, and other marketing materials.
iii. Social Media.
iv. Logo Development and Creation.

f. Knowledge, Skills, and Abilities

i. Minimum of eight (8) years of a combination of marketing, public affairs, graphics, and web management experience (with a minimum of 5 years in a municipal government).
ii. Minimum of five (5) years of experience in Video shooting, editing, and computer animation skills.
iii. Information Technology (IT) background is preferred.
iv. Proficient with YouTube channel creation and management.
v. Knowledge of marine life or experience with nautical sports (diving, angling, boating) is preferred.
vi. Photography experience is required.
vii. Must be proficient in Microsoft Suite and Adobe Suite.

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150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1563

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, considering the special event permit application submitted by DS Event Solutions, LLC/Broward Health North for the Ranse Jones Classic Volleyball Tournament to be held on Deerfield Beach from November 5, 2022 through November 6, 2022; denying a waiver of fees; providing for an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $7,443.73 (Fee waiver request)
Account Name: No account
Account Number: Not budgeted

Background/History
Parks and Recreation staff has received a special event application from DS Event Solutions LLC/Broward Health North to host their Ranse Jones Classic 2022 event on Saturday, November 5th, and Sunday, November 6th, from 7:00 a.m. - 8:00 p.m. with the event set up on Thursday, November 3rd and Friday, November 4th from 8:00 a.m. - 5:00 p.m.

The Ranse Jones Classic is an annual event that is held to benefit the Broward Health North Comprehensive Stroke Center and is held on Deerfield Beach north of the International Fishing Pier. The event utilizes the existing volleyball courts and sets up additional temporary courts for a total of 19 volleyball courts on the beach as the event has in the past years.

As part of the application, the event applicant is requesting approval by the City Commission to set-up an additional 11 temporary volleyball courts from Friday, November 4th - Sunday, November 5th.

The applicant is also requesting fee waivers for the event. Fee waivers are normally reserved for non-profit organizations, and we have not received any evidence that this is a non-profit organization.

- Kirk Cottrell Pavilion = $1,315
- 30 Parking Spaces at the Kirk Cottrell Pavilion = $1,800
- 9 Volleyball Courts = $3,978.73
- 1 City Staff Thursday and Friday ($25.00hr x 1hr x 2 days from 6 am to 7 am) = $50

- 2 City Staff Saturday and Sunday ($25.00hr x 3hrs x 2 days from 4 am to 7 am = 3hrs) = $300

Total = $7,443.73

If the fee waiver is approved, that applicant is also required to pay to staff appropriate detail public safety personnel. We were informed that this is at a minimum 4 BSO deputies, plus EMS and fire inspection officers as determined by BSO.

Recommendation
Staff supports the special event application being approved but staff does not support the fee waivers.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SPECIAL EVENT PERMIT APPLICATION SUBMITTED BY DS EVENT SOLUTIONS, LLC/BROWARD HEALTH NORTH FOR THE RANSE JONES CLASSIC VOLLEYBALL TOURNAMENT TO BE HELD ON DEERFIELD BEACH FROM NOVEMBER 5, 2022 THROUGH NOVEMBER 6, 2022; DENYING A WAIVER OF FEES; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the DS Event Solutions LLC/Broward Health North (the "Applicant") intends to hold its Ranse Jones Classic 2022 event on November 5-6, 2022 from 7:00 a.m. to 8:00 p.m., and set-up on November 3-4, 2022 from 8:00 a.m. to 5:00 p.m. (the "Event") on the Deerfield Beach, North of the International Fishing Pier east of A1A from NE 2nd to NE 4th Ct.; and

WHEREAS, according to the Special Event Permit Application submitted by the Applicant (the "Application"), the Event is a charity event to benefit the Broward Health North comprehensive stroke center and will consist of utilizing the Kirk Cottrell Pavilion, volleyball courts, erecting additional volleyball courts, and utilizing all parking spaces; and

WHEREAS, the Applicant is requesting a waiver of the following fees: Kirk Cottrell Pavilion ($1,315.00); 30 parking spaces at the Kirk Cottrell Pavilion ($1,800.00); 9 volleyball courts ($3,978.73); one City staff member on Thursday and Friday for two hours at a rate of $25.00 ($50); and two City staff members on Saturday and Sunday for three hours at a rate of $25.00 ($300), for a total of $7,443.73 in fee waivers (collectively, the "Fee Waivers"); and

WHEREAS, the City Commission finds that it is in the best interest of the City to approve the Application, subject to compliance with all applicable federal, state, and local laws, and deny the Fee Waivers.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Application for the Event, subject to compliance with all applicable federal, state, and local laws, the City's special event regulations, and submission of the required proof of insurance and agreement to indemnify, defend, and hold the City harmless from claims related to the Event. The Fee Waivers are hereby denied.

Section 3. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2022.

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK

Deerfield Beach
Florida

SPECIAL EVENT APPLICATION

Application Information

Organization Name:	DS Event Solutions LLC/ Broward Health North	Today's Date:	4/4/22
Contact Name:	John Esposito	Email Address:	johnespo88@gmail.com
Contact Phone (Home):	954-415-4678	Contact Phone (Cell):	
Address:	110 NE 19 AVE	Fax:	
City:	Deerfield Beach	State: FI	Zip Code: 33441

Is this Organization ☐ For Profit ☒ Nonprofit*

*If Nonprofit, please include a copy of the IRS 501(c) tax exemption letter.

Event Information

Name of Event:	Ranse Jones Classic 2022	Event Date:	Nov 5-6,2022
Event Address:	Deerfield Beach	City:	Deerfield Beach
State:	FL	Zip Code:	33441
Event Category:	Athletic/Recreation		

Purpose of Event: Charity event to benefit the Broward Health North comprehensive stroke center

Description of Event:
Charity Beach volleyball event
1. SETUP
NOV. 3-4, 2022 Courts will be installed along with tents, tower, and sound
A. Event requests from city of Deerfield Beach
I. Event added to City Calendar, website, and marketing plan?

	Date	Day	Start Time	End Time	Anticipated Attendance
Setup	Nov 3-4	Thurs and Fri.	8AM	5PM	
Event Day 1	Nov 5	Saturday	7AM	8PM	220 players
Event Day 2	Nov 6	Sunday	7AM	8PM	150 players
Event Day 3					
Break Down	Nov 6	Sunday	3PM	8PM	

# of years event has been in existence? 11 Past Attendance: 245

Previous Location(s): North of Deerfield Beach Pier

Property Owner's Permission

I, the undersigned as owner of the property where the event will be located, do hereby grant permission for use of my property for the event described above. City property exempt (no signature necessary).

Signature of Property Owner: Date: Phone:

Printed name of Property Owner:

Event Information
(Continued from page 1)

Will you require the use of a City park? If yes, please select park. N/A

Will your event require the use of the beach? ☒ Yes ☐ No

If yes, please make sure to follow the Special Events Permit Conditions for Marine Turtle Guidelines.

Will your event need additional sanitation supplies? ☐ Yes ☒ No

Will you require the use of additional City staff/equipment? ☒ Yes ☐ No

Will you require parking spaces in Main Beach Parking Lot? ☐ Yes ☒ No

If yes, how many spaces are you requesting? All KCP Pavilion (30)

Will you require parking spaces along Ocean Way? ☐ Yes ☒ No

If yes, how many spaces are you requesting?

Will you require parking spaces at the Pier Parking Lot? ☐ Yes ☒ No

If yes, how many space are you requesting?

Will your event require use of the City Showmobile?* ☐ Yes ☒ No

*A Showmobile Application must be filled out & submitted if using the City Showmobile.

Are you requesting any of the above fees to be waived by the city? ☒ Yes ☐ No

If yes, what fees are you requesting waived?

Parking fees, Staff fees, Pavilion nd 9 Volleyball ball Courts

All waiver of fee requests below must be approved by the City Commission.

Vendor Information

Will your event be serving food? ☐ Yes ☒ No Number of Food Vendors: 0

Where will the food be prepared? Method used for cooking: N/A

Vendor list provided to the City? ☐ Yes ☒ No

Food vendors have all permits/licenses required? ☐ Yes ☒ No

Number of other vendors: 30 Vendor list provided to the City? ☐ Yes ☒ No

Additional BSO/Building Requirements

Will there be alcohol at this event? (Must be approved by City Commission) ☐ Yes ☒ No

If yes, has liquor license been issued? ☐ Yes ☒ No

If you answer yes to any of the below questions, a permit may be required

Will you be using any tents for your event? ☒ Yes ☐ No

Tent Size	# of Tents	Tent Location
10x10	20-25	See site map
20x20	1	Registration Tent only

Please note: If using tents on City property, the tents must be weighted. Stakes are prohibited

Will you be using a stage for your event? ☐ Yes ☒ No

Will your event require electricity? ☒ Yes ☐ No

Type of electrical power to be used: Generator

Will a generator be used? ☒ Yes ☐ No Size of Generator: Under 5KW (5000 Watts)

***A generator over 5KW/5000 Watts will require an additional permit.

Will gas equipment be used? ☒ Yes ☐ No

Type of fuel source: Gasoline

Additional BSO/Building Requirements (Continued from page 2)

Will cooking equipment be used? ☐ Yes ☒ No

Type of cooking equipment (check all that apply):

☐ Charcoal Grills ☐ Food Trucks ☐ Fryers ☐ Propane Grills ☐ Warmers/Sternos

Will the event include amusement rides, inflatables or children's games? ☐ Yes ☒ No

Type of amusement ride:

Will the event include the use of fireworks or other pyrotechnics? (describe below) ☐ Yes ☒ No

Are you requesting any roads to be closed? (Please Note: If yes, please complete the City of Deerfield Beach Temporary Road Closure Request.) ☐ Yes ☒ No

***If closing FDOT roads, approval of the City Commission is required.

Will you be using a licensed professional security company to provide security services for your event?

☐ Yes ☒ No

Company Name: | Contact Person:

Contact Number: | Will safety equipment be used? ☐ Yes ☐ No

Promotion Materials

Is your event listed on the web? ☒ Yes ☐ No | Provide URL address:

How do you plan on marketing your event? (select all that apply)

☒ Outdoor Banners ☐ Radio Ads ☐ Mailings ☐ Newspaper Ads

☐ Outdoor Signs ☐ TV Ads ☒ Flyers ☒ Other

Promotional Signs/Banners:

Location:	Size:	Description:
Tower on Beach	A Frames	Listing of Sponsors

Directional Signs:

Location:	Size:	Description:

Event Entertainment

Will the event have entertainment? ☒ Yes ☐ No

Will amplified sound equipment be used? ☒ Yes ☐ No

Will musical entertainment be used? ☐ Yes ☒ No

Please describe any type of entertainment and sound equipment below:

PA System for music and announcements during play

Miscellaneous

Are you charging a fee for the event? ☒ Yes ☐ No

How are the proceeds being used? To benefit comprehensive stroke center @ BHN

Name of benefiting organization: Broward Health North

Contact Person: Sabrina Lunde | Contact Phone Number: 954-786-6955

HOLD HARMLESS AND INDEMNIFICATION AGREEMENT

DS Event Solutions LLC/ Broward Health (insert official name of vendor), hereinafter referred to as `Vendor', agrees through the signing of this document by an authorized party, intending to be legally bound for themselves and their heirs, executors and administrators, covenants and agrees to Indemnify and Hold Harmless and defend the City of Deerfield Beach, the elected and appointed officials of the City of Deerfield Beach, the City Manager, department heads, division heads, supervisors and employees of the foregoing, and their heirs, representatives, successors, executors, administrators and assigns from and against any and all suits and actions including attorneys fees and all costs of litigation and judgments, claims for damages or injuries, including death, to persons or property of whatever kind or character, whether real, personal or mixed, asserted or occurring from every name and description arising out of or incidental to the Vendor's activity at the City of Deerfield Beach, Florida, (describe activity) whether or not due to or caused by the negligence of the City of Deerfield Beach, excluding only the sole negligence of the City of Deerfield Beach. This provision shall also pertain to any claims against the City of Deerfield Beach by any employee of Vendor or anyone directly or indirectly employed by Vendor.

This 29 day of September ,of 2022

_____	_____	_____
Applicant Signature	Print Name	Title

Witnesses

_____	_____	_____
Signature	Print Name	Date

Please submit completed application to the Community Events and Outreach Division located at the City of Deerfield Beach, 401A SW 4th St., Deerfield Beach, FL 33441 or email dfbspecialevents@deerfield-beach.com.

Deerfield Beach
Florida

HOLD HARMLESS AND INDEMNIFICATION AGREEMENT

DS Event Solutions LLC/ Broward Health (insert official name of vendor), hereinafter referred to as `Vendor', agrees through the signing of this document by an authorized party, intending to be legally bound for themselves and their heirs, executors and administrators, covenants and agrees to Indemnify and Hold Harmless and defend the City of Deerfield Beach, the elected and appointed officials of the City of Deerfield Beach, the City Manager, department heads, division heads, supervisors and employees of the foregoing, and their heirs, representatives, successors, executors, administrators and assigns from and against any and all suits and actions including attorneys fees and all costs of litigation and judgments, claims for damages or injuries, including death, to persons or property of whatever kind or character, whether real, personal or mixed, asserted or occurring from every name and description arising out of or incidental to the Vendor's activity at the City of Deerfield Beach, Florida, (describe activity) whether or not due to or caused by the negligence of the City of Deerfield Beach, excluding only the sole negligence of the City of Deerfield Beach. This provision shall also pertain to any claims against the City of Deerfield Beach by any employee of Vendor or anyone directly or indirectly employed by Vendor.

This 29 day of September ,of 2022

Applicant Signature	Print Name	Title
	John Esposito	Board Member

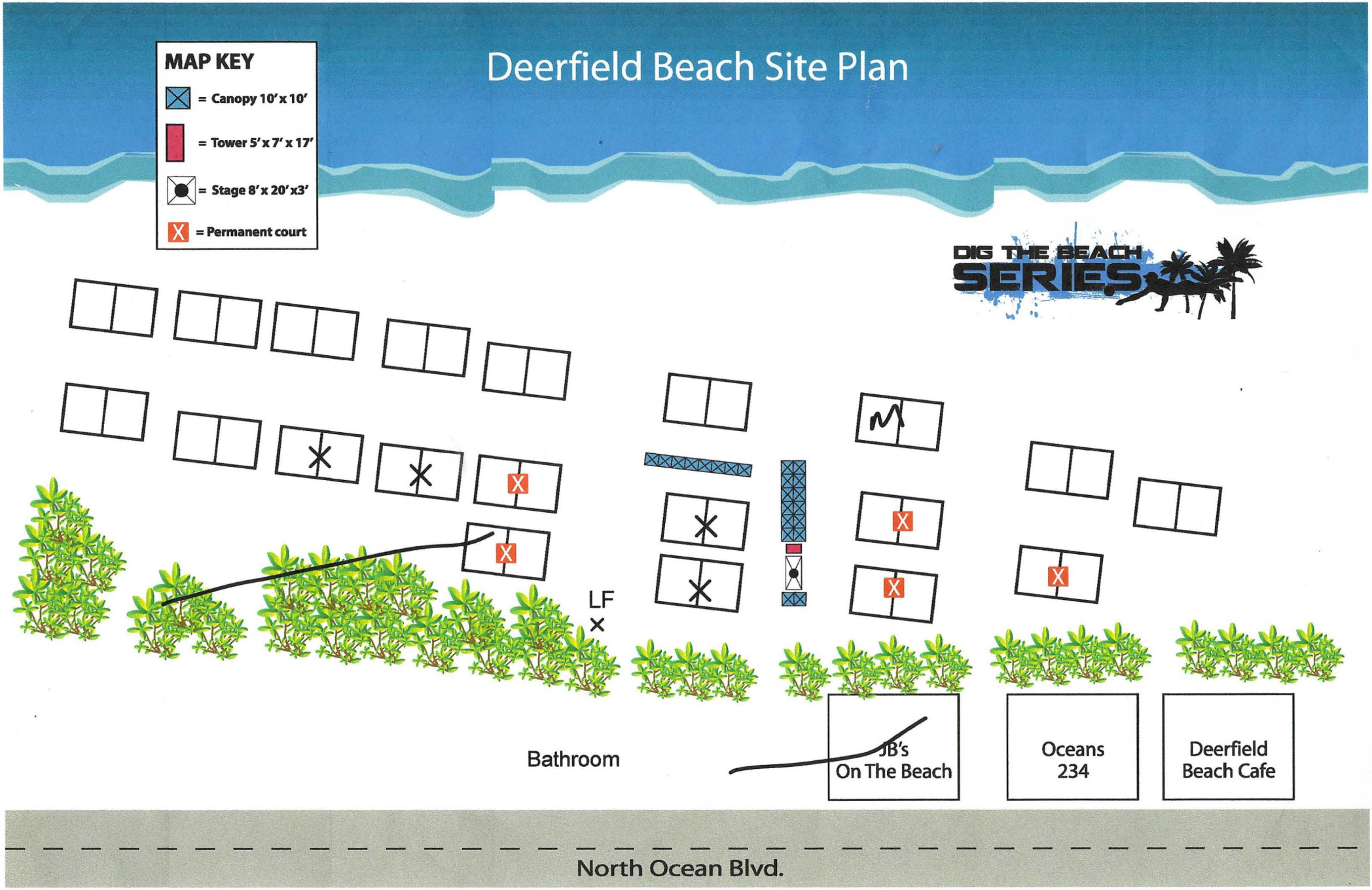
Witnesses

Signature	Print Name	Date
	Esther Auguste	9/30/22

Please submit completed application to the Community Events and Outreach Division located at the City of Deerfield Beach, 401A SW 4th St., Deerfield Beach, FL 33441 or email dfbspecialevents@deerfield-beach.com.


PARKING SIGN
PARKING SIGN
Kirk Cottrell Pavilion
314
RANSE JONES
Stroke Awareness Fund
Benefiting Broward Health North
live simple.
RJ
play hard.
MAP KEY
= Canopy 10' x 10'
= Road Cones

Deerfield Beach Site Plan



City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2022-1552

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a one year agreement with Allied Universal Corporation for chlorine for water treatment operations in an amount not to exceed $547,200 for fiscal year 2023; waiving the Procurement Code requirements for competitive solicitations; providing for execution, severability and an effective date. *(Funds from Account #401-5020-533-35-11 - Chemicals)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

FIscal Impact
Costs: $547,200
Account Name: Chemicals
Account Number: 401-5020-533-35-11

Background
The City of Fort Lauderdale is the Lead Purchaser on a cooperative agreement in which the City participates in the procurement of Chlorine Cylinders. This contract expired on September 30, 2022. On September 16, 2022, Allied Universal Corporation informed us that the City of Fort Lauderdale had chosen not to release an RFP that would combine multiple municipalities. Allied Universal quoted the City of Deerfield Beach a new price of $2,850 per one-ton cylinder beginning October 1, 2022.

The City reached out to Seacoast Utility Authority and Jupiter to piggy-back existing contracts for this service. Allied indicated, in an email dated September 27, 2022, that their management team would not be permitting any Piggybacks for Chlorine at this time due to too much uncertainty in the markets. Further, if the City chose to purchase from a different supplier, then our allotment would not be guaranteed and could be sold to other clients. Vendors in this market are limited. The City reached out to the other known supplier to our area, Brenntag, located in Orlando, Florida. This vendor has been unable to quote the city's needs due to the impact of Hurricane Ian.

Current Activity
The cumulative estimated annual usage is 192 tons of Chlorine at an estimated annual cost of $547,200. The City of Deerfield Beach's current estimated annual expenditure is $197,482 based on the original contract price at $1,028.55 per ton. The price increased by 177% from the previous year.

These funds will be absorbed into the current operational budget with budget transfers from fund

balances. The Department of Environmental Services recommends approval of the new rate. The price increase will be effective on October 1, 2022. The annual expenditure after the price increase will exceed the $30,000 threshold, which is subject to approval by the City Commission.

Recommendation

It is recommended the City Commission approve the price increase for Chlorine Cylinders for Water Treatment Plant Operations for a one year period and waive the City's competitive solicitation requirements for the purchase.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A ONE YEAR AGREEMENT WITH ALLIED UNIVERSAL CORPORATION FOR CHLORINE FOR WATER TREATMENT OPERATIONS IN AN AMOUNT NOT TO EXCEED $547,200 FOR FISCAL YEAR 2023; WAIVING THE PROCUREMENT CODE REQUIREMENTS FOR COMPETITIVE SOLICITATIONS; PROVIDING FOR EXECUTION, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, the City of Fort Lauderdale is the Lead Purchaser on a cooperative agreement in which the City of Deerfield Beach ("City") participates in the procurement of chlorine cylinders from Allied Universal Corporation ("Allied"), which expired on September 30, 2022; and

WHEREAS, on September 16, 2022, the City was informed that the City of Fort Lauderdale had chosen not to release an RFP that would combine multiple municipalities and that their latest RFP for a vendor to supply chlorine cylinders does not permit piggybacking, and therefore the City is unable to piggyback from the City of Fort Lauderdale's new agreement; and

WHEREAS, Allied recently quoted the City a price of $2,850 per one-ton cylinder beginning October 1, 2022, which is a 177% increase from the price that was included in the prior cooperative agreement; and

WHEREAS, the City's cumulative estimated annual usage is 192 tons of Chlorine, the City's new estimated annual chlorine purchase cost from Allied for a one fiscal year period will be $547,200 (the "Chlorine Purchase") based on the price of $2,850 per ton; and

WHEREAS, the City previously budgeted $197,482 in its fiscal year 2023 budget for the purchase of chlorine cylinders; and

WHEREAS, Staff contacted other agencies to piggy-back from their respective contracts for the purchase of chlorine cylinders but on September 27, 2022, Allied, which supplies chlorine cylinders to those agencies, informed the City it would not honor those prices or permit piggybacking at this time due to too much uncertainty in the markets; and

WHEREAS, Staff contacted another supplier in Orlando for a quote but that supplier was unable to provide a quote to meet the City's needs due to the impact of Hurricane Ian; and

WHEREAS, if the City purchased from a different supplier, its allotment would not be guaranteed and could be sold to other clients, and there are limited vendors in this market; and

WHEREAS, pursuant to Sec. 38-116(3)(e) of the City Code, the City may acquire or contract for non-real property, goods, or services without utilizing a sealed competitive method or the written quotations method where the city commission declares by a majority affirmative vote that the sealed competitive method or the written quotations method is not in the best interest of City, and that the waiver will not inure to the financial disadvantage of the City; and

WHEREAS, based on the foregoing, City staff requests that the City Commission waive the competitive selection requirements in Sec. 38-127 of the Procurement Code (collectively, the "Requirements") with regard to the Chlorine Purchase.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part hereof.

Section 2. The City Commission hereby finds that it is in the best interests of the City to waive the Requirements with respect to the Chlorine Purchase, and that said waiver will not inure to the financial disadvantage of the City. The City Commission hereby waives the Requirements with respect to the Chlorine Purchase.

Section 3. The City Commission hereby approves the Chlorine Purchase from Allied in an amount not to exceed $547,200 for a one-year term (Fiscal Year 2023), based on the rate of $2,850 per one-ton cylinder.

Section 4. The City Manager is authorized to execute an agreement with Allied for the Chlorine Purchase at rate of $2,850 per one-ton cylinder beginning October 1, 2022, with such additional provisions as are deemed acceptable to the City Manager and approved as to legal sufficiency by the City Attorney.

Section 5. Should any section, provision or word of this Resolution be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof other than the part declared to be invalid.

Section 6. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2022.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK

Exhibit A

From: Newell "David" Stockdale <newells@allieduniversal.com>
Sent: Friday, September 16, 2022 12:05 PM
To: Melissa Namor <MNamor@deerfield-beach.com>; Joshua Niemann <JNiemann@deerfield-beach.com>; Raphael Fernandez <raphaelf@allieduniversal.com>
Subject: City of Deerfield Beach- Allied Universal- Chlorine Pricing

Ms. Namor and Mr. Niemann,

I'm reaching out to inform you, that the Contract that you were purchasing Chlorine Gas on is expiring on 09-30-2022. This contract was originally set up as a CO-OP agreement with The City of Fort Lauderdale as the Lead Purchaser and it encompassed many cities and municipalities, and we have been working to renew this contract, however at this time The City of Fort Lauderdale has chosen to not release an RFP that would combine multiple municipalities.

So I must inform you that beginning on 10-01-2022, your new price for Chlorine Gas will be $2850.00 per 1 Ton Cylinder. We realize that this is a steep increase from your previous contractual price, but unfortunately due to the dramatic increase in raw materials, fuel, and other inflationary causes this is what our pricing will be.

Regards,

Newell "David" Stockdale
Territory Sales Representative
Allied Universal Corp.
PH: (305) 888-2623 Ext.0160
Cell: 937-307-9711
E-fax- 937-401-2918
https://link.edgepilot.com/s/5af503c5/MUaHxDAKo06bgGC8xk-bKQ?u=https://www.allieduniversal.com/
newells@allieduniversal.com

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Links contained in this email have been replaced. If you click on a link in the email above, the link will be

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1542

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an amendment to Contract #JP022-06-2023 with the Areawide Council on Aging of Broward County, Inc. to extend the Contract term to March 31, 2023; authorizing execution of the Amendment; providing for implementation and an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The City of Deerfield Beach Center for Active Aging/Northeast Focal Point Senior Center and the Areawide Council on Aging of Broward County, Inc./Area Agency on Aging have been working together in collaboration for over 41 years to provide supportive services for the senior population in the City.

The Emergency Home Energy Assistance for the Elderly Program (EHEAP) serves the mission of the Department of Elder Affairs by providing home energy assistance aid to elders in the event of a home energy heating or cooling emergency. EHEAP is designed to assist low-income households with at least one member aged sixty (60) or older experiencing a heating or cooling emergency.

Pursuant to Resolution 2022/136, which is on file in the Office of the City Clerk, the City Commission entered into Contract #JP022-06-2023 with the Areawide Council on Aging of Broward County.

Current Activity
The purpose of amendment (001) with the Areawide Council on Aging of Broward County, Inc. is to change the term of the contract and replace attachment XII as it has been revised and replaced in its entirety.

The initial terms of the contract provided an effective date of April 1, 2022, with an end date of midnight Eastern Standard time on September 30, 2022. Amending the contract would extend the contract term until midnight Eastern Standard Time, March 31, 2023, providing for an additional six (6) months.

Attachment XII is an invoice report schedule for the EHEAP program. The reporting schedule has been changed to reflect the amendment of the contract.

Recommendation

It is recommended that the City Commission approve and authorize execution of the amendment to Contract #JP022-06-2023 with the Areawide Council on Aging of Broward County, Inc.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING AN AMENDMENT TO CONTRACT #JP022-06-2023 WITH THE AREAWIDE COUNCIL ON AGING OF BROWARD COUNTY, INC. TO EXTEND THE CONTRACT TERM TO MARCH 31, 2023; AUTHORIZING EXECUTION OF THE AMENDMENT; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, on August 16, 2022, the City Commission approved a contract with the Areawide Council on Aging of Broward County, Inc. (the "Council") for the City's provision of Center for Active Aging Services for the Emergency Home Energy Assistance for the Elderly Program (EHEAP) for a one-year period pursuant to Contract ##JP022-06-2023 (the "EHEAP Contract"); and

WHEREAS, the City's provision of Center for Active Aging Services under the EHEAP Contract includes the provision of home energy assistance aid to elders in the event of a home energy heating or cooling emergency; and

WHEREAS, the contract term for the EHEAP Contract with the Council is from April 1, 2022 through September 30, 2022; and

WHEREAS, the Council and City desire to amend the EHEAP Contract to extend the Contract term by six months through March 31, 2023, and to amend Attachment XII to the EHEAP Contract to reflect the contract term extension (the "Amendment"); and

WHEREAS, the City Commission believes that it is in the best interest of the City to approve and authorize execution of the Amendment with the Council, attached as Exhibit "A."

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Amendment with the Council, attached as Exhibit "A."

Section 3. The Mayor is hereby authorized to execute the Amendment with the Council, attached as Exhibit "A," together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2022.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK

Amendment 001
September 2022

Contract JP022-06-2023

THIS AMENDMENT is entered into between the Areawide Council on Aging of Broward County, Inc., hereinafter referred to as the "Council," and **City of Deerfield Beach, Florida/Northeast Focal Point Senior Center dba Department of Active Aging,** hereinafter referred to as the "Contractor," and collectively referred to as the "Parties," to amend Contract JP022-06-2023.

The purpose of this amendment is to change the terms of the contract and replace an attachment.

(1) Section 3 is hereby amended to read as follows:

3. Term of Contract

This Contract when executed will have an effective date of April 1, 2022. It will end at midnight, Eastern Standard Time, March 31, 2023.

(2) ATTACHMENT XII is hereby revised and replaced in its entirety.

This amendment will be effective on the last date that this amendment has been signed by both Parties.

All provisions in the contract and any attachments thereto in conflict with this amendment shall be and are hereby changed to conform to this amendment.

All provisions not in conflict with this amendment are still in effect and are to be performed at the level specified in the contract.

This amendment and all of its attachments are hereby made a part of the Contract.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

IN WITNESS THEREOF, the Parties hereto have caused this 3-page amendment to be executed by their undersigned officials as duly authorized.

CONTRACTOR: **City of Deerfield Beach, Florida/** **Northeast Focal Point Senior Center** **dba Department of Active Aging**	**Areawide Council on Aging of** **Broward County, Inc.**
BOARD PRESIDENT OR AUTHORIZED DESIGNEE	
SIGNED BY:	SIGNED BY: JOHN G. PRIMEAU
NAME:	NAME: PRESIDENT
TITLE:	TITLE:
DATE:	DATE:
FEDERAL ID NUMBER: 59-6000305 FISCAL YEAR-END DATE: September 30	

ATTACHMENT XII

EMERGENCY HOME ENERGY ASSISTANCE PROGRAM (EHEAP)
INVOICE REPORT SCHEDULE

Report Number	Based Upon	Date Due to the Department
1	April Expenditure Report	May 7, 2022
2	May Expenditure Report	June 7, 2022
3	June Expenditure Report	July 7, 2022
4	July Expenditure Report	August 6, 2022
5	August Expenditure Report	September 8, 2022
6	September Expenditure Report	October 7, 2022
7	October Expenditure Report	November 7, 2022
8	November Expenditure Report	December 7, 2022
9	December Expenditure Report	January 6, 2023
10	January Expenditure Report	February 7, 2023
11	February Expenditure Report	March 7, 2023
12	March Expenditure Report	April 7, 2023
13	Final Close Out Report	April 14, 2023

Note: Submission of invoices may or may not generate a payment request. If final invoice reflects funds due back to the Council, payment is to accompany the final close-out invoice.

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1543

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an amendment to Contract #JPP22-06-2022 with the Areawide Council on Aging of Broward County, Inc. to extend the Contract term to March 31, 2023; authorizing execution of the Amendment; providing for implementation and an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The City of Deerfield Beach Center for Active Aging/Northeast Focal Point Senior Center and the Areawide Council on Aging of Broward County, Inc./Area Agency on Aging have been working together in collaboration for over 41 years to provide supportive services for the senior population in the City.

The Emergency Home Energy Assistance for the Elderly Program (EHEAP) serves the mission of the Department of Elder Affairs by providing home energy assistance aid to elders in the event of a home energy heating or cooling emergency. EHEAP is designed to assist low-income households with at least one member aged sixty (60) or older experiencing a heating or cooling emergency.

Pursuant to Resolution 2022/075, the City Commission entered into Contract #JPP22-06-2022 with the Areawide Council on Aging of Broward County.

Current Activity
The purpose of amendment (001) with the Areawide Council on Aging of Broward County, Inc. is to change the term of the contract and replace attachment XII as it has been revised and replaced in its entirety.

The initial term of the contract provided an effective date of April 1, 2022, with an end date of midnight Eastern Standard time on September 30, 2022. Amending the contract would extend the contract term until midnight Eastern Standard Time, March 31, 2023, providing for an additional six (6) months.

Attachment XII is an invoice report schedule for the EHEAP program. The reporting schedule has been changed to reflect the amendment of the contract.

Recommendation
It is recommended that the City Commission approve and authorize execution of the amendment to Contract #JPP22-06-2022 with the Areawide Council on Aging of Broward County, Inc.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING AN AMENDMENT TO CONTRACT #JPP22-06-2022 WITH THE AREAWIDE COUNCIL ON AGING OF BROWARD COUNTY, INC. TO EXTEND THE CONTRACT TERM TO MARCH 31, 2023; AUTHORIZING EXECUTION OF THE AMENDMENT; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, on May 3, 2022, the City Commission approved a contract with the Areawide Council on Aging of Broward County, Inc. (the "Council") for the City's provision of Center for Active Aging Services for the Emergency Home Energy Assistance for the Elderly Program (EHEAP) for a one-year period pursuant to Contract #JPP-22-06-2022 (the "EHEAP Contract"); and

WHEREAS, the City's provision of Center for Active Aging Services under the EHEAP Contract includes the provision of home energy assistance aid to eligible seniors who have received a final notice or disconnection notices from Florida Power & Light; and

WHEREAS, the contract term for the EHEAP Contract with the Council is from April 1, 2022 through September 30, 2022; and

WHEREAS, the Council and City desire to amend the EHEAP Contract to extend the Contract term by six months through March 31, 2023, and to amend Attachment XII to the EHEAP Contract to reflect the contract term extension (the "Amendment"); and

WHEREAS, the City Commission believes that it is in the best interest of the City to approve and authorize execution of the Amendment with the Council, attached as Exhibit "A."

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Amendment with the Council, attached as Exhibit "A."

Section 3. The Mayor is hereby authorized to execute the Amendment with the Council, attached as Exhibit "A," together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2022.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK

Amendment 001
September 2022

Contract JPP22-06-2022

THIS AMENDMENT is entered into between the Areawide Council on Aging of Broward County, Inc., hereinafter referred to as the "Council," and **City of Deerfield Beach, Florida/Northeast Focal Point Senior Center dba Department of Active Aging,** hereinafter referred to as the "Contractor," and collectively referred to as the "Parties," to amend Contract JPP22-06-2022.

The purpose of this amendment is to change the terms of the contract and replace an attachment.

(1) Section 3 is hereby amended to read as follows:

3. Term of Contract

This Contract when executed will have an effective date of April 1, 2022. It will end at midnight, Eastern Standard Time, March 31, 2023.

(2) ATTACHMENT XII is hereby revised and replaced in its entirety.

This amendment will be effective on the last date that this amendment has been signed by both Parties.

All provisions in the contract and any attachments thereto in conflict with this amendment shall be and are hereby changed to conform to this amendment.

All provisions not in conflict with this amendment are still in effect and are to be performed at the level specified in the contract.

This amendment and all of its attachments are hereby made a part of the Contract.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

IN WITNESS THEREOF, the Parties hereto have caused this 3-page amendment to be executed by their undersigned officials as duly authorized.

CONTRACTOR: **City of Deerfield Beach, Florida/** **Northeast Focal Point Senior Center** **dba Department of Active Aging**	**Areawide Council on Aging of** **Broward County, Inc.**
BOARD PRESIDENT OR AUTHORIZED DESIGNEE	
SIGNED BY:	SIGNED BY: JOHN G. PRIMEAU
NAME:	NAME: PRESIDENT
TITLE:	TITLE:
DATE:	DATE:
FEDERAL ID NUMBER: 59-6000305 FISCAL YEAR-END DATE: September 30	

ATTACHMENT XII

EMERGENCY HOME ENERGY ASSISTANCE PROGRAM (EHEAP)
INVOICE REPORT SCHEDULE

Report Number	Based Upon	Date Due to the Department
1	April Expenditure Report	May 7, 2022
2	May Expenditure Report	June 7, 2022
3	June Expenditure Report	July 7, 2022
4	July Expenditure Report	August 6, 2022
5	August Expenditure Report	September 8, 2022
6	September Expenditure Report	October 7, 2022
7	October Expenditure Report	November 7, 2022
8	November Expenditure Report	December 7, 2022
9	December Expenditure Report	January 6, 2023
10	January Expenditure Report	February 7, 2023
11	February Expenditure Report	March 7, 2023
12	March Expenditure Report	April 7, 2023
13	Final Close Out Report	April 14, 2023

Note: Submission of invoices may or may not generate a payment request. If final invoice reflects funds due back to the Council, payment is to accompany the final close-out invoice.

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1554

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of the Florida Urban and Community Forestry Grant Program Application to the Florida Department of Agriculture and Consumer Services; authorizing matching funds in the amount of $25,000; authorizing execution of a grant agreement; and providing for an effective date. *(Funds from Account #614-1166-539-32-16 - Tree Preservation Trust Fund)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $25,000 (50% matching funds)
Account Name: Tree Preservation Trust Fund
Account Number: 614-1166-539-32-16

Background/History
The City of Deerfield Beach would like to apply for the FY 22 Urban and Community Forestry Grant Program through the Florida Department of Agriculture and Consumer Services (FDACS). The program promotes better urban forestry management and provides resources necessary for the retention and expansion of community tree canopies statewide. The grant is competitive and provides funding up to $50,000 per project and applicant. A local match of 50% is required.

The program aligns with the City's initiative to grow and preserve its tree canopy, which has environmental, economic, and social benefits. Utilizing the City's Fire Grid as a reference, the City's goal is to complete a citywide tree inventory within the next five years. To meet this goal, staff has conducted partial tree inventories and most recently, in FY 2020, the City was awarded a $15,000 Urban and Community Forestry Grant to procure a consultant to build on the existing tree inventory. To date, over 20,000 trees have been inventoried, gleaning important tree data to facilitate proper tree planting decisions.

Current Activity
The City is seeking funding from the FY 22 Urban and Community Forestry Grant Program to aid in completion of its citywide tree inventory. Grant funding will be utilized to procure a consultant to conduct a tree inventory east of Federal Highway at the Right of Ways and swales. The proposed project's scope of work will involve documenting tree attributes (i.e. location, species, condition, size, maintenance needs etc.), performing GIS mapping, and data management. The information collected

will help establish a tree canopy benchmark, develop a Forestry Management Plan to guide daily and long-term decision making, and support FEMA reimbursement protocols related to trees.

The estimated project cost is $50,000, of which the grant will cover 50% ($25,000). The City's 50% local share will be funded through the Tree Preservation Trust Fund and in-kind services such as staff time, and equipment.

Application development is currently underway. The deadline to submit the grant application is November 14, 2022 and staff anticipates an award decision in the second quarter of FY 2023.

Recommendation
It is recommended that the City Commission authorize submission of the 2022 Urban and Community Forestry (UCF) Grant Program application to the Florida Department of Agriculture and Consumer Services for the tree inventory project and execution of the grant agreement, if awarded.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SUBMISSION OF THE FLORIDA URBAN AND COMMUNITY FORESTRY GRANT PROGRAM APPLICATION TO THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES; AUTHORIZING MATCHING FUNDS IN THE AMOUNT OF $25,000; AUTHORIZING EXECUTION OF A GRANT AGREEMENT; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Florida Urban and Community Forestry ("UCF") Grant Program (the "UCF Program") promotes better urban forest management and provides resources necessary for the retention and expansion of community tree canopy statewide; and

WHEREAS, the UCF Program aligns with the City's initiative to grow and preserve its tree canopy, which has environmental, economic, and social value; and

WHEREAS, the City has been conducting a citywide tree inventory, utilizing the fire grid as a reference, to help plan, establish, protect, and manage street trees; and

WHEREAS, to date, over 20,000 trees have been inventoried, gleaning important tree data to facilitate proper tree planting decisions; and

WHEREAS, the City is seeking funding from the UCF Program to hire a consultant to perform a tree inventory east of Federal Highway at the rights-of-way and swales (the "Project"); and

WHEREAS, the UCF Program is competitive and provides funding of up to $50,000 per project and applicant and requires a local match of 50%; and

WHEREAS, the estimated project cost is $50,000, of which the UCF Program grant, if awarded, will cover $25,000, which is 50% of the estimated project cost (the "Grant"); and

WHEREAS, if awarded the Grant, matching funds will be provided through the City's Tree Preservation Trust Fund, and in-kind services such as staff time, and equipment; and

WHEREAS, the City has prepared an application for the Grant (the "Application") to help the City leverage public funds to build on the existing partial tree inventory; and

WHEREAS, staff recommends the City Commission approve the submission of the Application to the Florida Department of Agriculture and Consumer Services (the "Department") for the Grant, and, if the Grant is awarded, authorize execution of a Grant agreement and expenditure of matching funds.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part hereof.

Section 2. The City Commission hereby approves the submission of the Application to the Department for the Grant in the amount of $25,000. The City Manager is authorized to sign and submit the Application.

Section 3. If the Grant is awarded, the City Commission hereby authorizes the appropriate City officials to execute a Grant agreement with the Department, subject to the terms of the Grant agreement being acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. If the Grant is awarded, the City Commission hereby authorizes the expenditure of matching funds in the amount of $25,000.

Section 5. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

Section 6. This Resolution shall take effect immediately upon adoption.

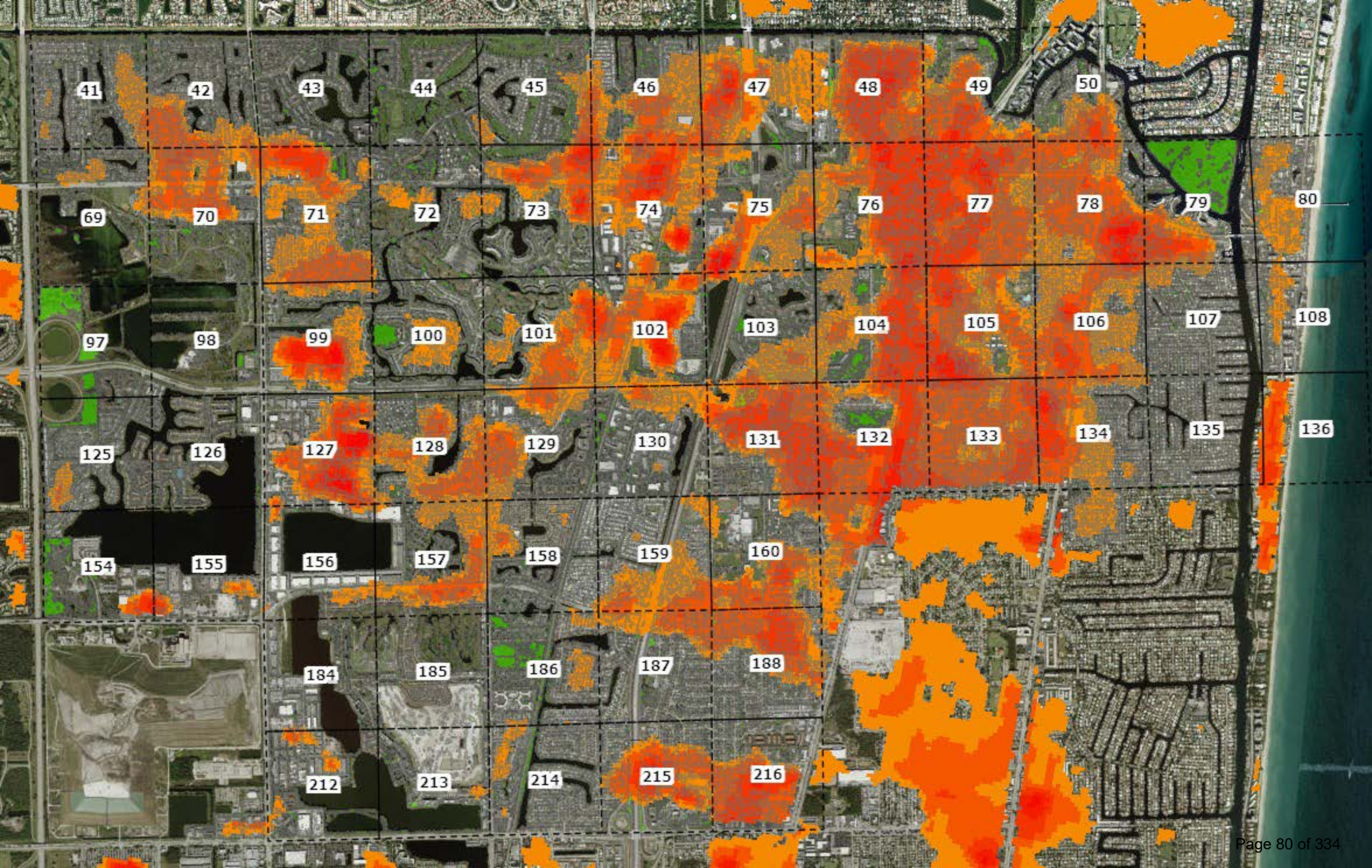
PASSED AND ADOPTED THIS ____ DAY OF OCTOBER, 2022.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK


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150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1556

Agenda Date: 10/18/2022

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of two separate grant sub-applications to the Florida Division of Emergency Management for FEMA's fiscal year 2022 Flood Mitigation Assistance Program ("FMA") for project areas NW 45th Street and Crystal Lake Drive and Martin Luther King Jr. Avenue to SW 3rd Avenue; authorizing commitment to matching funds in an amount of 25% of the project costs and execution of a grant agreement, if grant funds are awarded; providing for an effective date. *(Funds from Account #462-5070-538-60-31 - Stormwater Capital Fund - Improvements Other than Buildings)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $660,828 (Crystal Lake Project - matching funds); $943,123 (SW 3rd Project - matching funds)
Account Name: Stormwater Capital Fund - Improvements Other than Buildings
Account Number: 462-5070-538-60-31

Background/History
The Flood Mitigation Assistance Grant Program is funded by FEMA and administered through a partnership with the Florida Division of Emergency Management (FDEM). Funds can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. The grant is competitive and a local match of 25% is required.

In May 2020, the City of Deerfield Beach entered into a grant agreement with the Florida Division of Emergency Management for a Flood Mitigation Assistance (FMA) Planning Grant to identify one stormwater and flood risk mitigation project in each of the City's four districts. The scope of work involved conducting a risk assessment in the corridors and development of 30% preliminary project plans. Through these assessments, four (4) project areas were identified (one in each district) as experiencing wide-spread flooding.

As a part of the planning grant deliverables, the City is required to submit an FMA grant sub-application to FDEM for each of the four projects to seek funding for project implementation. Two of the four projects have been prioritized for funding through the City's American Rescue Plan Act allocation. Consequently, the City is only required to submit two FMA sub-applications to FDEM.

Current Activity

The City would like to submit two FMA sub-applications for the projects outlined below in Districts Two and Three, respectively. The FMA grant program funds up to 75% of the total project costs and 25% matching funds is required.

NW 45th Street and Crystal Lake Drive Stormwater Project

The proposed project will mitigate the severity and duration of flooding along NW 45th Street and Crystal Lake Drive to achieve level of service standards to withstand a 10 year, 24-hour storm in the area. The scope of work consists of finalizing design plans and construction of a new and upgraded drainage infrastructure, including ditch bottom inlets, manholes, piping and ex-filtration. The estimated project cost is $2,643,310. The City's 25% local share requirement is $660,828.

Martin Luther King Jr. Avenue to SW 3rd Avenue Stormwater Project

The Martin Luther King (MLK) Jr. Avenue to SW 3rd Avenue corridor has been identified as a wide-spread flood-prone area. The project corridor spans north to south within City limits; south of East Hillsboro Boulevard, east of I-95, north of SW 10th Street, and west of the South Dixie Highway. The proposed project will mitigate flooding in the northern and southern sections of the corridor to achieve level of service standards to withstand a 10-year, 24-hour storm in the area. The scope of work consists of finalizing the design plans to up-size existing drainage infrastructure and construct new drainage infrastructure, to include ditch bottom inlets, manholes, piping, and ex-filtration, as well as constructing improvements to the existing pond. The estimated project cost is $3,772,491. The City's 25% local share requirement is $943,123.

The grant application is currently under development. The deadline to submit a sub-application to FDEM for the FY 22 FMA application cycle is November 14, 2022. Upon submission, the State's programmatic, technical, and environmental team will review the sub-application and request additional information as needed. If the required criteria are met, FDEM will submit the sub-application to FEMA for funding consideration by January 2023. The City anticipates an award decision in the fourth quarter of FY 23.

Recommendation

It is recommended that City Commission approve submission of a FY 2022 FMA grant sub-application to FDEM to mitigate flooding in project areas NW 45th Street and Crystal Lake Drive and Martin Luther King Jr. Avenue to SW 3rd Avenue, execution of the grant agreement if awarded, and authorization for expenditure of the 25% matching funds.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SUBMISSION OF TWO SEPARATE GRANT SUB-APPLICATIONS TO THE FLORIDA DIVISION OF EMERGENCY MANAGEMENT FOR FEMA'S FISCAL YEAR 2022 FLOOD MITIGATION ASSISTANCE PROGRAM ("FMA") FOR PROJECT AREAS NW 45TH STREET AND CRYSTAL LAKE DRIVE AND MARTIN LUTHER KING JR. AVENUE TO SW 3RD AVENUE; AUTHORIZING COMMITMENT TO MATCHING FUNDS IN AN AMOUNT OF 25% OF THE PROJECT COSTS AND EXECUTION OF A GRANT AGREEMENT, IF GRANT FUNDS ARE AWARDED; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, in May 2020, the City of Deerfield Beach ("City") entered into a grant agreement with the Florida Division of Emergency Management ("FEMA") for an FMA grant to identify one stormwater and flood risk mitigation project in each of the City's four districts; and

WHEREAS, the FMA is funded by FEMA and administered through a partnership with the Florida Division of Emergency Management ("FDEM") to provide funding for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program; and

WHEREAS, the FMA grant program is competitive and requires a local match of twenty-five percent (25%) of the total funds awarded; and

WHEREAS, as part of the planning grant deliverables, the City is required to submit an FMA grant sub-application to FDEM for each project for which the City seeks funding; and

WHEREAS, two of the City's stormwater flood risk mitigation projects that were identified as experiencing wide-spread flooding have been prioritized for funding through the City's American Rescue Plan Act allocation; and

WHEREAS, the proposed project on NW 45th Street and Crystal Lake Drive will mitigate the severity and duration of flooding in this area to achieve standards that will withstand a 10-year, 24-hour storm in the area, which project is estimated to cost $2,643,310.00, with 25% of the cost ($660,828.00) to be funded by the City (the "Crystal Lake Project"); and

WHEREAS, a second proposed project on Martin Luther King Jr. Avenue to SW 3rd Avenue corridor will mitigate flooding in the northern and southern sections of the corridor to achieve level standards that will withstand a 10-year, 24-hour storm in the area, which project is estimated to cost $3,772,491.00, with 25% of the cost ($943,123.00) to be funded by the City (the "SW 3rd Project"); and

WHEREAS, the deadline for the sub-applications is November 14, 2022, and an award is anticipated to be made in the fourth quarter of fiscal year 2023; and

WHEREAS, staff recommends the City Commission approve the submission of two FMA grant sub-applications to FDEM for the Crystal Lake Project and the SW 3rd Ave. Project (collectively, the "Grant Application"), and authorize execution of grant agreements for the projects, if either grant is awarded.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the submission of the Grant Application to FDEM for the Crystal Lake Project and SW 3rd Project. The City Manager is authorized to sign and submit the Grant Application.

Section 3. If the Grant Application is awarded for either project, the City Commission hereby authorizes the appropriate City officials to execute a grant agreement FDEM, subject to the terms of the grant agreement being acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. If the Grant Application is awarded, the City Commission hereby authorizes the expenditure of 25% matching funds in the amount of $660,828.00 for the Crystal Lake Project and 25% matching funds in the amount of $943,123.00 for the SW 3rd Project.

Section 5. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

Section 6. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2022.

CITY OF DEERFIELD BEACH

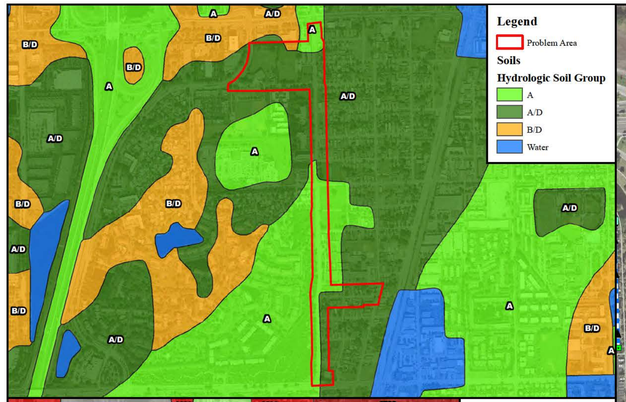
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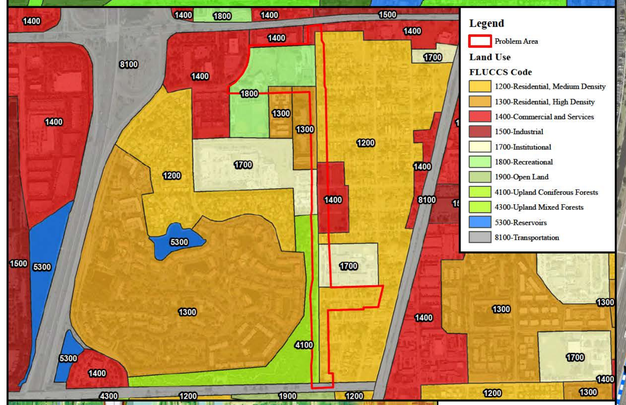
BILL GANZ, MAYOR

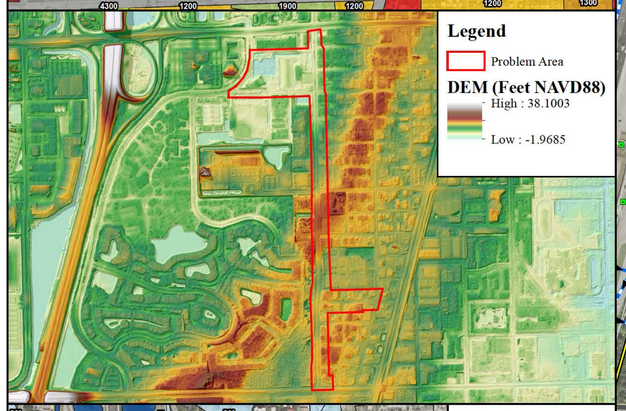
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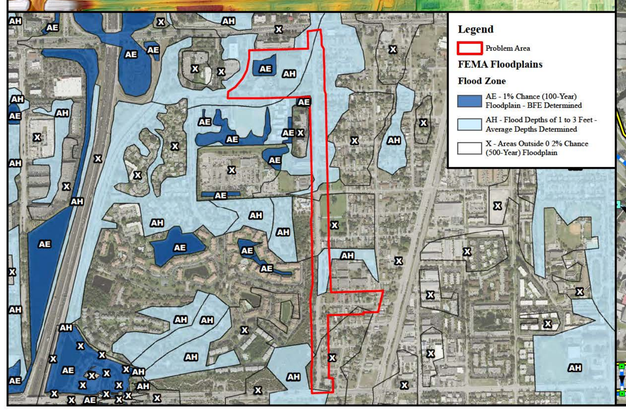
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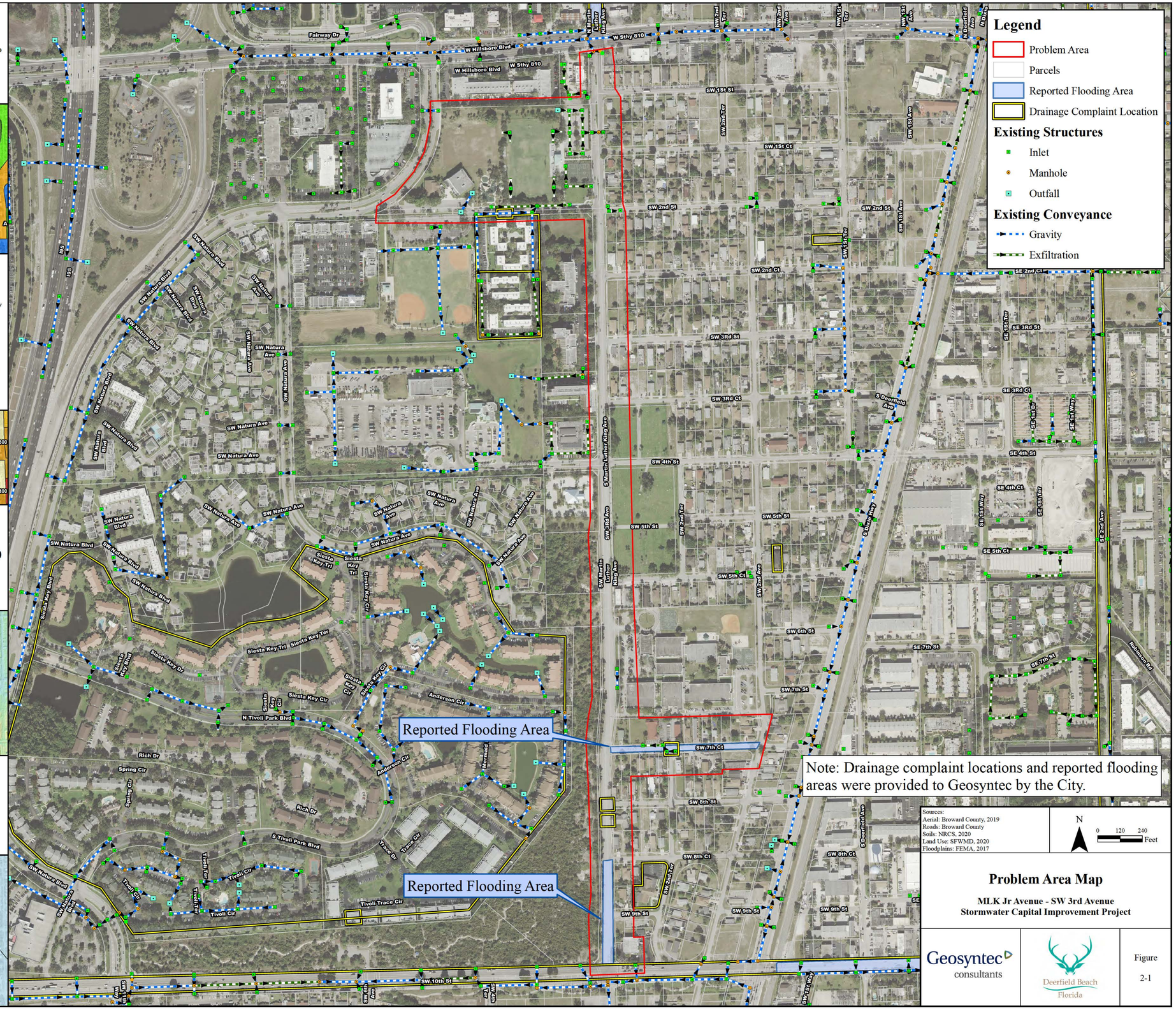
SAMANTHA GILLYARD, CITY CLERK











Sources:
Aerial: Broward County, 2019
Roads: Broward County
Soils: NRCS, 2020
Land Use: SFWMD, 2020
Floodplains: FEMA, 2017

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Problem Area Map

MLK Jr Avenue - SW 3rd Avenue
Stormwater Capital Improvement Project

Geosyntec consultants

Deerfield Beach Florida

Figure 2-1

Legend

- Problem Area
- Parcels

Proposed Improvements

- Inlet
- Manhole
- Pipe
- Exfiltration

Existing Structures

- Inlet
- Manhole
- Outfall

Existing Conveyance

- Gravity
- Exfiltration

Sources:
Aerial: Broward County, 2019
Roads: Broward County

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South Improvement Design Map

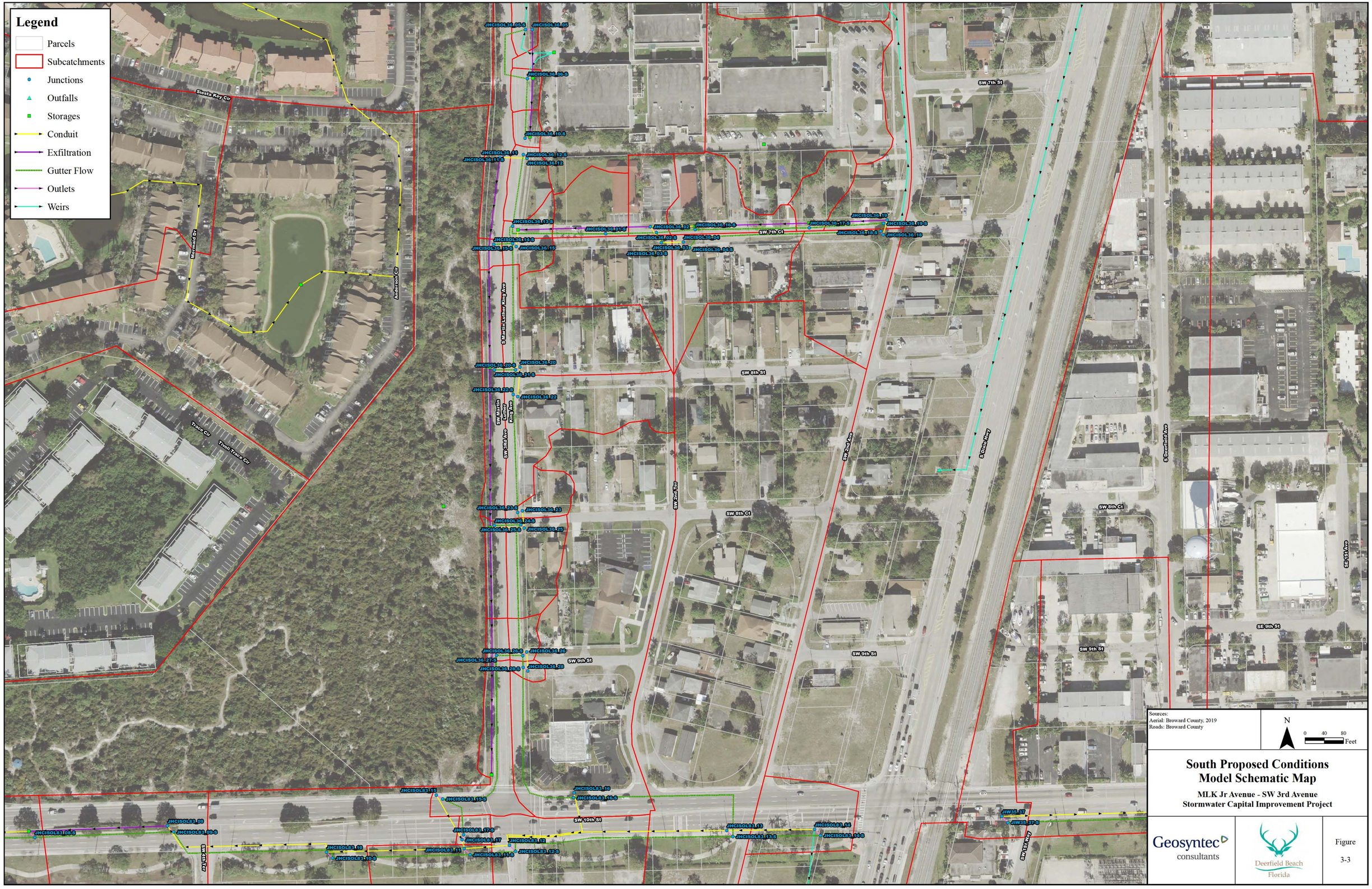
MLK Jr Avenue - SW 3rd Avenue
Stormwater Capital Improvement Project

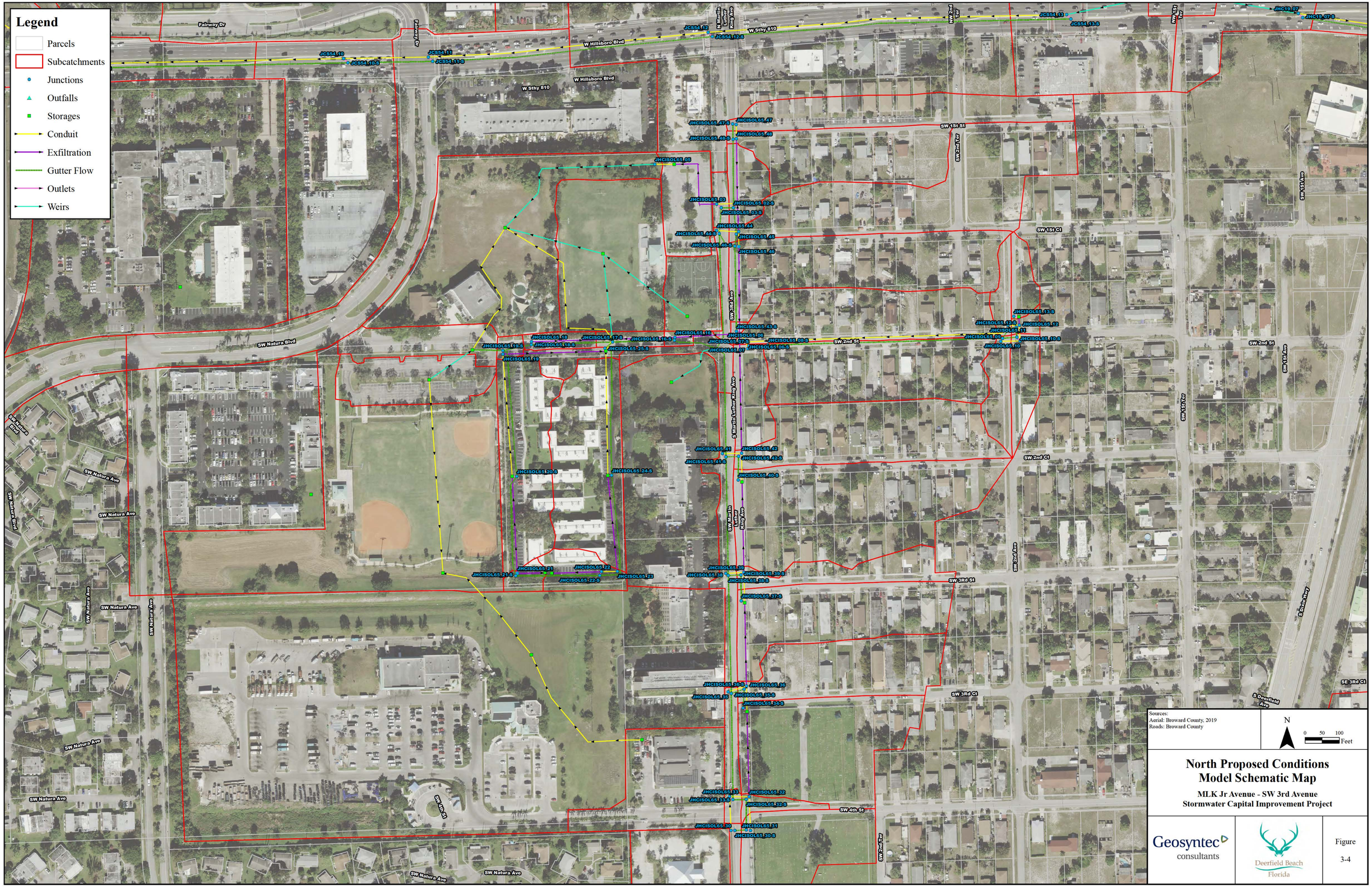
Geosyntec consultants

Deerfield Beach Florida

Figure 3-1


Legend
Problem Area
Parcels
Proposed Improvements
Inlet
Manhole
Outfall Improvements
Pipe
Exfiltration
Existing Structures
Inlet
Manhole
Outfall
Existing Conveyance
Gravity
Exfiltration
Outfall improvements to consist of expansion of the existing pond.
W Hillsboro Blvd
W Sthy 610
W Sthy 810
Fairway Dr
Lindsey Dr
SW Natura Blvd
SW Natura Ave
SW 1st Ave
SW 2nd Ave
SW 3rd Ave
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SW 131 Ct
SW 2nd St
SW 2nd Ct
SW 3rd St
SW 3rd Ct
SW 4th St
SW 4th Ct
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SW 1st Ct
S Dixie Hwy
NW 2nd Ter
NW 1st Ct
NW 1st Ave
Sources:
Aerial: Broward County, 2019
Roads: Broward County
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North Improvement Design Map
MLK Jr Avenue - SW 3rd Avenue
Stormwater Capital Improvement Project
Geosyntec consultants
Deerfield Beach Florida
Figure
3-2


Legend
Parcels
Subcatchments
Junctions
Outfalls
Storages
Conduit
Exfiltration
Gutter Flow
Outlets
Weirs
Siesta Key Cir
Mermaid Dr
Anchorage Cir
Trace Cir
Thrill Trace Cir
S Martin Luther King Ave
SW 8th St
SW 7th St
SW 7th Ct
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SW 10th St
SW 2nd Ave
SW 4th Ter
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Sources:
Aerial: Broward County, 2019
Roads: Broward County
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South Proposed Conditions
Model Schematic Map
MLK Jr Avenue - SW 3rd Avenue
Stormwater Capital Improvement Project
Geosyntec consultants
Deerfield Beach Florida
Figure
3-3



Sources:
Aerial: Broward County, 2019
Roads: Broward County

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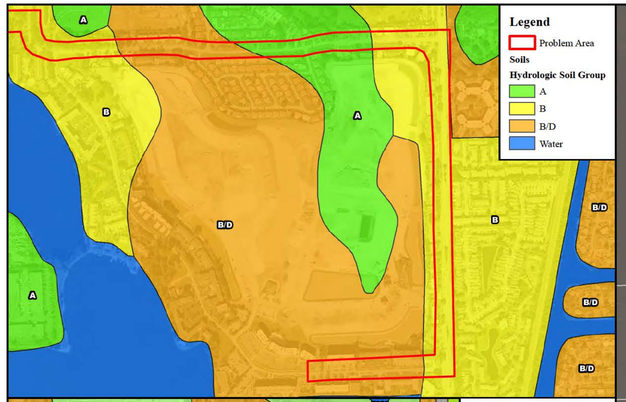
North Proposed Conditions Model Schematic Map

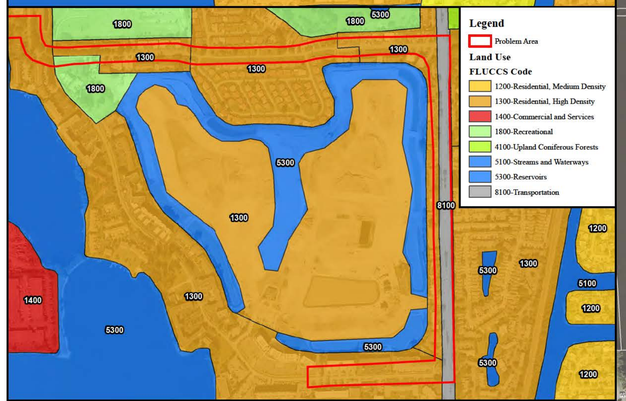
MLK Jr Avenue - SW 3rd Avenue
Stormwater Capital Improvement Project

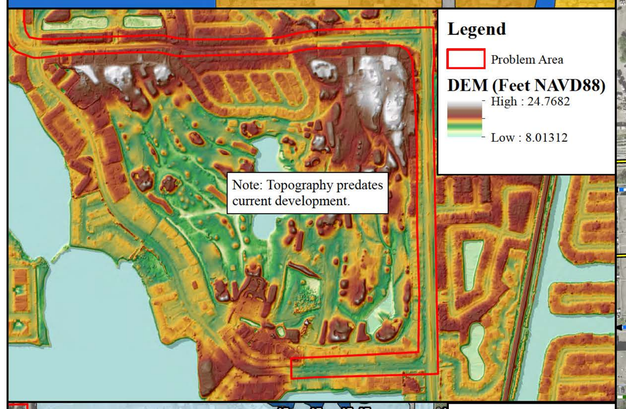
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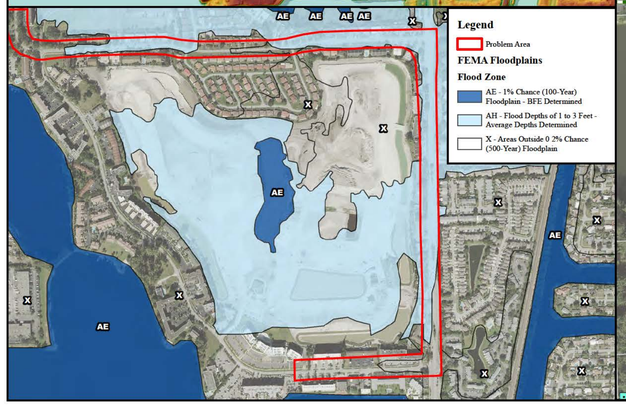
Deerfield Beach Florida

Figure 3-4











Sources:
Aerial: Broward County, 2019
Roads: Broward County
Soils: NRCS, 2020
Land Use: SFWMD, 2020
Floodplains: FEMA, 2017
Topo: Broward County LiDAR, USGS 2018

N

0 100 200 Feet

Problem Area Map

NW 45th Street and Crystal Lake Drive
Stormwater Capital Improvement Project

Geosyntec consultants

Deerfield Beach Florida

Figure 2-1


Legend
Problem Area
Parcels
Proposed Improvements
Inlet
Manhole
Outfall
Pipe
Exfiltration
Existing Structures
Inlet
Manhole
Outfall
Existing Conveyance
Gravity
Exfiltration
Proposed Outfall to Sailboat Lake
Proposed Upsized Outfall to Sailboat Lake
Sailboat Lake
NW 46th Ct
NW 46th St
NW 45th Ct
NW 45th St
NW 44th St
NW 43rd St
NW 42nd Pl
NW 41st Ct
NW 40th Ct
Mancini Ln
Eastridge Dr
Crystal Lake Dr
N Military Trl
NW 9th Ave
NW 6th Ln
NW 6th Pl
NW 6th Ter
NW 12th Dr
NW 12th Ave
NW 12th Way
NW 12th Ter
NW 12th Ln
Cedar Vine Dr
Sources:
Aerial: Broward County, 2019
Roads: Broward County
N
0 100 200
Feet
Improvement Design Map
NW 45th Street and Crystal Lake Drive
Stormwater Capital Improvement Project
Geosyntec consultants
Deerfield Beach Florida
Figure
3-1

0 140 280
Feet

Proposed Outfall to Sailboat Lake

Legend

- Parcels
- Subcatchments
- Junctions
- Outfalls
- Storages
- Conduit
- Exfiltration
- Gutter Flow
- Outlets
- Weirs

0 40 80
Feet

Proposed Upsized Outfall to Sailboat Lake

Sailboat Lake

Sources:
Aerial: Broward County, 2019
Roads: Broward County

N

Proposed Conditions Model Schematic Map

NW 45th Street and Crystal Lake Drive Stormwater Capital Improvement Project

Geosyntec consultants

Deerfield Beach Florida

Figure 3-2

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1558

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Agenda Date: 10/18/2022 **Status:** DEPARTMENTAL BUSINESS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, relating to the Florida Department of Environmental Protection State Revolving Fund (SRF); adopting and approving the SRF Loan Planning Document for implementation of the Reclaimed Water Main Project in conjunction with FDOT's SW 10th Street Connector Improvements Project; committing to implementing the planning recommendations in the planning document; providing for implementation, conflicts, severability, and an effective date. *(Funds from Account #413-5020-533-60-31 - Capital Projects Utilities - Water - Improvements Other than Buildings)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $5,598,923.54 (Project Cost)
Account Name: Capital Projects Utilities - Water - Improvements Other than Buildings
Account Number: 413-5020-533-60-31

Background/History
The Florida Department of Environmental Protection (FDEP) Clean Water State Revolving Fund (CWSRF) program provides low-interest loans to local governments for planning, designing and constructing water pollution control facilities under Chapter 62-503, F.A.C. In February 2022, the City Commission approved submittal of a Request for Inclusion to the CWSRF program to fund the proposed Reclaimed Water Main project in conjunction with the Florida Department of Transportation (FDOT) SW 10th Street Connector Project.

Reclaimed water, also known as "purple pipe" is water recovered from domestic, municipal, or industrial wastewater treatment facilities that has been given a high degree of treatment and deemed safe for many non-potable water needs. The City of Deerfield Beach does not currently own or operate any treatment facilities for reclaimed water production or distribution. The proposed improvements to SW 10th Street by FDOT afford the City a unique opportunity to install a 12" reclaimed water main. The project benefits include improved agricultural production; reduced energy consumption associated with production, treatment, and distribution of water; and significant environmental benefits, such as reduced nutrient loads for receiving water due to reuse of the treated wastewater.

The estimated cost to install the reclaimed water main is $11,197,847.07, of which FDOT has committed to contributing 50% ($5,598,923.54). The City's share is 50%.

Current Activity
The City is required to develop, adopt and submit the attached State Revolving Fund Loan Planning Document to FDEP which complies with program requirements and assesses the benefits and costs of the proposed project. Refer to plan attached. The plan details the following:

- Project Information;
- Cost Comparison and Selected Alternative;
- Cost and Effectiveness Analysis;
- Environmental Review;
- Public Participation;
- Financial Feasibility; and
- Project Implementation.

The project's Capital Financing Plan, which is referenced in the planning document, is also attached.

The City anticipates a funding response from FDEP by December 2022. The anticipated low interest loan amount is $5,598,923.54 amortized over 20 years. The loan will be repaid via the City's Utility Fund.

Recommendation
It is recommended that the City Commission adopt the Clean Water State Revolving Fund Planning Document for implementation of the Reclaimed Water Main project in conjunction with FDOT's SW 10^{th} Street Connector Improvements Project and authorize submittal to the Florida Department of Environmental Protection.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, RELATING TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION STATE REVOLVING FUND (SRF); ADOPTING AND APPROVING THE SRF LOAN PLANNING DOCUMENT FOR IMPLEMENTATION OF THE RECLAIMED WATER MAIN PROJECT IN CONJUNCTION WITH FDOT'S SW 10TH STREET CONNECTOR IMPROVEMENTS PROJECT; COMMITTING TO IMPLEMENTING THE PLANNING RECOMMENDATIONS IN THE PLANNING DOCUMENT; PROVIDING FOR IMPLEMENTATION, CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE

WHEREAS, the Florida Department of Environmental Protection ("FDEP") Clean Water State Revolving Fund ("CWSRF") program provides low-interest loans to local governments for planning, designing and constructing water pollution control facilities under Chapter 62-503 of the Florida Administrative Code; and

WHEREAS, in February 2022, the City Commission approved submittal of a Request for Inclusion to the CWSRF program to fund the proposed Reclaimed Water Main project in conjunction with the Florida Department of Transportation (FDOT) SW 10th Street Connector Project; and

WHEREAS, the proposed Reclaimed Water Main project (the "Project") secures reclaimed water for City customers by connecting to a 42-inch reclaimed water main from Broward County with a 12-inch reclaimed water pipeline of approximately 3 miles long within the City running along a corridor for the planned expansion of SW 10th Street; and

WHEREAS, the City is required to develop, adopt and submit to FDEP the State Revolving Fund Loan Planning Document, attached and incorporated herein as Exhibit "A", for the Project (the "Project Plan") that complies with program requirements and assesses the benefits and costs of the Project; and

WHEREAS, the Florida Administrative Code requires the formal authorization by the City Commission to formally adopt a facility plan outlining necessary water pollution control improvements in order to comply with State of Florida funding requirements and participate in the CWSRF loan program to fund the Project; and

WHEREAS, the City Commission of the City of Deerfield Beach, Florida agrees with and accepts the findings, recommendations and summary of necessary improvements as outlined in the Project Plan, attached as Exhibit "A", for the purpose of providing reclaimed water to City customers for irrigation and certain commercial and industrial uses that do not require potable water.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby adopts and approves the Project Plan, attached as Exhibit "A", including acceptance and approval of the findings, planning recommendations and summary of necessary improvements outlined in the Project Plan.

Section 3. The City hereby commits to implementing the planning recommendations set forth in the Project Plan. The City Commission is authorized to adopt the Project Plan pursuant to the City Charter, City Code of Ordinances, and the Laws of the State of Florida.

Section 4. The Mayor and City Manager are authorized to execute the Project Plan, which will become the foundation of all activities related to the Project. The City Manager is authorized to represent the City in carrying out the City's responsibilities under the Project Plan and is authorized to delegate responsibility to appropriate City staff to carry out technical, financial, and administrative activities associated with the Project Plan.

Section 5. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution, including but not limited to submitting the Project Plan, attached as Exhibit "A", to FDEP.

Section 6. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 7. Should any section or provision of this Resolution or any portion, any paragraph, sentence or word of this Resolution be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Resolution as a whole or in part other than the part declared to be invalid.

Section 8. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF OCTOBER, 2022.

CITY OF DEERFIELD BEACH

_____

BILL GANZ, MAYOR

ATTEST:

_____

SAMANTHA GILLYARD, CITY CLERK



Deerfield Beach
Florida

City of Deerfield Beach
Proposed Reclaimed Water Main

STATE REVOLVING FUND LOAN PLANNING DOCUMENT

FINAL UPDATED | August 2022

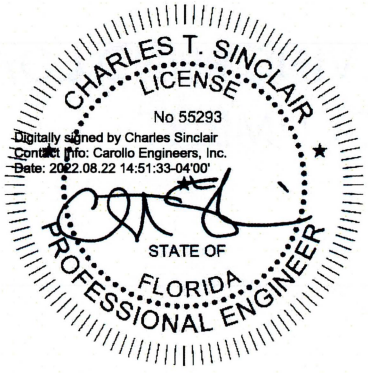
carollo

Deerfield Beach
Florida

City of Deerfield Beach
Proposed Reclaimed Water Main

STATE REVOLVING FUND LOAN PLANNING DOCUMENT

FINAL UPDATED | August 2022



This item has been digitally signed and sealed by Charles T. Sinclair on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Carollo Engineers, Inc.
2728 N University Drive, Bldg 2700
Coral Springs, Florida 33065
954.837.0030
954.837.0035

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Abbreviations

AAD	average annual demand
APE	Area of Potential Effect
BCWWS	Broward County Water and Wastewater Services
Carollo	Carollo Engineers, Inc.
City	City of Deerfield Beach
CRAS	Cultural Resources Assessment Survey
CWSRF	Clean Water State Revolving Fund
CWUP	consumptive water use permits
EA	each
EFH	Essential Fish Habitat
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FMSF	Florida Master Site File
LF	linear feet
LS	lump sum
mgd	million gallons per day
MOT	maintenance of traffic
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
NRE	National Resources Evaluation
NRWWTP	North Regional Wastewater Treatment Plant
PD&E	Project Development and Environment Study
SFWMD	South Florida Water Management District
SHPO	State Historic Preservation Officer
SRF	State Revolving Fund

SRF LOAN PLANNING DOCUMENT

Executive Summary

Project Background

The City of Deerfield Beach (City) does not currently own or operate any treatment facilities or infrastructure associated with reclaimed water production or distribution. However, the City has identified the need to consider reclaimed water as an alternative source to offset the potential high cost of securing new raw water sources and increasing water treatment capacity due to the projected increase of potable water demands that could exceed the City's current capacity. To meet the needs of an alternate source of non-potable water, the City plans to provide reclaimed water to its customers for irrigation and certain commercial and industrial uses that do not require potable water. This project is aligned with the City's support of the Broward County Regional Reuse Master Plan initiative, the South Florida Water Management District (SFWMD) sustainability goals, and the City's Integrated Utilities Master Plan.

Project Purpose

The reclaimed water project will address the need for a more economical source of non-potable water for the customers of the City by providing access to reclaimed water. The plan herein complies with the Clean Water State Revolving Fund (CWSRF) program requirements and assesses the benefits and costs of the proposed project.

Project Recommendations

The project presented here secures reclaimed water for the City customers by connecting to a 42-inch reclaimed water main from Broward County with a 12-inch reclaimed water pipeline of approximately 3 miles long within the City. The 12-inch reclaimed water pipeline would run along a corridor for the planned expansion of SW 10th St. The pipeline would include stub-outs at major intersections along SW 10th St for future interconnections to a future reclaimed water distribution system. The project would be incorporated with work already being planned by the Florida Department of Transportation (FDOT) along SW 10th St from the Florida's Turnpike to I-95 (Natura Blvd). A Project Development and Environment (PD&E) Study has been conducted by FDOT which satisfies the National Environmental Policy Act (NEPA) requirements for transportation projects. FDOT has incorporated the proposed reclaimed water pipeline project as a relatively small component of the larger roadway expansion project and would fall within its footprint, reducing environmental impacts, construction disruption and cost impacts.

Introduction

Project Background

The City is located in the northeast quadrant of Broward County with a total area of approximately 16.25 square miles. The City's approximate boundaries are the Palm Beach County line on the north, Sample Road on the south, Florida's Turnpike on the west and the Atlantic Ocean on the east. The City has a population of approximately 86,859 residents as of April 1, 2020 U.S. Census data. The types of land use within the City are residential, commercial, industrial and recreational.

The City's jurisdictional boundary differs from the City's utility boundary. The general water and sewer service area boundary is the Hillsboro Canal to the North, NW 49th Court to the south, Florida's Turnpike on the west, and the Atlantic Ocean on the east. Out of the total City population more than half of the population, approximately 57,000 residents, are currently served by the City's utilities while the remaining population is served by District 2 Broward County Water and Wastewater Services (BCWWS).

The City does not currently own or operate any treatment facilities or infrastructure associated with reclaimed water production or distribution. There are currently no connections to any adjacent reclaimed water system. Reclaimed water, also known as recycled water or reuse water, is water recovered from domestic, municipal, or industrial wastewater treatment facilities that has been given a high degree of treatment that allows safe reuse for a direct beneficial purpose. Properly treated reclaimed water is considered safe for most uses except human consumption.

The use of reclaimed water for irrigation and other purposes has been employed as a water conservation practice in Florida, California, Texas, Arizona, and other states for many years. The ability to reuse water has positive benefits that are also the key motivators for implementing reuse programs. These benefits include improved agricultural production; reduced energy consumption associated with production, treatment, and distribution of water thereby providing a lower priced water compared to potable water; and significant environmental benefits, such as reduced nutrient loads to receiving waters due to the reuse of the treated wastewater. The current drivers for the implementation of a reclaimed system according to the EPA 2012 Reuse Guidelines are centered around three categories: 1) addressing urbanization and water supply scarcity, 2) achieving efficient resource use, and 3) environmental and public health protection.

Mandatory connection to a new reclaimed system may be enforced. The most common reason to require connection is to assure use of the new system, adequate to shift some of the water demand and to pay for the new system or defer new potable main construction. Florida is another state with mandatory connection requirements; 78 counties, cities, and private utilities responded to their 2011 annual reuse reports that they either require construction of reclaimed water piping in new residential or other developments or require connection to reuse systems when they become available. The Florida communities of Altamonte Springs, Boca Raton, Brevard, Charlotte, Polk, Palm Beach, Seminole County, Marco Island, and Tampa are examples.

The general economic benefits of using reclaimed water to the customer include:

- Costs less than potable water.
- Reduces potable water use; consequently, reduces sewer cost since reclaimed water is often discharged to the environment.
- In the application of irrigation, reclaimed water decreases the need for fertilizers as it often retains nutrients from the wastewater.

The financial benefits of reclaimed water for non-potable uses is key to attracting customers. Although, actual rates for reclaimed water provided within the City cannot be established just yet, a comparison of neighboring communities or municipalities from 2019 that have implemented reuse demonstrates the potential savings associated with reclaimed water.

Table 1 Water Billing Rates[1] for Broward County and City of Pompano Beach

	Drinking	Irrigation	Sewer	Reclaimed	Savings
Broward County	$2.54	$6.42	$3.98	$0.70	$5.72
City of Pompano Beach	$2.54	N/A[2]	$3.03	$0.70	$4.87
				Average	**$5.30**

Notes:
(1) Rates per (1,000 gallons) from 2019.
(2) Potable water charge. Pompano doesn't have a special categorization for irrigation water.

Existing and Proposed Improvements

The recommended improvements consist of the City tapping into a 42-inch reclaimed water main from Broward County. Broward County's reclaimed water is supplied by its North Regional Wastewater Treatment Plant (NRWWTP) located in Pompano Beach. Broward's reuse facility currently has a production capacity of 10 million gallons per day (mgd); however, the reuse facility is expanding its production capacity to 26 mgd. The Broward County 42-inch reclaimed water main travels north along Powerline Rd, through Quiet Waters Park, along Hillsboro Blvd, and through sections of NW 39th Ave as shown in Figure 1. The City's reclaimed water pipeline would be connected at SW 10th St.

The City is proposing a 12-inch reclaimed water transmission pipeline along SW 10th St for a stretch of over 3 miles. The proposed 12-inch reclaimed water transmission pipeline is planned to be incorporated into the FDOT 10th St Connector Improvements Project and will connect to the existing 42-inch reclaimed water main from Broward County north of the intersection between Power Line Road and SW 10th St.

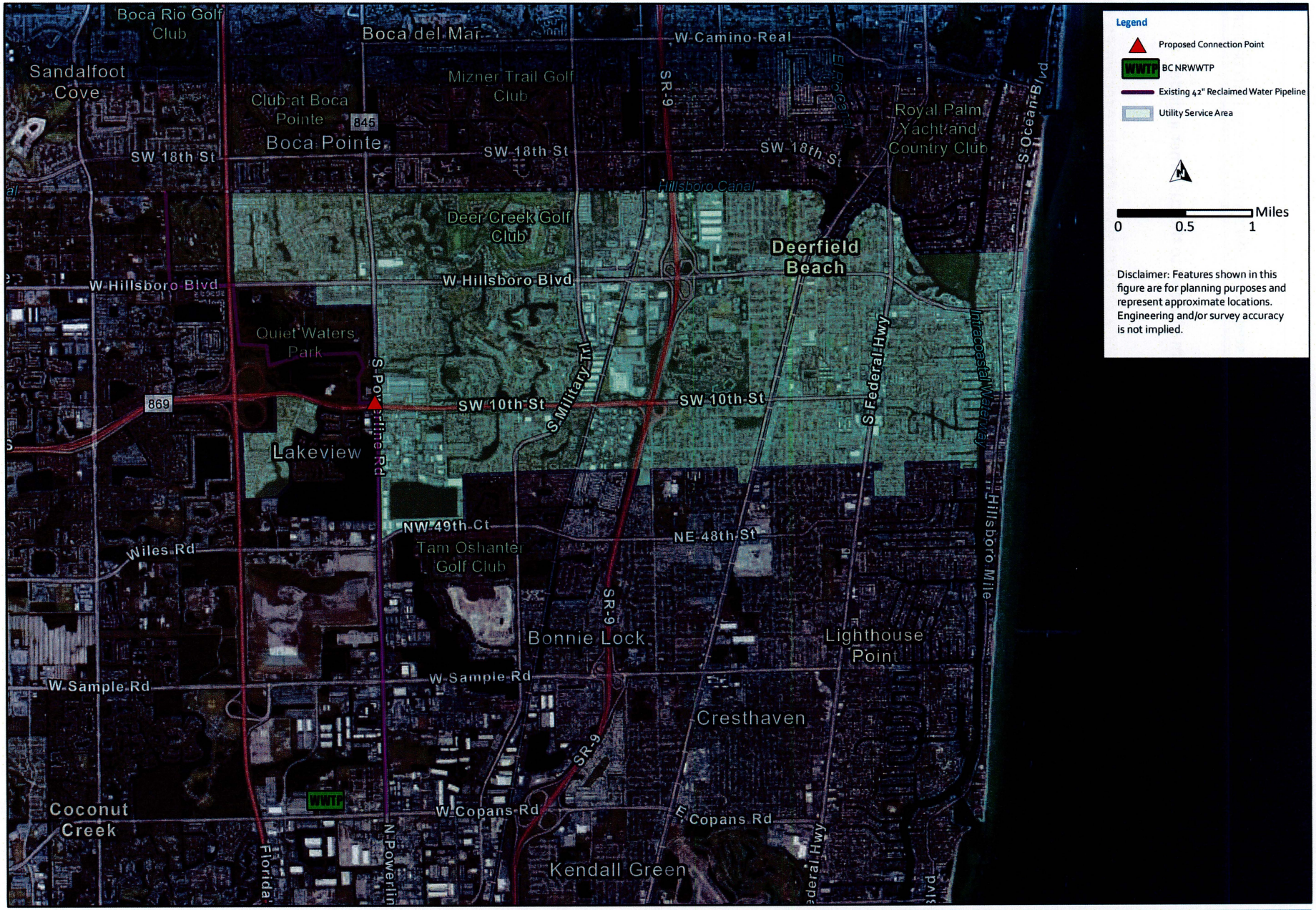


Figure 1 City of Deerfield Beach Utility Service Area and Existing BC Reclaimed Pipeline

Project Scope and Approach

The proposed reclaimed water pipeline will run along SW 10th St from Waterways Blvd approximately 3 miles east to Natura Blvd. The reclaimed water pipeline project will fall within the two phases of the FDOT SR 869/SW 10th St Connector project as shown in Figure 2. The first phase (East Phase) of the pipeline project runs east on SW 10th St from SW 24th Ave to SW Natura Blvd (approx. 1.50 miles). The second phase (West Phase) runs west on SW 10th St from SW 24th Ave to Waterways Blvd (approx. 1.57 miles). The reclaimed water pipeline would connect to the Broward County reclaimed water main at S Powerline Rd and SW 10th St. The method of delivery for this project will be design build. The East Phase is planned to be advertised on August 2022. The West Phase will be advertised a year later in August 2023.

The approach of the reclaimed water pipeline falls within the steps taken by FDOT for the expansion of SW 10th St which includes the following:

- Completing a PD&E Study including:
  - Alternative analysis which identifies and evaluates the impacts of each alternative and best alternative for the project. Impacts evaluated are aesthetic, relocation potential, cultural, natural environment, and physical environment.
  - Describes in detail the recommended alternatives and their costs.
  - Project coordination and public involvement.
  - Summary of environmental impacts of the preferred alternative.
- Obtain required permits to connect to the Broward County reclaimed water force main.
- Obtain required permits to work alongside the larger FDOT project.
- Recommend the most cost-effective and environmentally sound alternative to meet the goals of the project.
- Present a schedule of implementation for the alternatives.
- Identify any adverse environmental impacts and propose mitigating measures.

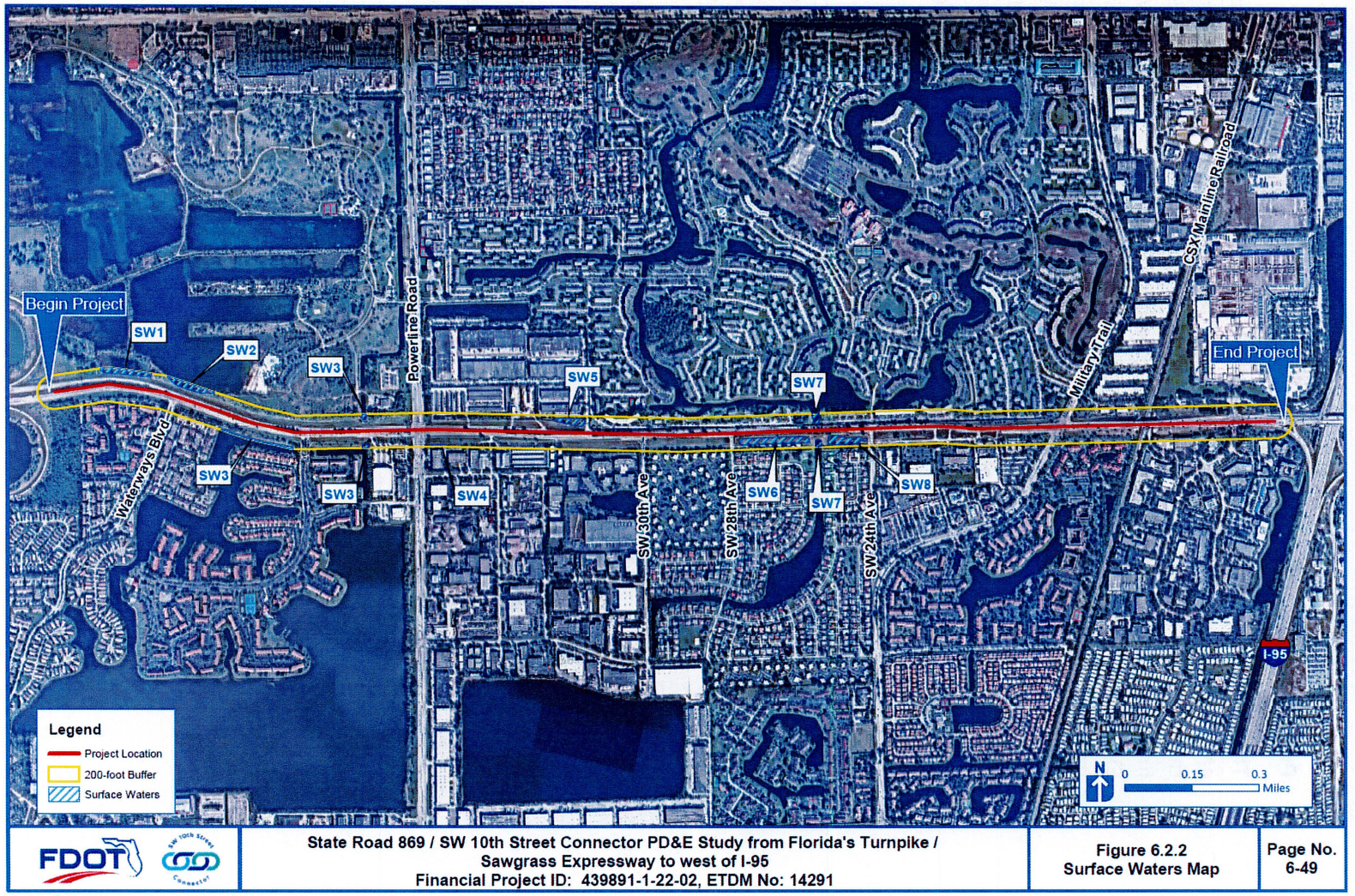


Figure 2 FDOT SR 869/SW 10th St Connector Project Location

Need and Justification for Project

The reclaimed water pipeline will support a more resilient and sustainable water supply for the City, increasing the supply of non-potable water and providing water savings to the City customers who currently use drinking water for irrigation and certain commercial and industrial uses. The City has identified the need to consider reclaimed water as an alternative source to offset the potential high cost of securing new raw water sources and increasing water treatment capacity due to the projected increase of potable water demands that could exceed the City's current capacity. To meet the needs of an alternate source of non-potable water, the City plans to provide reclaimed water to its customers. This project is in line with the City's support of the Broward County Regional Reuse Master Plan initiative and is aligned with the SFWMD sustainability goals.

Based on the City's 2019 Master Plan, Historical meter billing data for the year 2017 was used to evaluate the drinking water system demands and what percentage could be offset by reclaimed water. There is a potential for various users in the City to offset their use of potable water by reclaimed water as the following data shows.

Based on this data from 2017, the average annual daily potable water demand in the City's utility service area is 9.48 mgd. Potable water users can be classified into five primary land use categories, summarized in Table 2.

Table 2 City's 2017 Annual Average Potable Water Demands by Land Use Category

Potable Water User Type	Description	AAD(mgd)[1]	Consumption Ratio
Irrigation	Users who have meters dedicated to irrigation only	2.00	21%
Residential	Residential users including low, moderate, and high-density land use	4.61	49%
Commercial	All users designated as commercial land use	2.08	22%
Industrial	All users designated as industrial land use	0.63	7%
Parks & Recreation	All users designated as Recreational or public use	0.18	2%

Notes:
(1) Average annual daily demand for the City's service area is 9.48 mgd for year 2017 based on billing data.

All users with irrigation meters should be considered as potential reclaimed water customers. As shown in the table, that demand is 2.0 mgd average annual demand (AAD) and would significantly reduce potable water consumption by 21 percent if all this demand were met by reclaimed water. Irrigation meters can be found in all types of specific users or land use. Table 3 shows the distribution of the existing irrigation meters by land use and total demand.

Table 3 Users with Irrigation Meters - Irrigation Demand by Land Used

Irrigation Meters by Land Use	No. of Meters	Demand (mgd)
Residential	264	0.68
Commercial	223	0.51
Industrial	112	0.42
Parks & Recreation	95	0.39
Total	**694**	**2.00**

Closer evaluation of the remaining potable water users revealed that there are three additional types of potable water users that could potentially meet demands with non-potable water. These users were classified into three categories:

- Users with No Irrigation Meters.
- Large Volume Commercial.
- Large Volume Industrial.

These users are a primary target for the implementation of a reclaimed water system since the supplementation of these demands with reclaimed water will significantly reduce the demand for production of potable water and provide customers with cost savings. Irrigation provides the highest demand that could be supplemented by reclaimed water.

Excluding the large commercial and large industrial users identified above, there are 9,454 users with no irrigation meters. Assuming 60 percent of potable demands for residential, commercial, and industrial users are associated to irrigation, there is the potential for up to 3.67 mgd of additional demand related to irrigation that currently is supplied by potable water. Table 4 summarizes the potential reclaimed water demand by land use. This group represents a major opportunity for potential reclaimed water use in the City.

Table 4 Estimated Irrigation Demand for Users with No Irrigation Meters

Irrigation Meters by Land Use	No. of Meters	Total Metered Used	Potential RW Demand at 60% Total (mgd)
Residential	8,146	3.72	2.23
Commercial	729	2.00	1.20
Industrial	336	0.24	0.14
Parks & Recreation	243	0.16	0.1
Total	**9,454**	**6.12**	**3.67**

Figure 3 summarizes the total potential reclaimed water demand from potable water users. Irrigation provides the highest demand that could be supplemented by reclaimed water.

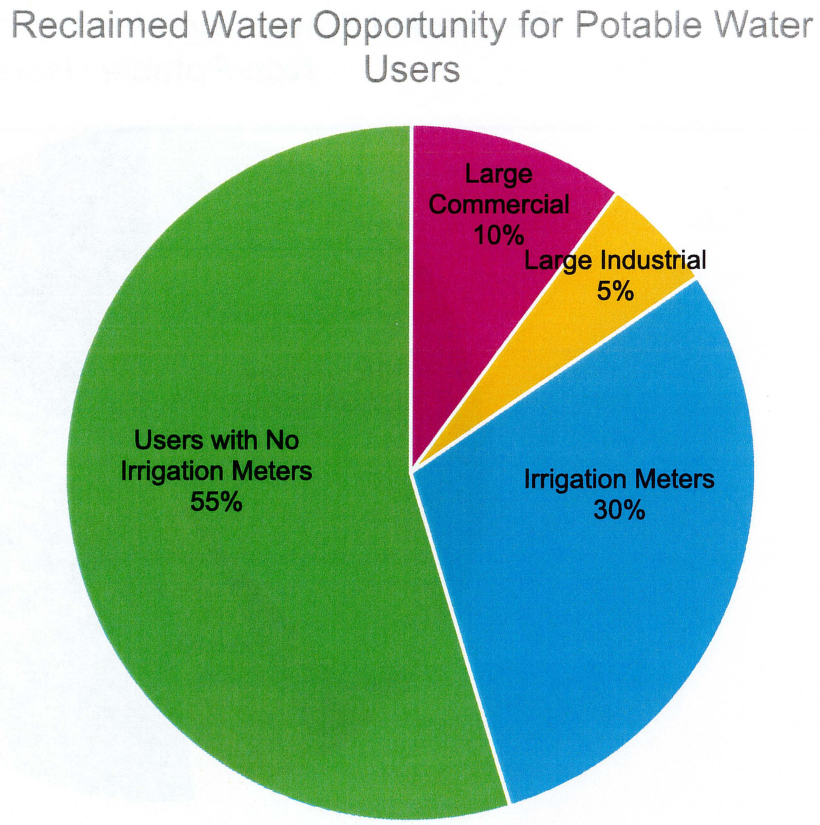


Figure 3 Potable Water Irrigation Users with No Irrigation Meters

Non-potable water users who hold consumptive water use permits (CWUP) with SFWMD for the purpose of irrigation would also benefit from reclaimed water. Based on an analysis of CWUP in the utility service area, there are more than 100 CWUP with an estimated total average demand of 4.20 mgd. Many of them allow the use of ground water for landscaping or irrigation activities which could be replaced by reclaimed water.

Table 5 and Figure 4 summarize the reclaimed water opportunities for all users discussed.

Table 5 Summary for Reclaimed Water Opportunities

Opportunities for Reclaimed Water		Demand (mgd)	%
Potable	Users with Irrigation Meters	2.00	18%
	Users with No Irrigation Meters	3.67	34%
	Large Volume Commercial Users	0.68	6%
	Large Volume Industrial Users	0.36	3%
Non-Potable	Users with CWUP	4.20	38%
	Total	**10.91**	**99%**

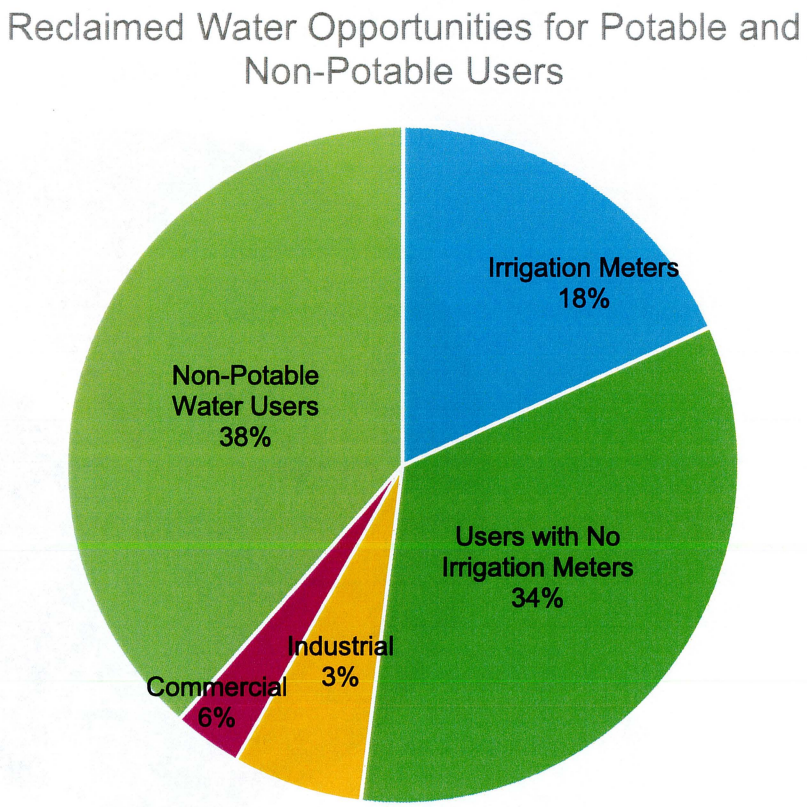


Figure 4 Potential Reclaimed Water Opportunity for Potable and Non-potable Water Users

Environmental and Economic Impacts and Benefits

Environmental and economic impacts for the proposed reclaimed water pipeline can be mitigated by incorporating the construction of pipeline project within FDOT's SW 10th St roadway project taking place in the same location. The FDOT roadway project has gone through an extensive PD&E study process which satisfies the NEPA requirements for transportation projects and it has been approved. Since the footprint of the reclaimed water pipeline falls inside the larger footprint of the FDOT roadway project, it will not add additional construction disruptions and environmental impacts to the project corridor.

As a further consideration, there is additional economic benefit as the City does not have to construct its own reclaimed treatment system as its source of reclaimed water is from Broward County through the interconnect with the County's reclaimed water main.

Development of Alternatives

Three alternatives were considered for the construction of the proposed reclaimed water pipelines.

Cost Analysis Methodology

Construction cost estimates for the different alternatives were developed using the FDOT Basis of Estimates Methodology. This methodology employs the following:

- A specific pay item number related to the specification section.
- A description of the pay item.
- Quantities and unit prices that were modified using the FDOT 12-month cost averages for that pay items. Several additional factors were considered when developing the unit cost, including labor, shipping, R/W constraints, incremental cost increase up to time of bid, soil conditions, dewatering, etc.
- Separate tab items were added, such as MOT, mobilization, contingency, and preliminary engineering design.

Cost and Effectiveness Analysis

Alternative 1: No action

The No Action alternative is not favorable. The demands for non-potable water will continue to exist and exert an increasing demand on the City's utilities and an economical burden to its customers. Continuing to use potable water for uses that could be served by non-potable water is costly and not environmentally conscious. In addition, the use of non-potable water through the CWUP puts an additional stress on groundwater and surface water demands.

This alternative does not line up with the City's plan to implement the use of reclaimed water for irrigation to offset the increase in potable water demand.

Alternative 2: Route A – SW 10th St (FDOT Roadway Expansion)

This alternative consists of installing a 12-inch reclaimed water pipeline of approximately 3.3 miles long in the footprint of a major roadway expansion project. The 12-inch force main will connect to an existing 42-inch reclaimed water pipeline from Broward County at the intersection of S Powerline Rd and SW 10th St. It will run east on SW 10th St and end on SW Natura Blvd. Each major intersection along the pipeline path will have a point of connection to service those areas.

This location along SW 10th St is strategic for three main reasons:

1. It aligns with the construction of the FDOT SW 10th St Connector Improvements Project.
2. It is the closest location to the point of connection with the existing Broward County reclaimed water pipeline which is the supply point.
3. It would be centrally located and will have the opportunity to branch out and serve a vast number of customers north and south of the proposed pipeline.

The preliminary cost estimate for this alternative is presented on Table 6.

Table 6 Alternative 2 Cost Estimate

Item		Cost
FM# 436964-2		
12" Reclaimed Water Main	$	3,819,324.07
12" Reclaimed Water Trenchless Work	$	3,922,875.71
Total Cost for FM# 436964-2:	**$**	**7,742,199.78**
FM# 439891-1		
12" Reclaimed Water Main	$	3,342,758.78
12" Reclaimed Water Trenchless Work	$	122,888.51
Total Cost for FM# 439891-1:	**$**	**3,455,647.29**
Combined Grand Total for RCWM		
FM# 436964-2	$	7,742,199.78
FM# 439891-1	$	3,455,647.29
Total RCWM Costs (Full Project)	**$**	**11,197,847.07**

Notes:
(1) Cost estimates were developed by FDOT as part of a Project Development and Environment (PD&E) Study and reflect the most recent quantities and unit prices.

The total cost for this alternative is estimated to be approximately $11.2 million. There is no cost for roadway restoration under this alternative. This alternative is depicted in Figure 5.

Alternative 3: Alternative Routes Outside of SW 10th St Project Corridor

Alternative 3 includes evaluation of two options outside of the SW 10th St project corridor. One is an alternative route running north of SW 10th St and a second route running south of SW 10th St These options are depicted and described in more detail in Figure 5.

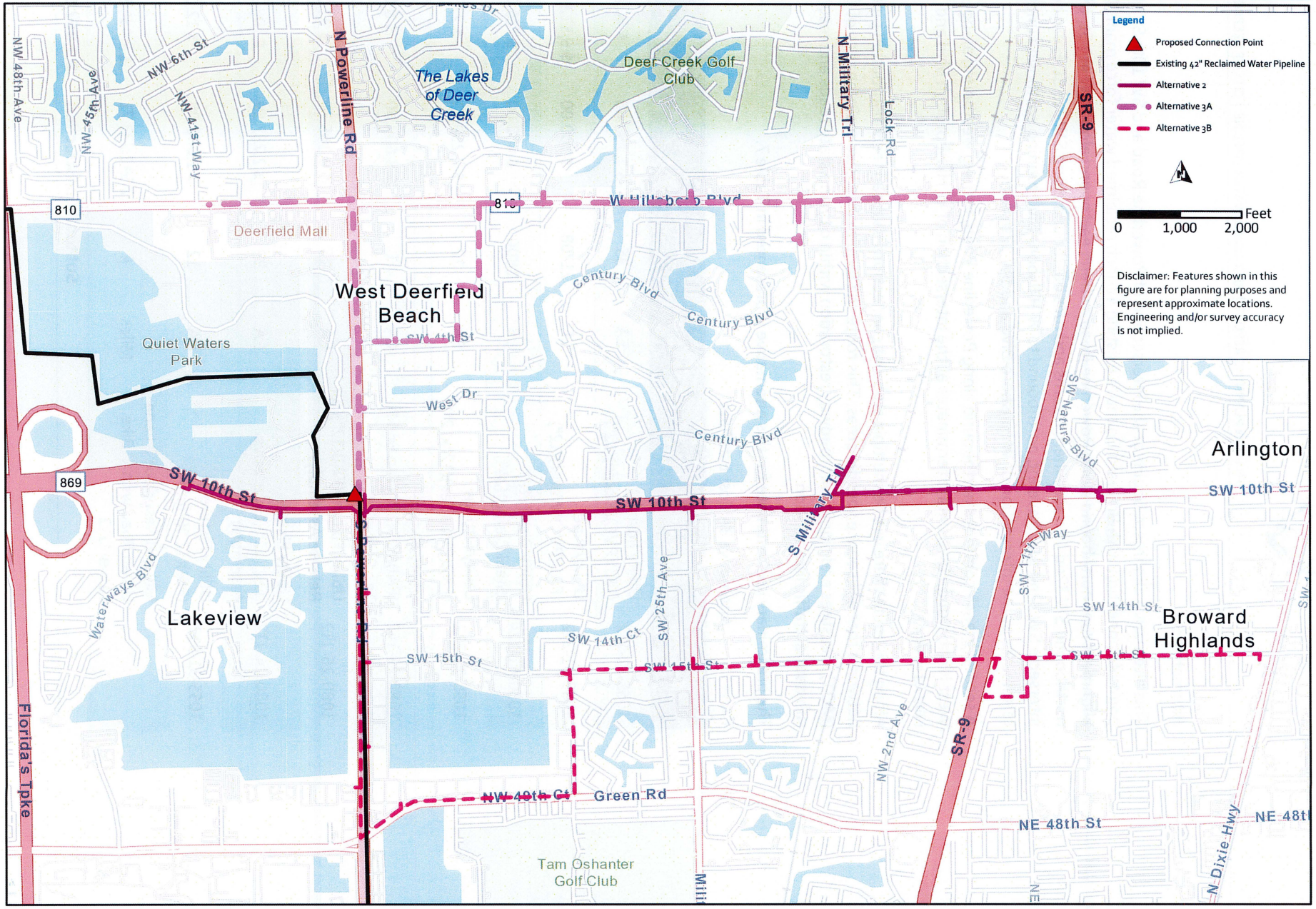


Figure 5 Proposed Pipeline Alternatives

Alternative 3A

This alternative alignment begins at the intersection of Powerline Road and SW 10th St at the point of connection with Broward County's existing 42-inch reclaimed water force main. This alignment runs northbound along Powerline Road, turning eastbound along SW 4th St, to northbound SW 32nd Terrace where it turns and runs eastbound along SW 3rd St. From here, it intersects SW 32nd Ave traveling northbound to W Hillsboro Blvd running eastbound until it terminates at the intersection of W Hillsboro Blvd and SW 12th Ave.

A second branch continues northbound along Powerline Road, turning westbound along West Hillsborough Blvd until it terminates at the intersection of W Hillsborough Blvd and NW 41st Way.

Along this route there will be multiple stub-out connections that can feed distribution pipeline networks that will service specific areas. This route will require intensive maintenance of traffic (MOT) measures and significant roadway restoration within city and state roads and result in substantial traffic interruption.

The preliminary cost estimate for this alternative is presented in Table 7.

Table 7 Alternative 3A Cost Estimate

Item	Description	Unit	Quantity	Unit Price	Engineer's Estimate
1055-31-112	Utility Fittings (F&I)(PVC)(Elbow)(12")	EA	35	$ 1,283.68	$ 44,928.80
1050-31-212	Utility Pipe (F&I)(PVC)(Water)(12")	LF	21708	$ 300.00	$ 6,512,431.43
1050-61-124	Utility Pipe (F&I) (Steel Casing)(24")	LF	1800	$ 400.00	$ 720,000.00
1055-31-212	Utility Fittings (F&I)(PVC)(Tee)(12"x12")	EA	12	$ 2,259.61	$ 27,115.32
1080-23-142	Utility Fixture (F&I)(42"x12")(Tap Sad & Tap Sleeve)	EA	1	$ 8,600.00	$ 8,600.00
1080-26-112	Utility Fixture (F&I)(12")(Air Release Assembly)	EA	15	$ 6,145.76	$ 92,186.40
1080-24-112	Utility Fixture (F&I)(12")(Gate Valve Assembly)	EA	39	$ 2,787.59	$ 108,716.01
1055-31-512	Utility Fixture (F&I)(12")(Plug)	EA	12	$ 1,000.00	$ 12,000.00
	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	Miles	4	$ 592,733.71	$ 2,436,955.59
				Subtotal Construction	**$ 9,962,933.55**

Item	Description	Unit	Quantity	Unit Price	Engineer's Estimate
102-1-	Maintenance of Traffic (MOT) (7%)	LS	1		$ 546,595.45
101-1-	Mobilization (10%)	LS	1		$ 780,850.64
	Contingency Fund (15%)	LS	1		$ 1,171,275.97
	Maintenance Cost for 20 years (1% per year)	LS	1		$1,992,586.71
	Preliminary Engineering-Design (10%)	LS	1		$ 780,850.64
				Total Estimated Cost of Utility Work	**$ 14,147,365.64**

Abbreviations:
EA: Each.
LF: Linear feet.
LS: Lump sum.

Alternate 3B

This alignment will start at the intersection of SW 10th St and S Powerline Road and travel southbound along Powerline Road turning eastbound along NW 48th St (also called Green Road) where it will turn north 3,500 feet east of Powerline Road until SW 15th St where it will run westbound until will cross I-95 running along SW 15th St and terminate near the intersection of S Federal Hwy.

Like Alternative 3A, this route will require significant roadway restoration within City and State roads along with traffic interruption and intensive MOT. In addition, this route limits the number of customers that can be served as this route borders the south limits of the City's utility service area. This route is not very feasible and was evaluated only for comparative purposes.

The preliminary cost estimate for this alternative is presented on Table 8.

Table 8 Alternative 3B Cost Estimate

Item	Description	Unit	Quantity	Unit Price	Engineer's Estimate
1055-31-112	Utility Fittings (F&I)(PVC)(Elbow)(12")	EA	42	$ 1,283.68	$ 53,914.56
1050-31-212	Utility Pipe (F&I)(PVC)(Water)(12")	LF	25,750	$ 300.00	$ 7,725,029.58
1050-61-124	Utility Pipe (F&I)(Steel Casing)(24")	LF	2,500	$ 400.00	$ 1,000,000.00
1055-31-212	Utility Fittings (F&I)(PVC)(Tee)(12"x12")	EA	12	$ 2,259.61	$ 27,115.32
1080-23-142	Utility Fixture (F&I)(42"x12")(Tap Sad & Tap Sleeve)	EA	1	$ 8,600.00	$ 8,600.00

Item	Description	Unit	Quantity	Unit Price	Engineer's Estimate
1080-26-112	Utility Fixture (F&I)(12") (Air Release Assembly)	EA	20	$ 6,145.76	$ 122,915.20
1080-24-112	Utility Fixture (F&I)(12")(Gate Valve Assembly)	EA	43	$ 2,787.59	$ 119,866.37
1055-31-512	Utility Fixture (F&I)(12")(Plug)	EA	15	$ 1,000.00	$ 15,000.00
	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	Miles	4	$ 592,733.71	$ 2,890,710.51
				Subtotal Construction	**$ 10,335,082.36**
102-1-	Maintenance of Traffic (MOT) (7%)	LS	1		$ 837,420.61
101-1-	Mobilization (10%)	LS	1		$ 1,196,315.15
	Contingency Fund (15%)	LS	1		$ 1,794,472.73
	Maintenance Cost for 20 years (1% per year)	LS	1		$2,392,630.31
	Preliminary Engineering-Design (10%)	LS	1		$ 1,196,315.15
				Total Estimated Cost of Utility Work	**$ 16,987,675.19**

Abbreviations:
EA: Each.
LF: Linear feet.
LS: Lump sum.

Alternative routes 3A and 3B are not feasible. Construction with result in major disruption to streets within the City that are currently not under construction. Alternative 2 avoid' s and minimizes impacts to the community and environment, whereas Alternative 3 introduces these impacts to other areas of the City in addition to the construction work already taking place for the FDOT's roadway project.

Selected Alternative

The selected alternative is Alternative 2. Alternative 2 aligns with a much larger approved project taking place in the same location. The footprint of the reclaimed water pipeline is much smaller and falls within the larger footprint of the FDOT roadway expansion. The main advantages are:

- Reduced construction footprint and minimal disruption to the traveling public.
- Reduced environmental impact.
- Reduced construction costs.
- Centralized location from "trunk line" which expands to other parts of the city.
- Reduced design.
- Facilitates permit process.

- Reduced maintenance cost
- Provides the City with the opportunity of obtaining reclaimed water at a lower cost
- Reduces the potable water consumption
- Maximizes energy efficiency since this alternative does not require the construction of a new reclaimed water facility which the City currently does not have. It allows for the use of reclaimed water from adjacent facilities that are currently producing reclaimed water efficiently and are looking to maximize the utilization of their treatment plant capacity.

Environmental Review

The environmental review, consultation, and other actions required by applicable federal environmental laws for the FDOT SR 869/SW 10th St Connector project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and FDOT. The environmental analysis was conducted from the end of 2017 through the first quarter of 2020. Best management practices during construction will adhere to the standard specifications for roadway and bridge construction. The project alternatives have been refined to minimize impacts to the environment and adhere to environmental standards.

The short-term impacts during construction of the proposed project would include increased noise levels, increased airborne particulates and surface run-off during rainfall on the site. Control measures will be implemented by FDOT to minimize these temporary effects such as the implementation of noise barriers.

The City's proposed reclaimed water pipeline project will be constructed concurrent and entirely within the footprint of the SW 10th St Connector project and will not have significant adverse impacts on wild and scenic rivers, flora, fauna, threatened or endangered plant or animal species, prime agricultural lands, wetlands, undisturbed natural areas, or the socio-economic character of the project areas.

A Natural Resources Evaluation (NRE) has been conducted for the SW 10th St Connector project and is included as Appendix A. There are no wetlands within the 200-foot project study area. Therefore, there will be no impact to wetlands on this project as shown in Figure 6.

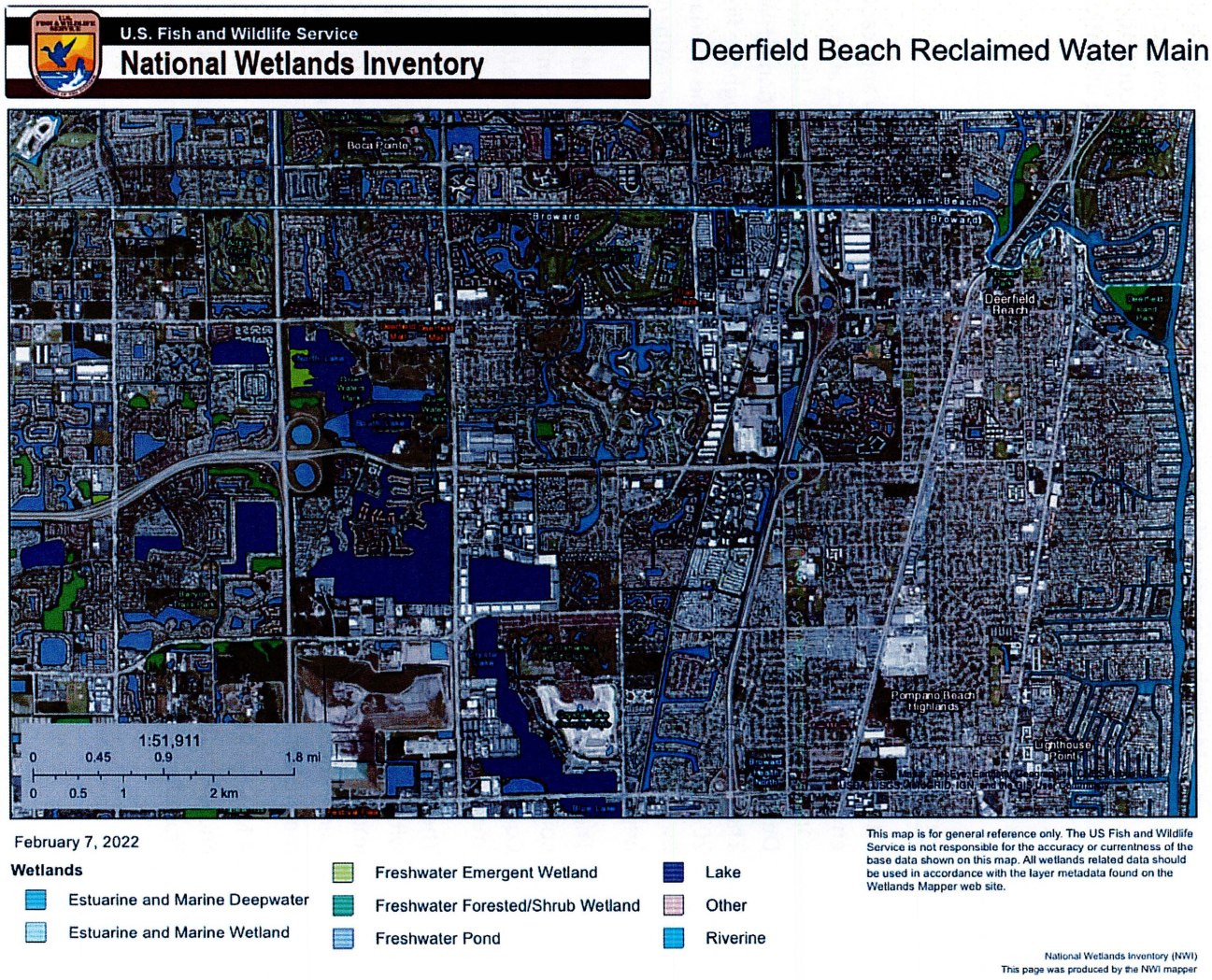


Figure 6 Reclaimed Water Main Corridor and Wetlands Inventory for the Project Area

The SW 10th St Connector project was designed to maximize the use of the existing right-of-way and to minimize affecting the natural environment of the area. A Protected Species and Habitat Assessment was conducted for this study area. "The project corridor was evaluated for the potential occurrence of federal and/or state listed threatened and endangered species, species classified by federal agencies as candidates for listing, and state species classified as species of special concern." Based on the data, literature review, and subsequent field reconnaissance surveys, 13 state and federally listed species that may occur in the project area were identified. Results of these studies can be found in the FDOT PD&E Study. The USFWS Concurrence Letter is attached to Appendix B regarding the species of Fauna and Flora that may occur in the project area.

The likelihood of occurrence for the 13 species of the fauna and flora species identified to be affected by the project as low, medium, and high was 8, 4, and 1, respectively. The majority of the species likelihood of occurrence was low. The one highest occurrence being the bald eagle which is no longer listed as an endangered or threatened species. Potential habitat for bald eagles, such as tall pine trees used for nesting, occurs throughout the project study area, and commonly includes areas near bays, rivers, lakes, or other bodies of water that provide concentrated prey availability. Two eagles' nest were documented near the project corridor. Survey results of the two eagles' nest and flights to and from the nest, did not document any eagle flights over SW 10th St that would keep them in danger. Results from the field reconnaissance survey for the other species was that those species were not observed within the study area and no adverse impact is anticipated. In addition, the FDOT project is not located in federal marine waters and no Essential Fish Habitat (EFH) exists within the study area. Therefore, EFH Assessment was not required.

Air quality is anticipated to improve once the FDOT roadway project is complete by improving traffic flow along the corridor which will reduce greenhouse gas emissions. No significant water quality impacts are anticipated. During design, permitting, and construction this will be further addressed through the use of best management practices and adherence to the standard specifications for roadway and bridge construction.

Appendix A includes the Natural Resource Evaluation that supports that no significant adverse impacts to natural resources will result from the implementation of this project and any impact during construction will be mitigated.

Archeological and Historical Sites

A Cultural Resources Assessment Survey (CRAS) was completed for SW 10th St Connector project. The objective of this CRAS was to identify cultural resources and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4. The archaeological Area of Potential Effect (APE) is confined to the footprint of the proposed project improvements and proposed right-of-way.

Based on the findings, there were no previously recorded archaeological sites or archaeologically sensitive zones within 1 mile of the archaeological APE based on the Florida Master Site File (FMSF) as well as county and local inventories identified. In addition, there were no previously recorded cemeteries, historic districts, historic bridges, or historic structures, within or adjacent to the historic resources APE. The State Historic Preservation Officer (SHPO) agreed with the findings in the CRAS in a letter dated October 2, 2018 and included as Appendix C.

Population

The City has a population of approximately 86,859 residents as of April 1, 2020 U.S. Census data. The City's jurisdictional boundary differs from the City's utility boundary. Out of the total City population more than half of the population, approximately 57,000 residents, are currently served by the City's utilities while the remaining population is served by District 2 BCWWS. The reclaimed water pipeline project is designed to serve the needs of a more sustainable and economical source of water for irrigation for the City's customers. The reclaimed water pipeline is sized to handle the demands of the growing city.

The proposed project won't have a significant adverse human health or environmental effects on minorities or low -income communities as concluded on the Sociocultural Effects Report Assessment attached as Appendix D.

Land Use and Development

The project corridor is located within Broward County in an area that is mostly built-out with little undeveloped land. The corridor consists mainly of residential, multi-family and single-family housing, and commerce. There are no significant changes in land use expected from the project. The Broward County Future Land Use Maps are consistent with the existing land use in the SW 10th St Connector corridor and is not expected to change.

Public Participation

Public Participation Process - FDOT

Different venues and methods for public outreach have been conducted for the larger FDOT SW 10th St Connector project. Public hearings were held to inform the public on the proposed FDOT roadway expansion project alternatives and to introduce the reclaimed water pipeline project that falls within the FDOT roadway expansion project. The breadth of public engagement outreach programs include:

- Public Kick-Off Meeting on November 15, 2017.
- Alternatives Public Workshop 1 on April 24, 2018.
- Alternatives Public Workshop 2 on November 29, 2018.
- Public Hearing Exhibits in October 2020.
- Webinar Exhibits in June and July 2020.
- Community Meetings, six of them, from July to October 2020.

In addition, FDOT hosted three virtual sessions per day starting on Monday, October 12, 2020, and ending on Wednesday October 14, 2020. Each session consisted of an open house, formal presentation, and comment period which closed 20 days after the last hearing. The open house portion was facilitated through a short presentation that was organized by topics that had been developed based on the most common questions the team had received during previous public engagement meetings. In these events, the public has had the opportunity to provide their input and ask questions concerning the projects.

All public hearings held in regard to this project can be found in the Appendix E link under Public Hearing Exhibits. This information addresses the comment provided on March 23, 2022 regarding public hearings.

Public Participation Process - City

Specific to the reclaimed water pipeline proposed by the City of Deerfield Beach, a resolution was brought before the City Commission on March 15, 2022, requesting approval for a request for inclusion to the CWSRF Loan Program for the construction of a new reclaimed water main in conjunction with the SW 10th St Connector Improvements Project. The Commission agenda was publicly noticed well in advance of the Commission meeting and the public had an opportunity to comment on the project during the Commission meeting. There was no public comment, and the resolution was passed unanimously by the Commission. The Resolution of Support from the Deerfield Beach City Commission is attached at Appendix F

Financial Feasibility

The Florida Department of Environmental Protection's (FDEP) State Revolving Fund (SRF) is expected to be the primary financing source for the project. The total project cost for the Selected Alternative is estimated to be $9.3M including construction and technical services during construction.

A capital Financing Plan has been prepared by City staff to explain to the public and the FDEP what the financial impact on utility customers will be from the repayment of the SRF loan (Appendix A). Repayment of the loan will be made from the City's utility system revenues.

The Water Utility fund is currently servicing three loans with maturities as follows:

1. Water and Sewer Refunding Debt – maturity date of October 2028.
2. Water Pollution Loan – maturity date of July 15, 2026.
3. Water Pollution Loan – maturity date of April 2026.

The maturity of these loans will allow the Water Utility fund to utilize these previously appropriated funds to debt service for a new loan. However, this is on the condition that the loan can be amortized over the next 20 years.

Project Implementation

Interlocal Agreements

The City of Deerfield Beach and Broward County are currently in communications to secure an agreement that will allow the City to connect to the stub-out from the County's reclaimed water pipeline located in the proximity of the intersection of SW 10th St and S Powerline Road. This agreement will allow the City to use this County's reclaimed water as its primary source to serve the City's customers though the proposed reclaimed water pipeline.

The City and FDOT are also in communications to secure an agreement where the City will transfer funds to FDOT to cover the cost of construction of the reclaimed water pipeline which will be included within the scope of the construction of the SW 10th St Connector project.

Implementation Schedule

Project Milestones (*Based on current programming published by FDOT):

1. (East) Interchange along SW 10th St from SW 24th Ave to I-95 (Natura Blvd):
   a. Design-Build Advertisement – August 2022.
   b. Letting – July 2023.
   c. Utility Relocations (by UAOs) – Q3/Q4 2023.
   d. Anticipated Construction Start – Q1/Q2 2024.
2. (West) Turnpike/Sawgrass Expressway to SW 24th Ave:
   a. Design-Build Advertisement – August 2023.
   b. Letting – July 2024.
   c. Utility Relocations (by UAOs) – Q3/Q4 2024.
   d. Anticipated Construction Start – Q1/Q2 2025.

Permits Required

The majority of the application for permits are already being made by the FDOT SW 10th St Connector project. The Engineering permit is to be applied for by the contractor performing the utility work, which also covers required inspections. The plans will be routed through several city departments. Application for the permits specific to the proposed reclaimed water pipeline project will be made during the design phase.

References

FDOT Project SR 869/SW 10th Street – link to project documents and publications: SW 10th Street / About the Study (fdot.gov)

Appendix A

NATURAL RESOURCE EVALUATION

Natural Resources Evaluation

State Road 869 / SW 10th Street Connector

Project Development and Environment (PD&E) Study

SW 10th Street from Florida's Turnpike / Sawgrass Expressway to I-95 (SR 869/Sawgrass Expressway MP 21.077 to MP 21.835 and SW 10th Street MP 0.00 to 1.427)

ETDM No.: 14291 / FAP No.: TBD

Financial Project ID No. 439891-1-22-02

Broward County, Florida

Prepared for:
FDOT District Four
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309

September 2018

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Natural Resources Evaluation

State Road 869 / SW 10th Street Connector

Project Development and Environment (PD&E) Study

SW 10th Street from Florida's Turnpike / Sawgrass Expressway to I-95 (SR 869/Sawgrass Expressway MP 21.077 to MP 21.835 and SW 10th Street MP 0.00 to 1.427)

ETDM No.: 14291 / FAP No.: TBD

Financial Project ID No. 439891-1-22-02

Broward County, Florida



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September 2018

Executive Summary

In accordance with Presidential Executive Order 11990, Federal Highway Administration (FHWA) Technical Advisory T6640.8A, Section 7(c) of the Endangered Species Act (ESA) of 1973 (ESA, P.L. 93-205) and the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual, Part 2, Chapters 9 (June 14, 2017) and 16 (June 14, 2017), a Wetlands Evaluation and Protected Species and Habitat Assessment were conducted for the proposed widening of SW 10th Street. The project is in the City of Deerfield Beach, Broward County, Florida. See ***Location Map - Figure 1.1.1.*** The following Natural Resource Evaluation (NRE) summarizes the results of these assessments. The project from Powerline Road to Military Trail was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the programming screen was published December 9, 2016 (ETDM #14291 -https://etdmpub.fla-etat.org/est/). The project from West of the Florida's Turnpike to Powerline Road was screened through ETDM EST and the programming screen was published March 25, 2017 (ETDM #14280).

The purpose of this report is to identify wetlands and other surface waters within the project area, evaluate potential wetland and surface water impacts, identify measures to avoid and minimize impacts, and identify conceptual mitigation options, if required. The purpose of this report is also to determine if the proposed project will adversely affect protected species and their habitats.

The proposed "action" under consideration is the widening of SW 10th Street. Several alternatives were evaluated and are discussed in Section 5.0.

This action does not occur in federal marine waters and no Essential Fish Habitat (EFH) exists within the study area. Therefore, an EFH Assessment was not required and is not included within this report.

<u>Wetlands</u>

The *Wetlands Evaluation* identified eight surface waters within the SW 10th Street study area. The following table summarizes those surface waters that have permanent impacts by

alternative. The No Action Alternative would result in no impacts to wetlands or surface waters.

Alternative	WL/SW Number	FLUCFCS Code	FLUCFCS Description	Impact Type	Impact (acres)
North Alignment	SW 4	510	Streams or Waterways	Fill	0.05
	SW 6	534	Reservoirs less than 10 acres	Fill	1.38
	SW 7	510	Streams or Waterways	Fill	0.10
	SW 8	534	Reservoirs less than 10 acres	Fill	0.78
North Alignment Total Surface Water Impacts (acres)					**2.31**
There are no proposed wetland impacts.					

A stormwater pond screening analysis was conducted for 6 potential ponds. There are no wetland impacts from the proposed pond sites. Ponds 3 and 6 would impact existing reservoirs. The remaining ponds have no wetlands or surface water impacts.

Protected Species and Habitat

The *Protected Species and Habitat Assessment* evaluated the effects of the project to five (5) federally listed species and seven (7) state listed species that may occur within the SW 10th Street study area. Surveys for state listed gopher tortoise burrows, Florida burrowing owl, and plants were conducted in September 2017. No adverse effects are anticipated for the state listed species. The project is not located within any US Fish and Wildlife Service (USFWS) designated critical habitat. The following effects determinations were made for the federally listed species evaluated:

Species	Effect Determination
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

The Florida's Turnpike Enterprise (FTE) is conducting a separate PD&E Study along the Sawgrass Expressway which is at the western end of the project study area. As part of the Sawgrass study, FTE conducted bald eagle monitoring from October 2017 through May 2018

to determine the status of an existing eagle nest (Nest ID BO003). Nest BO003 was no longer remaining; however, an alternate nest (Alternate Nest 1) was identified and is located approximately 458 feet north of the Sawgrass Expressway/SW 10th Street interchange. Construction for SW 10th Street improvements would occur within 330 feet from the eagle's nest. A teleconference was conducted with USFWS on September 5, 2018 and USFWS indicated that based on the schedule it was pre-mature to make any definitive recommendations or determinations on permitting requirements. The eagle nest survey/monitoring should be updated the season prior to the start of construction. Technical assistance and possible permitting would occur following the updated survey, when the current condition of the nest is known.

Mitigation

There are no wetland impacts or adverse impacts to listed species. Mitigation is not required for surface water impacts; thus, no mitigation is proposed.

Natural Resources Evaluation
For the SR 869 / SW 10th Street Connector PD&E Study

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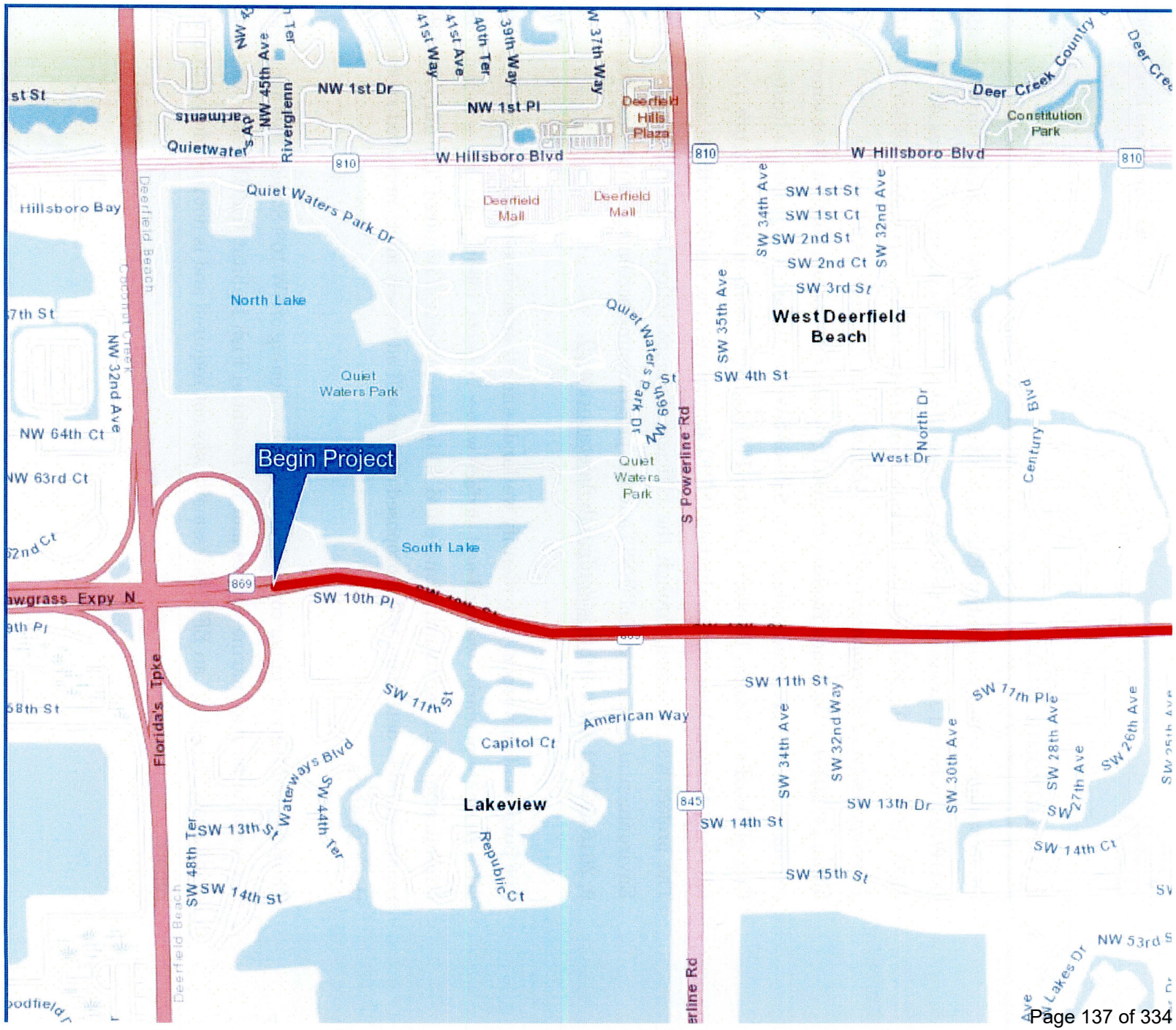
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1.0 Introduction

In accordance with Presidential Executive Order 11990, Federal Highway Administration (FHWA) Technical Advisory T6640.8A, Section 7(c) of the Endangered Species Act (ESA) of 1973 (ESA, P.L. 93-205) and the Florida Department of Transportation (FDOT) *Project Development and Environment (PD&E) Manual*, Part 2, Chapters 9 (June 14, 2017) and 16 (June 14, 2017), a Wetlands Evaluation and Protected Species and Habitat Assessment were conducted for the proposed widening of SR 869/SW 10th Street. The project is located in the City of Deerfield Beach, Broward County, Florida. See ***Location Map - Figure 1.1.1.*** The following Natural Resource Evaluation (NRE) summarizes the results of these assessments. The project was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the programming screen was published December 9, 2016 (ETDM #14291 -https://etdmpub.fla-etat.org/est/).

The purpose of this report is to identify wetlands and other surface waters within the project area, evaluate potential wetland and surface water impacts, identify measures to avoid and minimize impacts, and identify conceptual mitigation options, if required. The purpose of this report is also to determine if the proposed project will adversely affect protected species and their habitats.

The proposed "action" under consideration is the widening of SW 10th Street. This action does not occur in federal marine waters and no Essential Fish Habitat (EFH) exists within the study area. Therefore, an EFH Assessment was not required and is not included within this report.


Begin Project
W Hillsboro Blvd
NW 1st Dr
NW 1st Pl
Quietwaters Apartments
Riverglenn
NW 45th Ave
41st Way
41st Ave
40th Ter
39th Way
37th Way
Deerfield Hills Plaza
Deer Creek Country
Constitution Park
Quiet Waters Park Dr
Deerfield Mall
Hillsboro Bay
North Lake
Deerfield Beach
NW 32nd Ave
NW 64th Ct
NW 63rd Ct
Quiet Waters Park
Quiet Waters Park Dr
S Powerline Rd
SW 34th Ave
SW 32nd Ave
SW 1st St
SW 1st Ct
SW 2nd St
SW 2nd Ct
SW 3rd St
SW 35th Ave
West Deerfield Beach
SW 4th St
North Dr
West Dr
Century Blvd
South Lake
869
SW 10th Pl
Florida's Tpke
SW 11th St
American Way
Capitol Ct
Lakeview
SW 11th St
SW 34th Ave
SW 32nd Way
SW 30th Ave
SW 17th Pl
SW 28th Ave
SW 27th Ave
SW 26th Ave
845
SW 13th Dr
SW 14th St
SW 14th Ct
SW 15th St
SW 13th St
Waterways Blvd
SW 44th Ter
SW 48th Ter
SW 14th St
Republic Ct
Deerfield Beach
NW 53rd S
N Lakes Dr

2.0 Project Description

The FDOT is evaluating alternatives to improve SR 869 (SW 10th Street) from Sawgrass Expressway / Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The project is located in Broward County, Florida and is contained within the municipality of Deerfield Beach. *Figure 1.1.1* shows the limits of the SW 10th Street Connector PD&E Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to SR 845 (Powerline Road), four lanes (two in each direction) from Powerline Road to east of Military Trail, and five lanes (two westbound and three eastbound) from west of Military Trail to I-95. This segment of SW 10th Street is functionally classified as a Divided Urban Principal Arterial and has posted speed limits of 45 miles per hour from Florida's Turnpike to Military Trail, and 40 miles per hour from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is Class 1. East of Powerline Road, the access management classification is Class 3.

SW 10th Street is an east-west Principal Arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). SW 10th Street from Florida's Turnpike to I-95 is a missing link in the existing and planned regional express lanes system network. This study is proposing to add additional lanes in the corridor for the purpose of closing this gap and providing a continuous link in the managed lanes network that will be separate from the local SW 10th Street facility. In addition, SW 10th Street is designated as an evacuation route.

The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the area by utilizing the managed lane facility. The ability to provide relief for local traffic is a component of the improved connectivity between the three limited access facilities by providing dual systems (Local Access and Limited Access) within the SW 10th Street right-of-way. Because SW 10th Street is impacted by three major limited access facilities, local traffic relief is necessary before future improvements to the three limited access facilities are implemented. Improvements are planned for the interchange at the Sawgrass Expressway / Florida's Turnpike to the west and I-95 at SW

10th Street interchange to the east. Public involvement will be essential in this PD&E Study due to the residential developments and local businesses along SW 10th Street, as well as in the surrounding areas, as this segment is a missing link in the south Florida managed lanes network.

A Community Oversight Advisory Team (COAT) was formed by the Broward Metropolitan Planning Organization (MPO) and worked to obtain consensus on the future of the SW 10th Street corridor. Public involvement efforts are ongoing with the Broward MPO as a partner, continuing their efforts that began with the establishment of the COAT. Public involvement initiatives, including working directly with the COAT, as well as expanded and full representation from the City of Deerfield, City of Parkland, City of Coral Springs, the Broward MPO, the FDOT and members of the public, will be performed during the PD&E Study.

3.0 Purpose and Need

3.1 Purpose and Objectives

The purpose of this project is to increase capacity and eliminate various existing operational and safety deficiencies along SR 869/SW 10th Street between the Sawgrass Expressway and Military Trail while also providing improved connectivity of the regional transportation network.

3.2 Need for the Project

The primary need for this project is based on capacity/operational deficiencies for local traffic and regional connector traffic, system linkage and safety issues, with secondary considerations for the needs of modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation for local traffic and the adjacent communities, as well as regional traffic. The primary and secondary needs for the project are discussed in further detail below.

3.2.1 Project Status

The SW 10th Street Connector project is in the Broward MPO jurisdiction. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2018 – 2022 includes funding for the SW 10th Street Connector from Powerline Road to West of Military Trail Project for Preliminary Engineering and Right-of-Way. Construction funding is included in years beyond 2022. The Broward MPO 2035 Long Range Transportation Plan (LRTP) also includes the SW 10th Street Connector from Powerline Road to Military Trail widening project in the 2035 Cost Feasible Roadway Projects. The FDOT State Transportation Improvement Program (STIP) 2017 includes funding for Preliminary Engineering and Right-of-Way in years 2018 and 2019, respectively. Funding for a Design-Build method of delivery is included in years beyond 2021. The FDOT SIS Adopted Five Year Plan includes funding for the SW 10th Street Connector from Powerline Road to West of Military Trail Project for Preliminary Engineering and Right-of-Way. The Construction is included in the FDOT SIS Adopted Second Five Year Plan with funding shown in 2025. This funding is anticipated to be advanced into fiscal year 2023.

The TIP, STIP, and LRTP are consistent in respect to total funding and time frame. However, the TIP, STIP, and LRTP have different physical project limits than the proposed PD&E Study. The planning documents include SW 10th Street from Powerline Road to Military Trail whereas, this PD&E Study extends the limits along SW 10th Street from the Sawgrass Expressway / Florida's Turnpike to I-95. The PD&E study limits originally matched the planning documents; however, the limits were extended in order to provide independent utility and a more logical termini for the project.

3.2.2 System Linkage

SW 10th Street is part of the state's SIS and the NHS. The SIS is an intermodal network of transportation facilities that seamlessly flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens and visitors. The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. Thus, SW 10th Street is an important facility in the transportation network.

SW 10th Street provides the opportunity for commuters and local residents to connect to three major limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. The ability to provide relief for local traffic is a component of the improved connectivity between the three limited access facilities by providing dual systems (Local Access and Limited Access) within the SR 10th Street right-of-way. Because SW 10th Street is impacted by three major limited access facilities, local traffic relief is necessary before future improvements to the three limited access facilities are implemented. These facilities are also on the regional freight network as identified in the March 2010 South Florida Regional Freight Plan (project #269). Florida's Turnpike provides limited access north-south connectivity from Miami-Dade County to Orlando and connects to I-75 northwest of Orlando. The Sawgrass Expressway provides limited access connectivity from the I-75/I-595 Interchange, to the Florida's Turnpike at the SW 10th Street Interchange. I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard.

SW 10th Street from Florida's Turnpike to I-95 is a Principal Arterial facility serving local residential communities, commercial properties and commuters alike. This section of roadway has also been considered the missing link in the existing and planned regional express lane network. This project seeks to improve this linkage by reducing congestion and completing the express lane network while reducing operational and safety deficiencies for the local users. The project will consider implementing limited access and express lanes along SW 10th Street in the project area.

3.2.3 Capacity

A need exists to improve local and regional traffic operations along SW 10th Street corridor. Traffic volumes along SW 10th Street between the Sawgrass Expressway / Florida's Turnpike and I-95 have consistently increased over the past 15 years and are expected to continue to grow over the next 20 years. During the five-year period from 2010 to 2015, Average Annual Daily Traffic (AADT) on SW 10th Street was as follows:

- Sawgrass Expressway / Florida's Turnpike to Powerline Road experienced an AADT of 51,333 vehicles per day (vpd) with a high of 56,500 vpd.
- Powerline Road to Military Trail increased from 40,500 vpd to a high of 46,500 vpd.
- Military Trail to I-95 experienced an AADT ranging from 49,500 vpd to 54,500 vpd.

The existing traffic on SW 10th Street between Powerline Road and I-95 exceeds the current capacity of a four-lane arterial roadway which can accommodate approximately 40,000 vpd. The capacity of SW 10th Street from Sawgrass Expressway / Florida's Turnpike to Powerline Road is 60,000 vpd. With the anticipated growth and the combination of local traffic and those travelers going from one limited access facility to the next, this segment is expected to reach capacity by 2040 or sooner.

Additionally, the following intersections fall below acceptable Level of Service (LOS D or better) targets during at least one peak hour in the existing conditions:

- SW 10th Street at Military Trail operates at LOS F in both the AM and PM peak.
- SW 10th Street at Newport Center Drive operates at LOS B in AM and LOS F in PM.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Even with an assumed 10 percent travel time savings or reduction in delay from possible traffic signal optimization, the peak hour operations are not anticipated to operate at an acceptable LOS (LOS D or better).

3.2.4 Transportation Demand

The SW 10th Street Connector PD&E Study is currently included in the Broward MPO LRTP and TIP. The SW 10th Street Connector PD&E Study will be advanced to move forward in coordination with the I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study (FM# 436964-1) to the east as well as the Sawgrass Expressway widening and interchange PD&E Study (FM# 435763-1) to the west. Additionally, the 2045 SIS Multi-Modal Unfunded Needs Plan listed adding capacity to this segment of SW 10th Street as a needed improvement.

3.2.5 Legislation

At this time, there is no legislation mandating the implementation of this project.

3.2.6 Social Demand and Economic Development

Social and economic demands on the SW 10th Street corridor will continue to increase as population and employment increase in Broward County, and the greater south Florida region. The University of Florida Bureau of Economic and Business Research (BEBR) high end estimate predicts Broward County's population will grow to 2.3 million by 2040, an increase of 34 percent from the year 2011. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the local area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities.

Multiple residential developments and businesses are located along the SW 10th Street corridor; therefore, this project will consider livability issues as well as vehicular movement. Capacity improvements to SW 10th Street have previously not advanced to design / construction since MPO and FDOT priorities did not adequately address local concerns during previous assessments of this corridor. However, the Broward MPO Board directed its staff to reach out to communities along the corridor and initiate a consensus building effort to evaluate the best way to accommodate the long-term traffic demands as well as the local

community considerations. As part of this consensus-building effort, a group of concerned individuals, known as the Community Oversight Advisory Team (COAT), was assembled to represent the communities along the corridor, as well as throughout the greater north Broward County area, to identify the long-term opportunities and vision for the corridor. The COAT developed recommendations for the corridor to be considered by the Department in evaluating the improvements in a PD&E Study.

3.2.7 Modal Interrelationships

Sidewalks are located along SW 10th Street's eastbound and westbound lanes from Military Trail to I-95; however, from Waterways Boulevard to Military Trail, sidewalks are only present in the eastbound direction. The City of Deerfield Beach Comprehensive Plan identifies SW 10th Street as a Community Bus Route, although no local bus route is identified in the Broward 2040 LRTP. Bicycle facilities are not designated along SW 10th Street; however, existing five-foot paved shoulders, which serve as undesignated bicycle lanes, are present in both directions. The Broward MPO assigned a LOS F to the bicycle, pedestrian, and transit services along SW 10th Street. The proposed improvements will provide future accommodations for bicyclist and pedestrians, and transit modes.

3.2.8 Traffic Safety

A need exists to resolve safety issues within the project limits along SR-869/SW 10th Street. From 2009 to 2014 there were 269 crashes in this corridor. Of these, 163 were rear-end crashes which are common in heavily congested facilities. This project seeks to reduce congestion thus mitigating existing crash patterns, and to enhance safety through the addition of improved bike / pedestrian features along the local system.

The project is anticipated to improve emergency evacuation and response capabilities by enhancing capacity and connectivity and to major arterials designated on the state evacuation route. SW 10th Street, Florida's Turnpike, Sawgrass Expressway and I-95 serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. SW 10th Street moves traffic from the east to I-95, Florida's Turnpike, and the Sawgrass Expressway. Improved travel times would also result in improved emergency response for local residents and for transport to regional

facilities. Broward County Fire and Rescue Station 66 is located at 590 S. Powerline Road, approximately 0.3 miles to the north of the alignment.

3.2.9 Roadway Deficiencies

Currently, SW 10th Street provides FDOT standard width travel and turn lanes. However, as previously mentioned, sidewalk is limited to the south side of SW 10th Street from Waterway's Boulevard to Military Trail. Sidewalk is present along SW 10th Street eastbound and westbound from Military Trail to I-95. Bicycle facilities are not designated along SW 10th Street, although existing 5-foot paved shoulders, which serve as undesignated bicycle lanes, are present in both directions. No other known roadway deficiencies along the corridor.

4.0 Existing Conditions

4.1 Typical Sections

SW 10th Street is a four-lane to six-lane divided, urban principal arterial and is a designated SIS facility. Sidewalk is present on at least one-side of the road for the entire corridor. Bicycle lanes are sporatic along the corridor. The existing SW 10th Street typical sections are shown in *Appendix A*.

SW 10th Street from the end of the Sawgrass Expressway to Powerline Road (0.76 miles) consists of:

- Three 12-foot travel lanes in each direction;
- Five-foot sidewalk on the south side of SW 10th Street starting east of Waterways Boulevard;
- 28-foot wide raised median; and
- Right-of-way width of 250 feet.

SW 10th Street from Powerline Road to Quiet Waters Business Park Entrance Road (0.35 miles) consists of:

- Three 12-foot travel lanes in each direction;
- Five-foot paved bicycle lane in the eastbound direction;
- Five-foot sidewalk on both sides of SW 10th Street;
- 28-foot wide raised median; and
- Right-of-way width that varies from 264 feet to 316 feet.

SW 10th Street from Quiet Waters Business Park Entrance Road to Military Trail (1.08 miles) consists of:

- Two 12-foot travel lanes in each direction;
- Five-foot paved bicycle lane;
- Five-foot sidewalk on the south side of SW 10th Street;
- 16-foot wide raised median; and
- Right-of-way width that varies from 215 feet to 294 feet.

SW 10th Street from Military Trail to East Newport Center Drive (0.38 miles) consists of:

- Three 11-foot travel lanes in each direction;
- Three-to-four foot paved shoulder;
- Five-foot curb-line sidewalk on both sides of SW 10th Street;
- Variable width raised median (15 feet to 26 feet); and
- Right-of-way of approximately 250 feet.

5.0 Project Alternatives

5.1 No Action Alternative

The No Action Alternative, as its name implies, retains the existing roadway characteristics. Under this scenario, the existing SW 10th Street corridor would not be improved and conditions would continue to deteriorate. The No Action Alternative has certain advantages and disadvantages.

The advantages of the No Action Alternative include:

- No expenditure of public funds;
- No disruption or temporary impacts (air, noise, vibration, travel patterns) due to construction activities; and
- No right-of-way acquisitions.

The disadvantages of the No Action Alternative include:

- Does not meet the projects purpose and need;
- Increased vehicular congestion and delay, which leads to increased travel costs;
- Increased safety concerns;
- Increased emergency response and evacuation time; and
- Decreased air quality.

5.2 Build Alternatives

5.2.1 Typical Sections

This project proposes placing two roadway facilities within the SW 10th Street Corridor. One facility proposed is a four-lane managed lanes roadway to provide a limited access connection from the Florida's Turnpike / Sawgrass Interchange to I-95. The other facility is a four-lane, divided, local roadway with bicycle lanes and sidewalks. During the Tier 1 analysis, two alignments were evaluated: one alignment, the North Alignment Alternative, places the managed lane facility on the north side of the right-of-way with the local roadway lanes on the south side of the right-of-way; the other alignment, the Center Alignment Alternative, locates the managed lanes in the center of the right-of-way with the local lanes operating on either side of the managed lanes as a one-way frontage road system. Each alignment alternative remains, for the most part, within the existing right-of-way footprint with the

exception of small strips and slivers of right-of-way needed from the south side of the corridor. Each of the alignments consist of the following elements:

- Four 12-foot managed lanes, two in each direction separated by a median barrier wall with 8 to 12-foot inside and outside shoulders. This facility would be physically separated from the local lanes;
- A large portion of the managed lanes facility was envisioned to be a below-grade, or depressed, section of roadway with intermittent covers to provide landscape opportunities;
- Four 11-foot local travel lanes separated by a 15.5-foot median;
- Bicycle lanes and sidewalk;

Based on feedback received at numerous community meetings and the Alternatives Public Workshop held on April 24, 2018, the Northern Alignment Alternative will be carried through to the next level of analysis. Also, based on feedback, additional alternatives with reduced or minimized depressed sections and hybrid alternatives will be developed and evaluated in Tier 2. However, each new alternative will be based on the North Alignment concept with the managed lanes facility placed in the northern portion of the existing right-of-way and the local SW 10th Street lanes located in the southern portion of the corridor. Tier 2 Alternatives will be evaluated within the same right-of-way footprint but have differing profiles for the managed lanes facility. The local SW 10th Street profile will remain at-grade.

Proposed typical sections can be found in ***Appendix B*** and conceptual plans can be found in ***Appendix C***.

6.0 Wetland and Surface Water Evaluation

The study area for the NRE includes the existing SW 10th Street and a 200-foot buffer from the centerline of SW 10th Street for wetlands and surface waters and a 600-foot buffer from the centerline of SW 10th Street for soils. The potential stormwater pond sites are all outside of the 200-foot study area buffer, therefore the wetlands and surface waters found within the potential pond sites were evaluated separately and are discussed in Section 6.4.2.

6.1 Methodology

In accordance with Executive Order 11990, Protection of Wetlands, and FHWA Technical Advisory T6640 8A, the extent and types of wetlands in the study area were documented. Each wetland site was identified in the field using the delineation methods described in the US Army Corps of Engineers (USACE) *Federal Manual for Identification and Delineation of Wetlands* (USACE 1987) and *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0) (November 2010)*, and in accordance with Chapter 62-340, of Florida Administrative Code (FAC), *Delineation of the Landward Extent of Wetlands and Surface Waters*. Wetland classifications occurring within the project area were determined based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS), as well as the US Fish and Wildlife Service (USFWS) publication *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979). These methods consider prevalence of wetland vegetation, hydric soil indicators, and wetland hydrology.

All wetlands and surface waters identified in the field were compiled onto digital aerial imagery of the project corridor. Acreage calculations of the existing area and area of impact were then calculated using ESRI™ ArcGIS Software. Formal wetland delineations including field flagging and approval by the South Florida Water Management District (SFWMD) or USACE have not been conducted, but will occur during the design and permitting phase of the project, as needed.

ETDM comments received from USACE, Florida Department of Environmental Protection (FDEP), US Environmental Protection Agency (USEPA), USFWS, and SFWMD focused on the potential for limited wetland impacts to occur during road widening construction. USACE

commented that a majority of the surrounding area is developed, paved, cleared and landscaped with minimal wetland habitat. USACE also commented that the proposed project would have a minimal effect on aquatic resources. FDEP had the same comments.

USEPA commented that the primary surface water concern for this project is the canal crossing at Canal 1. The USEPA commented further that because the project will be increasing impervious surfaces, additional stormwater runoff will be generated. Additional stormwater details were requested from the USEPA. Stormwater treatment details will be provided in the Pond Siting Report for this project.

USFWS commented that wetlands provide important habitat for fish and wildlife. USFWS commented further that wetlands may occur within and near the project site and should be avoided to the greatest extent practicable. If complete avoidance is not possible, mitigation should be provided which fully compensates for the loss of important resources.

SFWMD commented that there is an existing Surface Water Management Permit (79-00098-S) over the project area and will need to be modified. This permit was for the initial construction of SW 10th Street as a four-lane rural section with grass swales. This permit can be revised to include the additional lanes and additional stormwater management for SW 10th Street.

6.2 Wetland and Surface Waters

Baseline information characterizing the surface waters located within the study area including contiguity, vegetative structural diversity, edge relationships, wildlife habitat value, hydrologic functions, public use, and integrity is found in *Table 6.1*. There are no wetlands within the 200-foot project study area. There are several surface waters (canals, swales, ponds, and ditches) in the study area. The surface water polygons were individually characterized based on their FLUCFCS type and are depicted in *Figure 6.1.1 - Surface Waters Map*. Photographs of the surface waters within the study area are included in *Appendix D*.

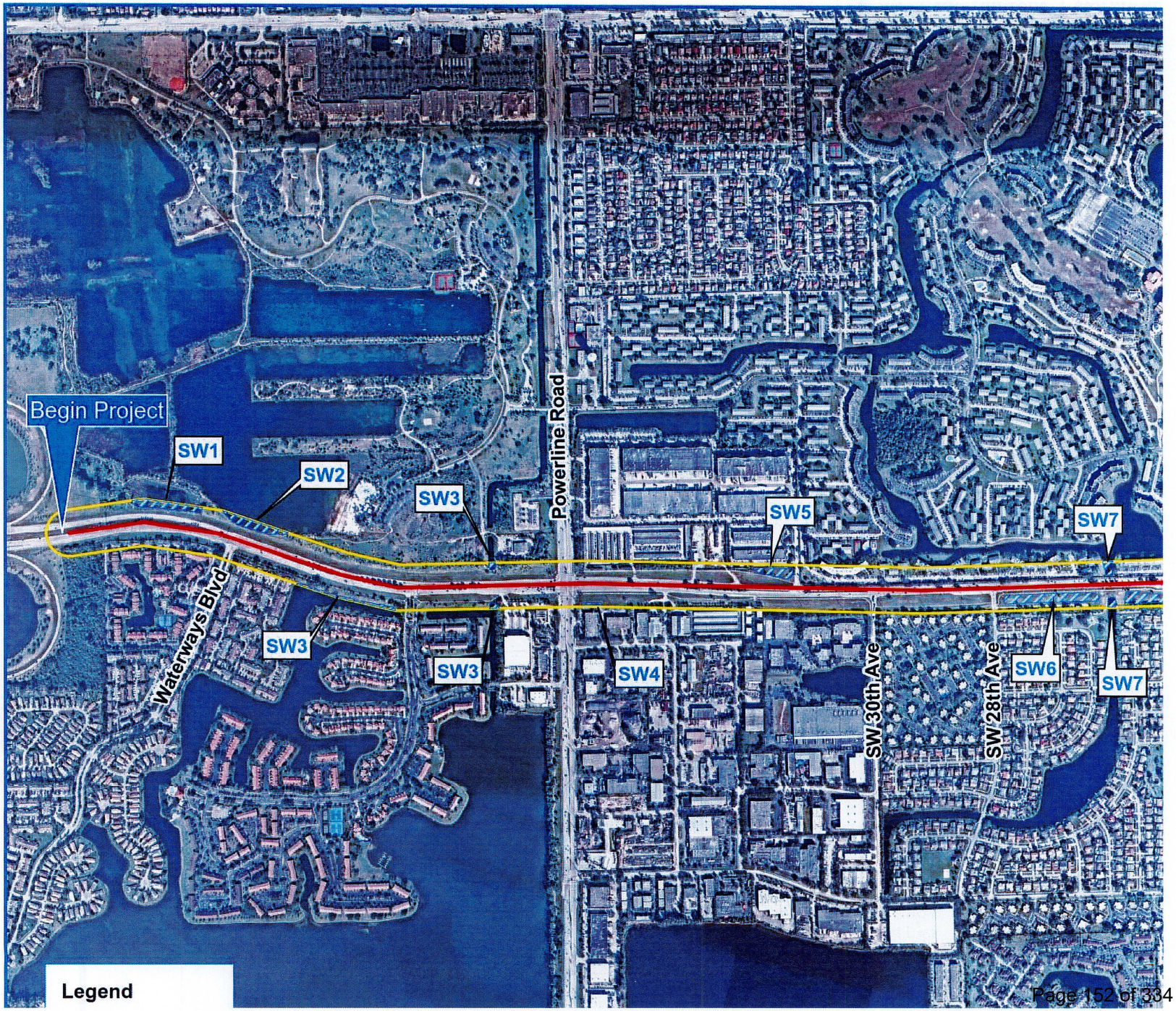

Begin Project
SW1
SW2
SW3
SW3
SW3
SW3
SW4
SW5
SW6
SW7
SW7
Waterways Blvd
Powerline Road
SW 30th Ave
SW 28th Ave
Legend

Table 6.1: Surface Water Summary within the Study Area

Wetland ID	FLUCFCS Code	USFWS Code	Contiguity	Vegetative Structural Diversity	Edge Relationships	Wildlife Habitat Value	Hydro Func
SW1	524	Lacustrine Limnetic Unconsolidated Bottom – Permanently Flooded (L1UBH)	Isolated	Low structural diversity along banks of surface water (some *Typha spp.* is present)	Situated adjacent to grassed shoulders of road right-of-way and recreational trails within Quiet Waters Park	Provides opportunistic foraging habitat for wading birds	Provides s stormwat retention
SW2	523	Lacustrine Limnetic Unconsolidated Bottom – Permanently Flooded (L1UBH)	Isolated	Low structural diversity along banks of surface water (some *Typha spp.* is present)	Situated adjacent to grassed shoulders of road right-of-way and located within Quiet Waters Park	Provides some habitat for wildlife especially fish, herpetofauna, and foraging birds	Provides s stormwat retention
SW3	522	Lacustrine Limnetic Unconsolidated Bottom – Permanently Flooded (L1UBH)	Connected via culvert to other roadside swales	No wetland vegetation present along lake shore	This surface water occurs within the study area in three separate places. Generally, surface water is adjacent to grass shoulders of road right-of-way, adjacent to residential buildings, and maintenance building of Quiet Waters Park	Minimal habitat value. Potential opportunistic foraging.	Provides s stormwat retention
SW4	510	Riverine Lower Perennial Unconsolidated Bottom – Temporarily Flooded (R2UBA)	Connected via culvert to other roadside swales	Low structural diversity, periodically mowed. Species include white-topped sedge, dollarweed, torpedo grass, and spikerush.	Situated between roads and paved parking lot.	Provides minimal habitat value due to isolation, intermittent hydrology, and adjacent land uses.	Primarily provides stormwat detention, treatment sediment abatemen functions.
SW5	534						

Wetland ID	FLUCFCS Code	USFWS Code	Contiguity	Vegetative Structural Diversity	Edge Relationships	Wildlife Habitat Value	Hydro Func
SW6	534	Lacustrine Limnetic Unconsolidated Bottom – Temporarily Flooded (L1UBA)	Isolated	Low structural diversity, periodically mowed. Species include torpedo grass dollarweed, and flatsedge.	Situated between roads and residential neighborhood.	Provides minimal habitat value due to isolation, intermittent hydrology, and adjacent land uses.	Primarily provides stormwat detention, treatment sedimenta abatemen functions.
SW7	510 (Canal 1)	Riverine Lower Perennial Unconsolidated Bottom – Permanently flooded (R2UBH)	Connected to various surface waters and canals throughout the area.	No wetland vegetation present along canal banks.	Situated between roads and residential neighborhoods.	Provides some habitat for wildlife especially fish and foraging birds	May provi some stor detention surroundi
SW8	534	Lacustrine Limnetic Unconsolidated Bottom – Temporarily Flooded (L1UBA)	Isolated	Low structural diversity, periodically mowed. Species include torpedo grass dollarweed, and flatsedge.	Situated between roads and residential neighborhood.	Provides minimal habitat value due to isolation, intermittent hydrology, and adjacent land uses.	Primarily provides stormwat detention, treatment sedimenta abatemen functions.

Surface water extends outside of study area; therefore, acreage only includes area inside the 200-foot study area buffer.

6.3 Soils

Based on a review of the US Department of Agriculture (USDA)/Natural Resources and Conservation Service (NRCS) Soil Survey for Broward County, there are seven (7) soil types within 600 feet of the proposed improvements. In general, the soils found within this area are derived from sandy marine sediments with a variety of drainage characteristics. Per the *Hydric Soils of Florida Handbook*, Fourth Edition (Florida Association of Environmental Soil Scientists, 2007), Margate fine sand, Plantation muck, Pompano fine sand, and Sanibel muck are hydric soils. *Table 6.2* includes a summary of the mapped soils in the study area (see *NRCS Soils Map - Figure 6.2.1*).

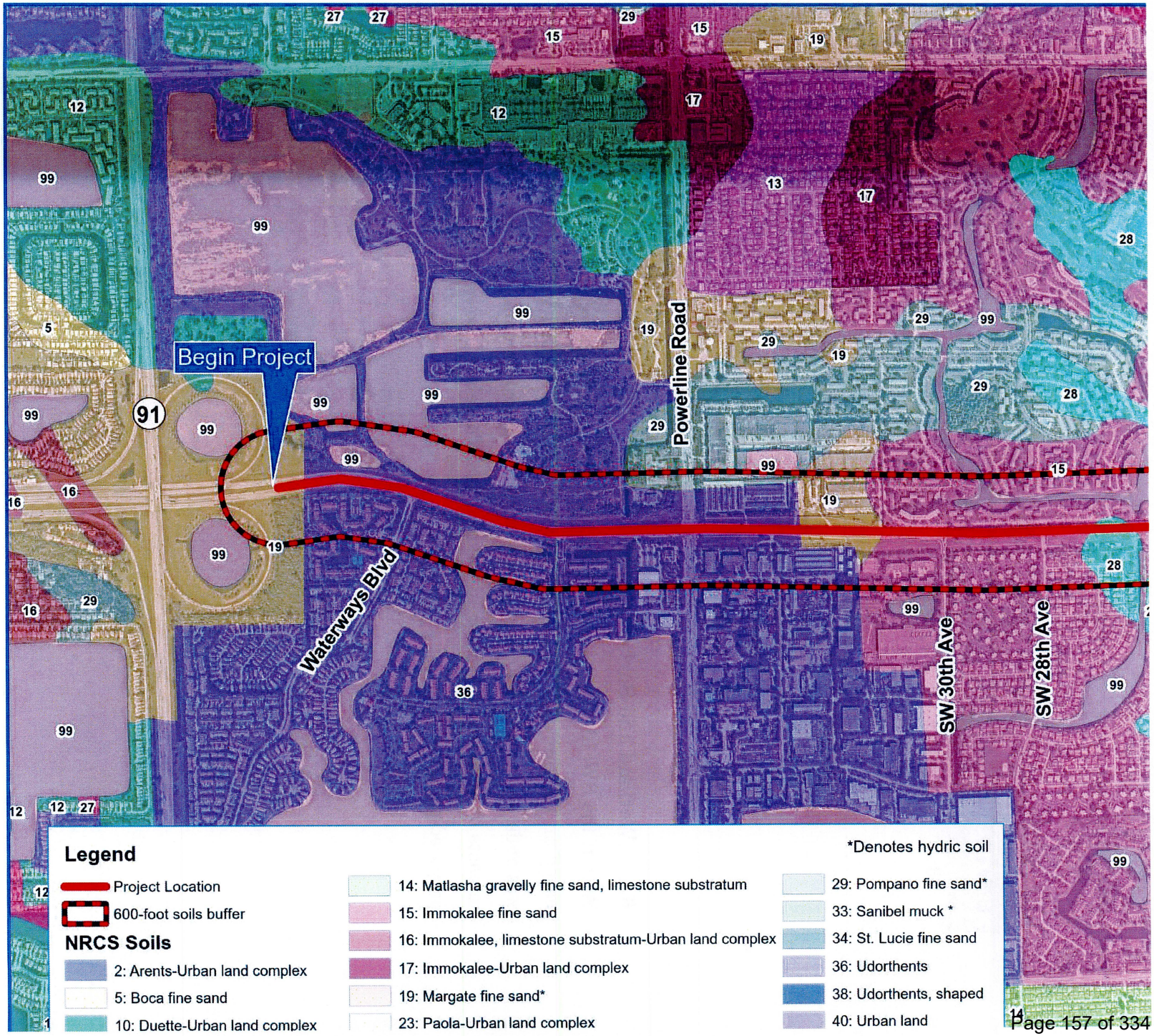
Table 6.2: Soils within 600 feet of Proposed Improvements

Mapped Unit ID	Name	Soils Texture	Drainage Class	Layer Depth	Bedrock Depth	Groundwater Depth
15	Immokalee fine sand	Fine sand	Poorly drained	Surface: 0-6" Subsurface: 6-40" Subsoil: 40-80"	>80 inches	10 to 40"
19	Margate fine sand	Fine sand, decomposed limestone fragments	Poorly drained	Surface: 0-8 in Subsurface: 8-16 " Subsoil: 16-32"	>32 inches	20 to 40"
27	Plantation muck	Muck on surface over sandy mineral material	Very poorly drained	Muck: 0-10" Mineral surface: 10-16" Sand layer: 16-35"	>35 inches	10 "or less for 2-6 months and 20" or less for remainder of the year
28	Pomello fine sand	Fine sand	Moderately well drained	Surface: 0-5 in Subsurface: 5-33" Subsoil: 33-80"	>80 inches	24 to 40" for 2-4 months and 40-60" for remainder of the year
29	Pompano fine sand	Fine sand	Poorly drained	Surface: 0-7" Subsurface: 7-50 " Subsoil: 50-80"	>80 inches	10" or less for 2-6 months and 30" or less for remainder of the year

Mapped Unit ID	Name	Soils Texture	Drainage Class	Layer Depth	Bedrock Depth	Groundwater Depth
33	Sanibel muck	Muck at surface then fine sand	Very poorly drained	Muck: 0-9" Mineral surface: 9-10" Sand: 10-60"	>60 inches	Less than 10" for 6-12 months
36	Udorthents	Shell rock, sand, loamy carbonatic material	Well drained to excessively drained	Homogeneous: 0- 57"	>57 inches	20-50"

6.4 Wetland and Surface Water Impacts

Within the SW 10th Street study area, impacts to surface waters are anticipated to occur based on the proposed build alternatives and are discussed in the following sections. No wetlands are within 200 feet of the proposed improvements, therefore there will be no impacts to wetlands for the build alternatives. There are also no wetland impacts from the proposed pond locations.


Begin Project
91
Powerline Road
Waterways Blvd
SW 30th Ave
SW 28th Ave
Legend
Project Location
600-foot soils buffer
NRCS Soils
2: Arents-Urban land complex
5: Boca fine sand
10: Duette-Urban land complex
14: Matlasha gravelly fine sand, limestone substratum
15: Immokalee fine sand
16: Immokalee, limestone substratum-Urban land complex
17: Immokalee-Urban land complex
19: Margate fine sand*
23: Paola-Urban land complex
29: Pompano fine sand*
33: Sanibel muck *
34: St. Lucie fine sand
36: Udorthents
38: Udorthents, shaped
40: Urban land
*Denotes hydric soil

6.4.1 Avoidance and Minimization

Avoidance and minimization of potential wetland and surface water involvement was incorporated throughout the development of the proposed build alternative alignments, where possible. As previously discussed, two alternatives are being considered to minimize impacts to surface waters, along with listed species, right-of-way, residential communities, and community features. Most of the surface waters impacted by the project are swales along the road right-of-way or canal crossings of the road (Canal 1); thus, complete avoidance is not feasible. Avoidance and minimization of surface water impacts will continue to be evaluated during the final design, permitting and construction phases of this project and the FDOT will incorporate all possible and practicable measures to avoid or minimize these impacts during design. The stormwater management system will be upgraded to accommodate the improvements and to meet the state water quality standards. Thus, the proposed project will minimize effects on water quality.

There are no wetland impacts associated with the proposed improvements. Impacts to surface waters and water quality because of construction will be avoided and minimized to the maximum extent practicable using Best Management Practices (BMPs) and erosion control methods found in the latest edition of FDOT's Standard Specifications for Road and Bridge Construction.

6.4.2 Direct Impacts

The approximate surface water permanent impacts were calculated based on the total footprint of the proposed build alternatives. There will be no permanent or temporary wetland impacts from the proposed construction along SW 10th Street.

Permanent impacts to surface waters are a result of fill. The permanent impacts to surface waters are shown in *Table 6.3*. The No Action Alternative would result in no impacts to wetlands or surface waters.

Table 6.3: Summary of Permanent Surface Water Impacts

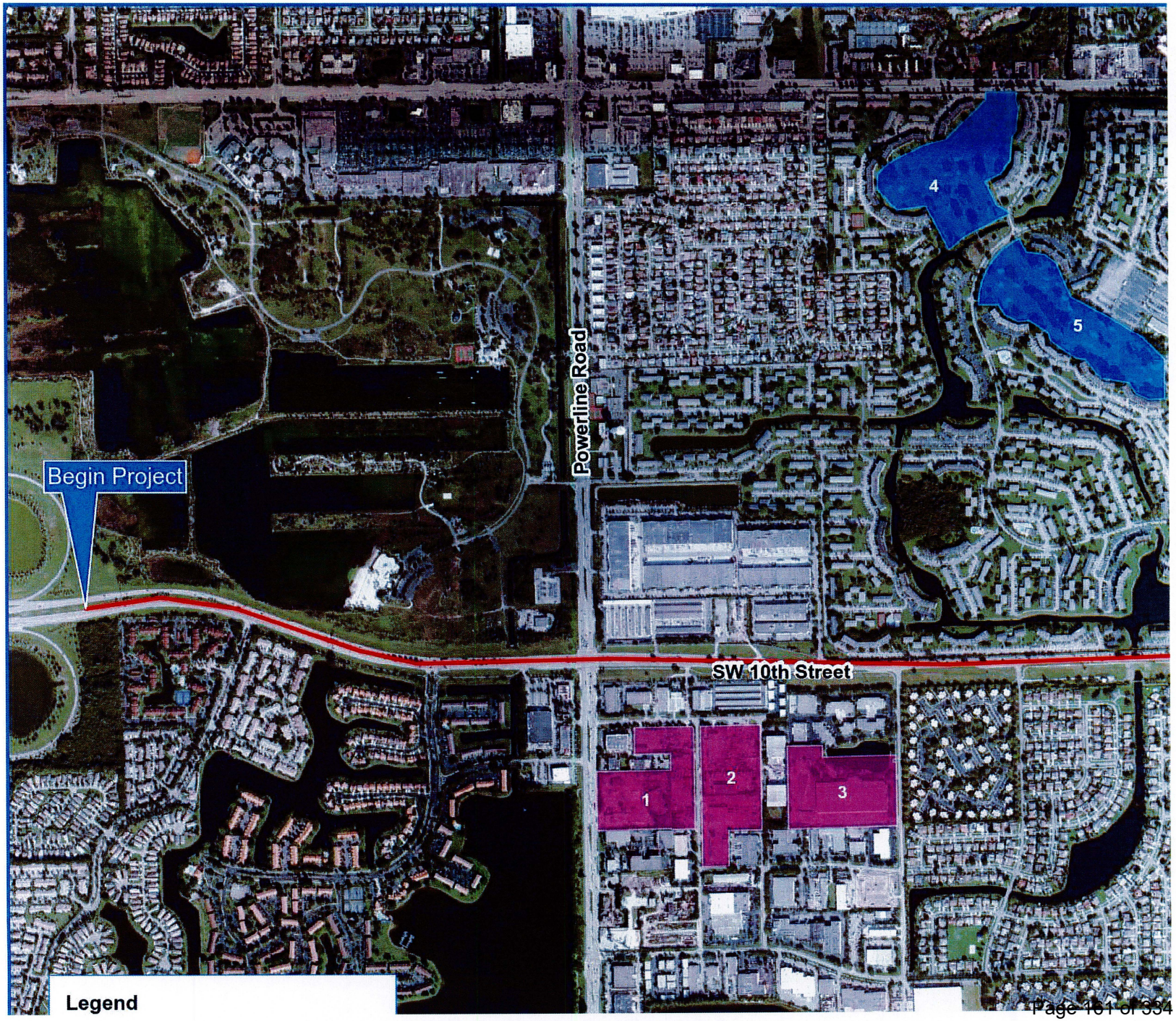
Alternative	WL/SW Number	FLUCFCS Code	FLUCFCS Description	Impact Type	Impact (acres)
North Alignment	SW 4	510	Streams or Waterways	Fill	0.05
	SW 6	534	Reservoirs less than 10 acres	Fill	1.38
	SW 7	510	Streams or Waterways	Fill	0.10
	SW 8	534	Reservoirs less than 10 acres	Fill	0.78
North Alignment Total Surface Water Impacts (acres)					**2.31**

A stormwater pond screening analysis was conducted and the results are included in *Table 6.4*. The potential pond sites are included on **Figure 6.3.1**. No wetland impacts will occur from the potential stormwater pond locations; however, surface water impacts will occur from ponds 3 and 6.

Table 6.4: Summary of Stormwater Pond Screening

Pond Number	Owner(s)	Acreage	FLUCFCS Description	Vegetative Description	Wetland or Surface Water (SW) Impacts
1*	Hardrives Industries Inc., Dernik LLC., A&J Storage Inc., R&G 34 AVE B Properties LLC., 3400 SW 11 ST LLC., Man-Con Inc.	12.82	Industrial (FLUCFCS 150)	N/A	No wetland or SW impacts
2*	Entegra Roof Tile Inc., R&G 34 Avenue Properties LLC ., Turner Envirologic Inc., 2 for 2 LLC	12.07	Industrial (FLUCFCS 150)	N/A	No wetland or SW impacts
3	Rexall Sundown, Inc.	13.55	Industrial (FLUCFCS 150)	Majority of lot is developed; however northern portion contains part of a stormwater pond	1.37 acres of SW (stormwater pond) impacts

Pond Number	Owner(s)	Acreage	FLUCFCS Description	Vegetative Description	Wetland or Surface Water (SW) Impacts
4	Fairway Investors, LLC	19.26	Golf courses (FLUCFCS 182)	Fairways with no water features	No wetland or SW impacts
5	Fairway Investors, LLC	19.18	Golf courses (FLUCFCS 182)	Fairways with no water features	No wetland or SW impacts
6	Fairway Investors, LLC	22.78	Golf courses (FLUCFCS 182)	Fairways with existing stormwater ponds	2.56 acres of SW (stormwater pond) impacts
*Stormwater ponds 1 and 2 contain multiple parcels, some of which have separate owners.					


Begin Project
Powerline Road
SW 10th Street
1
2
3
4
5
Legend

6.4.3 Indirect and Cumulative Impacts

In addition to having no wetlands impacted from the proposed improvements, there are no wetlands adjacent (within 25 feet) to the improvements; thus, indirect impacts to wetlands are not anticipated. Further, though there are series of drainages that extend off-site, there is no direct drainage or discharge into any regional or large wetland systems. However, because of the surface waters, including Canal 1, in the project area, indirect impacts could occur during construction and operation of the proposed project.

For the proposed build alternatives, potential indirect effects to surface waters are expected to be temporary in nature and may include:

- Alterations in hydrology and disruption of natural waterway processes
- Sedimentation and turbidity from construction activities
- Degradation of water quality from runoff

The indirect effects can be minimized by incorporation BMPs as described in FDOT Standard Specifications for Road and Bridge Construction. BMPs could include the use of turbidity curtains, silt fencing, hay bales. etc.

Cumulative effects of a project result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (Council on Environmental Quality (CEQ) (40CFR Section 1508.7)). Cumulative effects are also largely dependent upon the size of the road corridor, the relative position of the project within the landscape, and the relative condition of the habitats being traversed (pristine vs. degraded).

The proposed project that is under consideration includes widening along the existing SW 10th Street in an already urban and built-up corridor. There are no wetland impacts with the road widening; thus, there are no cumulative impacts to wetlands resulting from this project. Furthermore, though past actions resulted in wetland impacts in the study area, based on the historic aerial review, a majority of the existing road appeared to be constructed in uplands. It is also assumed that wetland impacts would have been mitigated. As for future

impacts, as described previously, the area is essentially built out and future development could consist of improvements to the Sawgrass Expressway and the interchange with SW 10th Street, redevelopment of the golf courses in Century Village and redevelopment of existing parcels. Surface water or wetland impacts could occur with the Sawgrass improvements or the golf course redevelopment, but current regulations would require consideration of avoidance, minimization and mitigation for the impacts. Stormwater facilities will be upgraded, reducing hydrocarbons and other pollutants being discharged into adjacent surface waters. Based on these considerations, cumulative impacts for the proposed project are not expected to occur.

6.5 Wetland Mitigation

There are no wetland impacts, thus, no mitigation is proposed. Mitigation for surface waters is not required.

7.0 Protected Species and Habitat

7.1 Methodology

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 16 (June 14, 2017), a Protected Species and Habitat Assessment was conducted for the proposed widening of SR 869/SW 10th Street. Information on the potential occurrence of federal and state listed species within the project corridor was assessed based on a review of available literature, database review, and based on field reconnaissance that was conducted along the corridor. Field reconnaissance was conducted in September 2017, which included pedestrian transects throughout the study area surveying for listed flora and fauna and identification of any potential habitat. Because there is the potential for gopher tortoises or Florida burrowing owl to occur even in disturbed roadside areas, the study area was surveyed for Florida burrowing owl and a 15% gopher tortoise survey was completed.

Literature reviews were conducted and data was collected from numerous regulatory agencies including the USFWS, NRCS, Florida Department of Agriculture and Consumer Services (FDACS), FWC, Florida Fish and Wildlife Research Institute (FWRI), FWC's Eagle Nest Locator Database (https://public.myfwc.com/FWRI/EagleNests/nestlocator.aspx, accessed 10/02/2017), FWC's Waterbird Colony Locator (http://atoll.floridamarine.org/WaterBirds/, accessed 10/02/2017), and the SFWMD. A standard data report from the Florida Natural Areas Inventory (FNAI) (***Appendix E***), and an IPaC Trust Resources Report from the USFWS was also requested (***Appendix F***). GIS data from the Florida Geographic Data Library (FGDL) was reviewed. The results of the database and GIS review are as follows:

FNAI:

Within a quarter mile from the study area, there was a documented occurrence of one state-listed bird, the Florida burrowing owl (*Athene cunicularia floridana*). The Florida burrowing owl was observed in 1991 north of SW 10th Street and just east of Powerline Road.

USFWS:

The project corridor is located within the Core Foraging Area (CFA) of three active wood stork nesting colonies (Lox NC-4, Wakodahatchee, and one unnamed colony in Broward County). The CFA in south Florida is defined as 18.6 miles from an active nesting colony.

The project is not within any USFWS designated critical habitat.

The project study area is located within the USFWS Consultation Area for the Everglade snail kite.

Several species were included in the IPaC Trust Resources Report because USFWS includes historic data. However, when comparing current conditions for the study area as well as the comments made by USFWS and FWC in the ETDM Programming Screen, it was determined that many of these species would not occur in the study area (e.g. Florida panther, southeastern beach mouse, Ivory-billed woodpecker, piping plover, red knot, Florida scrub-jay, red-cockaded woodpecker, hawksbill sea turtle, leatherback sea turtle, loggerhead sea turtle, American crocodile, smalltooth sawfish, Batram's hairstreak butterfly, Florida leafwing butterfly, Miami blue butterfly, staghorn coral, beach jacquemontia, Johnson's seagrass, Okeechobee gourd, and tiny polygala). Therefore, these species are not discussed further in the document. Additionally, although the American alligator remains threatened due to similarity of appearance, the status means that the alligator is not biologically threatened or endangered, but supports a need for continued Federal controls on taking and commerce of the species to insure against excessive taking and to continue necessary protections to the Endangered American crocodile in the U.S. and foreign countries and other endangered crocodilians in foreign countries. As such, the Service does not consult on this species pursuant to the Endangered Species Act, when reviewing an action proposed by the FDOT. Thus, the American alligator is not discussed further in this assessment.

ETDM Comments:

The FWC commented that the land cover indicates that the entire study area is urban and therefore the project has little potential for adverse impacts to fish and wildlife resources. However, burrowing owls have historically occupied the study area and therefore, a burrowing owl survey is recommended.

The USFWS commented that the wood stork, eastern indigo snake, and federally-listed plants may be present within the SW 10th Street study area.

Maps of wood stork CFAs and USFWS Consultation Areas are included in *Appendix G*.

7.2 Potentially Occurring Listed Species

Pursuant to Section 7(c) of the Endangered Species Act of 1973, the project corridor was evaluated for the potential occurrence of federal and/or state listed threatened and endangered species, species classified by federal agencies as candidates for listing, and state species classified as species of special concern. The likelihood of species occurrences considered for the study area were determined based on several factors including whether the species were positively identified by project biologists during field surveys, suitable habitat was observed or is known to occur, species life history, and local knowledge. This assessment also included review of data obtained from the FDACS publication *Notes on Florida's Endangered and Threatened Plant* (Coile and Garland 2003), information from FNAI, and the Atlas of Florida Vascular Plants (http://www.plantatlas.usf.edu/) pertaining to listed plant species that may be present in the SW 10th Avenue study area. Based on the data and literature review and subsequent field surveys, state and federally listed species that may occur in the project area are identified in *Table 7.1*.

Table 7.1: Potential Federal and State Listed Fauna and Flora

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
Mammals				
Florida bonneted bat	*Eumops floridanus*	E	FE	Low
West Indian manatee	*Trichechus manatus*	T	FT	Low
Birds				
Everglade snail kite	*Rostrhamus sociabilis plumbeaus*	E	FE	Low
Wood stork	*Mycteria americana*	T	FT	Medium
Florida burrowing owl	*Athene cunicularia floridana*	NL	ST	Low
Tricolored heron	*Egretta tricolor*	NL	ST	Medium
Roseate spoonbill	*Platalea ajaja*	NL	ST	Medium
Little blue heron	*Egretta caerulea*	NL	ST	Medium

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
Bald eagle*	*Haliaeetus leucephalus*	NL	NL	High
Reptiles				
Eastern indigo snake	*Drymarchon corais couperi*	T	FT	Low
Gopher tortoise	*Gopherus polyphemus*	C	ST	Low
Amphibians				
None				
Fish				
None				
Plants				
Florida royal palm	*Roystonea elata*	NL	SE	Low
Large-flowered rosemary	*Conradina grandiflora*	NL	ST	Low

Based on *Florida's Endangered and Threatened Species* updated January 2017 available on http://myfwc.com/wildlifehabitats/imperiled/ .

Federal Status: E = Endangered; T = Threatened; SSC = Species of Special Concern; C = Candidate Species; NL = Not Listed

State Status: FE- Federally Endangered; FT – Federally Threatened; ST- State Threatened. Note: Coordination is not required with FWC for Federally listed species.

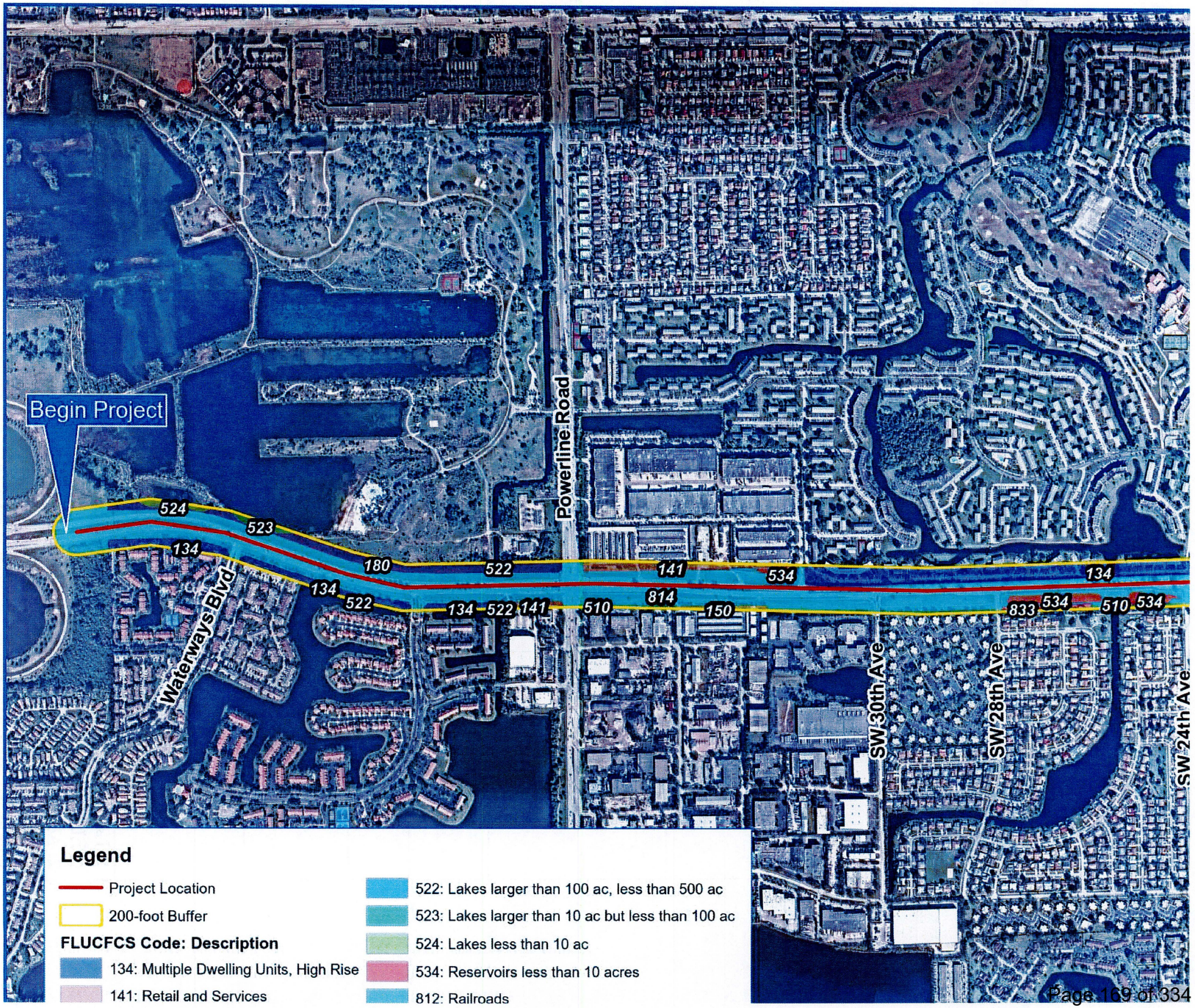
* The Bald eagle is still protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act and FWC Managemen t Plan regulations.

Upland land covers within the SW 10th Street study area have been assigned habitat classifications per the FLUCFCS. A FLUCFCS map is included (see ***Figure 7.1.1.***), and a description by FLUCFCS type, and calculated total acreages are provided in ***Table 7.2***. The study area contains nine (9) land cover classes, including five surface water types, which are discussed in Section 6.0. As shown by the land cover classes, no natural upland habitats remain within the study area. Therefore, no impacts will occur to natural uplands.

Table 7.2: Summary of Upland Land Cover/Land Use within the Study Area

FLUCFCS Code	FLUCFCS Type[1]	Description	Acres[2]
134	Multiple Dwelling Units, High Rise <Three stories or more>	This category includes residential areas of multiple dwelling units or apartments. This includes the apartment complex called The Lakes, Century Village, Waterway Village, and Independence Bay.	23.80
141	Retail Sales and Services	This category is primarily devoted to the sale of products and services. This category includes commercial developments such as shopping centers (e.g. Palm Trails Plaza), gas stations (e.g. Shell), and restaurants (e.g. Pollo Tropical).	7.36
150	Industrial	This category includes the industrial park south of SW 10th Street, which includes Public Storage.	0.68
180	Recreational	This category includes one recreational park located within the 200-foot study area buffer (Quiet Waters Park). [3]	5.84
812	Railroads	This includes the CSX Mainline Railroad.	0.96
814	Roads and Highways	This category includes SW 10 Street, Powerline Road, Military Trail and other smaller local roads. The grassed shoulders within the road rights-of-way are included in this land cover.	90.91
833	Water Supply Plants	This category includes the Deerfield Beach Water Well located just south of SW 10th Street and just north of the Crystal Heights neighborhood.	0.69

1: Land cover and land uses based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS).
2: Acreage is based on the 200-foot study area boundary.
3: Crystal Heights Park-North is adjacent to SW 10th Street, however it does not fall within the 200-foot study area buffer defined for this NRE.


Begin Project
Powerline Road
Waterways Blvd
SW 30th Ave
SW 28th Ave
SW 24th Ave
524
523
134
180
522
141
534
134
134
522
134
522
141
510
814
150
833
534
510
534
Legend
Project Location
200-foot Buffer
FLUCFCS Code: Description
134: Multiple Dwelling Units, High Rise
141: Retail and Services
522: Lakes larger than 100 ac, less than 500 ac
523: Lakes larger than 10 ac but less than 100 ac
524: Lakes less than 10 ac
534: Reservoirs less than 10 acres
812: Railroads

7.3 Federally Listed Species

7.3.1 Florida Bonneted Bat

The bonneted bat is a large bat approximately 5 to 6.5 inches. Adult fur color varies from dark gray to brown on the dorsal side of the bat, with lighter, grayish fur underneath. The bases of the ears are joined at the midline of the head and are large and broad and slant forward over the eyes. Little is known about habitat associations and natural roost site preferences of the bonneted bats, but this species has been documented in urban, rural, and native landscapes with roost sites found in tree cavities, buildings, rock outcroppings, and bat houses. Florida bonneted bats have only been found in four counties in Florida: Lee, Collier, Charlotte, and Miami-Dade. Habitat for the bonneted bat may occur within adjacent habitats; however, habitat does not occur within the SW 10th Street right-of-way.

The study area does not fall within the Consultation Area for the bonneted bat. Bats or evidence of bats was not noted during field reconnaissance, and no habitat exists within the study area. Therefore, determination of **no effect** has been made for the bonneted bat. It should be noted that USFWS is in the process of updating the effects determination key for the bonneted bat and the above determination is subject to change and should be revisited during design and permitting.

7.3.2 West Indian Manatee

The manatee is a large, gray, nearly hairless, aquatic mammal that has a round, paddle-shaped tail. Adult manatees typically average 9 feet in length, weigh around 900-1000 pounds, and inhabit coastal waters, bays, rivers, and occasionally lakes. Manatees range from the southeastern United States to Central America and require warm-water refugia such as springs or cooling effluent during cold weather. Manatees are herbivorous and commonly feed on seagrass species.

The project will not impact critical habitat for this species nor is the project within the USFWS Consultation Area for this species. A review of the USACE Manatee Key Broward County map (2013), shows no Important Manatee Areas (IMA) or Warm Water Aggregation Areas (WWAA) near the study area. Although manatees could occur within the Hillsboro Canal (which is connected to Canal 1 within the study area), there is a water control structure

within Hillsboro Canal prohibiting movement of manatees to Canal 1. Therefore, the project will have **no effect** of the West Indian manatee.

7.3.3 Everglade Snail Kite

The everglade snail kite is a medium-sized raptor that is dark slate gray to black with a white tail and a long, hooked bill. Snail kites inhabit large, open, freshwater marshes and lakes from the St. Johns River headwaters south. They prefer relatively shallow water (less than 4 feet) and a low density of emergent vegetation. Their primary food source is the apple snail which they catch at the water's surface. Snail kites usually nest over the water in a low tree or shrub. Dense, thick vegetation or sparse emergent vegetation is not optimal for foraging because either the apple snails cannot be readily seen in dense vegetation or do not survive or reproduce in sparse vegetation.

The study area falls within the USFWS Consultation Area for the snail kite, but does not fall within the critical habitat for this species. Large, open water lakes exist adjacent to the study area; however, these lakes lack the emergent vegetation required by the snail kite for nesting. Additionally, these lakes will not be impacted by the proposed improvements. Although apple snail [(*Pomacea* sp.) (non-native species)] shells were observed along the canal edges within Century Village, no snail kites were observed within the study area. Therefore, this project ***may affect, but is not likely to adversely affect*** the snail kite.

7.3.4 Wood Stork

Wood storks are typically found in marshes, cypress swamps, and mangrove swamps, but their presence in artificial ponds, seasonally flooded roadside or agricultural ditches, and managed impoundments has become common. Wood stork breeding areas extend from South Florida through Georgia and along the coastal areas of South Carolina. Large, colonial nesting areas are typically established in swamps or islands surrounded by broad, open water areas. The same colony site may be used over many years, provided the site remains undisturbed and sufficient foraging habitat is available. Wood storks are known to nest with other wading bird species, including white ibis, tricolored herons, snowy egrets, and great blue herons. Foraging habitat consists of nearly any calm, shallow water area (between 10 and 25 centimeters) wetland depression that concentrates fish and is not overgrown with dense, aquatic vegetation. Some examples of foraging sites include freshwater marshes,

stocked ponds, shallow ditches, narrow tidal creeks, shallow tidal pools, and depressional areas of cypress heads and swamp sloughs provide foraging habitat.

The shallow surface waters within the study area are man-made swales, ponds and stormwater detention areas (SW 1-8) that may provide some minimal opportunistic foraging habitat, but no nesting habitat was present and no wood storks were observed. The North Alignment Build Alternative will result in 2.31 acres of surface water impact. As impacts to surface water containing foraging habitat are less than five acres, mitigation will not be required by USACE and USFWS for lost foraging habitat and a core foraging analysis will not be required during design and permitting. The creation of drainage features for this project may be sufficient to off-set lost foraging habitat. A determination of ***may affect, but is not likely to adversely affect*** has been made for the wood stork.

7.3.5 Eastern Indigo Snake

The eastern indigo snake occurs in a range of habitats, including pine flatwoods, scrubby flatwoods, high pine, dry prairie, tropical hardwood hammocks, edges of freshwater marshes, agricultural fields, coastal dunes, and human-altered habitats. Eastern indigo snakes are often found in strong association with gopher tortoises, though this is more prevalent where temperatures drop to below 50 degrees regularly in the winter, but are also known to use the burrows of armadillos, cotton rats, and land crabs (in coastal areas). These snakes require large tracts of land for survival and are typically restricted to xeric habitats on pine-oak sandhills. Indigo snakes forage in hydric habitats, often along wetland ecotones. Gopher tortoise burrows provide this species with shelter from cold winter temperatures and relief from desiccation (Multi-Species Recovery Plan for South Florida, FWS), but this is more prevalent in north Florida populations. Habitat for the eastern indigo snake does not exist within the study area and no indigo snakes were observed during field reconnaissance. According to the *Eastern Indigo Snake Programmatic Effect Determination Key – Revised July 2017*, with the implementation of the *USFWS Standard Protection Measures for the Eastern Indigo Snake* (August 12, 2013; See ***Appendix H***) during construction and because impacts to eastern indigo snake habitat are less than 25 acres, a determination of ***may affect, is not likely to adversely affect*** has been made for the proposed project.

7.4 State Listed Species

7.4.1 Florida Burrowing Owl

This small, ground-dwelling owl is boldly spotted and barred with brown and white. They average nine inches in height and have a wingspan of approximately 21 inches. They often dig their own burrow and line the entrance with decorative materials prior to laying eggs at the bottom of the burrow. They also have been documented to use gopher tortoise burrows or armadillo burrows. They inhabit, high, sparsely vegetated, sandy ground with low groundcover vegetation, and more recently can be found in ruderal areas such as pastures, airports, ball fields, golf courses, and road right-of-way. FNAI listed that a pair of owls was observed within the study area in 1991. In 1991, this area was classified as residential. Currently, the land use is commercial/industrial and has been developed since 1991. Therefore, owls are unlikely to inhabit this area. There is some suitable habitat still present within the study area (grassy road right-of-way). However, no individuals were observed during field reconnaissance. Thus, there is no effect anticipated for this species.

7.4.2 Tricolored Heron

The tricolored heron is a medium-sized heron with a slender neck. The body color appears two-toned with dark slate coloration on the head, neck, and body that contrasts with a white rump, belly, and undertail. A reddish-brown and white streak extends along the front of the neck. During breeding season, adults have white head plumes and rufous to whitish shoulders. Young birds have more reddish-brown on head, neck, and mantle but otherwise similar to adults. This species' nesting season is from late February to August, and nesting typically occurs in mangrove or willow trees in mixed or single species rookeries. The tricolored heron feeds on small fish, frogs, tadpoles, crustaceans, snails, worms, and aquatic insects. There is no suitable nesting habitat within the study area. The surface waters within the study area contain suitable foraging habitat for this species. Tricolored herons were not observed during field reconnaissance and drainage features will still exist following construction. Thus, there is no adverse effect anticipated.

7.4.3 Roseate Spoonbill

These wading birds are characterized by their bright pink bodies, white necks, and spoon-like bills. Immature birds are whitish, acquiring the pink coloration as they mature Roseate spoonbills are the only spoonbill native to the Western Hemisphere and the only pink bird

that breeds in Florida. Their primary nesting sites include coastal mangrove islands or in Brazilian pepper on man-made dredge spoil islands near suitable foraging habitat. Roseate spoonbills typically forage in shallow water of variable salinity, including marine tidal flats and ponds, coastal marshes, mangrove-dominated inlets and pools, and freshwater sloughs and marshes.

Most of the known breeding sites occur within federally owned national parks and wildlife refuges and National Audubon Society sanctuaries. Nests are found in Florida from Tampa Bay on the Gulf coast and Brevard County on the Atlantic coast, south to northern Florida Bay. There is no suitable nesting habitat within the study area. The surface waters within the study area contain suitable foraging habitat for this species. Roseate spoonbills were not observed during field reconnaissance and drainage features will still exist following construction. Thus, there is no adverse effect anticipated.

7.4.4 Little Blue Heron

The little blue heron is a medium-sized heron, with a purplish to maroon-brown head and neck. There is a small white patch on the throat and the upper neck. The body is slate-blue. The bill is black towards the tip, especially during breeding season, with the other exposed areas on the head appearing dark gray to cobalt blue. The legs are grayish to green, becoming black in breeding season. Immature birds are mostly white with pale slate- gray tips on primary wing feathers. Legs of young birds are yellowish green. There is no suitable nesting habitat within the study area. The surface waters within the study area contain suitable foraging habitat for this species. Little blue herons were not observed during field reconnaissance and drainage features will still exist following construction. Thus, there is no adverse effect anticipated.

7.4.5 Gopher Tortoise

The gopher tortoise ranges throughout the southeastern U.S. and suitable habitat occurs in all Florida counties. The gopher tortoise excavates extensive underground burrows and spends much of its life in these burrows. Gopher tortoise habitat generally has the following characteristics: well drained, sandy soils; abundant groundcover; relatively open canopy and sparse shrub cover.

These habitat characteristics occur in a variety of Florida's native upland communities, including scrub communities, coastal strand and pine flatwoods. Development pressures on many of the upland communities in Florida have been increasing. Thus, more disturbed habitats, such as fence rows, old fields, range lands, and canal banks have become important to gopher tortoises. Gopher tortoise burrows are important shelter for a variety of species including the Eastern indigo snake, gopher frog and Florida mouse.

Suitable habitat for this species can be found within the road right-of-way in the study area. No gopher tortoises were observed within the study area during field reconnaissance. It is unlikely that gopher tortoises would migrate into the study area due to the lack of suitable habitat outside of the study area. Thus, there is no adverse effect anticipated.

7.4.6 Florida Royal Palm

Florida royal palm is a native, large palm that can grow to heights of 50-70 feet, with a spread of 20-25 feet. The trunk is smooth and light grey and can be up to 2 feet in diameter. Royal palms are considered self-cleaning and will shed their dying leaves. Inflorescences consisting of hundreds of tiny cream-colored flowers appear in late summer, which are followed by dark red to black fruits. The Florida royal palm can be found in a variety of habitats although does not have a high salt tolerance. This species was not observed during field surveys and therefore there is no effect anticipated.

7.4.7 Large-Flowered Rosemary

The large-flowered rosemary is a long-lived perennial shrub that reaches a height of 3-4 feet and a width of 1-2 feet, with purple to lavender flowers. Native habitat for large-flowered rosemary includes scrub and coastal strand; it has also been known to inhabit disturbed areas. Large-flowered rosemary flowers year-round (blue) and can therefore be surveyed at any time. Habitat for large-flowered rosemary is limited within the study area (disturbed areas); however, no individuals were observed during field surveys. Therefore, there is no effect anticipated.

7.5 Other Protected Species

7.5.1 Bald Eagle

As of 2008, the bald eagle is no longer listed by the USFWS or FWC as endangered or threatened. Bald eagles are still protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and FWC's bald eagle rule (F.A.C. 68A-16.002). Potential habitat for bald eagles (e.g. tall pine trees) occurs throughout the project study area, and commonly includes areas in proximity to bays, rivers, lakes, or other bodies of water that provide concentrated prey availability. Eagles usually nest in tall trees (mostly live pines) that provide clear views of the surrounding area.

There is one eagle nest documented in the FWC Eagle Nest Locator database just north of SW 10th Street adjacent to Quiet Waters Park and the northbound off-ramp of the Turnpike (see ***Figure 7.2.1 – Bald Eagle Map*** for location of eagle nest). Per FWC's online eagle nest locator database, the eagle nest (nest ID BO003) was last active in 2014. The Florida's Turnpike Enterprise (FTE) is conducting a separate PD&E Study along the Sawgrass Expressway which is at the western end of the project study area. As part of the Sawgrass study, FTE conducted bald eagle monitoring from October 2017 through May 2018 to determine status of the existing eagle nest (Nest ID BO003). The following is a summary of the data provided by FTE consultants. At the beginning of the nest monitoring, nest BO003 appeared partially degraded and by the end of the nest monitoring (May 2018), the nest was no longer present. An alternate nest (Alternate Nest 1) was identified during the monitoring events, which is located approximately 458 feet north of the Sawgrass Expressway/SW 10th Street interchange and 275 feet east of the Turnpike northbound off-ramp. Alternate Nest 1 was active during the 2017/2018 breeding season and produced one eagle that fledged.

Based on the survey results, most of the perch locations were within the adjacent pines close to the nest. Many of the flights to and from the nest were near the nest, though the eagles routinely flew south/southwest over the Turnpike northbound off-ramp. There were no documented flights over SW 10th Street during the survey.

Based on the USFWS National Bald Eagle Management Guidelines and the FWC Bald Eagle Management Plan, construction activities proposed at least 660 feet from an eagle nest do not require an Eagle Permit from the USFWS. FWC also defines a 330-foot buffer and a 100-

foot buffer for protection particularly in more urban environments. The North Build Alternative encroaches within the 330-foot buffer of the eagle nest, but not within the 100-foot buffer. The nest is on the edge of a line of pine trees and adjacent to the lakes within Quiet Waters Park. But the nest is also near the four-lane divided SW 10th Street, less than 300 feet from the Turnpike northbound off-ramp to the Sawgrass and near several existing mountain bike trails within Quiet Waters Park. Therefore, it is reasonable to assume that the eagles have acclimated to the presence of existing roadway infrastructure and people. The nest occurs at the western limits of the proposed improvements and the road at this point is no longer elevated, but is tying into existing grade; however, the typical section will be increased.

As shown in *Table 7.3*, the land uses within the 330-foot and 660-foot buffers will change slightly with the proposed improvements. The grassed areas within the right-of-way will decrease and the amount of pavement will increase in both the 330-foot buffer and the 660-foot buffer. However, the amount of upland forested habitat will not change with the proposed improvements.

Table 7.3: Land Use Types Within Bald Eagle 330-foot and 660-foot Buffers

Land Use	330-foot Buffer		660-foot Buffer	
	Existing	Proposed	Existing	Proposed
Grassed Area w/in R/W	4.34	4.22	8.33	7.06
Pavement	0.14	0.26	2.96	4.23
Stormwater Pond	0	0	1.47	1.47
Residential	0	0	0.54	0.54
Lakes w/in Quiet Waters Park	0.35	0.35	7.34	7.34
Quiet Waters Park	2.55	2.55	2.19	2.19
Upland Forested	0.46	0.46	0.72	0.72

Because the road is existing and already within the 330-foot buffer, complete avoidance of the nest buffer zones is not feasible with a build alternative.

A teleconference was conducted with USFWS on September 5, 2018 and USFWS indicated that based on the schedule it was pre-mature to make any definitive recommendations or determinations on permitting requirements (See Meeting Minutes- ***Appendix I).*** The eagle nest survey/monitoring should be updated the season prior to the start of construction. Technical assistance and possible permitting would occur following the updated survey, when the current condition of the nest is known.

Potential minimization measures could include:

- Restrictions on construction timing.
- Contractor education to avoid impacts.
- Nest monitoring during construction.
- Create a visual buffer between the construction activities and the nest by planting appropriate native pines or hardwoods.
- Shielding of lights so they do not shine directly on the nest.


91
SR 869/SW 10th St
Begin Project
Legend
Project Location
New Alt 1 Eagle Nest
Previously Recorded Eagle Nest (FWC)

7.6 Critical Habitat

The project is not within any USFWS designated critical habitats.

7.7 Listed Species Impacts

7.7.1 Avoidance and Minimization

Measures to avoid and minimize impacts to listed species or other protected species potentially occurring within the SW 10th Street study area include:

- Implementing the *Standard Protection Measures for the Eastern Indigo Snake* during project construction (***Appendix H***).
- Eagle Nest – An updated survey, will be conducted the nesting season prior to construction and further coordination on avoidance and minimization measures would be determined at that time. Avoidance and minimization measures include appropriate construction timing, nest observation during construction, contractor education, and creating a visual buffer between the nest and the proposed improvements.

7.7.2 Direct Effects

As described in Section 6.4.2, the project will result in approximately 2.31 acres of surface water impacts. These surface waters can be used on occasion by wading birds including state and federally listed species. The impacts to surface waters are minor and drainage features will exist following the project. There are no native habitat impacts resulting from construction or operation of the proposed action. Stormwater Ponds 3 and 6 will have impacts to existing stormwater features (surface waters), however impacts are minor and surface waters will be recreated (and enlarged) to create stormwater pond for the proposed project.

7.7.2.1 Federally Listed Species

The proposed improvements will have no adverse effects to federally listed species.

7.7.2.2 State Listed Species

No adverse effects are anticipated to state listed species.

7.7.3 Indirect Effects and Cumulative Impacts

In addition to the permanent impacts previously discussed, indirect (secondary) impacts to listed wildlife and plant species were also considered. As stated in Section 6.4.3, the project may result in indirect impacts to adjacent surface waters, especially during construction. These surface waters are utilized by listed wading birds for foraging habitat. The use of BMPs during construction will help to minimize indirect impacts to listed species.

The proposed project will result in an increase in vehicular capacity but will not impact any natural habitats within or surrounding the SW 10th Street study area. Further, no federally or state listed species were observed and only minimal habitat exists along the corridor (man-made surface waters). Thus, there are no cumulative impacts with this project.

7.8 Mitigation

There are no adverse impacts to listed species. Mitigation is not required for impacts to surface waters, thus, no mitigation is required.

8.0 Anticipated Permits

The following permits are anticipated to be required for the proposed project:

- FDEP National Pollutant Discharge Elimination System (NPDES) General Permit
- Section 10/Section 404 Department of the Army Permit
- Modification for SFWMD Environmental Resource Permit (79-00098S)

9.0 Conclusions

The results of the analyses presented in this report show that this proposed project will not result in significant permanent or temporary impacts to wetlands or listed species. The following is a summary of impacts to federally listed species for the proposed project:

Species	Effect Determination
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

Seven FWC state listed species were evaluated in this study. No adverse effects are anticipated to these species.

No wetlands were observed within the 200-foot study area, but permanent fill impacts will occur to surface waters. The North Alignment will have 2.31 acres of surface water impacts.

10.0 Commitments

As part of the standard specifications, FDOT incorporates the most current versions of the *Standard Protection Measures for the Eastern Indigo Snake* during construction.

In addition to the standard specifications the FDOT commits to the following measures to protect the bald eagle nest and minimize effects on the nesting bald eagles:

- Conduct updated survey the nesting season prior to the start of construction and coordinate results with the USFWS.

11.0 Agency Coordination

Agency coordination with environmental review agencies has occurred through the ETDM Planning and Programming Screening Tool and the Advance Notification (AN) process. The comments received regarding wetlands and endangered species from Powerline Road to Military Trail as published on the ETDM Programming Screen, dated December 9, 2016 are incorporated here by reference and can be viewed at https://etdmpub.fla-etat.org/est/ (ETDM #14291). The comments received for West of the Florida's Turnpike to Powerline Road as published on the ETDM Programming Screen, dated March 25, 2017 are incorporated here by reference and can be viewed at https://etdmpub.fla-etat.org/est/ (ETDM #14280). As stated in the Protected Species and Habitat section, FWC commented that the project study area was developed and the proposed project would likely have little to no impacts on state listed species. FWC recommended that Florida burrowing owl surveys be included in the PD&E. These surveys were completed in September 2017, which indicated that no burrowing owls were present within the study area. USFWS commented that the eastern indigo snake, wood stork, and federally listed plants could occur within the study area. Based on the lack of suitable habitat within the study area, adverse impacts to federally listed species is unlikely.

A teleconference was held with the USFWS Eagle Coordinator on September 5, 2018. The minutes of this call are included in ***Appendix I.***

12.0 References

Coile, N.C. and M.A. Garland. 2003. Notes of Florida's Endangered and Threatened Plants. Florida Department of Agriculture and Consumer Services/Division of Plant Industry, Gainesville, FL.

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APPENDIX A

Existing Typical Sections

APPENDIX B

Proposed Typical Sections

APPENDIX C

Conceptual Plans

APPENDIX D

Photographic Log of Surface Waters within Study Area

APPENDIX E

Florida Natural Areas Inventory Standard Data Report

APPENDIX F

USFWS IPaC Trust Resources Report

APPENDIX G

Wood Stork Core Foraging Area Map and USFWS Consultation Area for the Everglade Snail Kite Map

APPENDIX H

USFWS Standard Protection Measures for the Eastern Indigo Snake

APPENDIX I

USFWS Meeting Minutes

Appendix B

USFWS CONCURRENCE LETTER

2016-I-0542

FDOT

Florida Departme

RICK SCOTT
GOVERNOR

3400 West Co
Fort Laude

Octob

U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 04EF2000-2016-I-0542

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

Roxanna Hinzman, Field Supervisor — 10/30/18 Date

Via Electronic Mail

Roxanna Hinzman
Field Supervisor
South Florida Ecological Services Office
US Fish and Wildlife Service
1339 20th Street
Vero Beach, FL 32960

Attn: John Wrublik

Subject: ESA Section 7 Consultation/Concurrence Request Letter
Project Name: State Road 869 / SW 10th Street Connector from SR 869/Sawgrass Expressway to I-95
Financial Management No.: 439891-1-22-02
Federal Aid Project No.: To be Determined
ETDM No.: 14291
County: Broward

Dear John:

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment Study (PD&E) for the referenced project. The project extends from Florida's Turnpike Sawgrass Expressway to I-95 (SR 869/Sawgrass Expressway MP 21.077 to MP 21.835 and SW 10th Street MP 0.00 to 1.427). The PD&E Study evaluated managed lane alternatives along SW 10th Street to connect the three limited access facilities (FL Turnpike, Sawgrass Expressway and I-95) and close the gap by providing a continuous link in the managed lanes network. The project from Powerline Road to Military Trail was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the programming screen was published December 9, 2016 (ETDM #14291 - https://etdmpub.fla-etat.org/est/). The project from West of the Florida's Turnpike to Powerline Road was screened through ETDM EST and the programming screen was published March 25, 2017 (ETDM #14280).

A Natural Resource Evaluation (NRE) has been prepared for the project and is attached. The project results in no wetland impacts and 2.31 acres of fill impacts in man-made surface waters (ditches, canals and stormwater ponds). The project corridor is located within the Core Foraging Areas of three active wood stork nesting colonies (Lox NC-4, Wakodahatchee, and one unnamed colony in Broward County) and the USFWS-designated Consultation Area for the Everglade snail kite. The project is not within any USFWS designated critical habitat.

Seven federally listed species were evaluated to determine if the proposed project will adversely affect these species. Based on review of available data, in conjunction with field reconnaissance and surveys, the following effects determinations have been made:

Species	Effect Determination
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

There is a bald eagle nest located at the western end of the project (Nest ID BO003). A teleconference was conducted with USFWS – Atlanta Regional Office on September 5, 2018. Updated surveys will be conducted the nesting season prior to construction and additional coordination will occur at that time.

As part of the standard specifications, FDOT incorporates the most current versions of the Standard Protection Measures for the Eastern Indigo Snake during construction.

In addition to the standard specifications the FDOT commits to the following measures to protect the bald eagle nest and minimize effects on the nesting bald eagles:

- Conduct updated survey the nesting season prior to the start of construction and coordinate results with the USFWS.

The purpose of this letter is to request written concurrence on the effects to listed species. Enclosed is the NRE for your review. Please call me at 954-777-4325 if you have any questions.

Sincerely,

Ann Broadwell

Ann Broadwell
Environmental Administrator
FDOT – District 4

cc: Robert E. Bostian, Jr. P.E., FDOT
Fernando Ascanio, FDOT
Scott Clark, FDOT
Cassie Piché., P.E. RS&H
Lynn Kiefer, Kimley-Horn and Associates, Inc.
Lisa Stone, Kimley-Horn

Appendix C

SHPO CONCURRENCE LETTER

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

September 19, 2018

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

2018 SEP 24 A 10:46

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 869/SW 10th Street Connector
Financial Management #: 439891-1-22-02
Broward County, Florida

Attention: Ginny Jones

Dear Ms. Jones;

The Florida Department of Transportation (FDOT), District 4, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives to improve SR 869 (SW 10th Street) from the Sawgrass Expressway/Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The alternatives include placing two roadway facilities within the SW 10th Street Corridor. One facility proposed is a four-lane managed lanes roadway to provide a limited access connection from the Florida's Turnpike / Sawgrass Interchange to I-95. The other facility is a four-lane, divided, local roadway with bicycle lanes and sidewalks. Each of the alignments consist of four 12-foot managed lanes, two in each direction separated by a median barrier wall with 8 to 12-foot inside and outside shoulders; four 11-foot local travel lanes separated by a 15.5-foot median; and bicycle lanes and sidewalk. Although the limits of this project extends to west of I-95, this study extends only to Military Trail and the easternmost portion is included within the limits of the CRAS PD&E Study for SR 9/I-95 from south of SW 10th Street to north of Hillsboro Boulevard (FM No. 436964-1-22-01), currently in progress.

No newly or previously recorded archaeological sites were identified within the archaeological Area of Potential Effect (APE). Seven shovel tests were excavated within the project area. No cultural material was recovered during the pedestrian survey or subsurface testing. No subsurfa ce testing could be conducted in most of the project area due to the presence of existing pavement, drainage ditches, and buried utilities.

The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry

Vernacular style construction. The structure lacks historical associations and physical integrity; therefore, it is considered National Register–ineligible.

The District has determined that no historic properties will be affected by the proposed project. I respectfully request your concurrence with this determination. If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,

Ann Broadwell

Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. Roy Jackson, FDOT
file

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number ~~2018-4708~~ 2016-3851

SHPO Comments:

Deputy SHPO

For **Timothy A. Parsons**
State Historic Preservation Officer
Florida Division of Historical Resources

10/2/18
Date

Appendix D

SOCIOCULTURAL EFFECTS REPORT

Sociocultural Effects Evaluation

State Road 869 / SW 10th Street Connector

Project Development and Environment (PD&E) Study

SW 10th Street from Florida's Turnpike / Sawgrass Expressway to west of I-95 (SR 869/Sawgrass Expressway MP 20.672 to MP 21.835 and SW 10th Street MP 0.00 to 1.922)

ETDM No.: 14291 / FAP No.: TBD

Financial Project ID No. 439891-1-22-02

Broward County, Florida

Prepared for:
FDOT District Four
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309

March 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for the project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Sociocultural Effects Evaluation
For the SR 869 / SW 10th Street Connector PD&E Study

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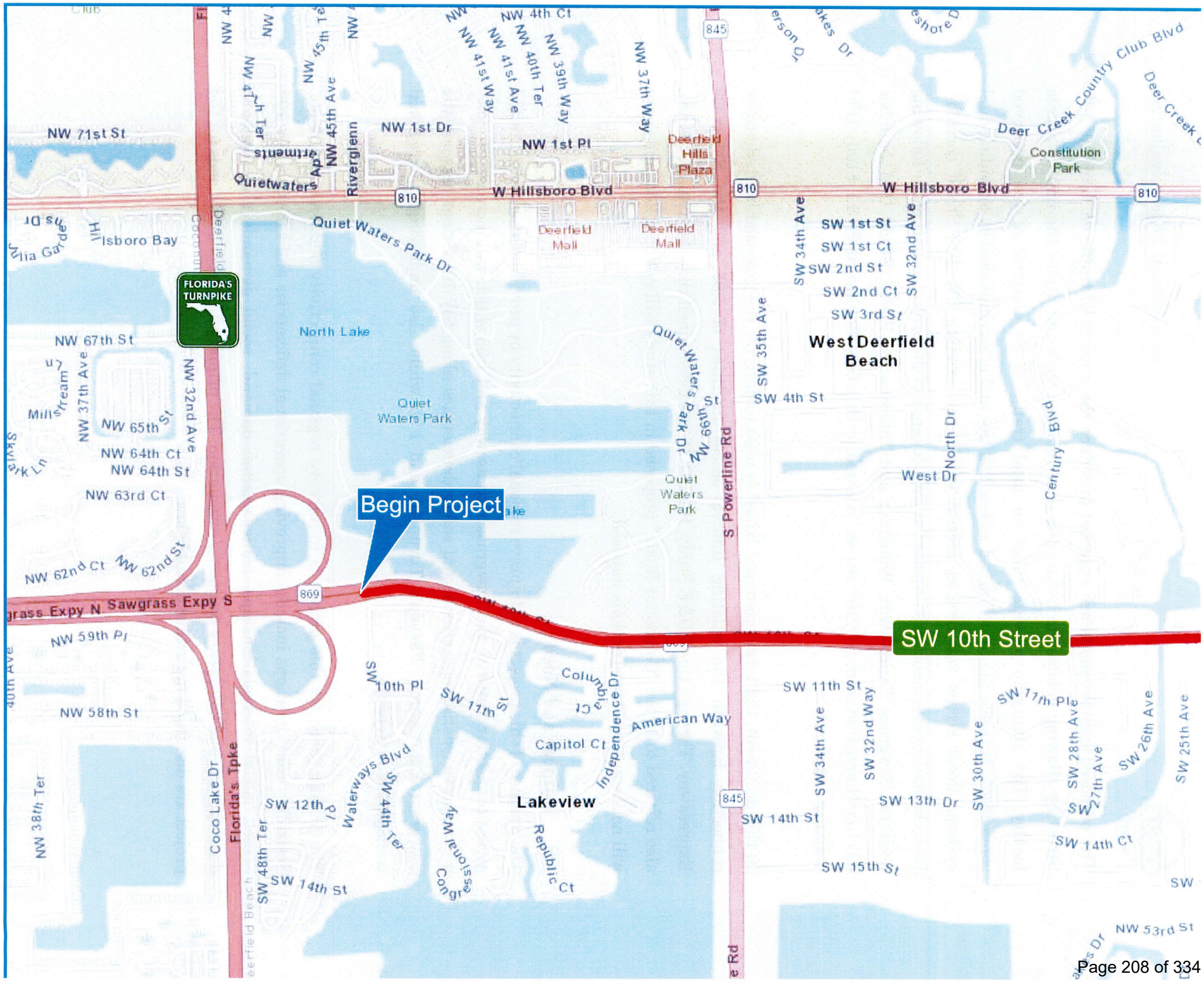
1.0 Project Summary

1.1 Project Description

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve State Road (SR) 869 (Sawgrass Expressway / SW 10th Street) from Florida's Turnpike to west of I-95, a distance of approximately three miles. Technically, the Sawgrass Expressway ends, and SW 10th Street begins at SR 845 (Powerline Road). However, most residents refer to SR 869 between Florida's Turnpike and I-95 as SW 10th Street and for that reason, the project limits will be referred to as SW 10th Street throughout this report. The project is located in Broward County, Florida within the municipality of Deerfield Beach. The project location map, Figure 1.1.1, shows the limits of the SW 10th Street Connector Project Development and Environment (PD&E) Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to Powerline Road, four lanes (two in each direction) from Powerline Road to east of Military Trail, and five lanes (two westbound and three eastbound) from west of Military Trail to I-95. SW 10th Street is functionally classified as a Divided Urban Principal Arterial and has a posted speed limit of 45 miles per hour (mph) from Florida's Turnpike to Military Trail, and 40 mph from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is limited access Class 1. East of Powerline Road, the access management classification is restricted Class 3. The context classification from Florida's Turnpike to just east of Military Trail is Suburban Residential (C3R) and from just east of Military Trail to I-95 the context classification is Suburban Commercial (C3C).

Within the project area, SW 10th Street is an east-west principal arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). In addition, SW 10th Street is designated as an evacuation route. In its existing condition, SW 10th Street from Sawgrass Expressway / Florida's Turnpike to I-95 is a missing link in the limited access roadway network. The project proposes to add a limited access facility alongside the existing arterial facility to close the gap and provide a continuous high-speed link while maintaining a separate arterial corridor for SW 10th Street.


Begin Project
SW 10th Street
NW 71st St
NW 1st Dr
NW 1st Pl
NW 4th Ct
NW 41st Way
NW 41st Ave
NW 40th Ter
NW 39th Way
NW 37th Way
NW 45th Ave
Riverglenn
Quietwaters
W Hillsboro Blvd
Deerfield Hills Plaza
Deerfield Mall
Quiet Waters Park Dr
Deer Creek Country Club Blvd
Constitution Park
SW 1st St
SW 1st Ct
SW 2nd St
SW 2nd Ct
SW 3rd St
SW 34th Ave
SW 32nd Ave
SW 35th Ave
West Deerfield Beach
SW 4th St
North Dr
West Dr
Century Blvd
FLORIDA'S TURNPIKE
North Lake
Quiet Waters Park
NW 67th St
NW 65th St
NW 64th Ct
NW 64th St
NW 63rd Ct
NW 37th Ave
NW 32nd Ave
Millstream
Skyline Park Ln
NW 62nd Ct
NW 62nd St
Sawgrass Expy N
Sawgrass Expy S
869
NW 59th Pl
S Powerline Rd
845
810
SW 10th Pl
SW 11th St
Columbia Ct
Independence Dr
American Way
Capitol Ct
NW 58th St
Coco Lake Dr
Florida's Tpke
Waterways Blvd
SW 14th Ter
SW 12th Ct
SW 48th Ter
SW 14th St
Congressional Way
Republic Ct
Lakeview
SW 11th St
SW 32nd Way
SW 30th Ave
SW 28th Ave
SW 27th Ave
SW 26th Ave
SW 25th Ave
SW 13th Dr
SW 14th St
SW 14th Ct
SW 15th St
NW 53rd St
NW 38th Ter
NW 40th Ave

The proposed improvements are expected to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the local road network and utilize the limited access facility. The ability to provide relief for local traffic is an objective of the improved connectivity between the three limited access facilities and is accomplished by providing dual systems (local access and limited access) within the existing SW 10th Street corridor. Interchange improvements are proposed at the bookends of the project as part of the following projects: Sawgrass Expressway Widening and Interchange PD&E Study (FM Number 437153-1) and I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM Number 436964-1).

In this document, the term "managed lanes" is used to describe the proposed limited access connection between the existing limited access facilities of I-95 and the Sawgrass Expressway. Through this PD&E Study, the FDOT has determined that the managed lanes, also referred to as the "Connector Road," proposed in this study will not be tolled, and there will not be any truck restrictions imposed.

1.2 Purpose and Need

The purpose of this project is to improve regional connectivity by providing a separate limited access connection between the Sawgrass Expressway and I-95 which will increase capacity and improve existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway, Florida's Turnpike, and I-95 while also improving the regional transportation network.

The primary need for this project is to improve regional connectivity and system linkage. Secondary considerations include: improving operational deficiencies and safety on SW 10th Street, modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation. The primary and secondary needs for the project are discussed in further detail below.

1.2.1 Project Status

The SW 10th Street Connector project is in the Broward Metropolitan Planning Organization (MPO) jurisdiction. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2021 – 2025 includes funding for the SW 10th Street Connector from west of Powerline Road to west of Military Trail Project for Preliminary Engineering, Right-of-Way, and Construction. The project is listed as the 2020 MPO number one priority project. The FDOT Approved State Transportation Improvement Program (STIP) includes funding for PD&E, Preliminary Engineering, Right-of-Way, and Design-Build. The Broward MPO Commitment 2045 Metropolitan Transportation Plan (MTP) also includes funding for Preliminary Engineering, Right-of-Way, and Construction. The TIP and STIP are consistent in total project funding, $461.8 million.

However, the TIP, STIP, and MTP have different physical project limits than the proposed PD&E Study. The planning documents include SW 10th Street from west of Powerline Road to west of Military Trail whereas, this PD&E Study extends the limits along SW 10th Street from the Sawgrass Expressway / Florida's Turnpike to just west of I-95. The PD&E study limits originally matched the planning documents; however, the limits were extended in order to provide independent utility and a more logical termini for the project. The current STIP has the current project limits. The FDOT coordinated with the Broward MPO to update the TIP to reflect the current study limits; the October 2021 TIP will include the current PD&E Study project limits.

1.2.2 System Linkage

Within the project area, SW 10th Street is part of the state's SIS and the NHS. The SIS is an intermodal network of transportation facilities that are designed to provide the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens and visitors. The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals, and other strategic transport facilities.

The SW 10th Street corridor provides the opportunity for commuters and local residents to connect to three major limited access facilities: Florida's Turnpike, Sawgrass Expressway,

and I-95. The connection of these three limited access facilities will reduce traffic utilizing SW 10th Street and provide relief for local traffic through the dual roadway system (separate local access and limited access facilities) within the SW 10th Street right-of-way. These limited access roadways are also on the regional freight network as identified in the March 2010 South Florida Regional Freight Plan (project #269). Florida's Turnpike provides limited access north-south connectivity from Miami-Dade County to Orlando and connects to I-75 northwest of Orlando. The Sawgrass Expressway provides limited access connectivity from the I-75 / I-595 Interchange to the Florida's Turnpike and SW 10th Street Interchange. I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard. This project introduces a new limited access connection between the Sawgrass Expressway and I-95 that provides regional connectivity by completing a missing link of the existing limited access network, while also providing congestion relief on the local facility and thus improving operational safety of all the facilities.

The SW 10th Street Connector PD&E Study has been advanced to move forward in coordination with the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM# 436964-1) to the east as well as the Sawgrass Expressway Widening and Interchange PD&E Study (FM# 437153-1) to the west.

1.2.3 Transportation Demand

Transportation demand is evaluated based on current and historical traffic volumes and traffic characteristics such as turning movement counts, peaking, directional factors, ridership data, and bicycle and pedestrian activities. A need exists to improve local and regional traffic operations along the SW 10th Street corridor. Traffic volumes along SW 10th Street between the Sawgrass Expressway / Florida's Turnpike and I-95 have consistently increased over the past 15 years (2001 to 2016) and are expected to continue to grow through design year 2040. The 2016 Average Annual Daily Traffic (AADT) on SW 10th Street was as follows:

- Sawgrass Expressway / Florida's Turnpike to Powerline Road experienced an AADT of 38,000 vehicles per day (vpd);
- Powerline Road to Military Trail experienced an AADT of 46,000 vpd; and
- Military Trail to I-95 experienced an AADT of 54,000 vpd.

The existing traffic on SW 10th Street between Powerline Road and I-95 exceeds the capacity of a four-lane arterial roadway which can accommodate approximately 40,000 vpd. The capacity of SW 10th Street from Sawgrass Expressway / Florida's Turnpike to Powerline Road is 60,000 vpd. With the anticipated growth and the combination of local traffic and those travelers going from one limited access facility to the next, this segment is expected to reach capacity before 2040.

Additionally, five intersections currently fall below acceptable Level of Service (LOS) targets (LOS D or better) during either the a.m. or p.m. peak during the existing conditions:

- SW 10th Street at Powerline Road operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at SW 30th Avenue operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at SW 24th Avenue operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at Military Trail operates at LOS F in both the a.m. and p.m. peak; and
- SW 10th Street at the I-95 Northbound ramps operate at LOS D in the a.m. peak and LOS F in the p.m. peak.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Even with an assumed 10 percent travel time savings or reduction in delay from possible traffic signal optimization, the peak hour traffic volumes are not anticipated to operate at an acceptable LOS. Additional information on the existing and future traffic conditions can be found in the Project Traffic Analysis Report (PTAR), available under separate cover.

1.2.4 Social Demand and Economic Development

Social and economic demands on the SW 10th Street corridor will continue to increase as population and employment increase in Broward County, and the greater south Florida region. The University of Florida Bureau of Economic and Business Research (BEBR) high end estimate predicts Broward County's population will grow to 2.3 million by 2040, an increase of 34 percent from the year 2011. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the local area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities.

Multiple residential developments and businesses are located along the SW 10th Street corridor; therefore, this project considered livability issues as well as vehicular movement. Capacity improvements to SW 10th Street have previously been studied but have not advanced to design and construction. In 2014, the Broward MPO Board directed its staff to reach out to communities along the corridor and initiate a consensus building effort to evaluate the best way to accommodate the long-term traffic demands as well as the local community considerations. As part of this consensus-building effort, the Community Oversight Advisory Team (COAT) was assembled to represent the communities along the corridor, as well as throughout the greater north Broward County area, to identify the long-term opportunities and vision for the corridor. The COAT developed recommendations for the corridor to be considered by the FDOT in evaluating improvements during the PD&E Study.

1.2.5 Modal Interrelationships

Currently, SW 10th Street has five-foot paved shoulders that are designated bicycle lanes in both directions. Existing sidewalks are located along SW 10th Street's eastbound and westbound lanes from Military Trail to I-95; however, from Waterways Boulevard to Military Trail, sidewalks are only provided in the eastbound direction. No Broward County Transit (BCT) services are provided along SW 10th Street. However, Military Trail and Powerline Road both have transit options, Tri-Rail and Broward County Bus Route No. 14, respectively. The City of Deerfield Beach has partnered with BCT to provide Express I and II routes which are part of a community bus service. Express I and II Bus Routes are available Monday through Friday from 8 a.m. to 4 p.m. Express Bus I Route utilizes SW 10th Street from the eastern project limits to Powerline Road. The Express I Route has one stop adjacent to the corridor - Stop 5 (Walmart). Express II Route utilizes SW 10th Street outside of the project limits. The Broward MPO assigned a LOS F to the bicycle, pedestrian, and transit services along SW 10th Street. The proposed improvements will provide future accommodations for bicyclist and pedestrians, and transit modes.

1.2.6 Traffic Safety

From 2012 to 2016, the SW 10th Street project corridor experienced a total of 896 crashes of which 342 were injury crashes and one was a fatal crash. Three segments and five intersections along the SW 10th Street corridor were identified as high crash locations during at least one year between 2012 and 2016 and are shown below in Table 1.2.1. The majority

of crashes were rear end collisions accounting for 490 crashes, followed by angle collisions (102 crashes), and sideswipe crashes (97 crashes). The total number of crashes has increased over the five-year period, with an average of 179 crashes per year. This project seeks to reduce congestion and improve operations, thus mitigating existing crash patterns. The project also aims to enhance corridor safety through the addition of improved bicycle / pedestrian features along local SW 10th Street. Additional crash information and analysis is located in the PTAR, available under separate cover.

Table 1.2.1: SW 10th Street High Crash Locations

	Description	Begin MP	End MP	Years on High Crash List
Segments				
1	Powerline Road to Quiet Waters Business Park driveway	0.000	0.300	2012, 2013, 2014
2	East of Palm Trails Plaza driveway to east of Military Trail	1.315	1.449	2012, 2013, 2014, 2015, 2016
3	West of Newport Center Drive to east of Newport Center Drive	1.749	1.849	2015, 2016
Intersections				
1	SW 10th Street and SW 28th Avenue	0.699		2013
2	SW 10th Street and Military Trail	1.427		2012, 2013, 2014, 2015, 2016
3	SW 10th Street and I-95 SB On-Ramp	1.955		2013
4	SW 10th Street and I-95 SB Off-Ramp	2.010		2012, 2013, 2015, 2016
5	SW 10th Street and I-95 NB On & Off-Ramps	2.118	2.149	2012, 2013, 2014, 2015

SW 10th Street, Florida's Turnpike, Sawgrass Expressway, and I-95 are part of the emergency evacuation network as designated by both the Florida Division of Emergency Management (FDEM) and Broward County. SW 10th Street moves traffic from the east to I-95, Florida's Turnpike, and the Sawgrass Expressway. The project is anticipated to improve emergency evacuation by enhancing capacity and connectivity to major arterials designated on the state evacuation route. Improved travel times would also result in improved emergency response for local residents and for transport to regional facilities. Broward County Fire and Rescue Station 66 is located at 590 South Powerline Road, approximately 0.3 miles to the north of the study area.

1.3 Project History

1.3.1 Previous Studies

Several previous studies have been conducted since the early 1970's to evaluate a connection between Florida's Turnpike and I-95. Section 4.1 in the Preliminary Engineering Report (PER) provides a detailed discussion of those previous studies and is incorporated here by reference. In 1988, the Sawgrass Expressway opened and terminated at the Florida's Turnpike. FDOT began a PD&E Study to evaluate a limited access facility from the Florida's Turnpike to I-95 along SW 10th Street. An Environmental Assessment (EA) was completed and approved with the following recommended alternative:

- Construct a six-lane freeway;
- Complete the Florida's Turnpike at SW 10th Street / Sawgrass Expressway interchange to provide all movements;
- Construct grade separated interchanges at Powerline Road and Military Trail;
- Construct parallel frontage roads to provide access to neighboring properties;
- Construct grade separation of the freeway over the railroad and between Florida's Turnpike and Powerline Road to provide access; and
- Construct access road along the north side of the properties located in the northeast quadrant of the SW 10th Street and Powerline Road intersection.

The Broward MPO voted against the project.

In 2008, FDOT completed a Feasibility Study for the SW 10th Street Connector, but the project did not move forward. In 2014, the Broward MPO noted that with the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM# 436964-1) and the Sawgrass Expressway Widening and Interchange PD&E Study (FM# 437153-1) planned, that it may be time to explore a new and innovative public involvement process on SW 10th Street. In 2015, the Broward MPO created the COAT. The COAT was comprised of members from the surrounding community as well as elected and appointed officials and was tasked to obtain input, build a community vision, and ultimately recommend improvements for the corridor to be further evaluated in a future PD&E Study. The study was completed in 2016 and in 2017, the Broward MPO prioritized the SW 10th Street Connector, leading to the start of this current PD&E Study.

1.3.2 COAT

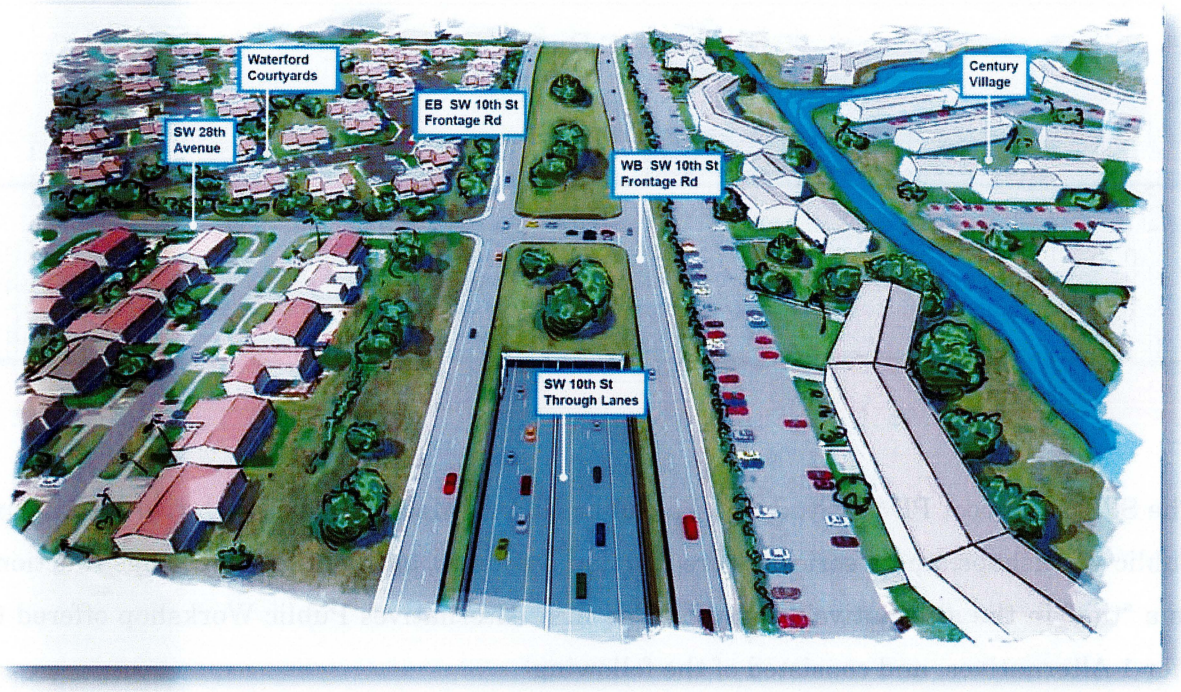
The COAT, in partnership with the FDOT and the Broward MPO, utilized a comprehensive public involvement plan to engage stakeholders, community representatives, and elected officials. Various viewpoints were developed and vetted through regular meetings facilitated by transportation experts from Broward County, the FDOT, Florida's Turnpike Enterprise (FTE), and transportation consultants. The COAT ultimately provided 18 recommendations and 15 sub-recommendations to the Broward MPO in 2016. The COAT Recommendations are included in Table 1.3.1. One of the key recommendations of the COAT was to study the feasibility of placing the expressway connection in a "depressed" section to mitigate noise and visual impacts as illustrated in Figure 1.3.1.

Table 1.3.1: COAT Recommendations

COAT Recommendation Number	Recommendation
1	Creatively determine if an engineering solution which is environmentally feasible can be provided to improve safety of 10th Street and provide an efficient traffic solution between Sawgrass / Turnpike and I-95 while maintaining quality of life
2	Improve safety while maximizing improvements to traffic flow of 10th Street and roadway intersections and expressway interchanges
2.1	To include public safety accessibility
3	Include near term solutions
3.1	Signal timing improvements – current technology
3.2	Adaptive signal technology
3.3	Additional traffic lanes
4	Include a below-grade expressway with at-grade local access roads
4.1	Include extending below-grade expressway, west of westerly residential roadway connection to 10th Street
4.2	Include extending below-grade expressway as close to Military Trail as possible, that would allow Military Trail intersection to remain at-grade (no overpass of Military Trail over Expressway)
5	Minimize, and attempt to eliminate, use of above grade overpass where adjacent to residential areas
6	Improve access for local roadways and expressways west of I-95
6.1	Improve residential access to 10th and expressways from Waterways, Independence Bay, Century Village, Waterford Homes, Waterford Courtyards, and the Renaissance (nursing home)
6.2	Improve commercial access to 10th and expressways for Newport Center, Publix Distribution, Palm Trails Plaza, 10th Street strip mall, industrial area along SW 30th Street, and Sawgrass Promenade
6.3	Improve Sawgrass Expressway and Turnpike connection to I-95

COAT Recommendation Number	Recommendation
7	Encourage improved access to expressway and 10th Street from local roads east of I-95
8	Include generous table top intersections for local roads to improve pedestrian and bicycle connectivity north and south across 10th Street
9	Prepare noise study and identify mitigation needs required
9.1	Include noise walls (include at the beginning of construction)
9.2	Explore sound proofing for affected homes and businesses
10	Accelerate 10th Street PD&E scoping and consultant selection to catch up with:
10.1	PD&E for Sawgrass / 10th Street interchange with the Turnpike
10.2	PD&E for the 10th Street interchange with I-95
11	Create a gateway to north Broward by landscaping along 10th Street and north and south along adjacent connecting roadways, including landscape buffers and berms (by using native species)
11.1	Explore use of revenue generated by tolls for maintenance of landscaping and tabletop parks
12	Minimize impacts to the environment including wetlands and air and water quality
13	Encourage mass transit and carpooling alternatives
14	Protect Deerfield Beach's west wellfield
15	Maximize business signage visibility and include temporary signage for local businesses during construction
16	If tolling is planned for expressway, locate toll stations so as not to adversely affect local roadway network
17	Include alternate transportation routes during the construction phase to alleviate congestion once construction begins on SW 10th Street and plans to alleviate congestion on Hillsboro, Sample, Wiles, and SW 18th Street.
17.1	Explore the potential to go under the railroad tracks at Hillsboro Boulevard to alleviate traffic during the construction phase and resolve issues on I-95
18	Install utilities underground

Figure 1.3.1: Conceptual Depressed Section from Broward MPO Study



1.4 Alternatives Development

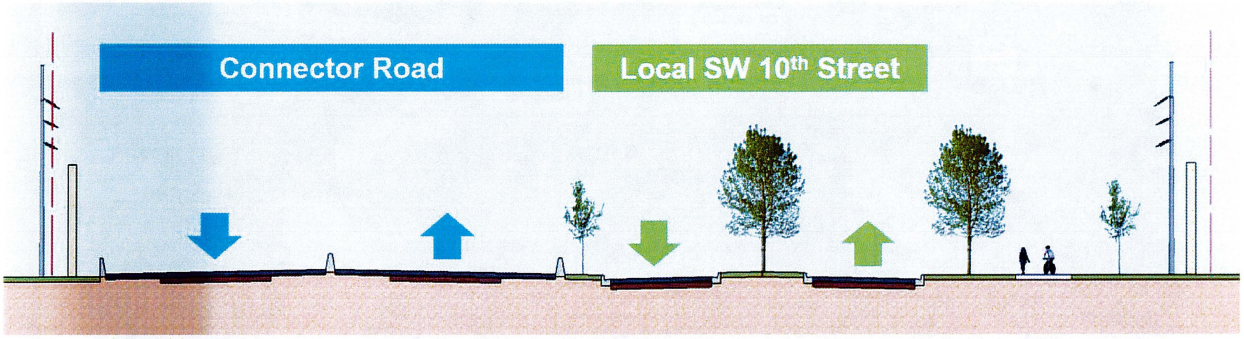
The goal of the SW 10th Street PD&E Study is to configure a high-speed connection between the Sawgrass Expressway and I-95 such that vehicles exiting the Sawgrass Expressway no longer need to traverse multiple signalized intersections when traveling to I-95 or vice versa. Alternatives developed during the study were influenced by the COAT and their recommendations for the project. One of the primary recommendations of the COAT is to "Minimize and attempt to eliminate the use of above-grade overpasses adjacent to residential areas." A similar recommendation states, "Include a below-grade expressway with at-grade local access roads."

The SW 10th Street Connector assumes two distinct corridors for travel:

- A low-speed corridor for local SW 10th Street traffic, bicyclists, and pedestrians; and
- A high-speed corridor that operates as an expressway and maintains free-flow, interstate speeds between the Sawgrass Expressway and I-95.

Figure 1.4.1 shows the proposed dual facilities within the SW 10th Street corridor.

Figure 1.4.1: Dual Facilities



The SW 10th Street PD&E Study held a Public Kickoff Meeting along with two Alternatives Public Workshops, and a series of three virtual webinars, each of these meetings functioned as a "tier" in the alternative's analysis. The first Alternatives Public Workshop offered the Tier 1 Alternatives, and consisted of the following:

- Center Alignment Alternative; and
- North Alignment Alternative.

The premise of the SW 10th Street Connector typical section is that it must have four connector lanes (two westbound and two eastbound) as well as four local lanes (two westbound and two eastbound). The Center Alternative places the Connector Road in the center of the existing right-of-way and adds a one-way local street system on each side of the Connector Road.

As a counterpart to the Center Alternative, a North Alternative was developed. This alternative places the Connector Road along the north side of the existing right-of-way and relocates local SW 10th Street to the south side of the right-of-way. In this alternative, the local roadway system is positioned near the sideroads along the south side, such as Waterways Boulevard, Independence Drive, SW 30th Avenue, SW 28th Avenue, and SW 24th Avenue. A local SW 10th Street positioned on the south side of the right-of-way also facilitates direct commercial access to several existing businesses that currently have access. By contrast, most of the north side of the existing right-of-way is adjacent to Century Village or Quiet Waters Park, both of which do not have direct access to SW 10th Street.

In order to mitigate noise and visual impacts, as well as facilitate the COAT recommendation of minimizing elevated roadways, the Center and North Alternatives both examined placing the Connector Road in a depressed, or "below grade" section. The limits of this roadway depression extended from the Independence Drive intersection to the crossing of the C-2 Canal located just west of SW 24th Avenue. This depressed section was located one level below the existing ground and passed beneath the Powerline Road intersection.

Subsequent to the first Alternatives Public Workshop, public comments were analyzed, and additional investigation was performed on the feasibility of a depressed section, as well as providing business and sideroad access to local SW 10th Street. As a result of this analysis, the FDOT decided to drop the Center Alternative and carry forward three alternatives to the second Alternatives Public Workshop. The three "Tier 2" alternatives all featured a "north" alignment of the Connector Road within the existing right-of-way and are named as follows:

- Full Depressed Alternative;
- Partial Depressed Alternative; and
- Non-Depressed / No Managed Lane Access Alternative.

The Full Depressed Alternative is essentially the Tier 1 North Alternative presented at the first Alternative Public Workshop.

In response to concerns regarding the feasibility of the Full Depressed Alternative, particularly in regards to Powerline Road, the Partial Depressed Alternative was developed. This alternative has three sub-alternatives:

- Depressed Westbound Exit Ramp Alternative;
- Depressed Eastbound Managed Lanes Alternative; and
- Depressed Eastbound and Westbound Managed Lanes Alternative.

This trio of alternatives have one distinct feature in common: a reduction in the limits of the depressed section such that it begins east of Powerline Road and ends west of the C-2 Canal. The difference in these three sub-alternatives is how they accommodate the proposed entrance and exit ramps between the Connector Road and local SW 10th Street.

Below is a description of the ramp "braiding" for each sub-alternative:

Depressed Westbound Exit Ramp Alternative

This sub-alternative minimizes the extent of a depressed section. The Connector Road remain at-grade, and a westbound exit ramp is formed on the left side of the westbound connector lanes, passes beneath the at-grade eastbound connector lanes, and joins local SW 10th Street as an outer third lane approaching Powerline Road.

Depressed Eastbound Managed Lane Alternative

This sub-alternative is similar to the Depressed Westbound Exit Ramp Alternative except that the profiles are reversed: the eastbound connector lanes pass beneath an at-grade westbound exit ramp located on the left side of the westbound connector lanes. This alternative requires depressing only one side (eastbound) of the connector lanes.

Depressed Eastbound and Westbound Managed Lanes Alternative

The third option for accommodating ramp braiding is similar to the Depressed Eastbound Managed Lanes except that the westbound exit ramp diverges from the right side of the westbound connector lanes, remains at-grade, and passes above the depressed eastbound and westbound connector lanes. With this configuration, both the eastbound and westbound connector lanes are depressed, and the exit ramp requires more distance to cross over both sets of lanes.

Non-Depressed / No Managed Lane Access Alternative

In an effort to reduce right-of-way impacts, utility relocations, and construction cost while increasing the green space in the corridor, an alternative was developed to remove the entrance and exit ramps from the Connector Road. By eliminating access to the connector lanes, both the connector and local lanes can remain at-grade between Quiet Waters Business Park and just east of SW 24th Avenue. This alternative functions as a true "connector" between Sawgrass Expressway / Florida's Turnpike and I-95. By eliminating ramps, this alternative requires the smallest footprint and offers the most space for landscaping, as well as bicycle and pedestrian accommodations. However, this alterative does not maximize use

and benefit of the connector lanes and consequently does not remove as much traffic from the local lanes compared to the other alternatives.

Subsequent to the second Alternatives Public Workshop, the COAT was re-engaged for a series of three meetings along with numerous stakeholder meetings, including meetings with elected officials, neighborhood groups, and businesses. The Broward MPO was also engaged for several meetings and provided input on modifications to the alternatives presented at the second Alternatives Public Workshop. The following modifications were incorporated:

- Westward shift of the overpass at Waterways Boulevard;
- Provide a new signalized median opening for Quiet Waters Business Park on Powerline Road north of SW 10th Street;
- Allow trucks on Connector Road (exception to FDOT policy);
- Add a 10-foot shared use path along south side of SW 10th Street between Waterways Boulevard and Powerline Road; and
- Include an eight-foot sidewalk along south side of SW 10th Street between Powerline Road and Military Trail.

After considering the various social, cultural, environmental, and engineering issues associated with the Build Alternatives, the Westbound Depressed Exit Ramp was selected as the FDOT Preferred Alternative and a Public Hearing was scheduled for October 2019.

At the October 2019 MPO meeting, the City of Deerfield Beach and Broward MPO Board raised concerns that the FDOT Preferred Alternative was not addressing the COAT recommendations to their expectations. As a result, FDOT decided to postpone the Public Hearing. Subsequently, City staff met with the FDOT and identified five concerns regarding the project:

1. Connector lanes do not connect directly to I-95 general purpose lanes (related to the I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study);
2. Needs more complete street elements on local SW 10th Street;
3. Not enough depressed section elements;
4. Not enough green space; and

5. Will not provide full access to / from Turnpike from local SW 10th Street (related to the Sawgrass Expressway / Florida's Turnpike PD&E Study).

Consequently, the FDOT developed and evaluated solutions that could be incorporated into the Westbound Depressed Exit Ramp Alternative and coordinated with the City to receive feedback. As a result, the following improvements were added to the project:

- Direct connections from the Connector Road to the I-95 general purpose and express lanes (improvements included in the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study);
- Addition of a 12-foot wide shared use path, instead of buffered bicycle lanes and sidewalk; and
- Included more green space and landscaping.

This revised concept is now referred to as the "With Powerline Road Ramps" Alternative.

A second concept was also developed to further address concerns from the City. This alternative is identical to the one previously described except that it removes the two ramps providing access to Powerline Road (including the depressed exit ramp). This alternative is referred to as the "Without Powerline Road Ramps" Alternative. The removal of the local access ramps to the Connector Road just east of Powerline Road provides an additional 30 feet of green space in the middle of the corridor (where the ramps were located) and moves local SW 10th Street approximately 50 feet further away from homes on the south.

1.5 Preferred Alternative

After considering the various social, cultural, environmental, and engineering issues with all of the alternatives, and evaluating comments from the Public Hearing and additional stakeholder engagement, the Without Powerline Road Ramps Alternative was selected as the Preferred Alternative. This alternative best balances connectivity, congestion, impacts, constructability, and cost, and has fewer impacts to the City of Deerfield Beach parcel containing drinking water wells. In addition, the Preferred Alternative has fewer impacts to the south side Florida Power and Light (FP&L) transmission line, has the least amount of right-of-way impacts, and provides the most landscaping and aesthetic opportunities by

having a larger buffer between SW 10th Street and residential properties on the south. This alternative meets the purpose and need for the project while minimizing impacts to the community. In comparison of the two Build Alternatives, the Without Powerline Road Ramps Alternative also received more public support at the Public Hearing than the With Powerline Road Ramps Alternative.

The Preferred Alternative provides a four-lane, limited access connection between the Sawgrass Expressway and I-95 in conjunction with a four-lane, low speed facility serving local traffic (SW 10th Street). The Preferred Alternative includes two ramp connections between the Connector Road and local SW 10th Street as described below:

- Eastbound Egress Ramp – Vehicles traveling eastbound on the Connector Road can exit to local SW 10th Street just prior to Newport Center.
- Westbound Ingress Ramp – Vehicles traveling westbound on SW 10th Street and vehicles traveling eastbound on local SW 12th Avenue can access the Connector Lanes just east of the railroad.

The Connector Road overpasses Powerline Road and Military Trail and also connects to and from the Sawgrass Expressway via a braided ramp with the westbound local lanes accessing the Sawgrass Expressway by passing over the eastbound Connector Road. At the I-95 interchange, the Connector Road provides direct connections to the I-95 express lanes and general purpose lanes the northbound and southbound directions. The ramp connections to I-95 are included in the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM# 436964-1).

Concept plans for the Preferred Alternative are contained in Appendix A.

2.0 Community Characteristics Summary

A Sociocultural Effects (SCE) evaluation assesses social, economic, land use changes, mobility, aesthetic effects, and relocations, including potential issues associated with Environmental Justice (EJ), Civil Rights, and other nondiscrimination laws. Project benefits and effects on communities are assessed in the SCE evaluation with special consideration for minority, low-income, and other potentially underrepresented populations. The SCE evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

There are six major steps in an SCE evaluation process:

1. Review Project Information;
2. Define the Study Area;
3. Prepare Community Information;
4. Evaluate Sociocultural Effects;
5. Identify Solutions to Project Impacts; and
6. Document Results.

The data used for the community information and sociocultural effects evaluation was downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. Field reconnaissance of the project corridor was conducted on September 15, 2017 and July 9, 2018. A Sociocultural Data Report was generated in the Efficient Transportation Decision Making (ETDM), Environmental Screening Tool (EST) and was used to understand general population trends. The project from Powerline Road to Military Trail was screened through the ETDM EST and the programming screen was published December 9, 2016 (ETDM #14291 -https://etdmpub.fla-etat.org/est/). The project from West of the Florida's Turnpike to Powerline Road was screened through ETDM EST and the programming screen was published March 25, 2017 (ETDM #14280). The Sociocultural Data Report from the ETDM screening is included in Appendix B for reference.

This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, dated July 1, 2020.

2.1 SCE Evaluation Study Area

The project is located in the City of Deerfield Beach, in Broward County which is defined as an urbanized area by the 2010 Census Bureau. Therefore, the SCE study area extends a quarter mile (1,320 feet) east and west of the centerline of SW 10th Street. Figure 2.1.1 depicts the SCE evaluation study area.

2.2 Community Focal Points

Community focal points are public or private locations, facilities or organizations that are important to local residents and communities. The community focal points within the SCE study area are described below and shown on Figure 2.2.1.

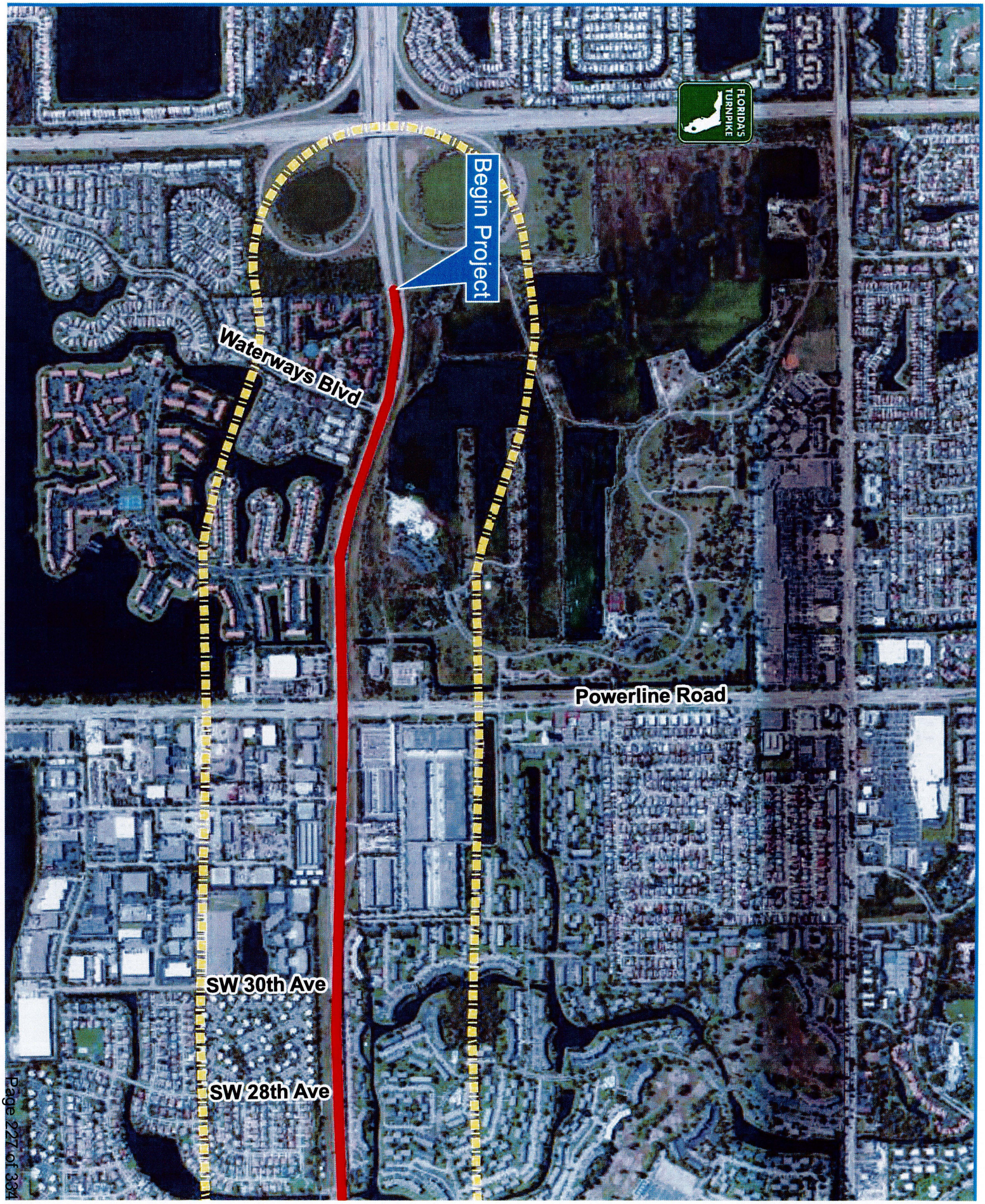
2.2.1 Schools

No schools are located within the 1,320-foot project buffer. One day care facility, Leap Ahead Learning Center, is located within the SCE study area. The facility is accessed from SW 24th Avenue. Although not in the SCE study area, it is worth noting that Quiet Waters Elementary School is located near the project corridor, just south of Hillsboro Boulevard and adjacent to Quiet Waters Park.

2.2.2 Community Centers, Parks and Cemeteries

No community centers or cemeteries are located within the 1,320-foot project buffer. The following parks are located within the SCE study area: Quiet Waters Park, Crystal Heights Park – North, Crystal Heights Park – 1, Trailhead Park, and Independence Bay Linear Park.

Quiet Waters Park is located at the northwest corner of SW 10th Street and Powerline Road and is a large regional park with multiple active and passive recreational activities. No existing or planned direct access from SW 10th Street to this park exists. The vehicle entrance to the park is from Powerline Road. According to Broward County Parks staff, there is very little bicycle or pedestrian traffic from south of Quiet Waters Park that would require crossing SW 10th Street. Minimal pedestrian and bicycle traffic is generated from Century Village (east of Powerline Road and north of SW 10th Street).


FLORIDA'S TURNPIKE
Begin Project
Waterways Blvd
Powerline Road
SW 30th Ave
SW 28th Ave


FLORIDA'S TURNPIKE
Powerline Road
Begin Project
Waterways Blvd
SW 30th Ave
SW 28th Ave
Legend
Project Location
1320-foot buffer
Quiet Waters Park

Crystal Heights Park – North is a 1.37-acre community park associated with the Crystal Heights (also known as Waterford Homes) subdivision and is located south of SW 10th Street. This park is one of seven small community parks scattered throughout this large subdivision. Crystal Heights Park – North is the only one adjacent to SW 10th Street. The park includes open grassed areas, a children's playground, covered picnic table with grill and an open-air picnic table, and approximately 100 feet of grassed parking area. Access to this park is through the neighborhood with no direct access from SW 10th Street. Additional details about Quiet Waters and Crystal Heights parks can be found in the Section 4(f) Determination of Applicability (DOA) documents prepared under separate cover and stored in the project file.

Crystal Heights Park – 1, Trailhead Park, and Independence Bay Linear Park are located within the SCE study area but are not directly or indirectly influenced by improvements along SW 10th Street. There is also no direct access to these parks from SW 10th Street. Crystal Heights Park – 1 is an approximately 0.17-acre undeveloped lot with no amenities. Trailhead Park is an approximately 1.44-acre park consisting of parking, picnic benches and a small playground. Independence Bay Linear Park is located south of SW 10th Street and runs along the west side of Powerline Road. This linear park includes a 303-foot long, 15-foot wide concrete path to serve joggers, walkers, and bicyclists.

2.2.3 Religious Facilities

No religious facilities are located within the SCE study area.

2.2.4 Fire Stations

No fire stations are located within the SCE study area. However, Broward County Fire and Rescue Station 66 is located at 590 South Powerline Road, approximately 0.3 miles to the north of SW 10th Street.

2.2.5 Law Enforcement Facilities and Government Buildings

No law enforcement facilities or government buildings are located within the SCE study area.

2.2.6 Healthcare Facilities

No healthcare facilities are located within the SCE study area. However, one assisted living facility is located within the study area: Grand Villa of Deerfield Beach. This facility is located directly on SW 10th Street; however, access to this facility is from SW 24th Avenue.

2.2.7 Cultural Facilities and Civic Centers

No cultural facilities and/or civic centers are located within the SCE study area.

2.2.8 Social Service Facilities

No social service facilities are located within the SCE study area.

2.2.9 Historic Places

A Cultural Resource Assessment Survey (CRAS) was conducted for the project. The purpose of this CRAS was to locate and evaluate archaeological and historic resources within the Area of Potential Effect (APE) and to assess their eligibility for inclusion in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4.

No newly or previously recorded archaeological sites were identified within the archaeological APE. Seven shovel tests were excavated within the archaeological APE. No cultural material was recovered. No subsurface testing could be conducted in most of the project area due to the presence of existing pavement, drainage ditches, and buried utilities.

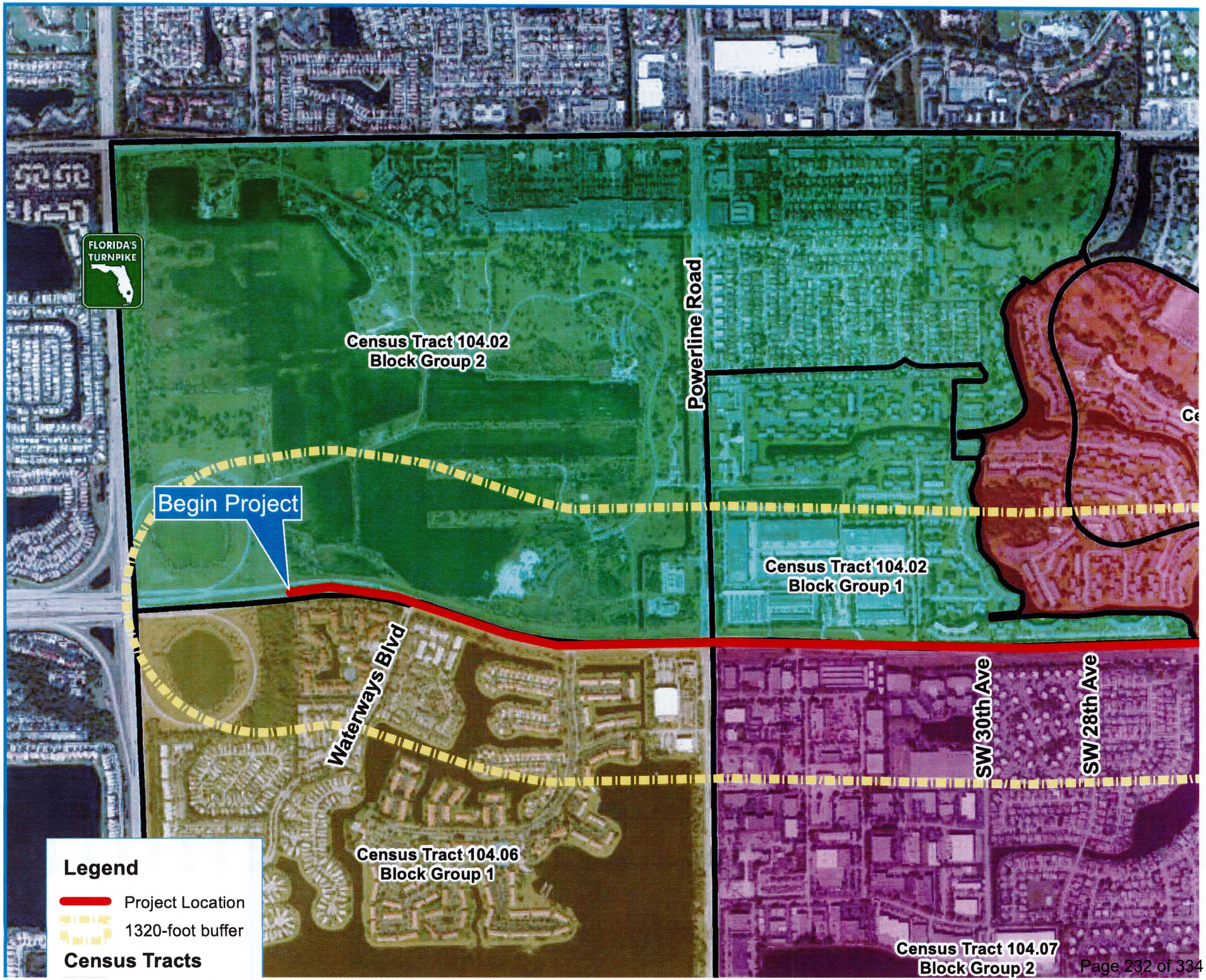
The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry Vernacular style construction. The structure lacks historical associations and physical integrity and is considered National Register–ineligible. While the segment of Military Trail within the current project APE is not historic, portions of Military Trail located outside of the current APE, to the north, have been determined ineligible for listing in the National Register by SHPO in 2016 and in 2017. An analysis of historic aerials revealed no evidence of the original trail within the APE and no physical evidence was identified during the survey. Therefore, Military Trail was not documented as part of the current study. The SHPO concurred with the findings in the CRAS in a letter dated October 2, 2018. For more information on the historic or archeological survey refer to the CRAS.

2.3 Demographic Profile

Demographic data describes a community's structure and is primarily collected by local, state, or federal agencies such as the Census Bureau and other local government departments. Demographic data covers a range of topics about communities, including: population size, gender, age composition, ethnic backgrounds, household characteristics, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the age, education, and economic backgrounds of the community.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

An analysis of minority and low-income populations was conducted through a review of census data, field reconnaissance, and public meetings. The 2017 Census Tract data was used for the demographic comparison and analysis contained in this document. A "Census Tract" is an area roughly equivalent to a neighborhood established by the Census Bureau for analyzing populations and generally encompasses a population between 2,500 to 8,000 people. The Census Bureau describes them as "relatively permanent," but they do change over time. The SCE study area intersects nine Census Tracts as shown in Figure 2.3.1.


FLORIDA'S TURNPIKE
Census Tract 104.02
Block Group 2
Powerline Road
Begin Project
Census Tract 104.02
Block Group 1
Waterways Blvd
SW 30th Ave
SW 28th Ave
Census Tract 104.06
Block Group 1
Census Tract 104.07
Block Group 2
Legend
Project Location
1320-foot buffer
Census Tracts

According to the 2017 Census data, the study area is comprised of approximately 44% minority populations as shown in Table 2.3.1 and Figure 2.3.2. The minority population within the SCE study area is significantly lower than Broward County (61%). The largest difference between the population distribution in the SCE study area versus Broward County is the higher percentage of White (61% versus 38%), a difference which is primarily a result of the lower Black and Hispanic populations (15% and 20% compared to 27% and 28%, respectively).

Table 2.3.1: Demographic Comparison: Population

Evaluation Criteria	Broward County	SCE Study Area
Total population	1,890,416	20,507
Percent of the population that is White	38.2	60.6
Percent of the population that is Black	27.4	15.4
Percent of the population that is Hispanic	28.4	19.5
Percent of the population that is Asian	3.5	1.6
Percent of the population that is Other[1]	2.6	2.9
Percent of the population that is considered 'Minority'	61.3	43.9
Median population age	40.1	51.5
Percent of the population that is above 65 years old	15.6	18.5

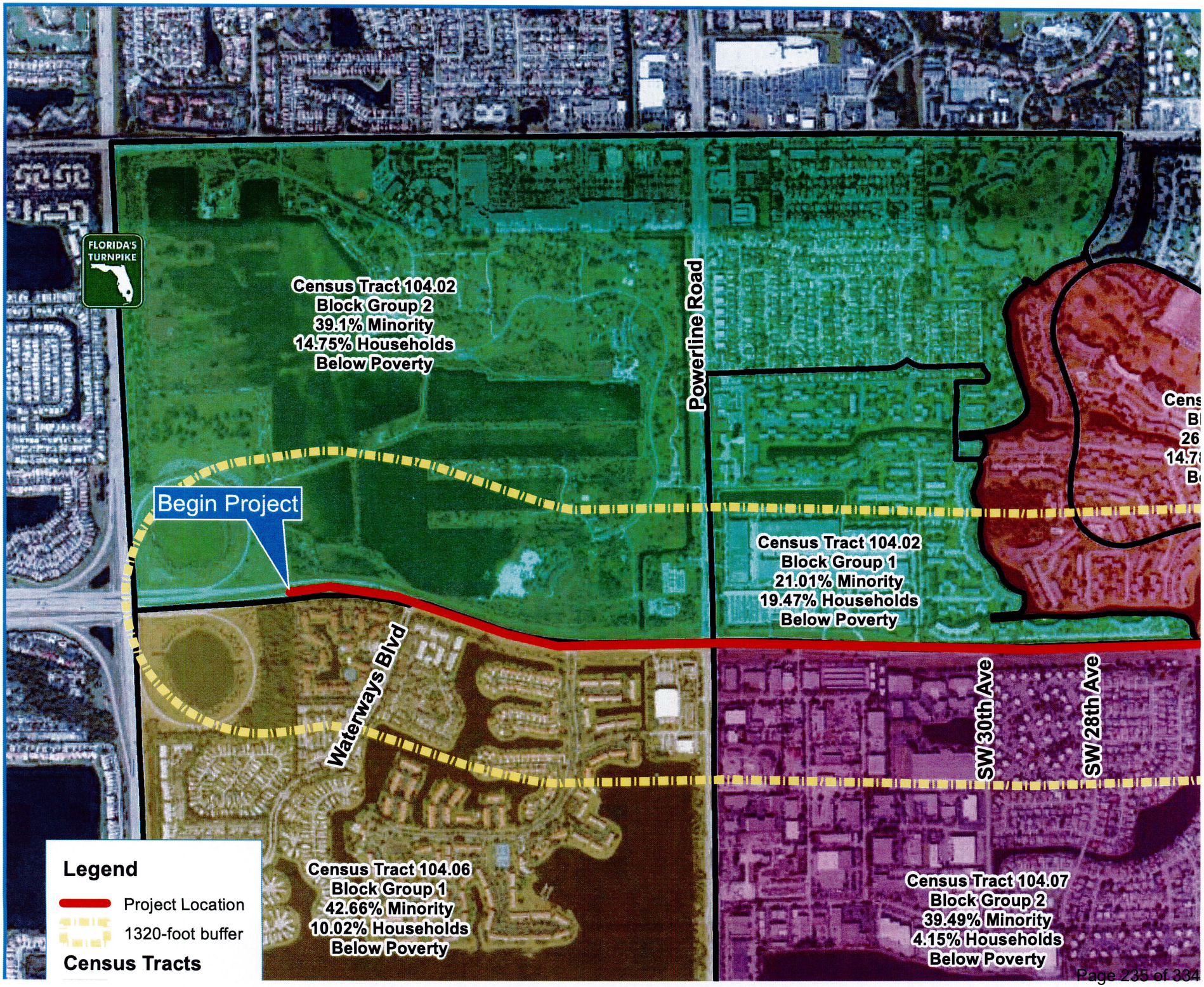
[1] Other includes: American Indian or Alaska native, Native Hawaiian or other Pacific islander, some other race, or 2 or more races.

Table 2.3.2 illustrates the Household Income Characteristics summarized from the 2017 American Community Survey (ACS) five-year estimates. The ACS estimates indicate that the median household income of the SCE study area is approximately $40,299, with approximately 15.6% of households with income below the federal poverty level. In Broward County, the median household income is approximately $60,427, with approximately 13.3% of households with income below the federal poverty line. Although the median household income in the study area is significantly lower than in Broward County, the percent of households below the poverty line is relatively similar. A reason for this discrepancy could be the large percentage of elderly in the SCE study area (discussed below), particularly those living in Century Village who are living on retirement income / savings. Figure 2.3.2 shows the percent minority and low-income percentages for each census tract and block group in the SCE study area.

Table 2.3.2: Household Income Characteristics

Geography	Census Block Group	Median Household Income (Dollars)	Percentage of Households with Incomes Below Poverty Level
SW 10th Street SCE Study Area		40,299	15.6%
Census Tract 103.05	Block Group 1	37,188	34.2%
Census Tract 104.02	Block Group 1	23,718	19.5%
Census Tract 104.02	Block Group 2	50,156	14.8%
Census Tract 104.03	Block Group 1	25,733	25.1%
Census Tract 104.03	Block Group 3	31,531	14.8%
Census Tract 104.06	Block Group 1	57,285	10.0%
Census Tract 104.07	Block Group 1	33,728	11.4%
Census Tract 104.07	Block Group 2	68,601	4.2%
Census Tract 107.01	Block Group 2	34,755	19.8%
Source: 2013-2017 American Community Survey Five-Year Estimates			

In addition to ethnicity and household income, the ACS five-year estimates were reviewed to evaluate the percentage of households with one or more persons 65 years or older, and the percentage of persons with Limited English Proficiency. The percentage of elderly households within the study area is 51% and ranges from 0% to 92% within each of the census block groups in the study area. The highest percentage of elderly population occurs north of the study area in Census Tract 104.03, Block Group 1 (92%). This Census Tract encompasses all of the Century Village retirement community. The least percentage of elderly population occurs near I-95, north of SW 10th Street in Census Tract 103.05, Block Group 1 (0%). In Broward County the percentage of elderly households is 15.7%.


FLORIDA'S TURNPIKE
Census Tract 104.02
Block Group 2
39.1% Minority
14.75% Households
Below Poverty
Powerline Road
Begin Project
Census Tract 104.02
Block Group 1
21.01% Minority
19.47% Households
Below Poverty
Waterways Blvd
SW 30th Ave
SW 28th Ave
Census Tract 104.06
Block Group 1
42.66% Minority
10.02% Households
Below Poverty
Census Tract 104.07
Block Group 2
39.49% Minority
4.15% Households
Below Poverty
Legend
Project Location
1320-foot buffer
Census Tracts

Limited English Proficiency is defined as people who speak English less than "very well" or "not at all." These people have a limited ability to read, write, speak, or understand English. The percentage of persons with Limited English Proficiency for the entire study area is 9.5% and ranges from 3% to 22.6% within each of the block groups in the study area. The lowest percentage of persons with Limited English Proficiency is in Census Tract 104.07, Block Group 1 (3%), which is south of SW 10th Street. The highest percentage of persons with Limited English Proficiency is in Census Tract 103.05, Block Group 1 (22.6%), which is east of I-95 and north of SW 10th Street. The percent of the population with Limited English Proficiency in Broward County is 15.9%. Presidential Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency, ensures people with Limited English Proficiency will have meaningful access to programs and activities of agencies receiving federal financial assistance. Due to the higher percentage of persons with Limited English Proficiency, all public meetings and the Public Hearing were advertised in both English and Spanish for the public notifications and newspaper advertisements. In addition, handouts in Spanish were available at each meeting/hearing. Numerous members of the public involvement team were available for Spanish translation services at the public meetings/hearing.

The proposed improvements will not result in adverse impacts to minority, low-income households, elderly, or Limited English Proficient populations. This roadway project will incur temporary construction impacts from noise, access, and travel along the roadway, but the impacts will be the same for all persons that use the roadway and thus not disproportionately adverse. The project is expected to enhance access for all users because of the resulting reduced congestion within the corridor and improved sidewalks and bicycle facilities.

No changes to the population or demographic characteristics of the study area are anticipated to result from the project as it remains mostly within an existing roadway corridor. Based on the analysis for this PD&E Study, the project will not cause a disproportionately high and adverse effects on any minority or low-income population in accordance with the provisions of the President's Executive Order on Environmental Justice (EO 12898). Therefore, no further Environmental Justice analysis is required.

3.0 Potential Effects

3.1 Social

3.1.1 Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their community. Community cohesion may also include the degree in which neighbors interact and cooperate with one another, the level of attachment felt between residents and institutions in the community, and/or a sense of common belonging, cultural similarity or "togetherness" experienced by the population. Therefore, construction of roadways through existing communities has the potential to reduce the level of community cohesion by restricting access and creating divisions between already connected neighborhoods.

There are several multi-family and single-family subdivisions along the corridor, including Enclave Apartments at Waterways, Waterways, Independence Bay, Waterford Courtyard & Waterford Homes (Crystal Heights), and the Lakes at Deerfield on the south side of SW 10th Street and Century Village on the north side of SW 10th Street. Most of these communities are gated and appear to have a sense of community among the residents and have amenities that provide the opportunity for community recreation and socialization, but there does not appear to be significant community interaction between each of these areas. There are shopping centers primarily on the south side of the road just west of Military Trail that are likely used by the residents and there is vehicular and pedestrian access along SW 10th Street from these residential areas.

The proposed project involves modification along an existing roadway (SW 10th Street) and the potential for only minor right-of-way acquisition along SW 10th Street (right-of-way acquisition information is detailed further in Section 3.6 Relocation Potential). The project does not include the division of neighborhoods, a decrease in neighborhood interaction, or reduced connectivity to community or neighborhood centers. Existing SW 10th Street already acts as a divide between the neighborhoods on the south and neighborhoods on the north. Sidewalk is located along the south side of SW 10th Street between Waterways Boulevard and Military Trail and along the northbound side of Military Trail. However, the northbound sidewalk on Military Trail is not accessible to Century Village, which limits the connectivity of the corridor.

The proposed project includes a 12-foot wide shared use path on the south side of SW 10th Street to accommodate pedestrians and bicyclists. Military Trail will have sidewalk and bicycle lanes on both sides of the road from SW 10th Street to East Drive. The sidewalk extension along Military Trail will connect Century Village, a retirement community, to SW 10th Street. This connection will allow pedestrians and/or cyclists from Century Village to use the proposed shared use path along SW 10th Street to connect to community focal points like Quiet Waters Park, or businesses in the area. The intersections at Military Trail and Powerline Road will be enhanced to provide safer crosswalks for pedestrians and cyclists. High-visibility crosswalks will be included at all signalized intersections. The shared use path, pedestrian and bicycle facilities along Military Trail, and improved signalized intersections will help improve mobility within the study area particularly for non-driving populations (i.e., elderly, disabled, and low-income individuals) of which there is a relatively high percentage within the corridor.

A depressed section was evaluated during the PD&E Study to minimize visual obstructions and preserve community cohesion. Ultimately, a full depressed section was eliminated from consideration due to the number of impacts associated with depressing a roadway in South Florida. However, the FDOT has committed to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards.

The purpose of the project is to provide regional connectivity and improve mobility. The project is anticipated to enhance the movement of people and goods to community or neighborhood activity centers.

3.1.2 Safety

SW 10th Street, Florida's Turnpike, Sawgrass Expressway, and I-95 serve as part of the emergency evacuation network designated by the Florida Division of Emergency Management (FDEM) and by Broward County. SW 10th Street is critical in facilitating traffic flows during emergency evacuation periods as it connects to major expressways including: I-95, Florida's Turnpike, and the Sawgrass Expressway. The proposed improvements would

enhance emergency evacuation for the region by enhancing mobility and access to these major expressways. The FDOT District 4 Transportation Systems Management and Operations (TSM&O) Incident Management Program Manager stated, "The current traffic on SW 10th Street is significantly congested and there are backups and severe delays that cause first responders to have elongated response times for any incidents that occur out on that corridor. Improvements to the corridor would allow TSM&O Incident Management to actively monitor the roadway and communicate with first responders what is needed so the proper resources can be sent to mitigate incidents that occur." The project is anticipated to improve emergency response time and evacuation times for the local community.

The majority of crashes were rear end collisions accounting for 490 crashes, followed by angle collisions (102 crashes), and sideswipe crashes (97 crashes). The total number of crashes has increased over the five-year period, with an average of 179 crashes per year. This project seeks to reduce congestion and improve operations, thus mitigating existing crash patterns. The project will also enhance corridor safety through the addition of improved bicycle / pedestrian features along local SW 10th Street.

3.1.3 Community Goals / Quality of Life

The City of Deerfield Beach developed the Complete Streets Implementation Final Plan (April 2015) to provide guidelines for creating safer travel choices for its residences. The majority of the SW 10th Street project limits are included on the Deerfield Beach Complete Streets Network Vision Map. The proposed project includes enhancing the pedestrian facilities and landscaping along SW 10th Street which will help the community continue to achieve their "Complete Streets" vision. These pedestrian facilities will not only provide access to the local community focal points but also activity centers throughout Deerfield Beach. Increased capacity will reduce travel times and decrease idling of automobiles and trucks, thereby enhancing the localized air quality.

3.1.4 Special Community Designations

The project corridor does not contain any special community designations. The project is not within the Community Redevelopment Area of Deerfield Beach.

3.2 Economic

3.2.1 Business and Employment

The University of Florida BEBR high-end estimate predicts Broward County's population will grow to 2.3 million by 2040, an increase of 34 percent from the year 2011. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the local area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities. The SW 10th Street Connector will improve regional linkage and delay.

Numerous commercial businesses are located along SW 10th Street including: Quiet Waters Business Park, Deerfield Storage, Colonnade Business Park, the Publix Distribution Center, and several other commercial businesses. Some of the businesses and the Publix Distribution Center are freight distributors and therefore need suitable connections to and from the Sawgrass Expressway, I-95, Florida's Turnpike, as well as the local roadway network. Meetings were held with several business owners along the corridor whose access may be affected by the project, and modifications have been discussed and implemented to better meet the business's needs, where appropriate. The project was designed to minimize business disruptions. Additional meetings with businesses will be conducted during the final design phase. Potential access changes and business relocations are discussed further in Sections 3.2.3 and 3.6, respectively.

3.2.2 Tax Base

The Build Alternatives impact between 18 and 22 parcels and require a maximum of seven business relocations (described in Section 3.6). The Preferred Alternative has fewer parcel impacts at only 18 parcels. To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

Although Deerfield Beach and Broward County are urbanized areas approaching build out, the City's Economic Development Department has evaluated strategies to enhance economic development in the City. According to the City of Deerfield Beach Citywide Economic

Development Strategy, Strategy Recommendations, Report 3 of 3, dated August 2016 (FIU, Metropolitan Center), the City has approximately 126 acres of vacant land zoned industrial and 78 acres of vacant land zoned commercial as well as several areas available for redevelopment. The City's existing zoning code could accommodate 28,000 to 43,000 new jobs from just the available industrial and commercial land uses. Also, according to the economic strategy study, the City has a significant local economy with over 62,000 workers generating local annual sales of over $19.3 billon.

According to the Fiscal Year 2019 Budget at Glance, the City's revenues come from several sources with property taxes accounting for the largest and most stable source of revenue, representing 22% of the operating budget. Other tax revenues come from utility and building permits, communication services, state shared revenues, and special revenue funds. Thus, the business relocations for this project represent only a small percentage of the overall tax base, and sufficient area exists for relocating the businesses such that significant adverse effects to the tax base from the project are not anticipated.

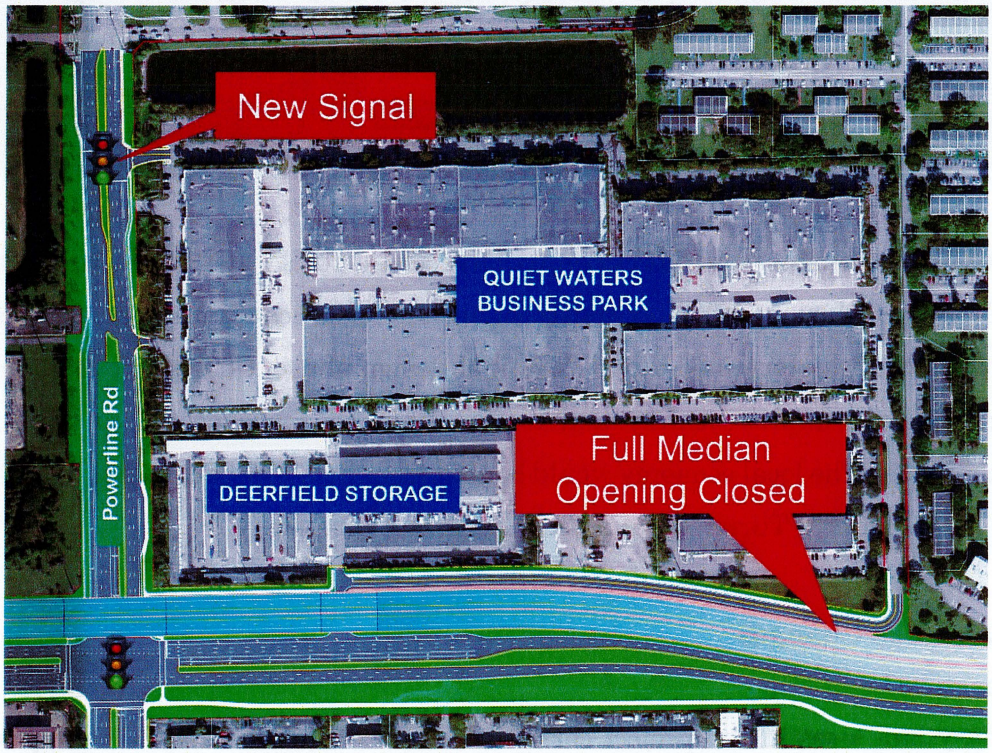
3.2.3 Traffic Patterns and Access

The traffic patterns along SW 10th Street, between the major roadways of I-95, Florida's Turnpike, and the Sawgrass Expressway, will be enhanced by the proposed project. Upon exiting the Sawgrass Expressway heading east, travelers will have the option to utilize local SW 10th Street or the Connector Road. The addition of the Connector Road will allow regional / long trip travelers to bypass the signals along SW 10th Street and continue at a high-speed (60 mph). The current (2016) AADT on SW 10th Street between Powerline Road and Military Trail is 46,000. The Preferred Alternative will reduce the AADT on local SW 10th Street to 36,000 in 2040, which is less traffic than in 2016. In comparison, the No-Build Alternative would result in a 2040 AADT of 62,000 which is 26,000 more vehicles per day than the Preferred Alternative. Therefore, the project is expected to significantly reduce traffic congestion and allow for increased flow of traffic through the study area.

The traffic patterns for accessing Newport Center (Publix Distribution Center) will be modified as part of the I-95 from SW 10th Street to north of Hillsboro Boulevard (FM Number 436964-1) project.

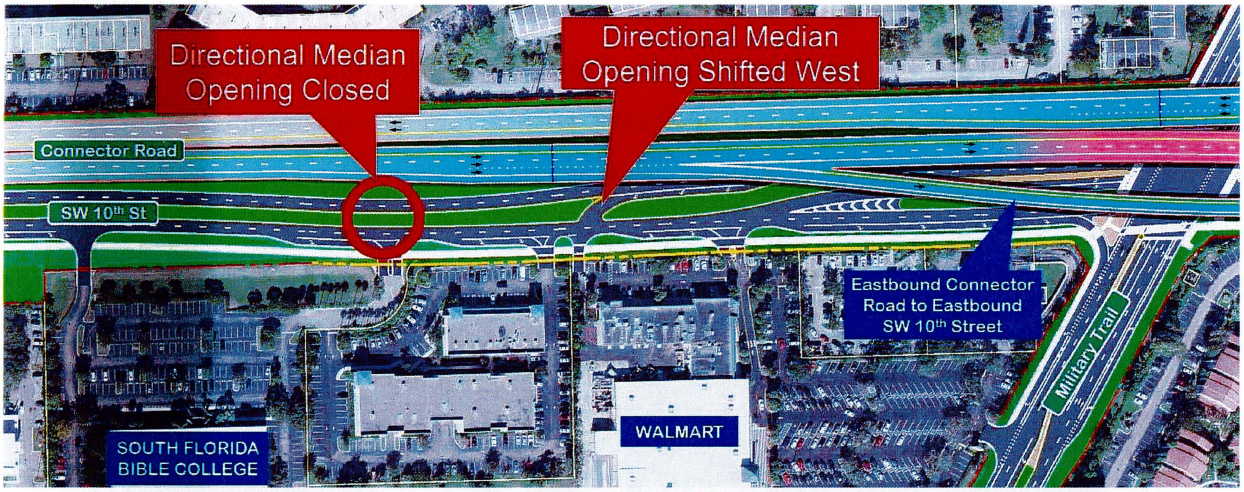
The SW 10th Street Connector proposed improvements will result in the closure of one full median opening and one directional median opening, and the relocation of a second directional median opening on SW 10th Street. The full median opening closure, Quiet Waters Business Park Access Road, will be mitigated with a new signalized median opening on Powerline Road, just south of West Drive as shown on Figure 3.2.1.

Figure 3.2.1: Quiet Waters Business Park Access Change



The directional median opening that requires closure currently provide access to the south side frontage road that serves businesses between SW 24th Avenue and Military Trail as shown in Figure 3.2.2. Under the proposed conditions, westbound traffic on SW 10th Street can access the business park by performing a U-turn at SW 24th Avenue. Just east of this location, the existing directional median opening serving the Walmart is proposed to be shifted approximately 70 feet west, providing similar access to Walmart, and other businesses but shifting that median opening further from the Military Trail signalized intersection. A number of crashes were reported at these two directional median openings, and the proposed modifications will improve safety for motorists.

Figure 3.2.2: Business Park Access Change

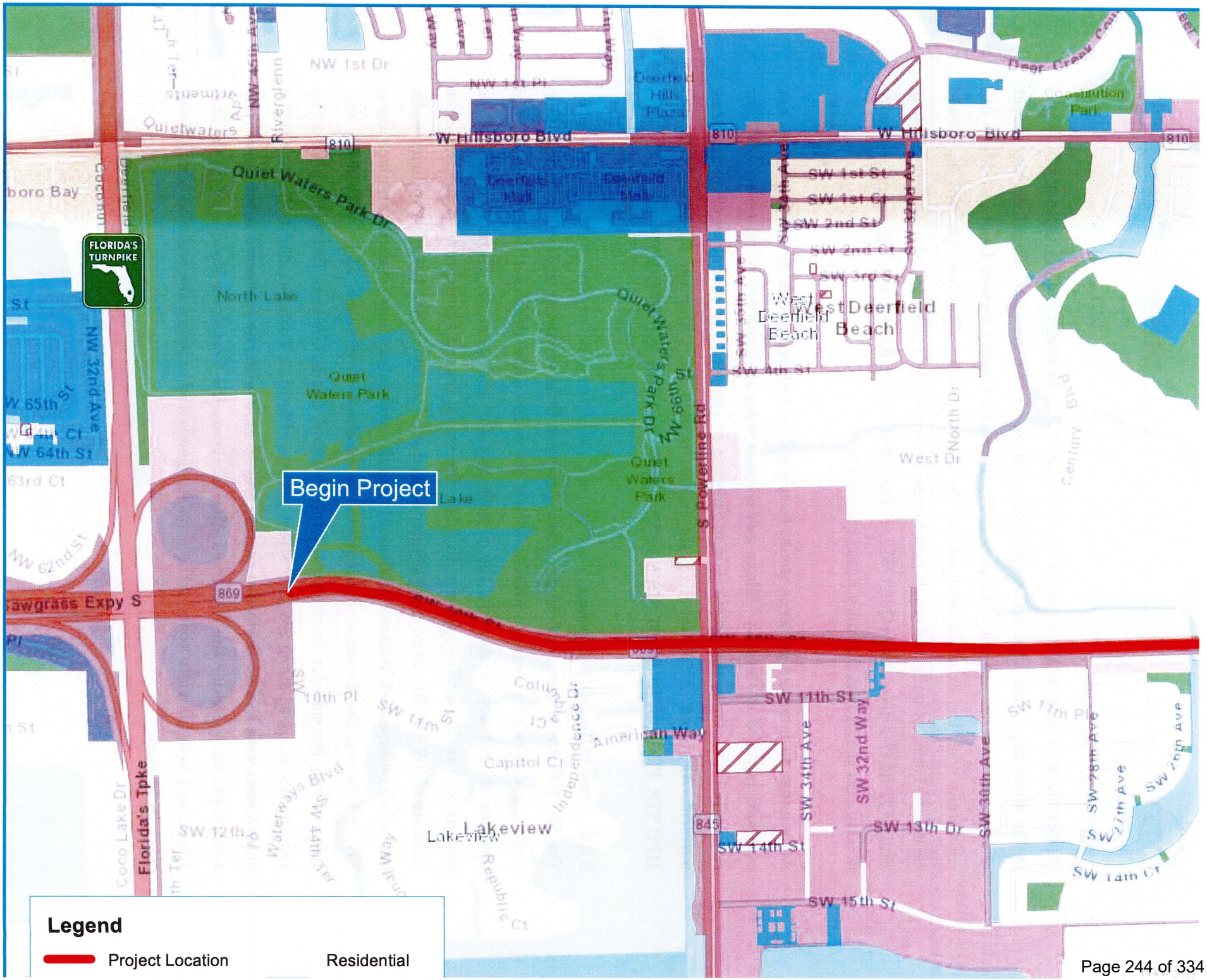


All residences and businesses that currently have access to SW 10th Street will retain access to SW 10th Street, during and after construction. The exact configuration of driveways and access points will be determined during the final design phase. Changes to median openings and entrances will improve safety and traffic flow and are expected to have negligible economic impacts. The local economy would benefit from the proposed project due to improved access to I-95, Florida's Turnpike, and the Sawgrass Expressway.

3.3 Land Use Changes

3.3.1 Existing Land Use

The primary land uses in the project corridor include: residential (multi-family and single family), recreational, industrial, and commercial. Major residential developments include: the Enclave Apartments at Waterways, Waterways, Independence Bay, Century Village, Waterford Courtyards, Waterford Homes, and the Lakes at Deerfield Apartments. Industrial development includes the Publix Distribution Center. Commercial development includes: the Sports Complex, Shell Gas Station, Med Care Pharmacy, Deerfield Beach Storage, Quiet Waters Business Park, Public Storage, Walmart, Publix, Quorum Business Center, and the Newport Center. Recreational uses along the corridor include Quiet Waters Park and Crystal Heights Park. The corridor is mostly built-out, with little vacant property in the corridor. Figure 3.3.1 shows the existing land use in the project corridor.


Begin Project
Quiet Waters Park Dr
North Lake
Quiet Waters Park
Lake
Quiet Waters Park Dr S
S Powerline Rd
W Hillsboro Blvd
Deerfield Mall
West Deerfield Beach
SW 1st St
SW 1st Ct
SW 2nd St
SW 4th St
West Dr
Century Blvd
NW 1st Dr
NW 45th Ave
Riverglenn
Quietwaters
Coconut
NW 32nd Ave
NW 65th St
NW 64th St
63rd Ct
NW 62nd St
Sawgrass Expy S
869
Florida's Tpke
SW 10th Pl
SW 11th St
Waterways Blvd
SW 14th Ter
SW 12th Ter
Coco Lake Dr
Lakeview
Lakeview
Capitol Ct
Independence Dr
American Way
Republic Ct
SW 11th St
SW 32nd Way
SW 34th Ave
SW 30th Ave
SW 13th Dr
SW 14th St
SW 15th St
SW 17th Pl
SW 27th Ave
SW 28th Ave
SW 14th Ct
845
Constitution Park
Deer Creek
Deerfield Hills Plaza
FLORIDA'S TURNPIKE
Legend
Project Location
Residential

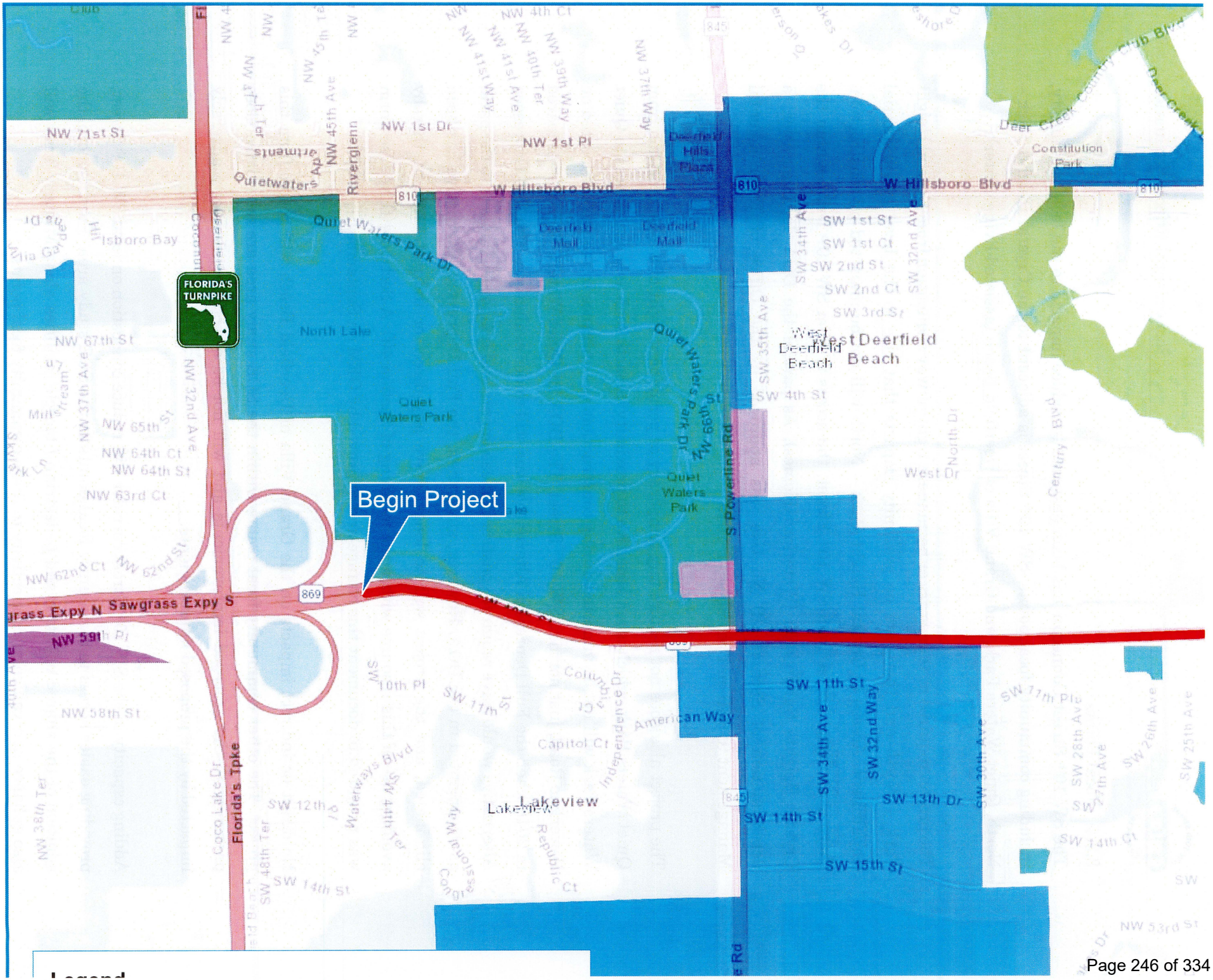
3.3.2 Plan Consistency

As described in Section 3.3.1 and shown in Figure 3.3.1, Broward County is mostly built-out in the study area with little undeveloped land in the project corridor. Therefore, significant changes in land use are not anticipated. The Broward County Future Land Use Maps are consistent with the existing land use in the study corridor. The corridor will be mostly residential (multi-family and single family) and commercial. In addition, the Broward County Future Land Use map shows Quiet Waters Park will remain Recreation / Open Space. Figure 3.3.2 shows the Broward County Future Land Use.

Any change in land use patterns would be a result of redevelopment of existing areas. For example, portions of Century Village golf courses were sold and are being redeveloped for residential use. Thus, the project is not expected to significantly change or effect land use patterns. As stated in Section 1.2.1, the project is included within the following: Broward MPO TIP, FDOT STIP, FDOT SIS Five Year Plan, and Broward MPO MTP.

3.3.3 Growth Trends and Issues

The SW 10th Street corridor is in an urban area with little vacant or undeveloped land. This project is unlikely to increase growth within the study area. Proposed redevelopment and new residential development in the project corridor and in south Florida could lead to increases in traffic and congestion. In 2040, the travel demand is expected to be twice the capacity of SW 10th Street in some segments, and gridlock along SW 10th Street during peak hours can be expected. Without additional capacity and safety improvements in place along SW 10th Street, the duration of congestion is expected to increase, along with delay and queues along the corridor. In the westbound direction, during the peak PM traffic period, the average travel speed along SW 10th Street between Florida's Turnpike and I-95 is predicted to be 3 mph with the No-Build Alternative and 25 mph with the Preferred Alternative. The average travel speed for the Preferred Alternative on the Connector Road is 55 mph. This project will help alleviate some of the capacity issues and enhance the regional connectivity in south Florida.


Begin Project
FLORIDA'S TURNPIKE
NW 71st St
NW 1st Dr
NW 1st Pl
W Hillsboro Blvd
Quiet Waters Park Dr
North Lake
Quiet Waters Park
NW 67th St
NW 65th St
NW 64th Ct
NW 64th St
NW 63rd Ct
NW 62nd Ct
NW 62nd St
NW 32nd Ave
NW 37th Ave
NW 45th Ave
Riverglenn
Quietwaters
Deerfield Mall
Deerfield Hills Place
Constitution Park
SW 1st St
SW 1st Ct
SW 2nd St
SW 2nd Ct
SW 3rd St
SW 4th St
SW 34th Ave
SW 32nd Ave
SW 35th Ave
West Deerfield Beach
S Powerline Rd
NW 59th St
Quiet Waters Park
869
810
845
Florida's Tpke
Coco Lake Dr
NW 58th St
NW 59th Pl
SW 10th Pl
SW 11th St
SW 11th Ct
SW 11th Pl
American Way
Capitol Ct
Independence Dr
Waterways Blvd
SW 12th Ln
SW 48th Ter
SW 14th St
Lakeview
Republic Ct
SW 13th Dr
SW 14th St
SW 15th St
SW 34th Ave
SW 32nd Way
SW 30th Ave
SW 28th Ave
SW 27th Ave
SW 26th Ave
SW 25th Ave
SW 14th Ct
NW 53rd St
West Dr
North Dr
Century Blvd
Deer Creek
Hillsboro Bay
Mills Stream
Sawgrass Expy N
Sawgrass Expy S

3.3.4 Focal Points

The SW 10th Street Connector has been designed to reduce impacts to the local community, including community focal points. SW 10th Street is adjacent to the Crystal Heights Park – North, Quiet Waters Park, and Grand Villa of Deerfield Beach (assisted living center).

The project requires no temporary or permanent right-of-way acquisition from Crystal Height Park – North and there are no proximity impacts that rise to the level of substantial impairment. Access to Crystal Height Park – North will not be impacted by construction; there is no direct access from SW 10th Street, the access is from SW 10th Drive within the Crystal Heights Subdivision (Waterford Homes). As part of the DOA documentation, a determination of Section 4(f) No Use was approved by the Office of Environmental Management (OEM) on December 14, 2018.

The project also does not require any temporary or permanent right-of-way acquisition from Quiet Waters Park, which is not sensitive to proximity impacts such as noise. Access to Quiet Waters Park will not be impacted during construction; the entrance to the park is located on Powerline Road, just north of SW 10th Street. The DOA for Quiet Waters Park was prepared in 2018 when the Full Depressed Alternative was still under evaluation. The Full Depressed Alternative would have required construction easements and temporary impacts to the park, as documented in the DOA. However, since then, the Full Depressed Alternative has been eliminated, and the project will no longer have any direct or indirect impacts, thereby avoiding use of this resource within the meaning of Section 4(f). A Section 4(f) No Use Form was prepared to document this change and approved by OEM on September 1, 2020.

No direct or indirect impacts on the Grand Villa of Deerfield Beach will result from this project. The other community focal points within the SCE study area are not within close proximity to the proposed improvements and will not be directly or indirectly adversely impacted by the proposed improvements.

Adding capacity in the SW 10th Street corridor will reduce congestion on local SW 10th Street, providing easier access to community focal points in the SCE study area. Furthermore, the addition of the shared use path and pedestrian / bicycle facilities along Military Trail will also enhance non-vehicular connectivity to these community focal points.

3.4 Mobility

3.4.1 Mobility Choices

The existing SW 10th Street corridor accommodates the following mobility options: transit (buses), pedestrian and bicycle accommodations, and vehicles. Sidewalks are located along the south side of SW 10th Street between Waterways Boulevard and Military Trail. Five-foot designated bike lanes are located along SW 10th Street in both directions in the study area.

The proposed project includes a 12-foot wide shared use path on the south side of SW 10th Street to accommodate pedestrians and bicyclists. Military Trail will have sidewalk and bicycle lanes on both sides of the road from its limits south of SW 10th Street to East Drive, where vehicles access Century Village. The sidewalk extension along Military Trail will connect Century Village, a retirement community, to SW 10th Street. This connection will allow pedestrians or cyclists from Century Village to use the proposed shared use path along SW 10th Street to connect to community focal points like Quiet Waters Park, or businesses in the area. The intersections at Military Trail and Powerline Road will be enhanced to provide safer crosswalks for pedestrians and cyclists. High-visibility crosswalks will be included at all signalized intersections. The shared use path, pedestrian and bicycle facilities along Military Trail, and improved signalized intersections will help improve mobility within the study area particularly for non-driving populations (i.e., elderly, disabled, and low-income individuals) of which there is a relatively high percentage within the corridor.

3.4.2 Accessibility

Non-motorist and transportation disadvantaged access to businesses and community focal points will be enhanced through the addition of the shared use path, addition of bicycle and pedestrian features on Military Trail, and enhanced crosswalks as described in Section 3.4.1.

Furthermore, the capacity improvements will also enhance emergency evacuation, first responder response time, and safety.

3.4.3 Connectivity

The proposed project will not change the connectivity between residential and non-residential areas along the corridor. Currently, SW 10th Street has only one access point on the north side of the road between Powerline Road and Military Trail, Quiet Waters Business Park. As

described in Section 3.2.3, this access point is proposed to be replaced with a signalized intersection on Powerline Road. Therefore, the addition of the Connector Road on the north side of the corridor, will not affect the connectivity between the existing communities and / or businesses.

The existing traffic congestion along SW 10th Street results in user delays. The proposed project will enhance mobility, alleviate congestion, and promote regional connectivity by separating traffic into two corridors: limited access (longer / regional trips) and local lanes (shorter trips). Regional traffic traveling along either the Sawgrass Expressway, Florida's Turnpike, or I-95 will be able to seamlessly transition to other SIS systems, without having to travel through local "stop and go" traffic. This results in an enhancement of the overall SIS system in South Florida and improves the connectivity for regional traffic movement.

3.5 Aesthetic Effects

3.5.1 Noise / Vibration

A traffic noise study was performed to evaluate the project impacts. Design year traffic (2040) noise levels for the project will approach or exceed the Noise Abatement Criteria (NAC) at noise sensitive sites along the project corridor. The project is anticipated to impact 152 residences and six non-residential receptor sites along the project corridor. Consequently, the feasibility and reasonableness of noise barriers were considered for those noise sensitive sites predicted to be impacted by the project.

Nine noise barriers were recommended based on the analysis, as shown in the Noise Study Report (NSR), available under separate cover. Noise barriers are warranted along SW 10th Street between Florida's Turnpike and Military Trail for all residential areas. The recommended noise barriers for the project are expected to reduce traffic noise by at least 5 dB(A) at 243 residences including 139 of the 152 impacted residences. Additional noise barrier analysis will be performed during the final design phase to confirm the dimensions of the recommended noise barriers at these locations. Final decisions on barrier dimensions are made during the final design phase of the project and after determining the support for noise barriers from the benefited noise sensitive sites. Aesthetics of any barrier will be closely coordinated with those benefited by the barrier and the City.

3.5.2 Viewshed

The majority of the project study area consists of residential houses, two- and three-story apartment buildings / condominiums, and some single-story commercial buildings. Views within the area consist of the existing four-lane SW 10th Street which has well landscaped medians that provide an aesthetic feature for the corridor.

The proposed project includes overpasses at the following locations:

- East of Florida's Turnpike – Bridge carries westbound SW 10th Street lane over Connector Road;
- Powerline Road – Bridge carries Connector Road over Powerline Road intersection
- Military Trail / Railroad – Bridge carries Connector Road over Military Trail intersection and local SW 10th Street and Connector Road over the railroad.

The overpasses will alter the existing viewshed of the local community; however, the overpasses are located in mostly non-residential areas along the corridor to minimize aesthetic impacts.

Concepts shown at the Alternatives Public Workshop #2 included an overpass at Waterways Boulevard as shown in Figure 3.5.1. Concerns were expressed by the Waterways community regarding the location of the proposed overpass bridge at the Waterways entrance and their viewshed. Post-workshop, the overpass was shifted to the west (just east of Florida's Turnpike) to minimize impacts on the viewshed within the vicinity of the Waterways community as shown in Figure 3.5.2.

The FDOT commits to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards. The proposed overpass in the vicinity Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.

Figure 3.5.1: Waterways Viewshed (APW #2)



Figure 3.5.2: Waterways Viewshed (post APW#2)



The proposed project will reduce the amount of green space available for landscaping in the corridor. However, the Preferred Alternative maximizes green space, and landscaping will be optimized in the space available as shown in Figure 3.5.3.

Figure 3.5.3: Preferred Alternative Rendering (SW 30th Avenue looking East)



A separate contract for landscaping will be implemented at the completion of the construction project. FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of Deerfield Beach guidelines.

3.5.3 Compatibility

The proposed project includes improvements that are compatible with the surrounding landscape. The Sawgrass Expressway currently terminates at Florida's Turnpike, where SW 10th Street begins. The goal of this project is to configure a high-speed connection between the Sawgrass Expressway and I-95 such that vehicles exiting the Sawgrass Expressway no longer need to traverse multiple signalized intersections when traveling to I-95 or vice versa. As discussed in Section 1.3 and further discussed in the PER, a limited-access facility adjacent to SW 10th Street connecting Sawgrass Expressway, Florida's Turnpike, and I-95 has been planned since the early 1970s. The right-of-way originally purchased for SW 10th Street is sufficiently wide to accommodate a second facility within the corridor. This additional right-of-way adjacent to SW 10th Street currently acts as a buffer to the residential communities; however, the project's intent is to include a limited-access connection, which is compatible with the original vision for this corridor.

3.6 Relocation Potential

A Conceptual Stage Relocation Plan (CSRP) was prepared for this project. The CSRP indicates that the project will require seven business relocations and no residential relocations. The seven businesses have a structure (building or parking lot) within the right-of-way acquisition area and may be eligible for relocation. Table 3.6.1 lists the businesses that may require relocation and the number of employees potentially affected.

Table 3.6.1: Potential Businesses to be Displaced

Folio Number	Business	Number of Employees	Comments
484203090030	Deerfield Storage	10 to 20	A portion of the frontage and one building may be affected.
484211100020 (Palm Trails Plaza, LLC)	UPS Store	10 to 20	Five businesses operate at this location, and one storefront is currently vacant. All six businesses may need to be relocated if the City of Deerfield Beach does not approve a set-back variance.
	Metro PCS	10 to 20	
	Jimmy John's	10 to 20	
	Sal's Restaurant & Pizzeria	30 to 40	
	Family Wellness Physicians	5 to 10	
	Vacant	N/A	

Note: The CSRP also included a relocation at Med-Care, but since the report was completed, the Preferred Alternative now avoids right-of-way from this parcel.

Adequate onsite space appears to be available on the remainder property for continued operation of Deerfield Storage. Consequently, this relocation is highly unlikely. If the City of Deerfield Beach disapproves a set-back variance for the Palm Trails Plaza shopping center, six businesses may need to be relocated. There is a sufficient number of available commercial replacement properties in case any business needs to be relocated.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right-of-Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

4.0 Recommendations and Commitments

4.1 Recommendations for Resolving Issues

Although the project has several mobility, safety, and connectivity benefits, the proposed project may impact the surrounding community from a social perspective. The project results in business relocations, changes in the viewshed, reduced green space, change in traffic patterns, and change in business access. Four general methods are available for addressing project impacts: avoidance, minimization, mitigation, and enhancement.

Avoidance measures are alterations to the project so that an impact does not occur. If no feasible or prudent avoidance alternative exist to resolve a project effect, minimization measures are explored. Minimization measures involve modifications to the project to reduce the severity of the effect. Typically, after all minimization efforts have been explored for their ability to resolve a project effect, mitigation and enhancement measures are pursued. Mitigation measures alleviate or offset a project effect that cannot be avoided through replacement or compensation. Enhancement measures are project features intended to increase the project's compatibility with the community context.

The following avoidance, minimization, and enhancement measures can be utilized to help resolve issues within the study area:

- Numerous alternatives and typical sections were evaluated to minimize right-of-way impacts as detailed in the PER. The project avoids all residential relocations and minimizes business relocations.
- A depressed section was evaluated to minimize aesthetic impacts.
- An alternative was developed to increase the buffer / green space between the roadway and residential properties on the south side of the roadway (Preferred Alternative).
- A shared use path is proposed within the study area to enhance mobility and transportation disadvantaged connectivity.
- Access is maintained to local businesses, residences, and community focal points.
- Landscaping is proposed to enhance aesthetics within the study area.

4.2 Sociocultural Effects Commitments

FDOT commits to the following to minimize sociocultural effects:

- FDOT commits that bicycle and pedestrian features will be provided with the project as well as connectivity through the Powerline Road and Military Trail intersections.
- FDOT commits that the Connector Road, which will be part of the FDOT Managed Lanes Network, will allow trucks to use the facility within the project's limits.
- FDOT commits to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards. The proposed overpass in the vicinity of Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.
- FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of Deerfield Beach guidelines.
- FDOT commits that the managed lanes will open without tolling, and a separate public hearing would be conducted if it is determined to introduce tolling on the managed lanes in the future.
- FDOT commits that, if the facility is tolled in the future, it would be done electronically via open road tolling (i.e., without vehicles being required to stop).
- FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in Table 4-1 in the Noise Study Report upon the following conditions:
    - Final recommendations on the construction of abatement measures is determined during the project's Final Design and through the public involvement process;
    - Detailed noise analyses during the Final Design process support the need, feasibility, and reasonableness of providing abatement;
    - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;

- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

- FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.

5.0 Environmental Justice, Civil Rights, and Related Issues

5.1 Protected Populations in Study Area

The project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above in Section 2.3. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

5.2 Coordination and Participation

Public involvement activities were completed in accordance with Section 339.155, Florida Statutes; executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and Code of Federal Regulations 771.

A public involvement program was developed and implemented for the SW 10th Street PD&E Study, as documented in the Public Involvement Plan (PIP). The PIP was updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolved during the life of the study. The purpose of the program is to outline the public involvement approach to be taken with the project,

provide and share project information with people living and working in the area, listen to ideas and concerns, and solicit and incorporate input received during the study process. For this project, the PIP focused on elected and appointed officials, agency meetings, a series of public meetings, and several community outreach techniques including a project website.

Public and Agency Kick-off Meetings, two Public Alternatives Meetings, one Project Update Webinar held on three days, a Public Hearing with multiple session options, and numerous other public involvement meetings have been held for this project. A summary of all public involvement activities is included separately in the Comments and Coordination Report, available under separate cover.

5.2.1 Public Kick-off Meeting

An Elected Officials and Agency Kick-off Meeting was held on November 15, 2017 from 2:30 p.m. to 4:30 p.m. followed by a Public Kick-off Meeting from 5:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. The meetings were held to inform elected officials, agency representatives, and the public of the PD&E Study and give them the opportunity to express their views regarding the proposed project. A presentation was given at both meetings that provided information regarding the process of the study, an overview of the project alternatives, the purpose and need for the project, and the project schedule. Following the presentation, FDOT staff and consultants were available to answer questions. A court reporter was present to take notes of those attending who wished to speak and provide comments. A total of 57 elected officials attended the Elected Officials and Agency Kick-off Meeting including 39 FDOT staff. Two hundred and ninety-one persons registered as having attended the Public Kick-off Meeting, including 48 FDOT staff and engineering consultant representatives. Comments and questions from the public were focused on: property value impacts, noise, traffic, and quality of life.

5.2.2 Alternatives Public Workshops

The first Alternatives Public Workshop was held on April 24, 2018 from 2:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. This workshop began as an open house, followed by a formal presentation with two question and answer (Q&A) sessions. The presentation covered the need for the project, information on the progress of the study, an overview of the project alternatives and the project schedule. The Q&A sessions

gave attendees an opportunity to ask questions or voice concerns. Throughout the workshop, FDOT staff and consultants were available to answer questions. A court reporter was present to take notes of those attending who wished to speak and to record the Q&A sessions. Two hundred and sixty people attended the first Alternatives Public Workshop, this included 40 FDOT staff and consultant representatives and 220 interested persons.

Two Build Alternatives were presented at the first Alternatives Public Workshop: the North Alignment and the Center Alignment. These alternatives included a depressed section from just west of Powerline Road to the C-2 Canal. The North Alignment placed the Connector Road on the north side of the corridor and the local lanes on the south side of the corridor. The Center alignment placed the Connector Road in the center with local SW 10th Street on either side, as a one-way frontage road system. The majority of the comments received included concerns about the depressed section, noise, traffic, and decrease in property values. Based on feedback from this public workshop, and additional community and stakeholder meetings, the North Alignment was favored and carried forward for further study.

The second Alternatives Public Workshop was held on November 29, 2018 from 2:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. This workshop was held as an open house format, and FDOT staff and consultants were available to answer questions and help throughout the workshop. There was also a presentation running concurrently every half hour. The presentation covered the need for the project, information on the progress of the study, an overview of the project alternatives and the project schedule. A court reporter was present to take notes of those attending who wished to speak and provide comments. Two hundred and eighty-five people participated at the second Alternatives Public Workshop. This total included 53 FDOT and Florida's Turnpike Enterprise staff and consultants and 232 interested persons.

Due to the concerns raised about the impacts of the depressed section at the first public workshop, additional alternatives were developed that reduced the limits of the depressed section for the second Alternatives Public Workshop. Five Build Alternatives with a north alignment were presented: the Full Depressed Alternative, three Partial Depressed Alternatives, and a Non-Depressed / No Managed Lane Access Alternative. Many attendees were in favor of the Non-Depressed Alternative, others favored the No-Build or the Partially

Depressed Alternatives. There were various questions about tolling and the desire for trucks to use the Connector Road. Businesses owners wanted to know detailed information regarding access to their property. Questions regarding the Sawgrass Expressway project timing and alternatives, and concerns about pollution, noise, and property values were also raised.

5.2.3 MPO and COAT Meetings

In 2015, the Broward MPO created the COAT. The COAT was tasked with obtaining consensus on a vision for the SW 10th Street corridor. The team was comprised of members from the surrounding community (businesses and homeowner representatives) as well as elected and appointed officials. The composition of the team consisted of:

- Nine members from the City of Deerfield Beach:
  - Four residents from communities adjacent to SW 10th Street;
  - Two business representatives; and
  - Three citywide representatives.
- Eight members from the SW 10th Street surrounding areas:
  - Two from the City of Coconut Creek;
  - Two from the City of Coral Springs;
  - Two from the City of Parkland; and
  - Two representing Broward County interests.

The COAT ultimately provided 18 recommendations and 15 sub-recommendations to the Broward MPO in 2016. The PD&E team has had numerous meetings with the COAT since the start of the PD&E Study, the meeting minutes for those meetings are included in the Comments and Coordination Report, available under separate cover.

Subsequent to the second Alternatives Public Workshop, the COAT was re-engaged for a series of three meetings (April to June 2019) along with numerous stakeholder meetings, including meetings with elected officials, neighborhood groups, and businesses in an effort to select a Preferred Alternative and move to a Public Hearing. The Broward MPO was also engaged for several meetings and provided input on modifications to the alternatives presented at the second Alternatives Public Workshop.

As a result of those meetings, the following modifications were made:

- Westward shift of overpass at Waterways Boulevard;
- Provide a new signalized median opening for Quiet Waters Business Park on Powerline Road north of SW 10th Street;
- Allow trucks on the Connector Road (exception to FDOT policy);
- The Connector Road would not be tolled initially;
- Add a 10-foot shared use path along south side of SW 10th Street between Waterways Boulevard and Powerline Road; and
- Include an eight-foot sidewalk along south side of SW 10th Street between Powerline Road and Military Trail.

As a result of stakeholder coordination and COAT meetings, FDOT made a commitment that the Connector Road, which will be part of the FDOT Managed Lanes Network, will allow trucks to use the facility within the project's limits. FDOT also commits that the Connector Road will open without tolling, and a separate public hearing would be conducted to introduce tolling. Also, if the facility is ever tolled, it would be done electronically, and vehicles would not be required to stop.

After considering the various social, cultural, environmental, and engineering issues associated with the Build Alternatives, and stakeholder input, the Westbound Depressed Exit Ramp was selected as the FDOT Preferred Alternative and a Public Hearing was scheduled for October 2019.

At the October 2019 MPO meeting, the City of Deerfield Beach and Broward MPO Board raised concerns that the FDOT Preferred Alternative was not addressing the COAT recommendations to their expectations. As a result, FDOT decided to postpone the Public Hearing. Subsequently, City staff met with the FDOT and identified five concerns regarding the project:

1. Connector Lanes do not connect directly to I-95 General Purpose Lanes;
2. Needs more Complete Street elements on local SW 10th Street;
3. Not enough depressed section elements;
4. Not enough green space; and
5. Will not provide full access to/from Turnpike from Local SW 10th Street (related to the Sawgrass Expressway / Florida's Turnpike project (FM Number 437153-1)).

As a result, the FDOT developed and evaluated solutions that could be incorporated into the Westbound Depressed Exit Ramp Alternative and coordinated with the City to get feedback. As a result, the following improvements were added to the project:

- Direct connections from the Connector Road to the I-95 general purpose and express lanes (improvements included in the I-95 at SW 10th Street interchange project (FM Number 436964-1));
- Addition of a 12-foot wide shared use path, instead of buffered bicycle lanes and sidewalk; and
- Creation of a new alternative (Without Powerline Road Ramps) that provides an additional 30 feet of green space in the corridor for landscaping.

Appendix H of the PER, includes a table of the COAT recommendations along with a disposition of how each recommendation is implemented or considered and a reference for where additional information on that topic can be found. A list of the meetings held with the MPO and/or COAT (as of March 24, 2021) is shown below in Table 5.2.1.

Table 5.2.1: Broward MPO & COAT Meetings

Stakeholder	Meeting	Date(s)
Broward Metropolitan Planning Organization (MPO)	Broward MPO Logistics for COAT	10/9/17
	MPO Meeting with Director Gregory Stuart	11/14/17 & 3/22/18
	Broward MPO Follow-up Meeting	7/16/18
	Alt. Workshop Discussion	7/18/18
	Broward MPO Presentation Review Meeting	10/8/18
	MPO Planning and Logistics Meeting for COAT	10/9/17
	Meeting with MPO Staff to Discuss Alternative Workshop, Workshop Results and Public Involvement	6/29/18, 7/8/18, 8/24/18 & 10/11/18, 10/28/20
	Board Meeting	5/10/18, 10/11/18, 2/14/19, 7/11/19, 7/9/20, & 11/12/20
	Executive Committee	12/7/17, 5/3/18, 6/6/19, 7/7/20
	Citizens' Advisory Committee (CAC)	4/25/18,10/24/18, 6/26/19 & 5/27/20
	Technical Advisory Committee (TAC)	4/25/18, 10/24/18, 6/26/19 & 5/27/20
	Broward MPO Engagement Forum	1/10/19 & 1/9/20

Stakeholder	Meeting	Date(s)
Community Oversight Advisory Team (COAT)	Pre-Kick-Off meeting	10/11/17
	Pre-Alternatives Public Workshop No. 1	3/29/18
	Project Update	11/19/18
	COAT Workshop Meeting	2/28/19
	COAT Recommendation Review Meeting No. 1	4/25/19
	COAT Recommendation Review Meeting No. 2	5/16/19
	COAT Recommendation Review Meeting No. 3	6/6/19

5.2.4 Project Update Webinars

Due to the State of Emergency declared by Governor DeSantis in Executive Order 20-52 as a result of the COVID-19 pandemic, a series of webinars was held in place of a third in-person Alternatives Public Meeting. The webinars were held on June 18, 2020, June 29, 2020, and July 1, 2020 from 7:00 p.m. to 8:30 p.m. via the GoToWebinar platform. In advance of the webinars, the exhibit boards were posted to the project website in an "Exhibit Room" layout, so that stakeholder could easily navigate through the exhibit boards, similar to an in-person public meeting. The webinar was divided into two sections: slideshow presentation (7:00 p.m. to approximately 7:35 p.m.) and the Q&A period (7:35 p.m. to 8:30 p.m.). The presentation covered the project updates since the last public meeting, Alternatives Public Workshop No. 2. The Q&A period covered questions asked in advance of the webinar, and also questions that were submitted during the webinar via the question / chat function. The presentation, the Q&A slides, and recordings of the webinars were posted onto the project website following the webinar. A matrix of the questions and answers for each question was also posted onto the project website.

Two Build Alternatives were presented during the webinars: the With Powerline Road Ramps Alternative and the Without Powerline Road Ramps Alternative. The With Powerline Road Ramps Alternative is a variation of the Partial Depressed – Westbound Exit Ramp Alternative presented at the second Alternative's Public Workshop. The Without Powerline Road Ramps Alternative is very similar to the With Powerline Road Ramp Alternative, except it removes the two ramps located just east of Powerline Road in order to provide additional green space and landscaping in the corridor, in response to the City's concerns described above. A total of 330 people attended Webinar No. 1 and the majority of comments

received related to noise, accessibility, and the adjacent Florida's Turnpike Study. A total of 377 people attended Webinar No. 2, and the majority of comments received related to noise walls and accessibility. Attendance dropped for Webinar No. 3, down to 92 attendees, and only a handful of comments were received.

5.2.5 Stakeholder Meetings

Throughout the duration of the PD&E Study, meetings were held with stakeholders that had interest in the project. At all these meetings, stakeholders were updated on project developments and were asked to share information that could assist the project team in the development of alternatives. A list of the meetings (as of March 24, 2021) is shown below in Table 5.2.2 and Table 5.2.3.

Table 5.2.2: Elected & Appointed Official Meetings

Municipality / Stakeholder	Meeting	Date(s)
Broward County	Mayor / Commissioner Beam Furr, District 6	11/6/17 & 5/9/19
	Vice Mayor / Commissioner Mark Bogen, District 2	10/2/17, 4/20/18, 5/7/18, 9/26/18 & 6/12/19
	Vice Mayor Dale V.C. Holness, District 9	4/15/19
	Commissioner Nan Rich, District 1	10/9/17
	Commissioner Michael Udine, District 3	10/2/17, 5/7/18, 9/24/18, & 4/3/19
	Commissioner Chip LaMarca, District 4	10/9/17
	Commissioner Lamar Fisher, District 4	12/14/18
	Commissioner Steve Geller, District 5	10/9/17
	Commissioner Tim Ryan, District 7	11/13/17
	Commissioner Barbara Sharief	5/6/19
	County Administrator Bertha Henry and Richard Tornese	10/3/18
	Broward County EPMG Drainage Meeting	2/21/18
	Broward County Water Main	3/21/18
	Broward County Resiliency	2/20/20
City of Deerfield Beach	Mayor / Commissioner Bill Ganz	9/26/17, 1/30/18, 8/24/18, 2/6/19, 6/12/19, 1/17/20, 5/21/20, 12/15/20, & 3/17/21
	Vice Mayor / Commissioner Gloria Battle, District 2	9/26/17, 4/9/18 & 10/1/18
	Chamber of Commerce	9/11/18 & 8/2/19
	City Commission Meeting	6/16/20 & 10/6/20
	City Manager Burgess Hanson	1/29/2018

Municipality / Stakeholder	Meeting	Date(s)
	Commissioner Bernie Parness, District 3	9/26/17, 3/6/18, 10/16/18, 3/5/20
	Commissioner Todd Drosky, District 4	10/10/17, 1/31/18, 8/24/18, 9/13/18, 1/4/19, 2/11/19, 4/24/19, 7/30/19, 1/26/21, & 3/17/21
	City of Deerfield Beach District 4 Community Meeting at Constitution Park with Commissioner Todd Drosky	5/31/18
	Project Update, Future Maintenance and Landscape Preliminary Discussion with Thomas Good	1/22/18, 1/29/18, 12/16/19
	Drainage and Utility Meeting	2/9/18 & 6/21/18
	Coordination Meeting with City of Deerfield Beach Staff	8/1/18, 2/13/20, 3/6/20, 5/22/20, 6/12/20, 7/10/20, 7/29/20, 8/14/20, 9/4/20, 9/24/20, 10/26/20, 11/29/20, & 3/11/21
	Florida's Turnpike Enterprise Meeting with the City	1/11/19 & 6/10/20
City of Coconut Creek	City Manager Mary Blasi	11/8/17
	Commissioner Mikkie Belvedere, District B	10/15/18
	Vice Mayor Sandra Welch, District C	12/12/18
	Commissioner Becky Tooley, District A	12/13/18
	Staff	9/16/20
City of Coral Springs	Commissioner Larry Vignola, Seat 3	5/7/18, 3/19/19 & 6/18/19
	City Staff	5/13/19 & 9/10/20
	Commissioners Workshop	9/25/19 & 9/30/20
City of Dania Beach	Commissioner Bill Harris	7/8/19
City of Hillsboro	Vice Mayor Irene Kirdahy / City Manager	6/25/19
City of Hollywood	Commissioner Richard Blattner, District 4	11/2/17 & 4/4/19
City of Parkland	Mayor Christine Hunschofsky	11/13/17, 10/22/18 & 7/8/19
	City Manager / City Staff Meeting	7/3/19
	City Engineer	9/1/20
City of Pompano	Vice Mayor Barry Moss, District 5	4/12/19
City of Sunrise	Commissioner Lawrence A. Sofield	3/25/19

Municipality / Stakeholder	Meeting	Date(s)
	Sean Dinneen, Assistant City Manager and Christine Pfeffer, Communications Director	9/1/20
City of Tamarac	Vice Mayor/Commissioner Debra Placko	3/20/19
City of Oakland Park	Commissioner Michael Carn	7/1/19
City of Lauderhill	Vice Mayor Margaret Bates	6/25/19
City of Lauderdale By the Sea	Vice Mayor Elliot Sokolow	6/25/19
City of Lighthouse Point	Commissioner Sandy Johnson, Seat #5	5/21/19
City of Margate	Commissioner Joanne Simone, Seat #5	7/9/19
City of Plantation	Mayor Lynn Stone	7/10/19
City of Pembroke Pines	Mayor Frank C. Otis	6/4/19
Town of Davie	Councilman Bryan Caletka	4/5/19
City of Weston	Commissioner Byron Jaffe	6/3/19
City of Wilton Manors	Vice Mayor Tom Green	5/22/19

Table 5.2.3: Stakeholder Meetings

Stakeholder / Agencies	Date(s)
ASCE Conference	7/9/19
Banyan Trails Community	10/30/18
Broward Business Expo	6/20/19
Broward County Environmental and Consumer Protection Division (ECPD) Drainage / Contamination Meeting	9/10/18
Broward County Parks and Recreation Section 4(f) Meeting for Quiet Waters Park	8/9/18
Broward County Teleconference Watermain Installation on Powerline Road and SW 10th Street	3/21/18
Business Leaders Meeting	6/10/20
Century Village East	2/1/18, 11/8/18, & 7/27/20
Century Village East Master Management	10/12/18, 11/8/18, 1/10/19, 2/28/19 & 3/28/19
Century Village Consultant (architect)	11/3/20
Century Plaza Library	9/17/19

Stakeholder / Agencies	Date(s)
City of Deerfield Beach Parks and Recreation Section 4(f) Meeting for Crystal Heights Park	7/16/18
Cocobay Community	11/14/18
Coconut Creek Senior Expo	6/1/18
Coral Springs / Coconut Creek Chamber of Council Government Affairs Committee Meeting	2/13/19
Creek TV Interview	8/21/19
Crystal Key Pointe Community	5/16/18
Discovery Pointe	8/21/19
Dunn's Run Pop-up	10/6/19
Economic Development Committee Meeting	6/25/20
Enclave at Waterways	11/13/18
Express Lane Committee Meeting	6/17/19
FP&L / AT&T Preliminary Coordination Meeting	3/28/18
FP&L Transmission Discussion Meeting	3/28/18 & 1/18/19
FSITE Plangineering Conference	10/30/18
Fort Lauderdale 2019 South Florida Business Conference and Expo	6/20/19
FTAC	12/4/19
FTAC Presentation at Fort Lauderdale Allegiance	8/15/18
Greater Deerfield Beach Chamber of Commerce	9/11/18
Horizon Community	8/7/19
Independence Bay Community	3/19/18, 9/15/18, 9/23/19 & 9/20/20
South Florida Water Management and US Army Corps of Engineers Inter-Agency Meeting	2/15/18
Meadow Lakes Community	4/9/18 & 8/20/20
Meadows of Crystal Lakes	9/9/19
Meeting with Dan Glickman to discuss content for Century Village East Meeting on 2/1/19	1/16/18
Meeting with First Responders	8/24/18
Newport Business Center	1/31/18, 4/11/19, 11/5/20, & 3/22/21
Parkland Chamber of Commerce	11/14/18
Parkland Farmers' Market	11/4/18 & 2/17/19
Parkland Isles Community	2/18/19
Project Update Meeting with FTE Team	4/24/19, 5/8/19, 5/22/19, 5/31/19 & 6/5/19
Publix Pop-Up	9/28/19
Publix Distribution Center	10/17/17 & 2/23/18
Quiet Waters Business Park	3/25/19, 4/16/19, 5/31/19, & 9/19/19

Stakeholder / Agencies	Date(s)
Sawgrass Promenade	9/18/19 & 9/14/20
Secretary Thibault Visit	3/11/19
The Lakes at Deerfield Apartments Management	3/23/18
The Lakes at Deerfield Apartments Residents	8/21/18 & 9/19/19
Waterford Homes Community	7/18/18, 8/13/19, 8/5/20 & 10/7/2020
Waterford Courtyard	8/28/2019 & 10/1/20
Waterways Community	3/22/18, 10/9/18, 8/7/19 & 8/27/20
Western Businesses	3/6/18
Zonta Club of Greater Deerfield Beach	10/16/18

5.2.6 Public Hearing

The SW 10th Street Connector and I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study held a series of virtual and in-person Public Hearings from October 12, 2020 to October 15, 2020. Three virtual sessions were held per day starting on Monday, October 12, 2020 and ending on Wednesday October 14, 2020. Each session consisted of an open house, formal presentation, and comment period as shown in Table 5.2.4. The open house portion was facilitated through a short presentation that was organized by topics that had been developed based on the most common questions the team had received during previous public engagement meetings. At the end of each topic, questions were taken from attendees verbally and chat questions were answered throughout the open house portion, and where appropriate, those questions were read-in to the audience. As time permitted, fly-through videos of each project were shown at the end of the open house.

Table 5.2.4: Virtual Public Hearing Session Schedule

Session	Open House Sessions		Formal Hearing Sessions		
	Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
A	11:00 a.m.	12:00 noon	12:00 noon	12:45 p.m.	1:30 p.m.
B	2:30 p.m.	3:30 p.m.	3:30 p.m.	4:15 p.m.	5:00 p.m.
C	6:00 p.m.	7:30 p.m.	7:30 p.m.	8:15 p.m.	9:00 p.m.

Note: Virtual sessions occurred on Monday, October 12, 2020, Tuesday, October 13, 2020, and Wednesday, October 14, 2020.

In addition to the nine virtual sessions, four in-person Public Hearing sessions were held on Thursday, October 15, 2020 as shown in Table 5.2.5. The in-person Public Hearings were in the standard format as a traditional Public Hearing, but with social distancing and face masks required.

Table 5.2.5: In-Person Public Hearing Session Schedule – October 15, 2020

Open House Sessions		Formal Hearing Sessions		
Session Begins	**Session Ends**	**Presentation Begins**	**Comments Start**	**Comments End (approx.)**
9:00 a.m.	10:00 a.m.	10:00 a.m.	10:45 a.m.	11:30 a.m.
12:00 noon	1:00 p.m.	1:00 p.m.	1:45 p.m.	2:30 p.m.
3:00 p.m.	4:00 p.m.	4:00 p.m.	4:45 p.m.	5:30 p.m.
6:00 p.m.	7:00 p.m.	7:00 p.m.	7:45 p.m.	8:30 p.m.

Public Hearing Attendance

The virtual Public Hearings anticipated between 40 and 80 attendees per session (to ensure that all questions could be answered during the open house portion of the hearing), and in-person attendance was limited to approximately 40 attendees per session (to facilitate social distancing and less than 50 people in a room). Registration was requested for the virtual Public Hearing sessions and was encouraged for the in-person Public Hearing sessions. Registration was limited to one session per attendee, unless there was a need to attend more than one session (to try to limit the amount of people registering for all sessions and then only attending one).

The first day morning sessions (1A and 1B) reached the anticipated 40 registrations very quickly, due to the number of consultants registered for those sessions. Those sessions were closed on the website when registration reached 70 and attendees were asked to call if they needed to register for that session. This same methodology was applied to the other morning sessions as well. Table 5.2.6 shows the attendance and registration for each of the virtual sessions (Monday, October 12th was Day 1, Tuesday, October 13th was Day 2, and Wednesday, October 14th was Day 3).

Table 5.2.6: Virtual Public Hearing Attendance

Session		Number Registered	Number Attended	Percentage
Monday 10/12	1A	72	47	65%
	1B	73	44	60%
	1C	73	53	73%
Tuesday 10/13	2A	45	38	84%
	2B	39	33	85%
	2C	34	18	53%
Wednesday 10/14	3A	42	27	64%
	3B	44	37	84%
	3C	45	43*	96%
Total		467	340	73%

* Includes 11 attendees at the in-person Deerfield Beach viewing location.

A total of 27 attendees participated in the in-person Public Hearing sessions. The registration process worked very well and those needing to be allowed into more than one session or change sessions were accommodated.

Public Hearing Content

Similar to the Project Update Webinars described in Section 5.2.4, two Build Alternatives were presented during the Public Hearing: the With Powerline Road Ramps Alternative and the Without Powerline Road Ramps Alternative. The With Powerline Road Ramps Alternative is a variation of the Partial Depressed – Westbound Exit Ramp Alternative presented at the second Alternative's Public Workshop. The Without Powerline Road Ramps Alternative is very similar to the With Powerline Road Ramp Alternative, except it removes the two ramps located just east of Powerline Road in order to provide additional green space and landscaping in the corridor, in response to the City's concerns described in Section 5.2.3. The public was informed that a decision on a Preferred Alternative would be reached after considering the various Public Hearing comments and that the decision would be shared via the email mailing list and the project website (everyone who attended the Public Hearing would be notified via email).

Formal Comment Period

The formal comment period was facilitated virtually by having those wishing to speak raise their virtual hand to make a comment or enter the comment into the chat. During the virtual sessions, a total of eight verbal comments and one chat comment were received during the formal comment period, as shown in Table 5.2.7. No comments were received during the formal comment period during the in-person sessions. Although one individual asked a clarifying question during the last in-person Public Hearing session. No written comments were received at the in-person Public Hearing.

Table 5.2.7: Virtual Public Hearing Comments

	Virtual Public Hearing Session								
Type	**1A**	**1B**	**1C**	**2A**	**2B**	**2C**	**3A**	**3B**	**3C**
Verbal	1	1	1	0	1	0	0	1	3
Chat	0	0	1	0	0	0	0	0	0

The majority of the formal comments were related to the attendee's preference of the Preferred Alternative for the SW 10th Street Connector project. Two attendees expressed interest in the No-Build Alternative (secondary choice is Without Powerline Road Ramps Alternative), one attendee expressed interested in the With Powerline Road Ramps Alternative, and two attendees preferred the Without Powerline Road Ramps Alternative. The other comments received related to business access and noise.

Comment Period Summary

The comment period began on October 12, 2020, the day of the first hearing and closed 20 days after the last hearing, November 4, 2020. A total of 94 unique comments were received (total of 96 comments but two comments were duplicates received through two methods). Table 5.2.8 represents a summary of the comment methods that were used to submit comments. The most common comment methods were email and the GoToSurvey.

Table 5.2.8: Summary of Comment Method

Comment Method	Number of Comments
Chat	1
Comment Form	1
Email	44
GoToSurvey	27*
Verbal	8
Website	14*
Mail	1
Total	**96 (unique = 94)***

*Contains two duplicate comments submitted under different methods.

Of the 27 comments submitted as part of the GoToSurvey, 17 were solely complimentary of the presentation and virtual hearing process, five comments requested a clarification, two attendees indicated they had technical difficulties, and two other comments indicated their opinions of the project.

The Public Hearing comments generally fell into nine categories:

- Quality of Life (noise, construction disruption, and aesthetic features);
- Traffic Operations (access, traffic volumes, and median openings);
- Clarification/Additional Information Requested;
- Property Values;
- Costs;
- Economic Competitiveness (primarily better or additional access);
- COAT Recommendations;
- Safety; and
- Water Quality.

Of the 96 comments received, 54 did not state a preference for a Preferred Alternative. The following is a breakdown of the Public Hearing comments pertaining to the Preferred Alternative:

- No-Build Alternative = 28;
    - Six stated a secondary preference for Without Powerline Road Ramps;
- Build Alternative (no preference) = 4;
- With Powerline Road Ramps Alternative = 4; and

- Without Powerline Road Ramps Alternative = 6.

5.3 Summary of Project Effects

The SCE Evaluation is intended to be a proactive planning tool that ensures that community values, quality of life, and socioeconomic impacts are adequately considered and addressed in the formulation of transportation plans. Potential social, economic, land use, mobility, aesthetic, and relocation impacts that may result from transportation projects are identified and evaluated. As documented in this evaluation, the addition of a limited access facility adjacent to SW 10th Street will have minimal long-term negative impacts on the study area, and upon completion, is projected to increase quality of life through improved access and mobility, increased public safety, enhanced emergency response times, and reduced congestion which leads to decreased air and noise impacts.

The FDOT ETDM Screening Summary evaluated the potential effects of the project as of December 2016. The ETDM degree of effect for each environmental category was as follows:

- Social – Moderate;
- Economic – Minimal;
- Land Use – Minimal;
- Mobility – Minimal;
- Aesthetic Effects – Moderate; and
- Relocation Potential – Minimal.

After completing the analysis described in this report and other supporting documents, the degree of effect for one of the environmental categories differs from the degree of effect established during ETDM Programming Screen. The degree of effect for Mobility was upgraded from Minimal to Enhanced due to the significant improvement in travel time, regional connectivity, and transportation disadvantaged mobility improvements, like the addition of the shared use path. Table 5.3.1 provides an overview of the project effects.

Table 5.3.1: Project Effect Overview Summary

Issue	Impact	Degree of Effect
Social	• Results in no division of neighborhoods or substantial impacts to community cohesion. • Shared use path improves connection to community focal points and commercial facilities along the corridor for transportation disadvantaged groups. • Visual impacts are minimized with additional landscaping and aesthetic features. As well as minimizing the length and presence of bridges adjacent to residential communities. • Additional capacity improves emergency evacuation, first responder response time, and safety. • Reduces user delays by separating regional traffic from local traffic. • Does not result in any disproportionately high or adverse effects on any minority or low-income populations. • Minimal right-of-way acquisitions required.	Moderate
Economic	• Results in a maximum of seven business relocations. There is a sufficient number of available commercial replacement properties in case any business needs to be relocated. • No significant effects on the local tax base. • Minor changes to some business access. All businesses will retain access to SW 10th Street. • Enhances movement of goods and services in the region.	Minimal
Land Use Changes	• The corridor is essentially built out and the project is not expected to induce development or result in any significant land use changes.	Minimal
Mobility	• Enhances mobility through the separation of a limited access facility and a local road facility. • Enhances regional mobility and the SIS network. • Enhances multi-modal facilities by constructing a 12-foot wide shared use path throughout the SW 10th Street study area.	Enhanced

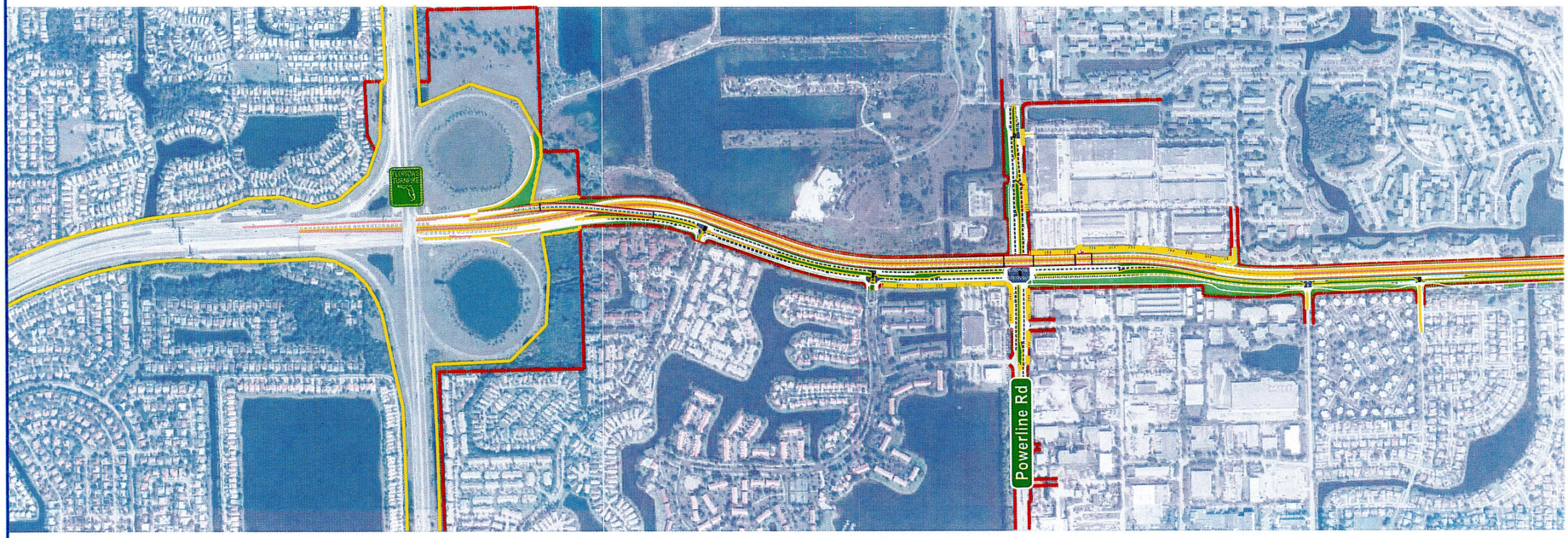
Issue	Impact	Degree of Effect
	• Enhanced signals are proposed at major intersections to enhance safety at the crosswalks. • Enhances interconnectivity between several SIS systems (I-95, Florida's Turnpike, and Sawgrass Expressway) providing both a local and a regional benefit to south Florida.	
Aesthetic Effects	• Noise impacts are expected, but noise walls are warranted at each of the residential areas along SW 10th Street between Florida's Turnpike and Military Trail. • Viewshed obstructions are addressed by shifting the structure in front of Waterways Boulevard to the west, further from residential areas. The Preferred Alternative also results in additional green space, and enhanced landscaping. • Landscaping will be added consistent with the City of Deerfield Beach Landscape Manual. • Aesthetic treatments will be considered throughout the design phase and coordinated with the City of Deerfield Beach. • Benches will be considered along the shared use path.	Moderate
Relocation Potential	• The project will result in a maximum of seven business relocations and no residential relocations.	Minimal

5.4 Findings Regarding Disproportionate Adverse Effects

Based on the above discussion and analysis, the Preferred Alternative will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further Environmental Justice analysis is required.

Appendix A – Preferred Alternative Concept Plan Sheets (PER Appendix D)

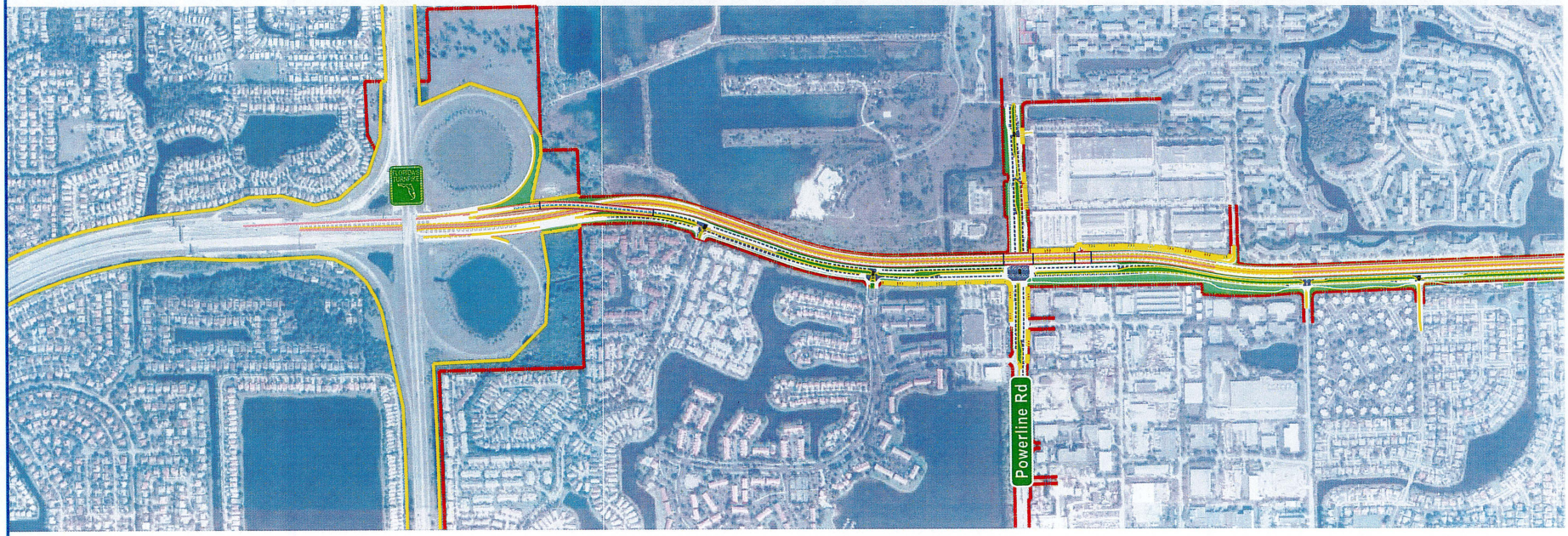
APPENDIX D - PREFERRED A



SR 869 / SW 10th Street Connector PD&
Florida's Turnpike / Sawgrass Expressway
Financial Project ID: 439891-1-22-02, ET

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APPENDIX D - PREFERRED A

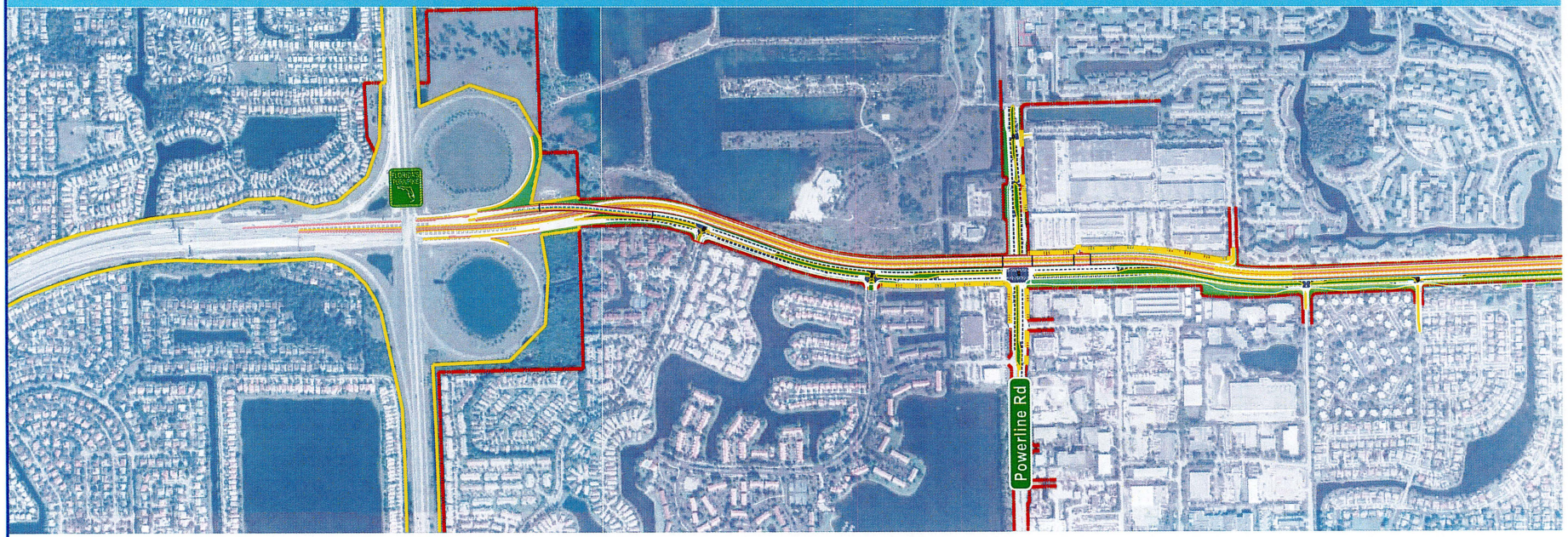


INDEX OF DRAWINGS

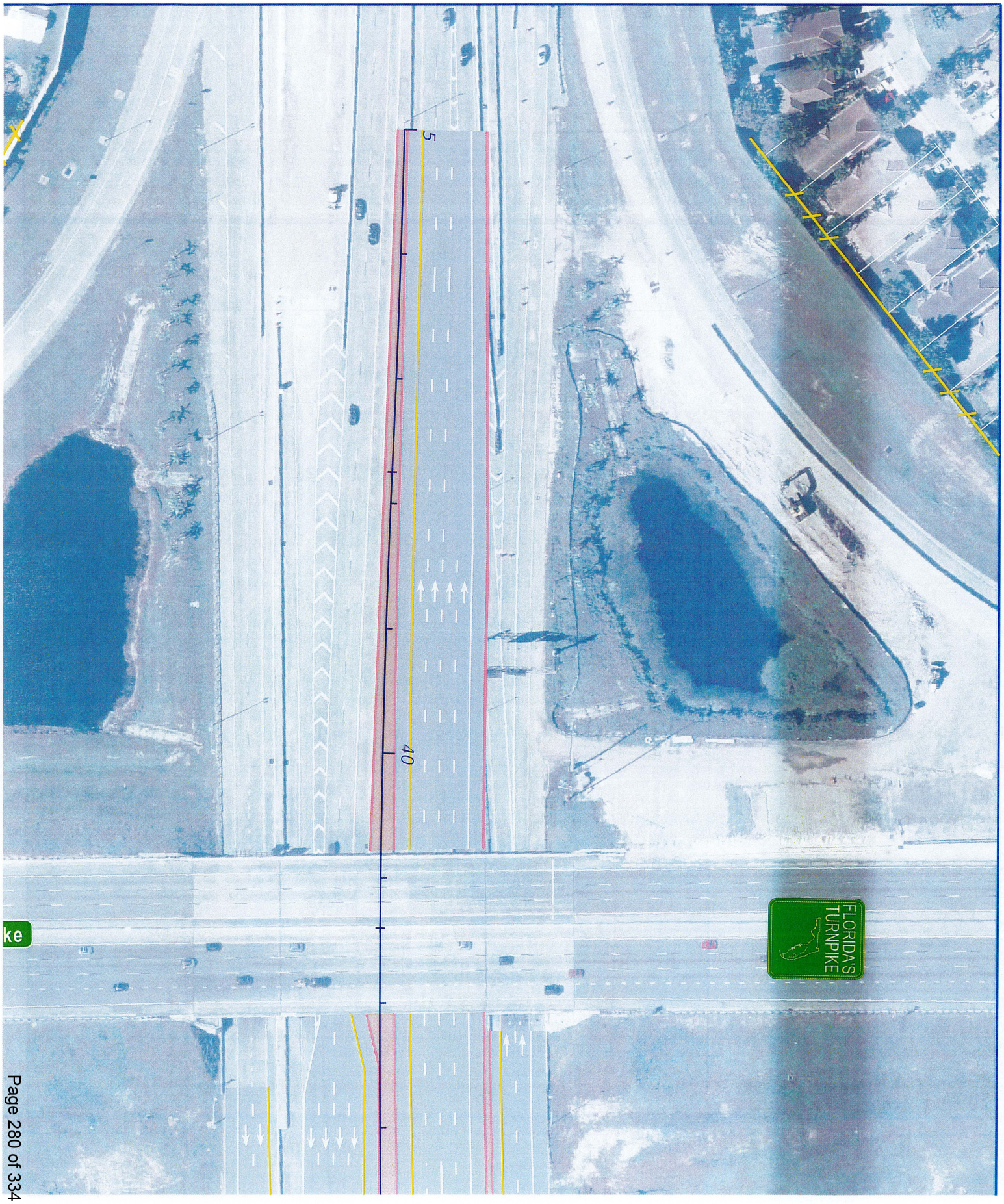
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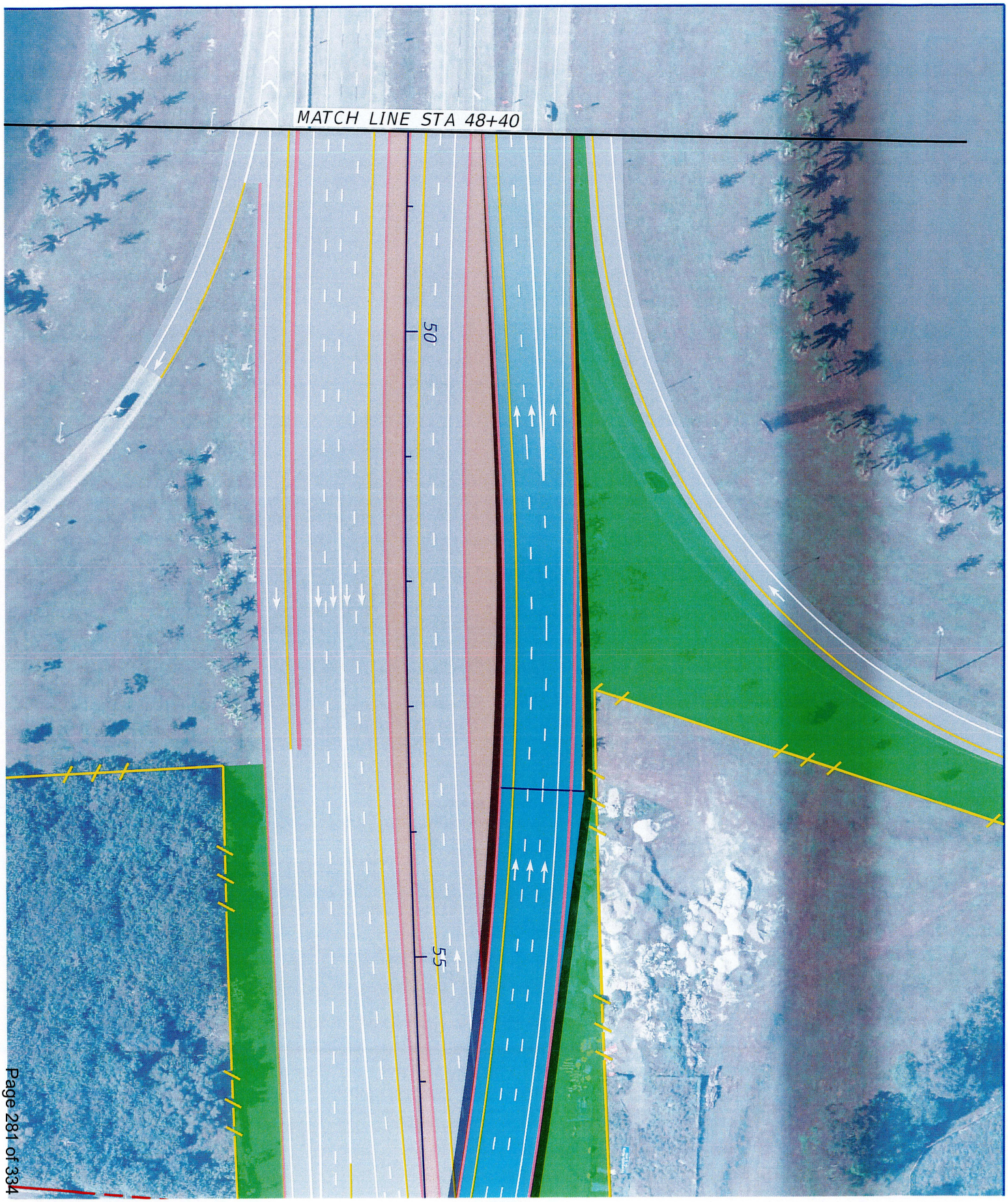
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PREFERRED ALTERNATIVE PLAN SHEETS



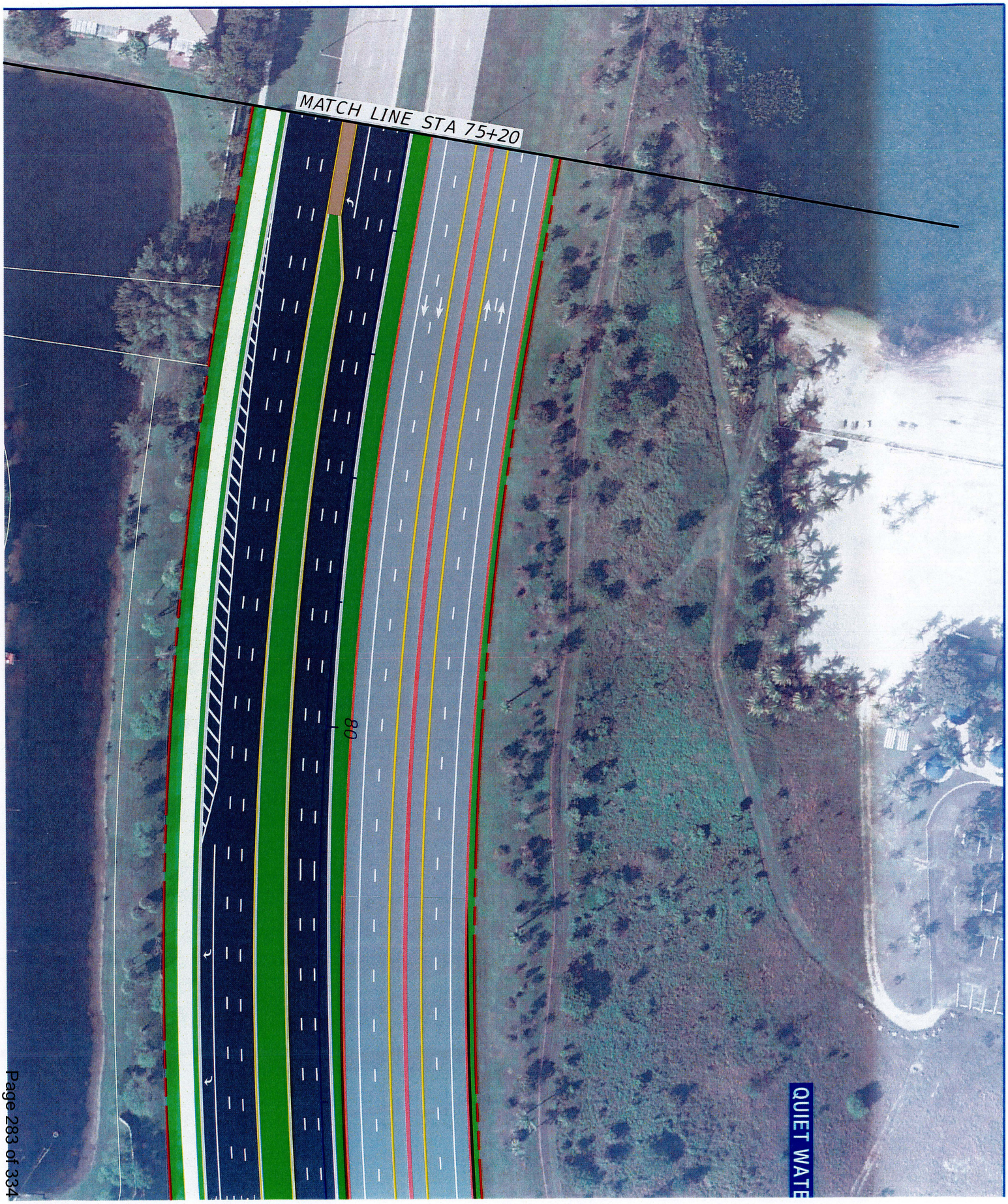
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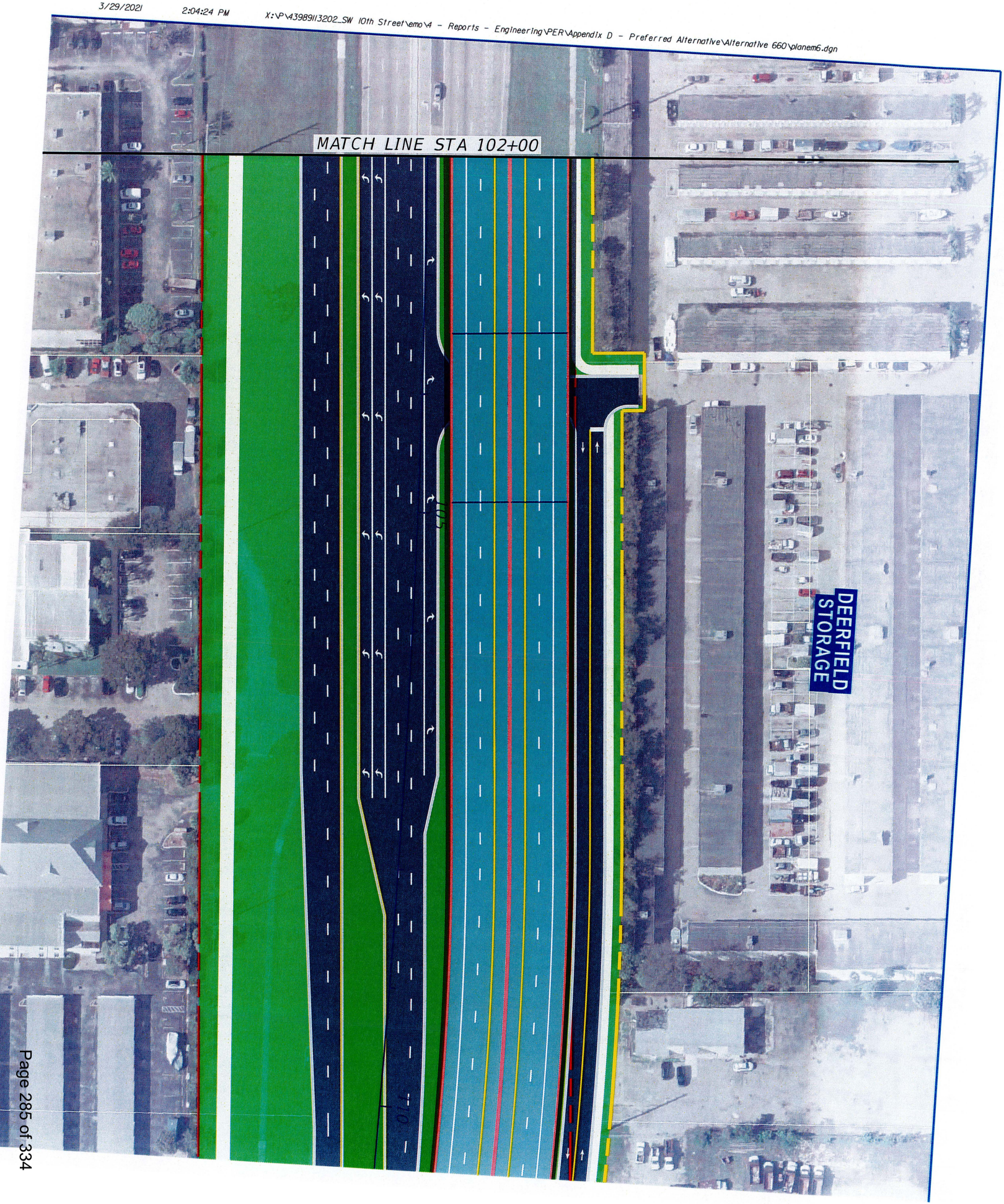

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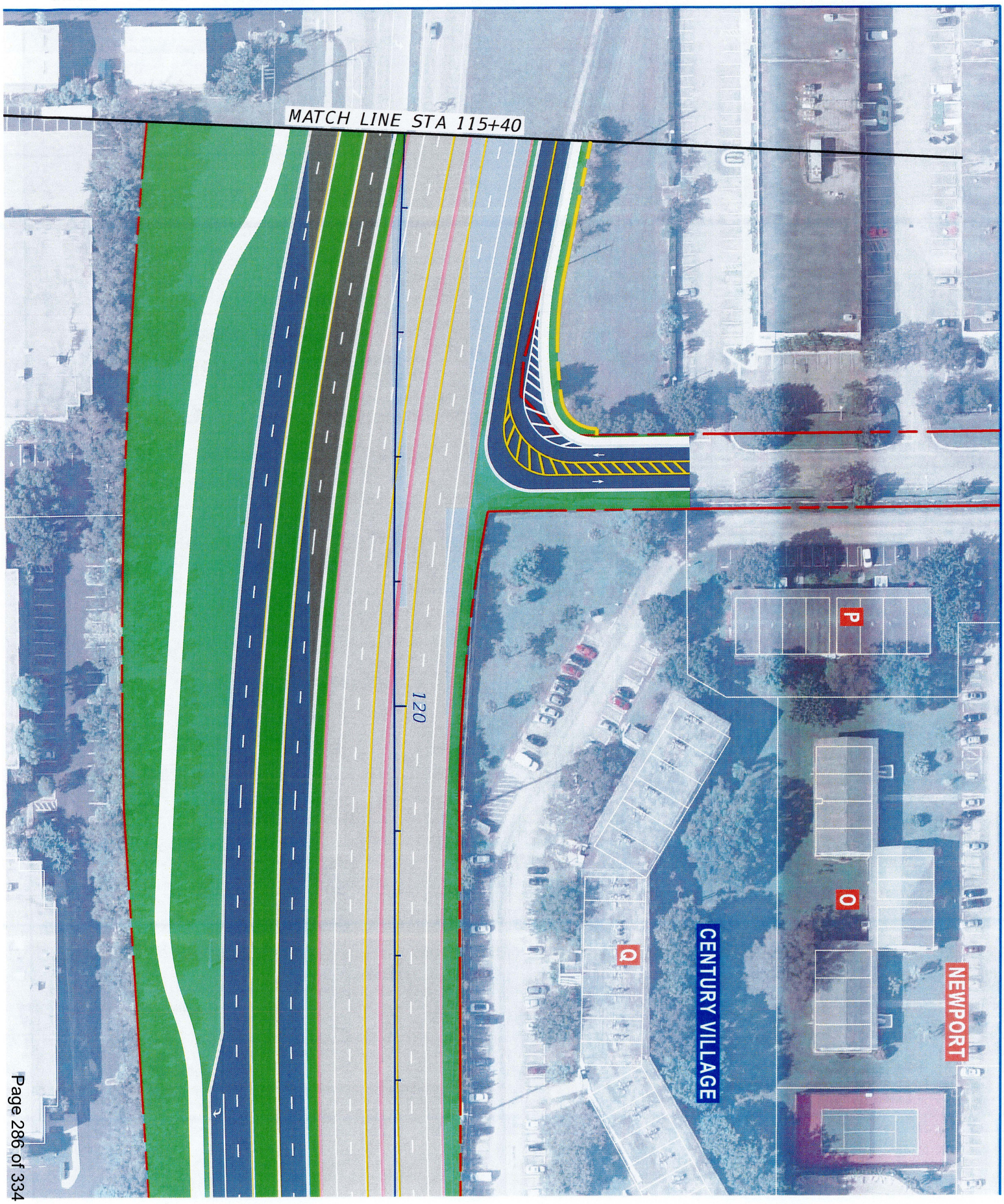
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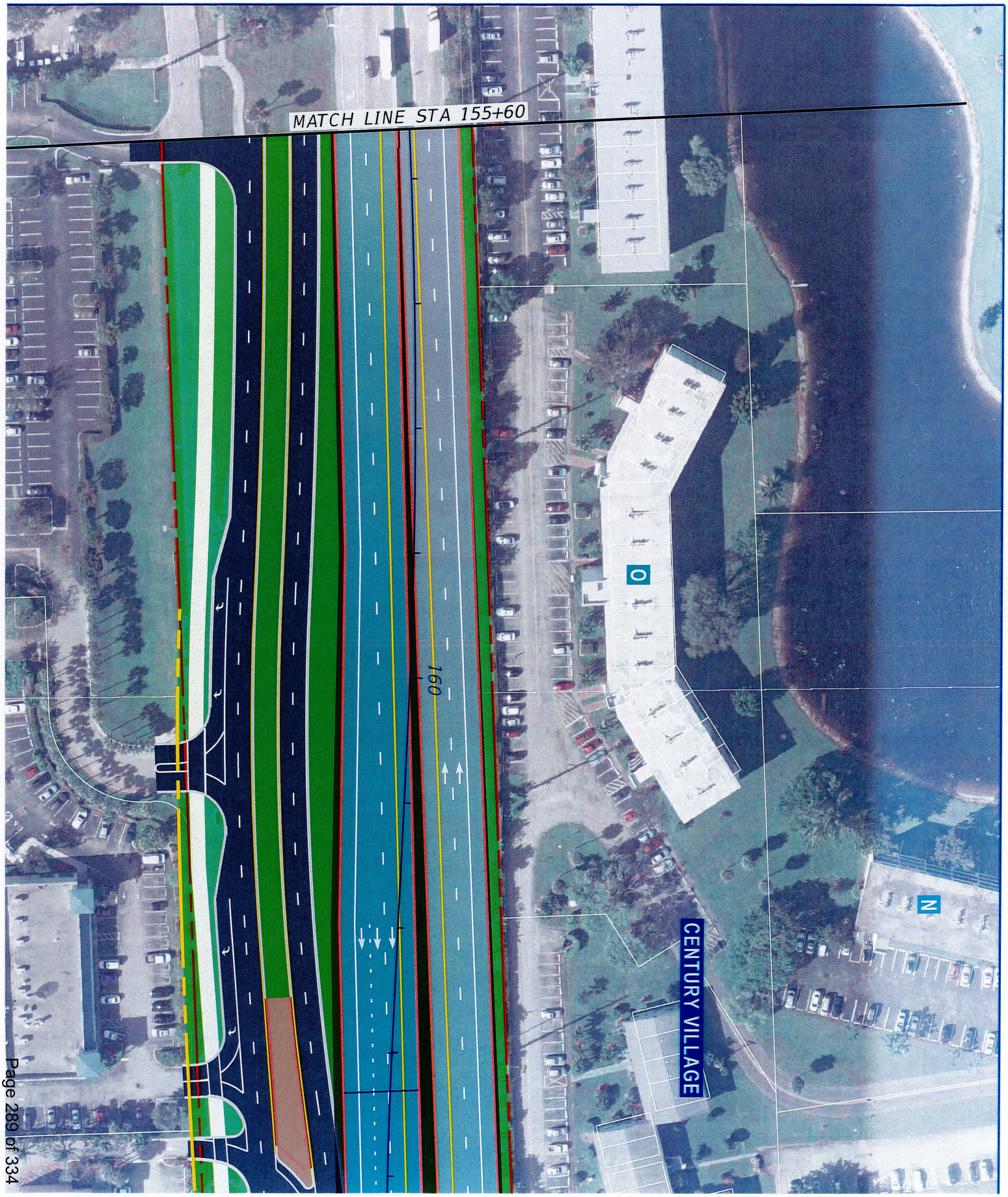

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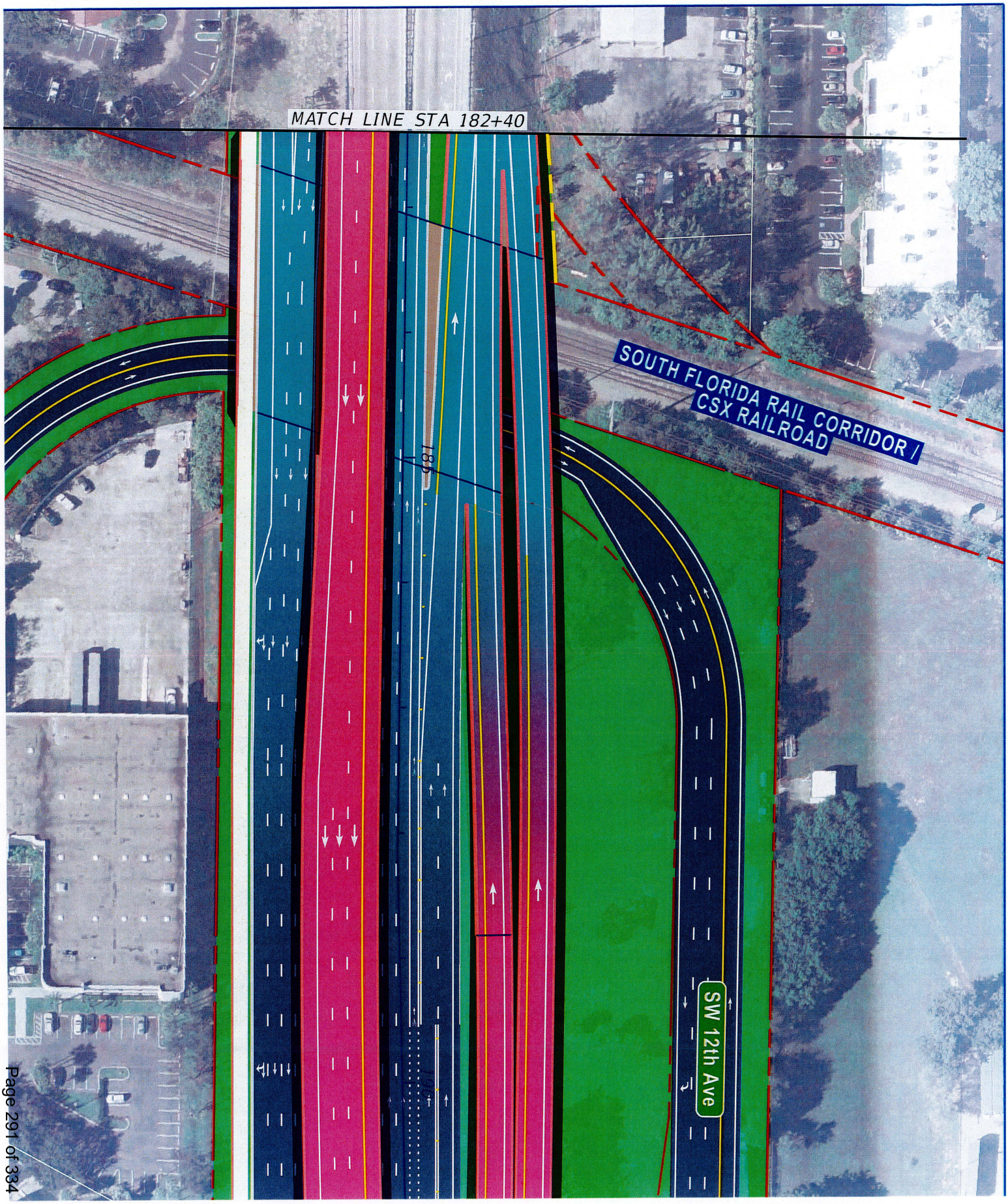


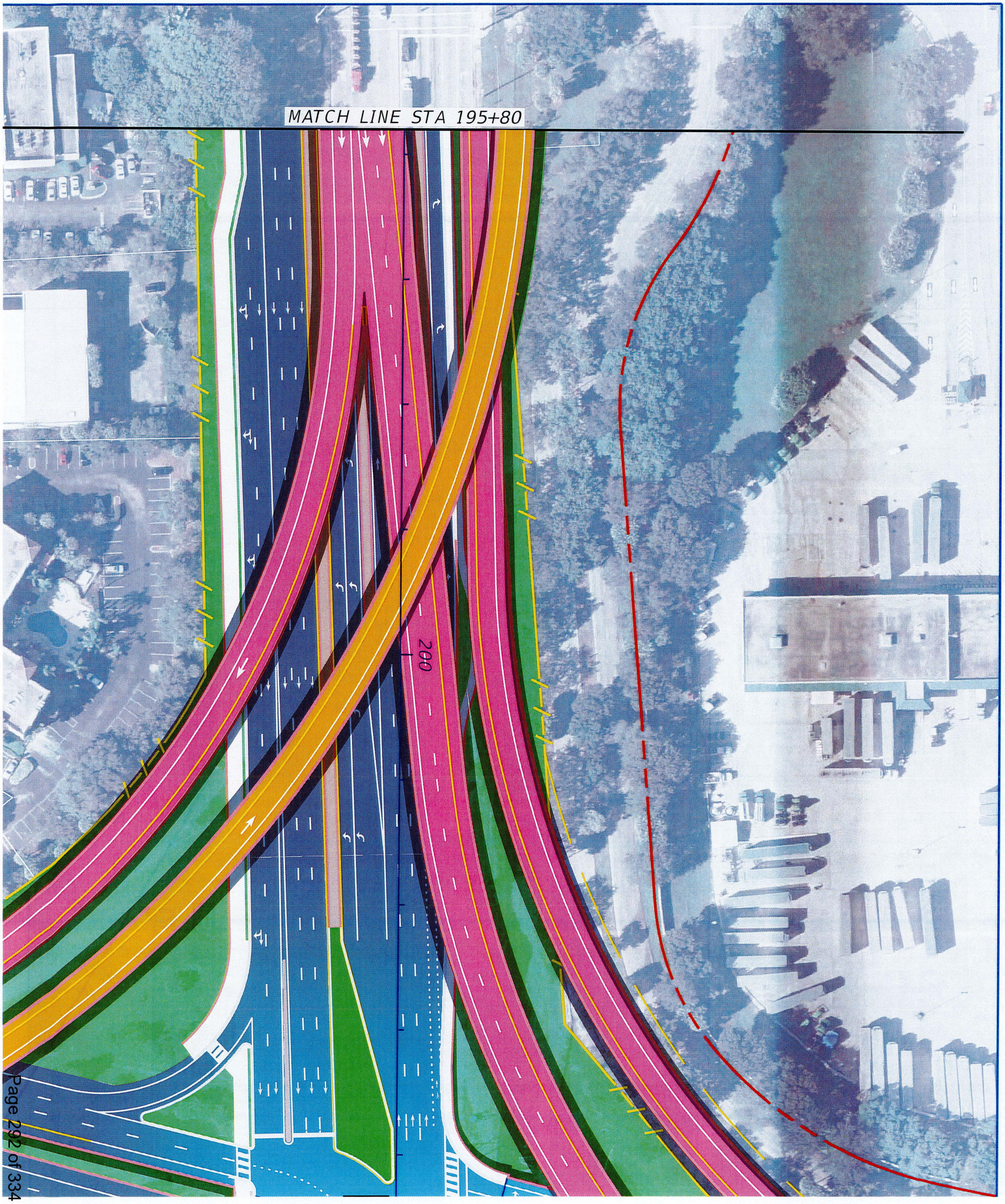
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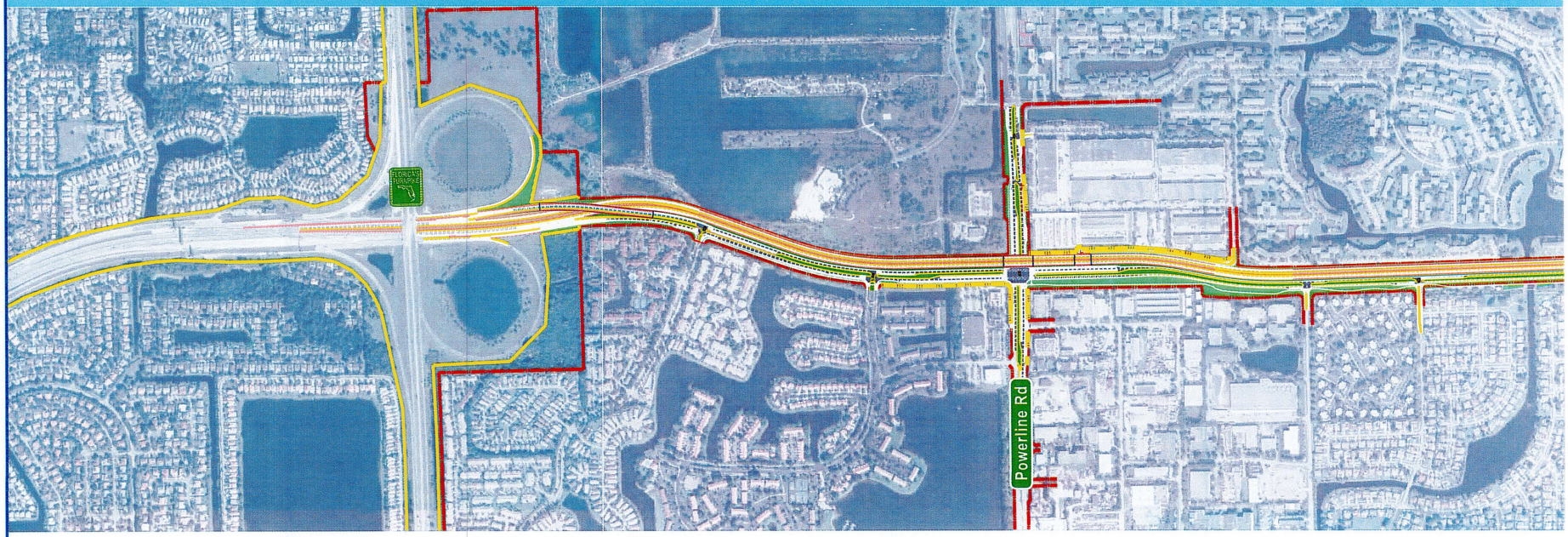
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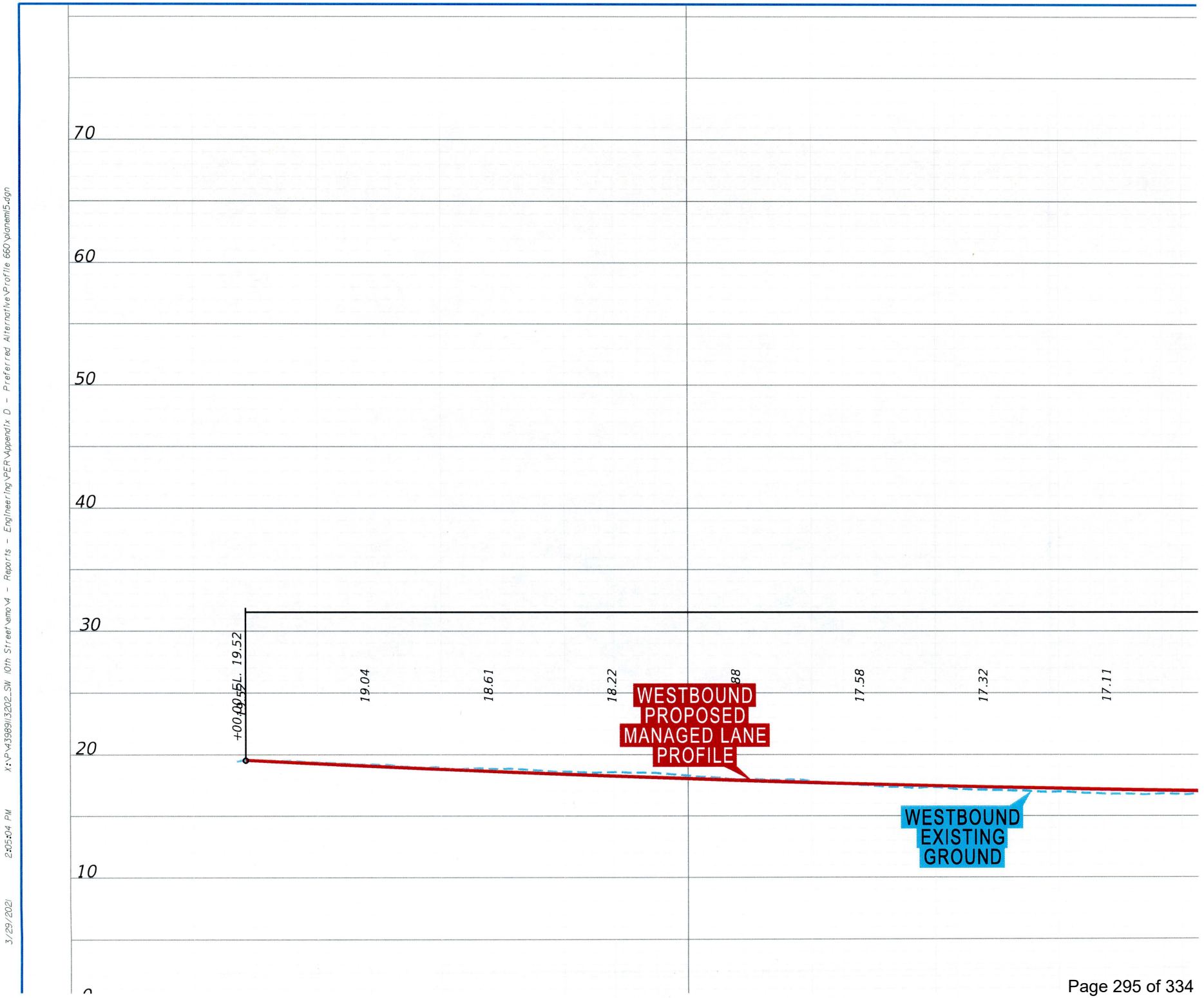

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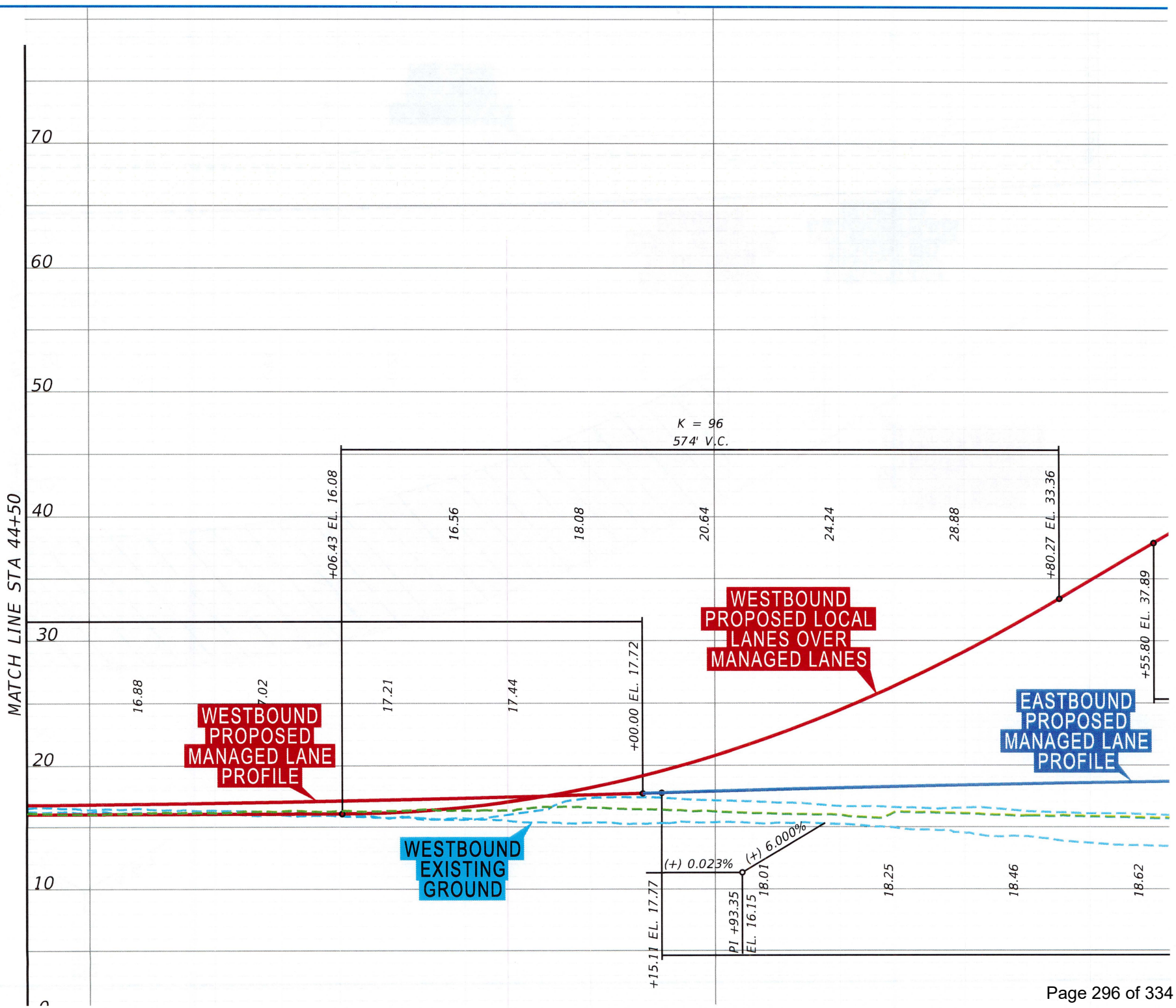
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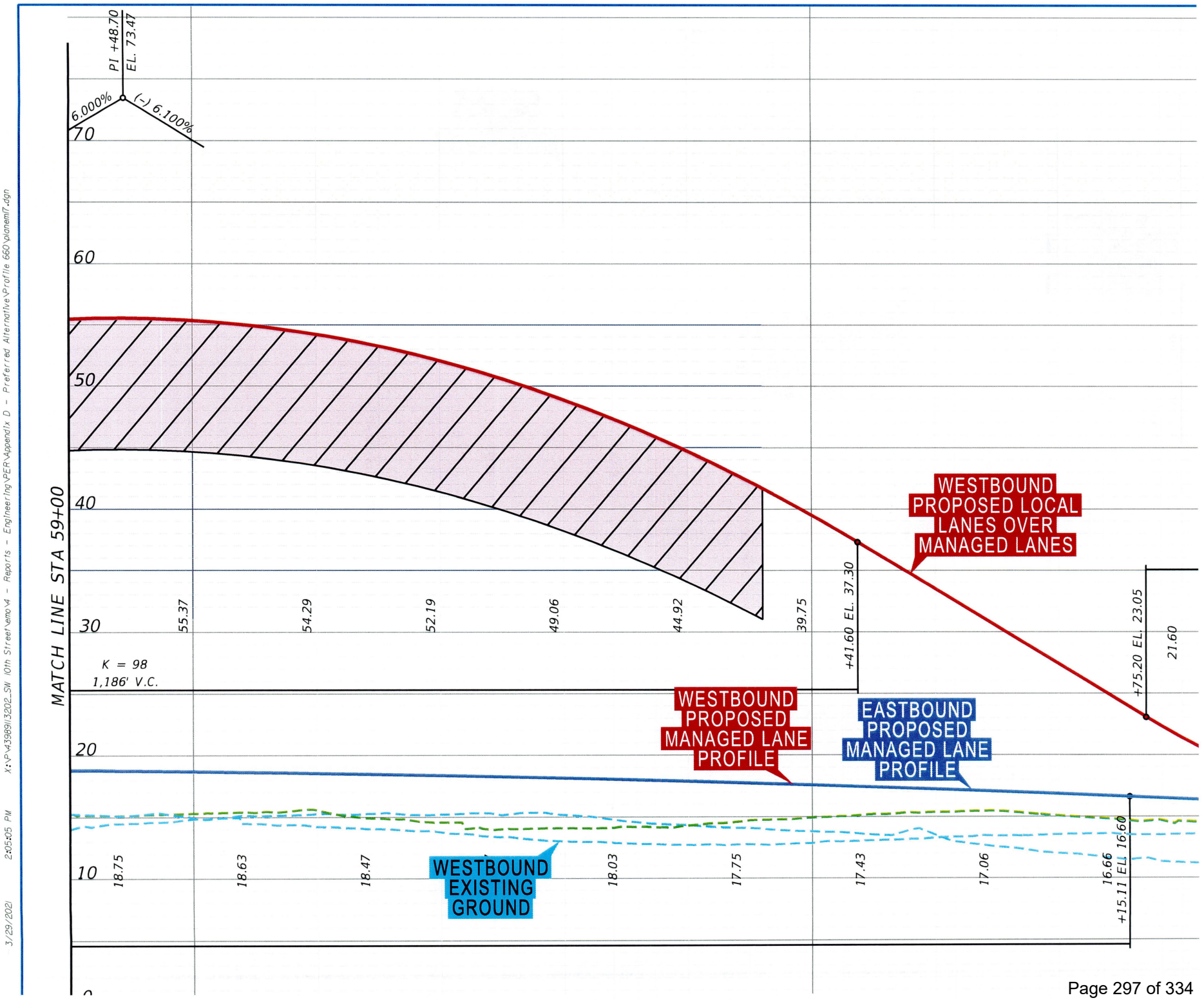


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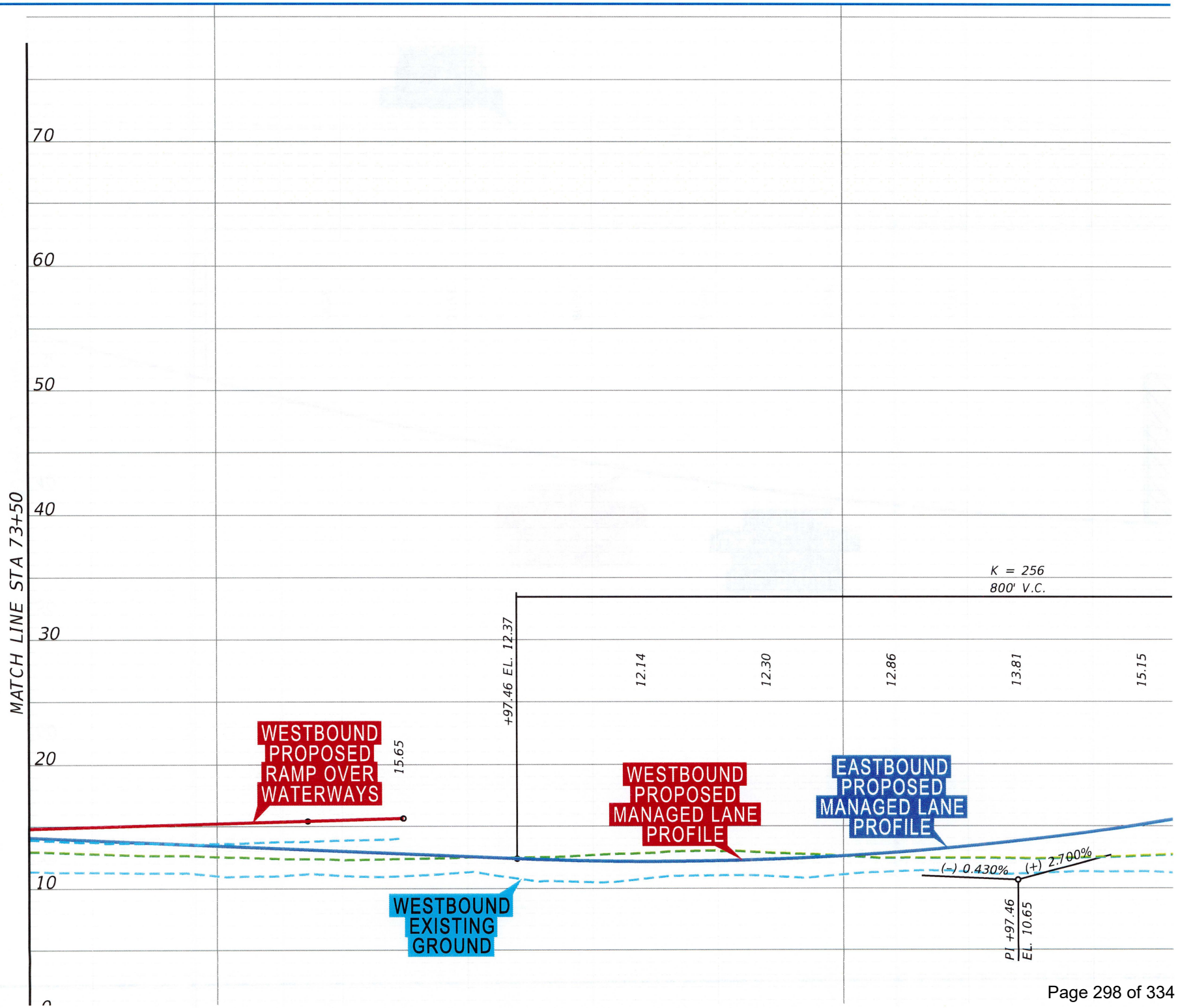


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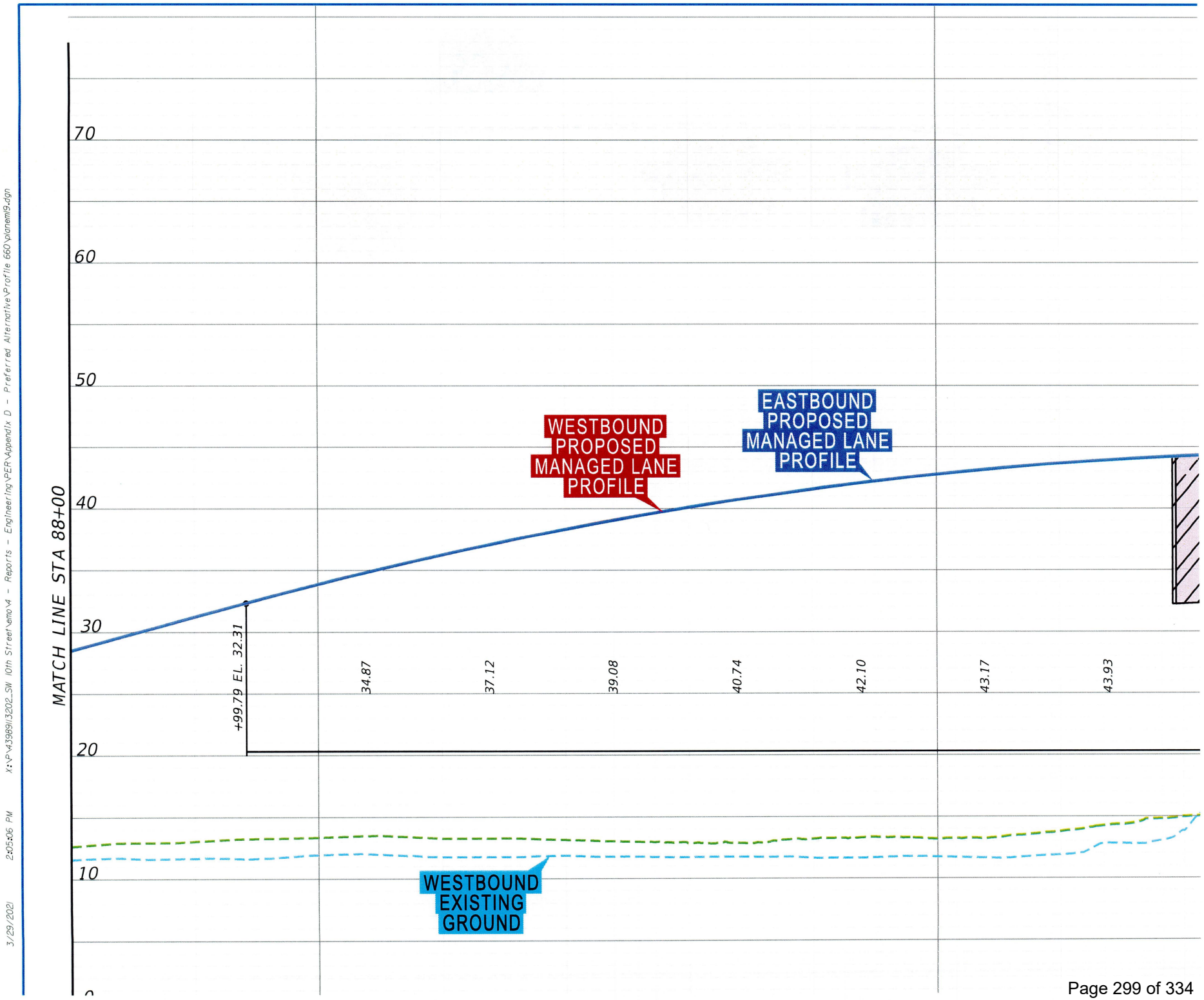

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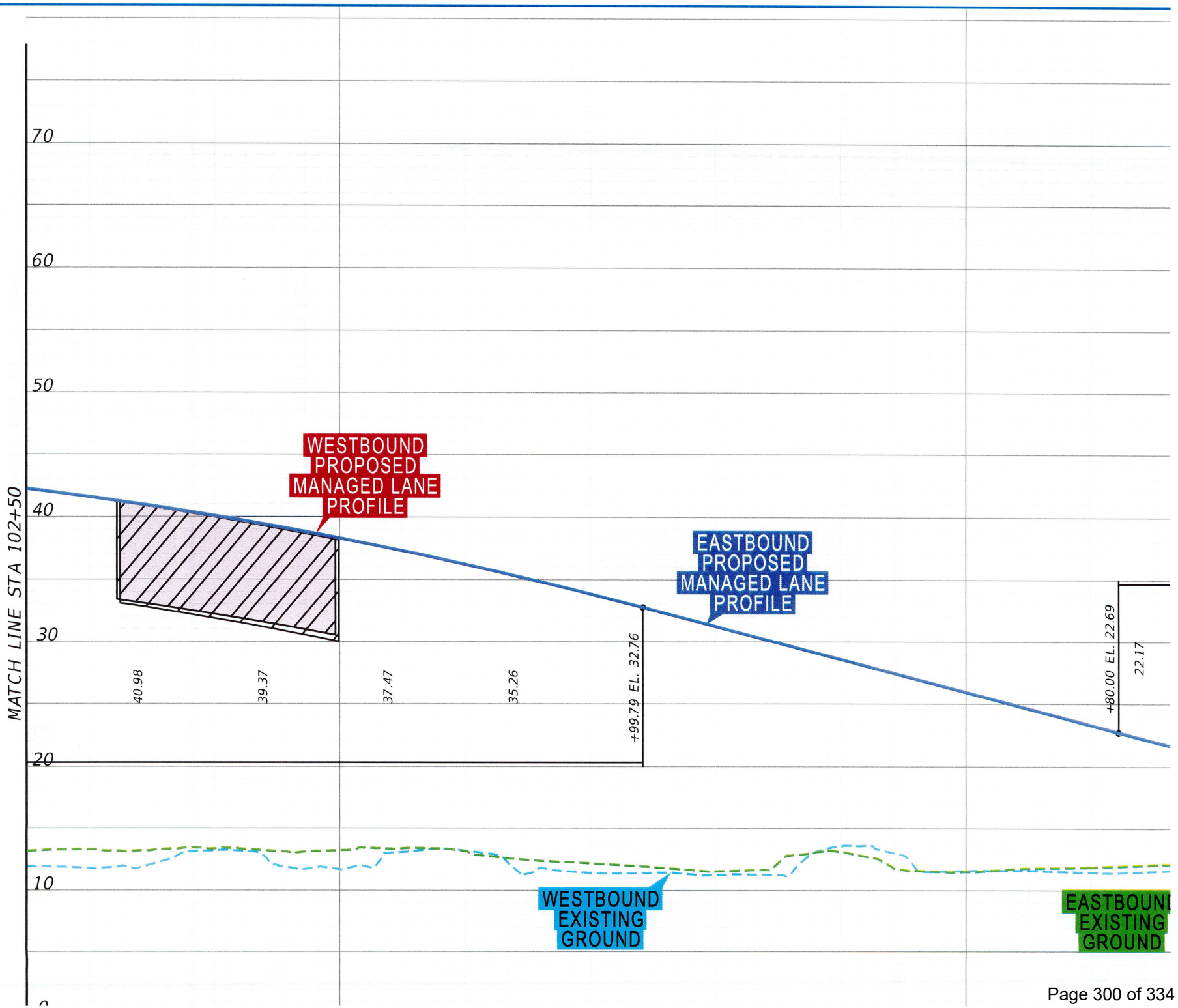
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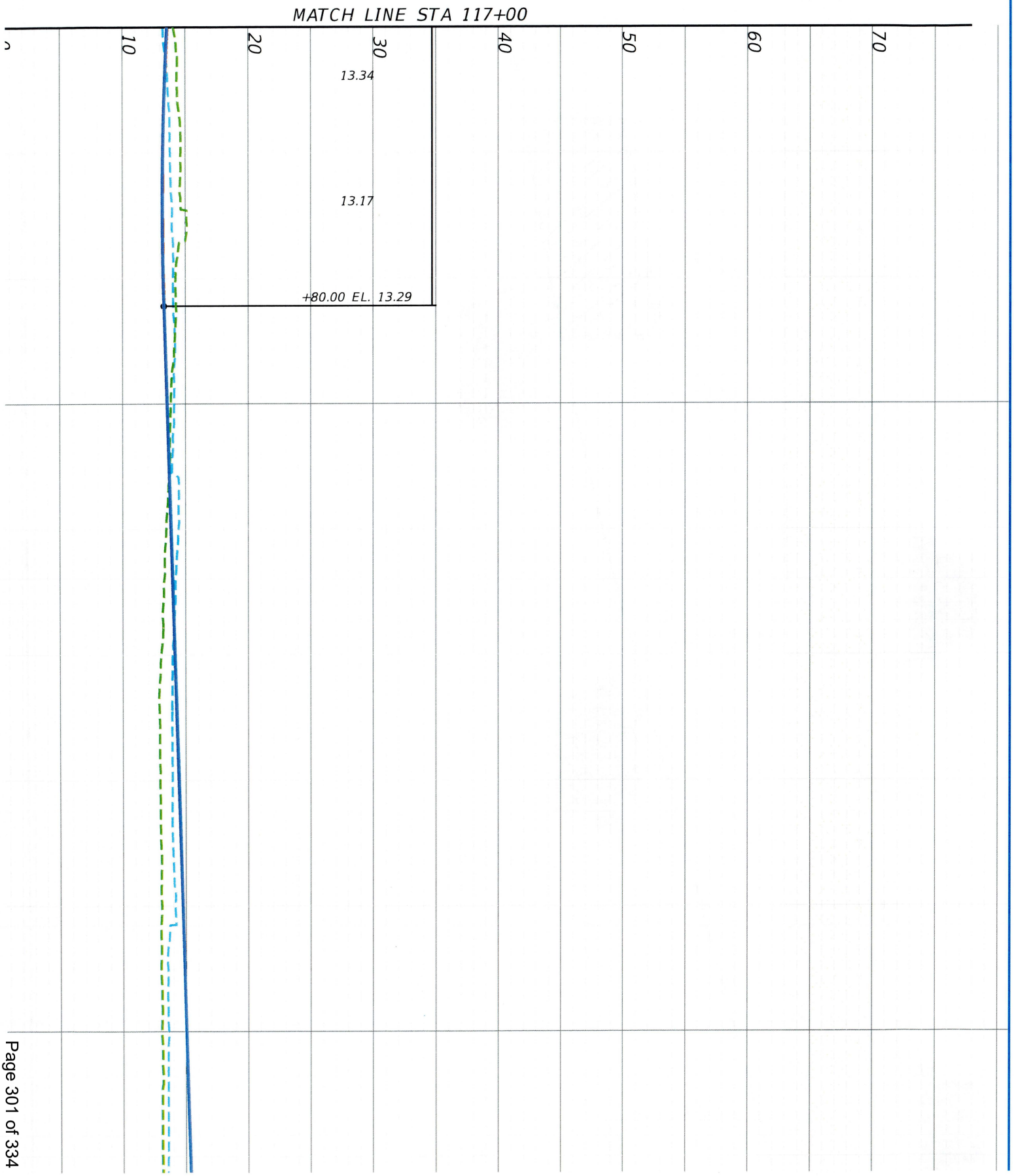
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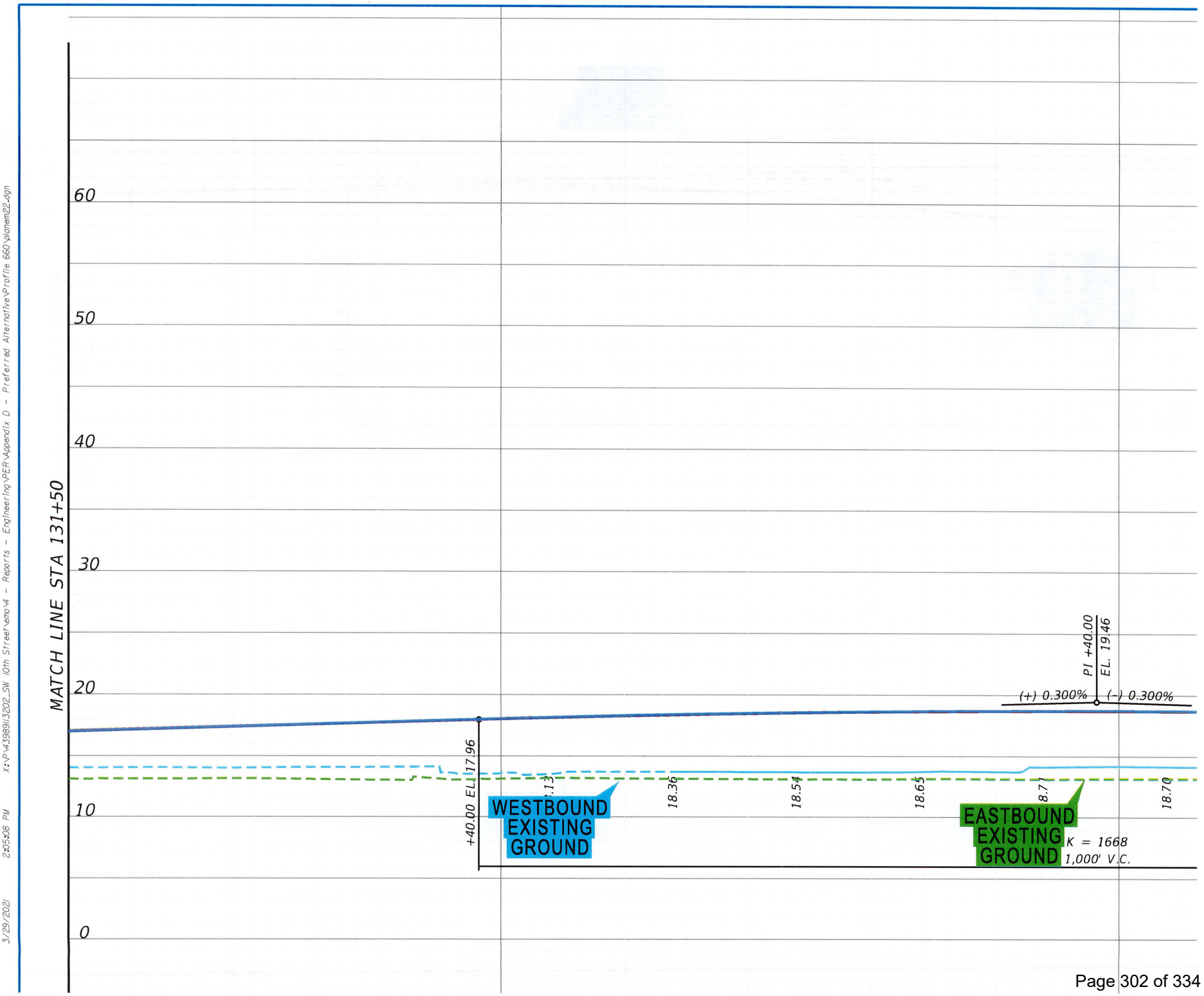


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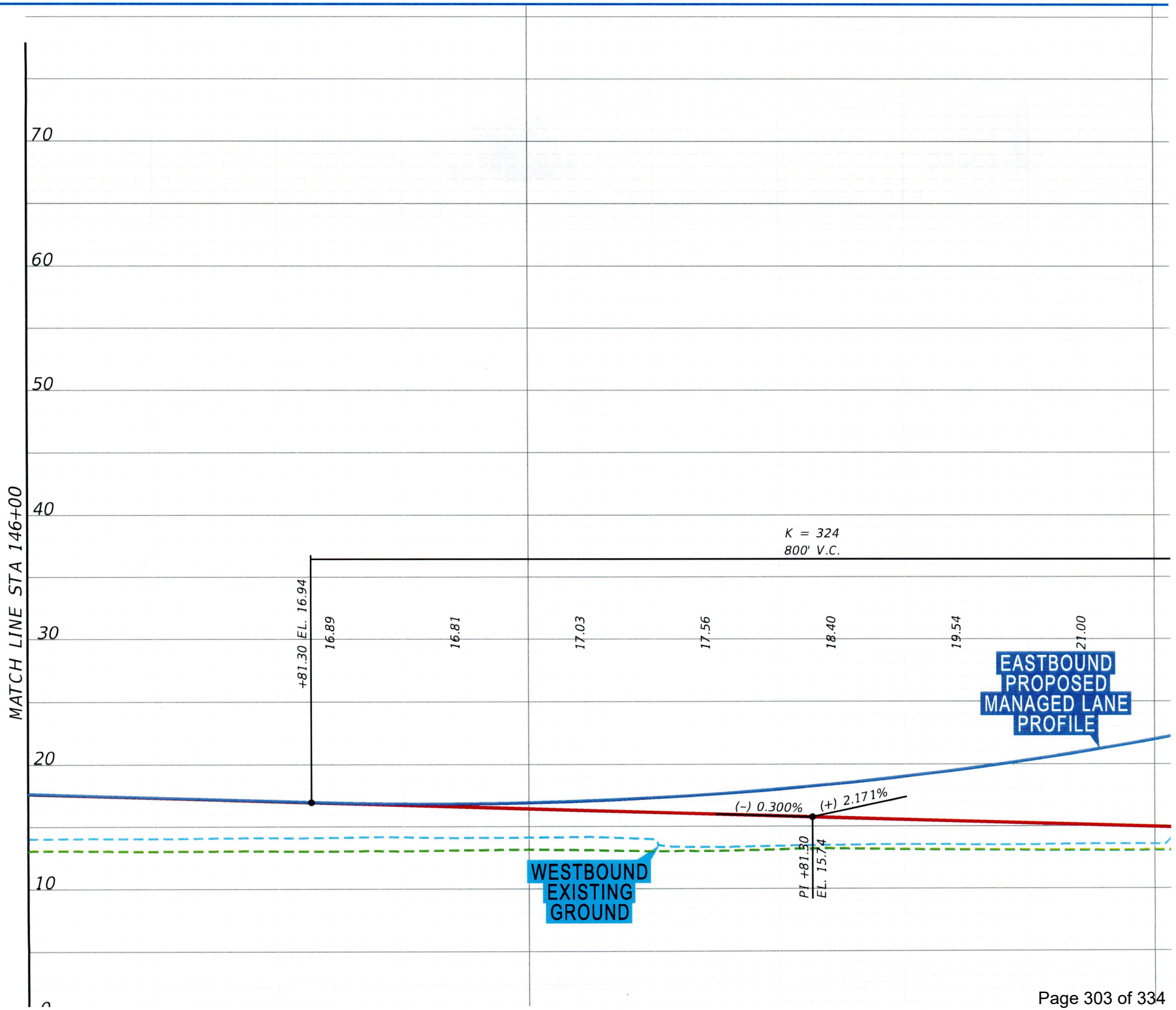


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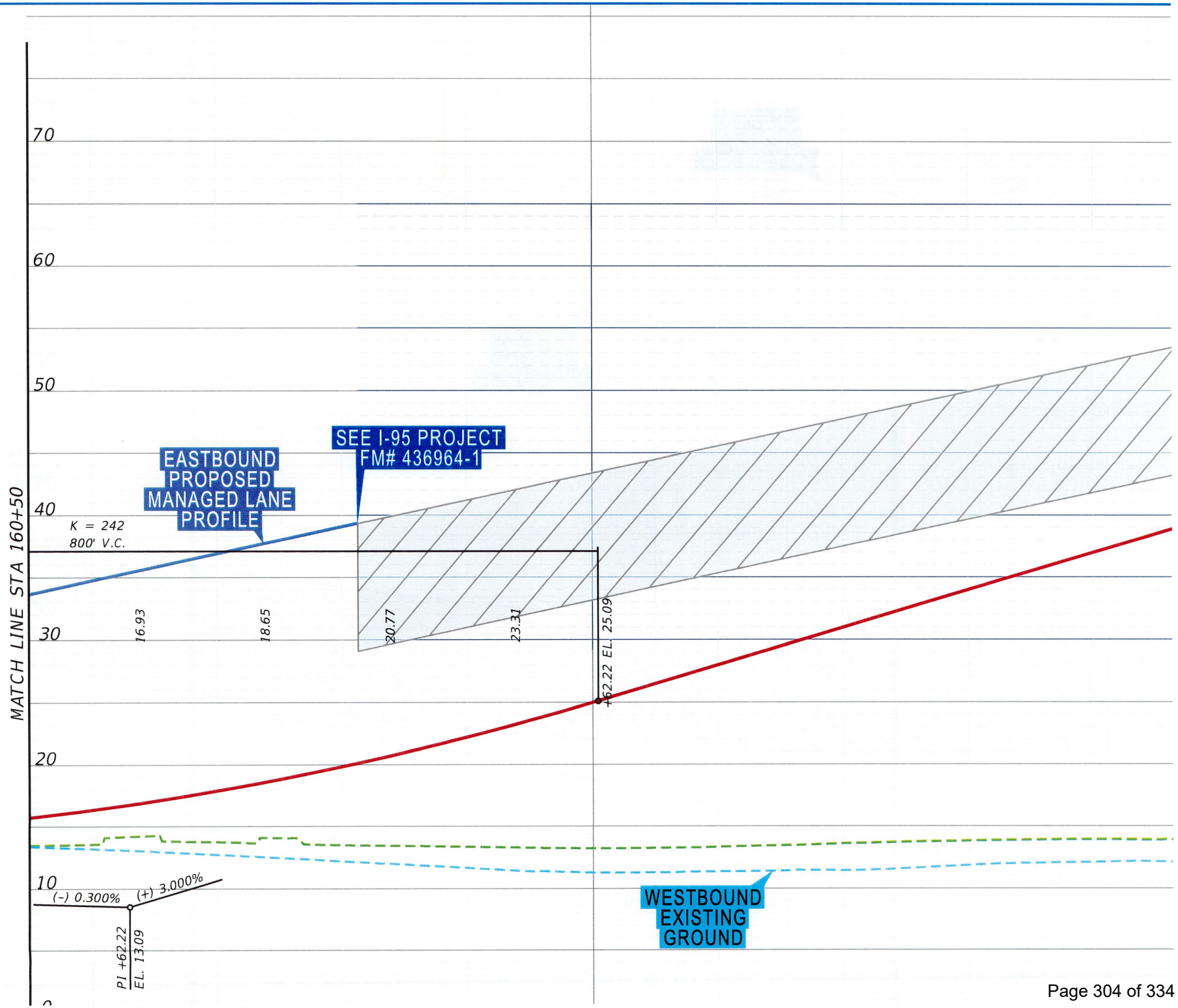

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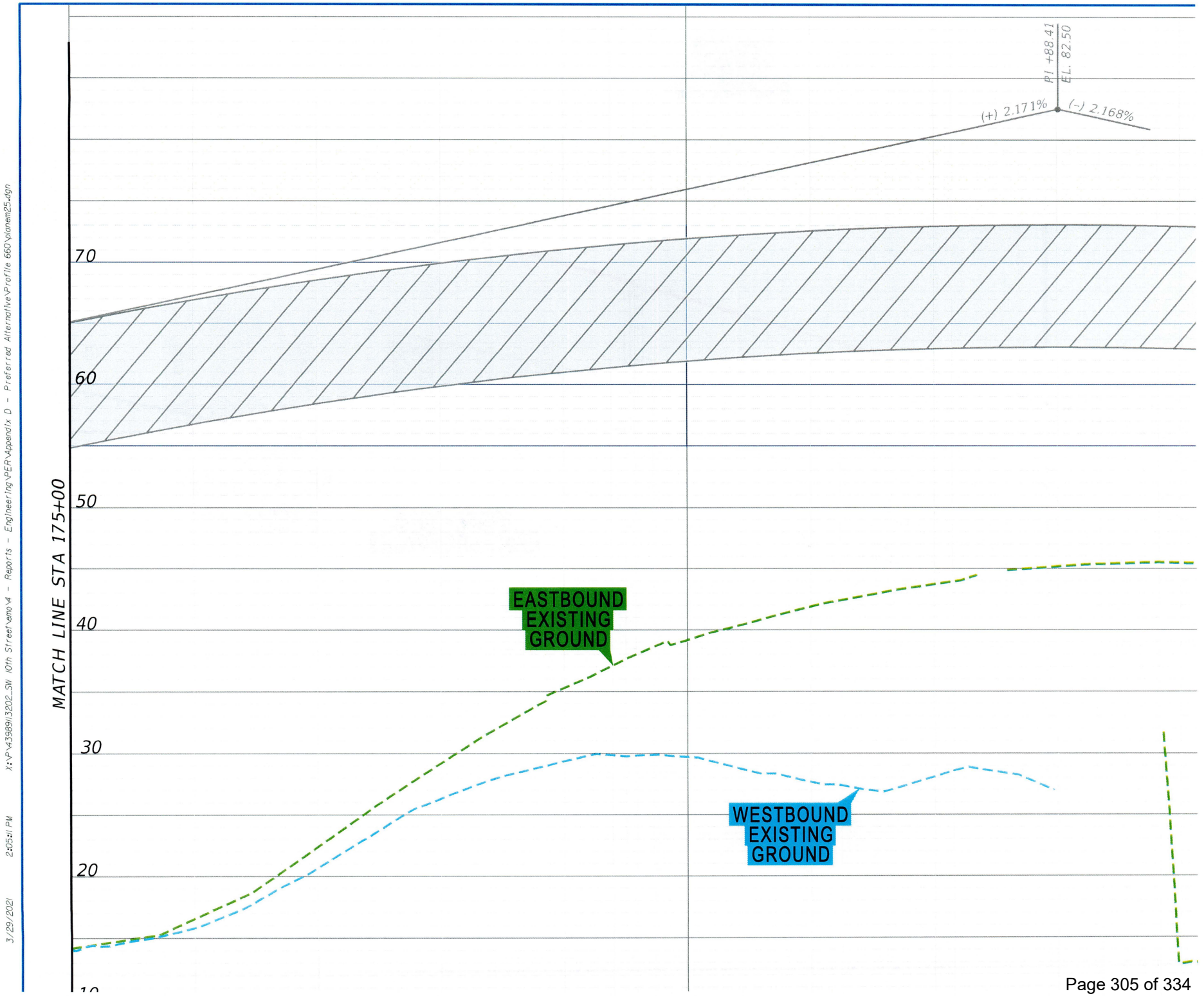
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Appendix B – Sociocultural Data Report

Sociocultural Data Report

ETDM #14291 - Alternative #1

Area: 0.292 square miles

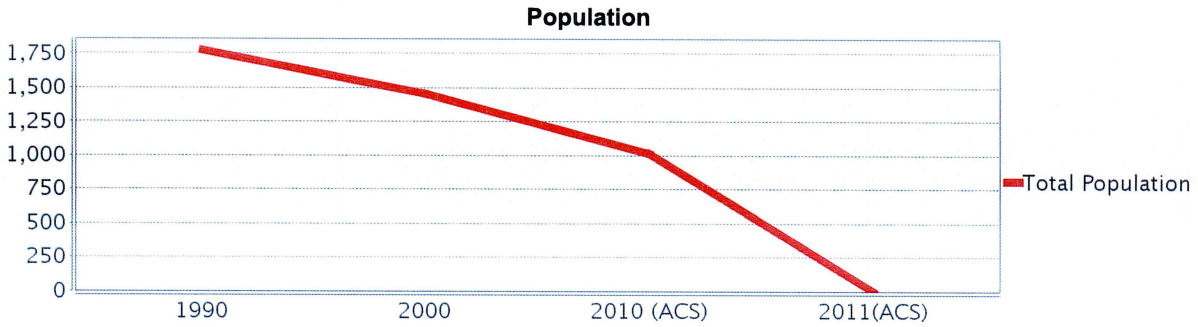
Jurisdiction(s): **Cities:** Deerfield Beach
Counties: Broward

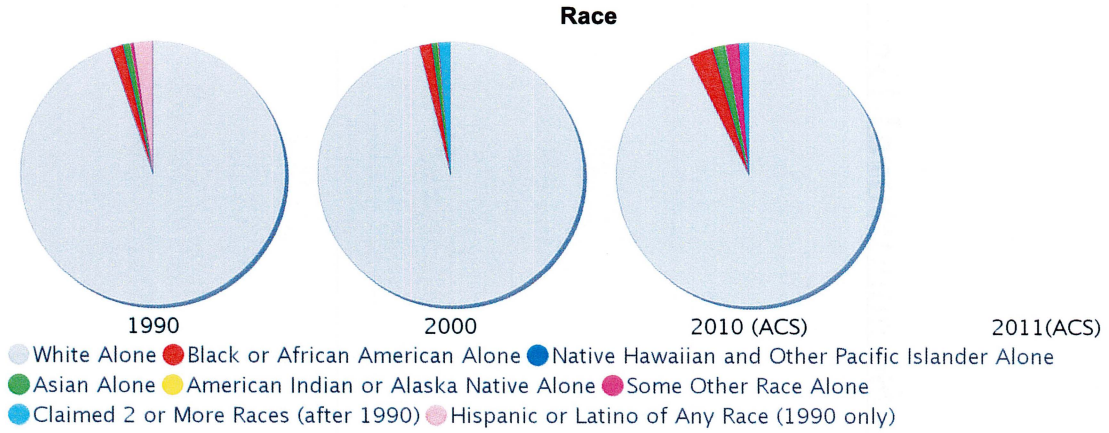
General Population Trends

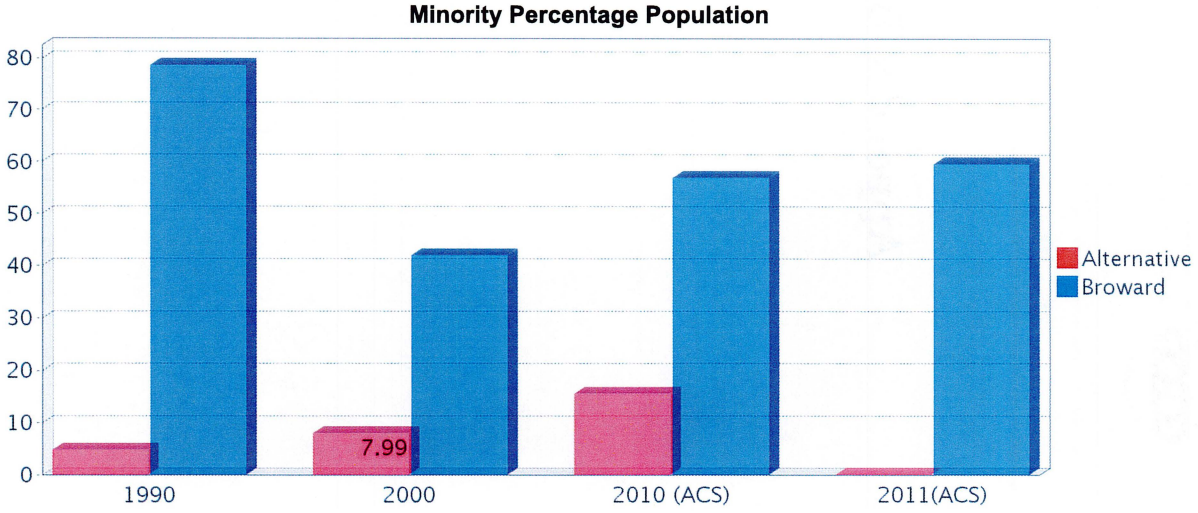
Description	1990	2000	2010 (ACS)	2011(ACS)
Total Population	1,770	1,451	1,008	NA
Total Households	1,045	902	636	NA
Average Persons per Acre	6.88	9.79	8.94	NA
Average Persons per Household	1.89	1.57	1.50	NA
Average Persons per Family	2.42	2.28	2.50	NA
Males	736	578	435	NA
Females	1,034	873	573	NA

Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
White Alone	1,718 (97.06%)	1,395 (96.14%)	933 (92.56%)	NA (NA)
Black or African American Alone	28 (1.58%)	22 (1.52%)	31 (3.08%)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	NA (NA)
Asian Alone	16 (0.90%)	11 (0.76%)	15 (1.49%)	NA (NA)
American Indian or Alaska Native Alone	1 (0.06%)	0 (0.00%)	1 (0.10%)	NA (NA)
Some Other Race Alone	7 (0.40%)	2 (0.14%)	16 (1.59%)	NA (NA)
Claimed 2 or More Races	NA (NA)	20 (1.38%)	12 (1.19%)	NA (NA)
Hispanic or Latino of Any Race	42 (2.37%)	67 (4.62%)	98 (9.72%)	NA (NA)
Not Hispanic or Latino	1,728 (97.63%)	1,384 (95.38%)	910 (90.28%)	NA (NA)
Minority	85 (4.80%)	116 (7.99%)	157 (15.58%)	NA (NA)

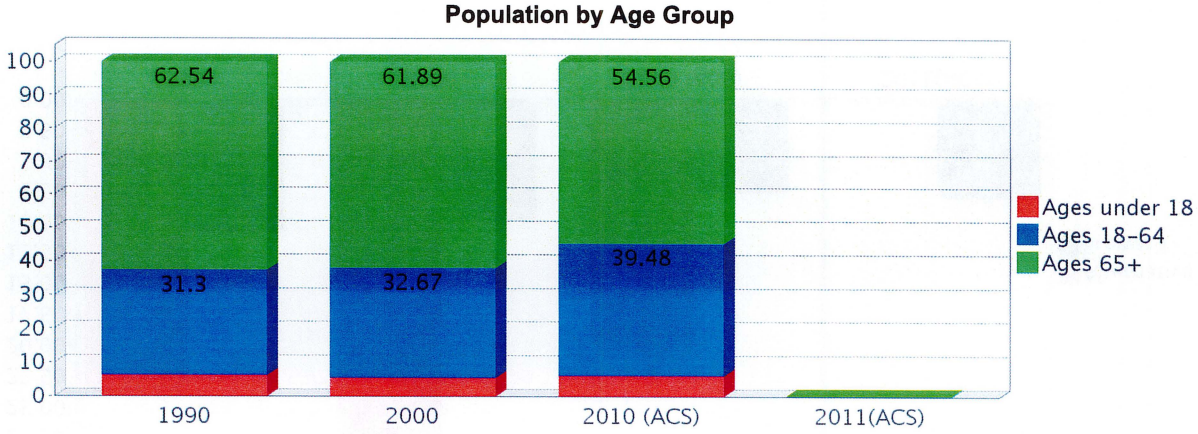






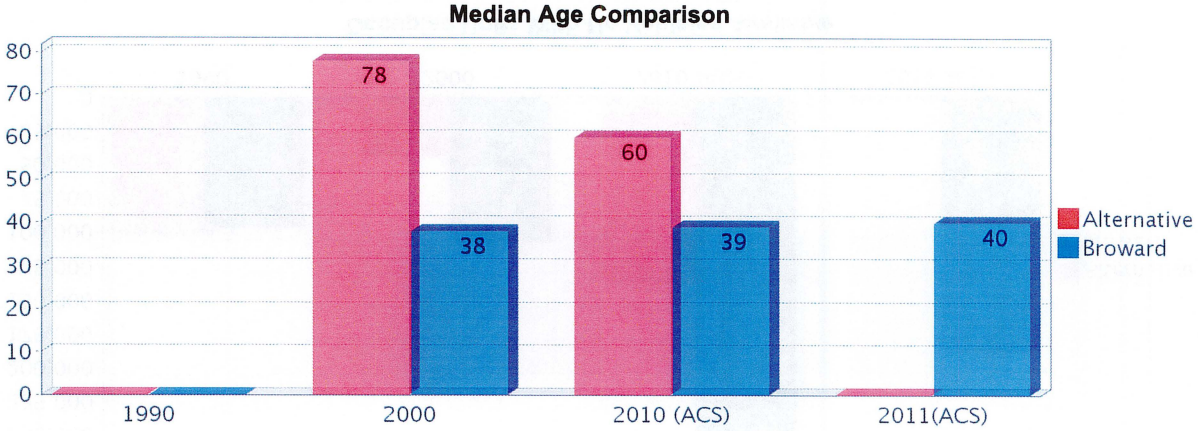
Age Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Under Age 5	2.66%	1.79%	1.79%	NA
Ages 5-17	3.50%	3.65%	4.27%	NA
Ages 18-21	1.41%	1.59%	1.19%	NA
Ages 22-29	6.95%	3.10%	3.87%	NA
Ages 30-39	8.93%	7.31%	5.65%	NA
Ages 40-49	5.54%	8.61%	7.94%	NA
Ages 50-64	8.47%	12.06%	20.83%	NA
Age 65 and Over	62.54%	61.89%	54.56%	NA
-Ages 65-74	23.62%	17.71%	20.63%	NA
-Ages 75-84	33.84%	25.91%	20.24%	NA
-Age 85 and Over	5.08%	18.19%	13.59%	NA
Median Age	NA	78	60	NA



Income Trends

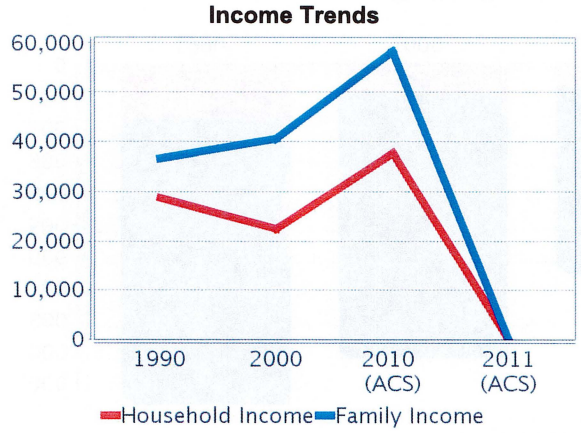
Description	1990	2000	2010 (ACS)	2011(ACS)
Median Household Income	$28,824	$22,578	$37,754	NA
Median Family Income	$36,681	$40,625	$58,301	NA
Population below Poverty Level	7.40%	9.99%	14.98%	NA
Households below Poverty Level	9.19%	11.31%	16.19%	NA
Households with Public Assistance Income	2.20%	1.77%	0.47%	NA

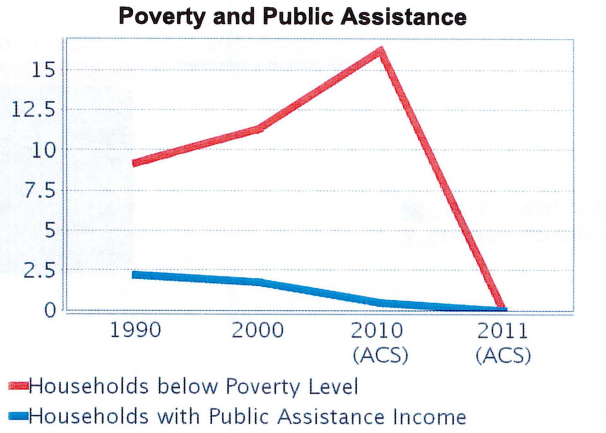


Disability Trends

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011(ACS)
Population 16 To 64 Years with a disability	43 (2.58%)	86 (6.04%)	(NA)	(NA)
Population 20 To 64 Years with a disability				





Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Less than 9th Grade	129 (8.07%)	89 (6.66%)	29 (3.20%)	NA (NA)
9th to 12th Grade, No Diploma	284 (17.76%)	171 (12.79%)	67 (7.40%)	NA (NA)
High School Graduate or Higher	1,186 (74.17%)	1,077 (80.55%)	810 (89.40%)	NA (NA)
Bachelor's Degree or Higher	218 (13.63%)	251 (18.77%)	210 (23.18%)	NA (NA)

Language Trends

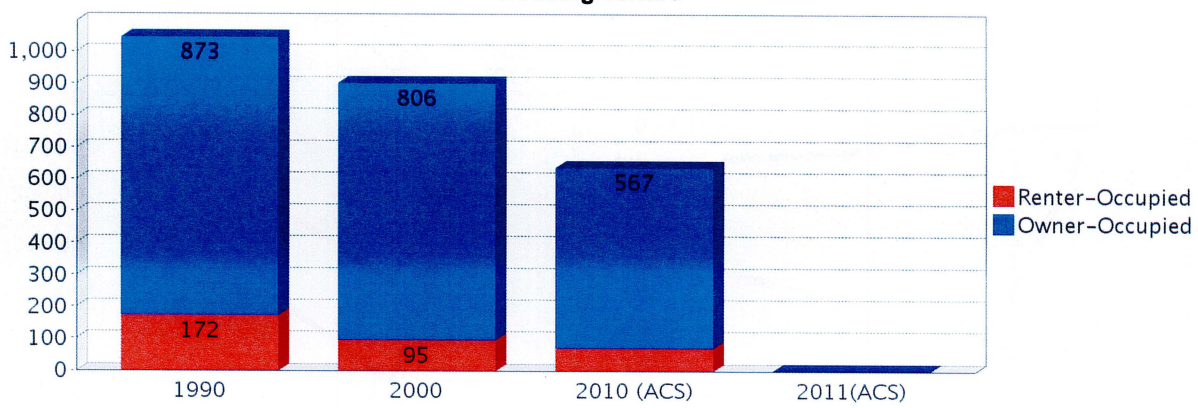
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011(ACS)
Speaks English Well	67 (3.90%)	60 (4.21%)	65 (6.70%)	NA (NA)
Speaks English Not Well	NA (NA)	28 (1.96%)	29 (2.99%)	NA (NA)
Speaks English Not at All	NA (NA)	5 (0.35%)	7 (0.72%)	NA (NA)
Speaks English Not Well or Not at All	13 (0.76%)	33 (2.32%)	36 (3.71%)	0 (NA)

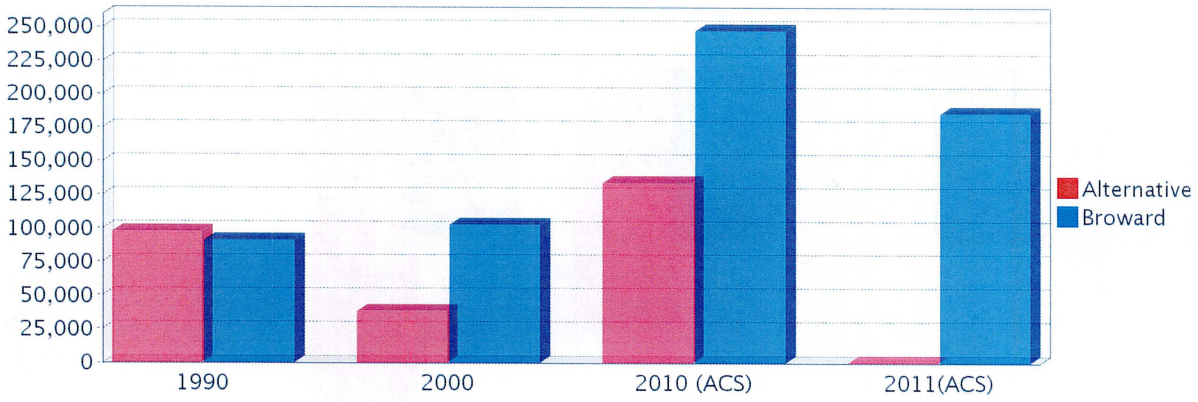
Housing Trends

Description	1990	2000	2010 (ACS)	2011(ACS)
Total	1,302	1,128	994	NA
Units per Acre	5.37	4.67	4.04	NA
Single-Family Units	194	201	131	NA
Multi-Family Units	830	925	807	NA
Mobile Home Units	0	0	3	NA
Owner-Occupied Units	873	806	567	NA
Renter-Occupied Units	172	95	70	NA
Vacant Units	257	227	357	NA
Median Housing Value	$97,750	$38,500	$134,000	NA
Occupied Housing Units w/No Vehicle	243 (23.25%)	245 (27.19%)	126 (19.78%)	NA (NA)

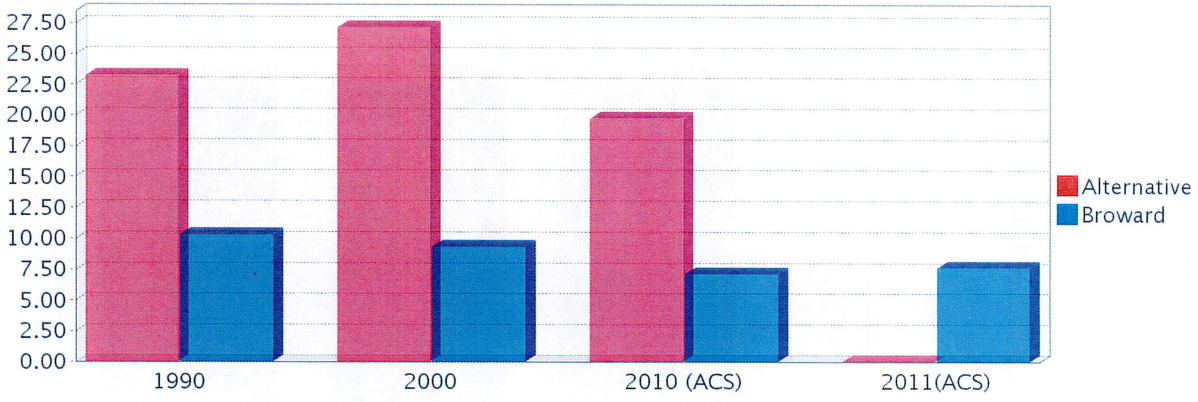
Housing Tenure



Median Housing Value Comparison

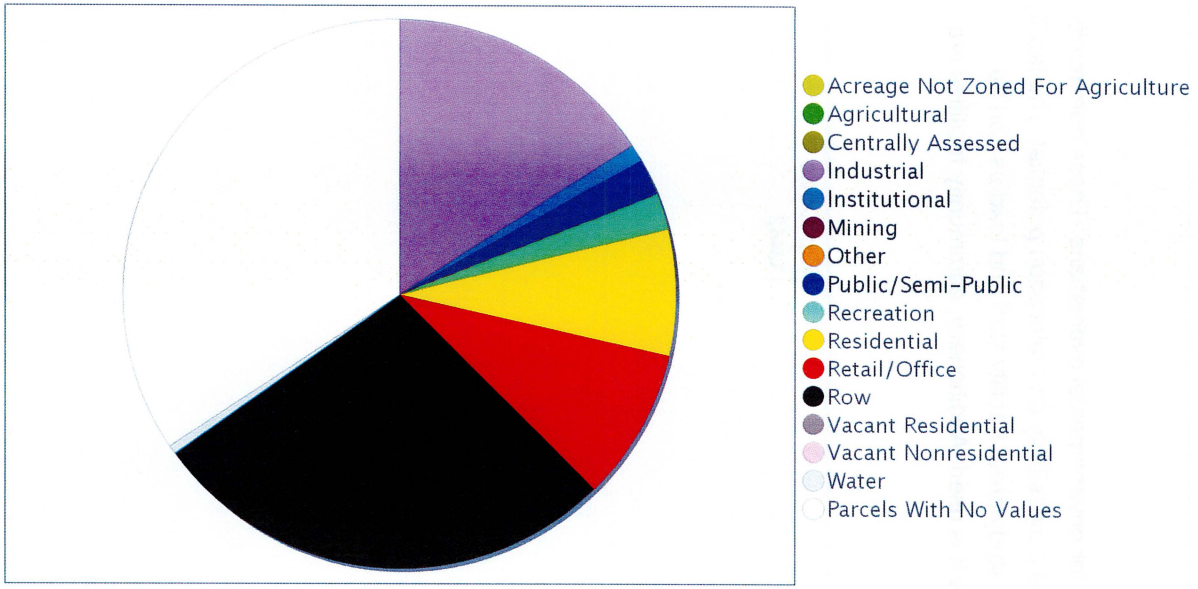


Occupied Units With No Vehicles Available

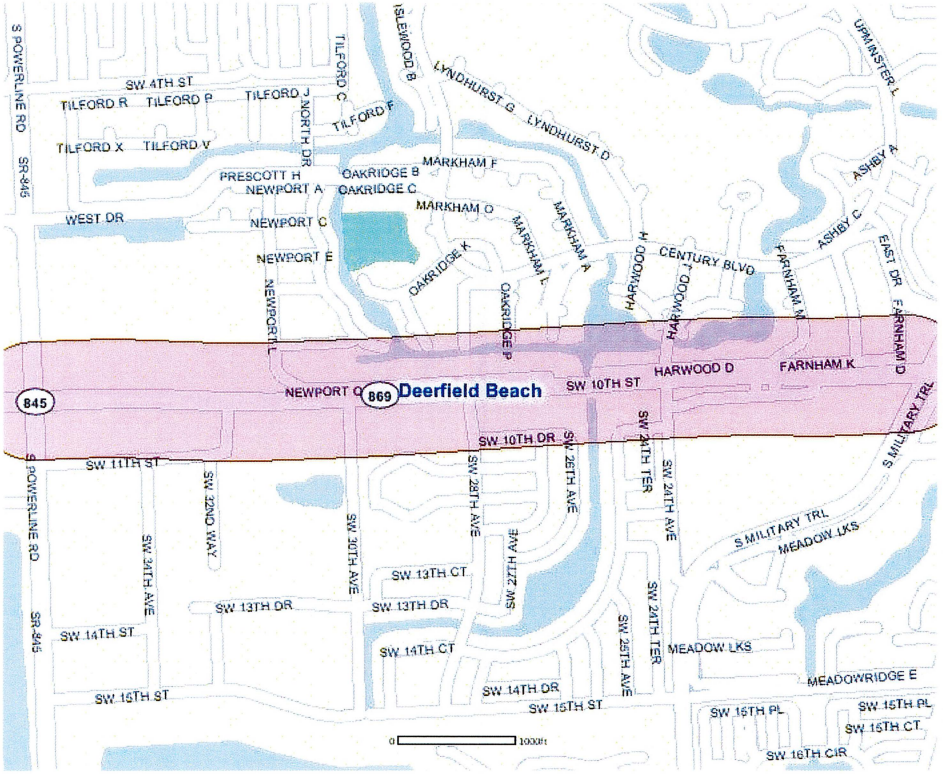


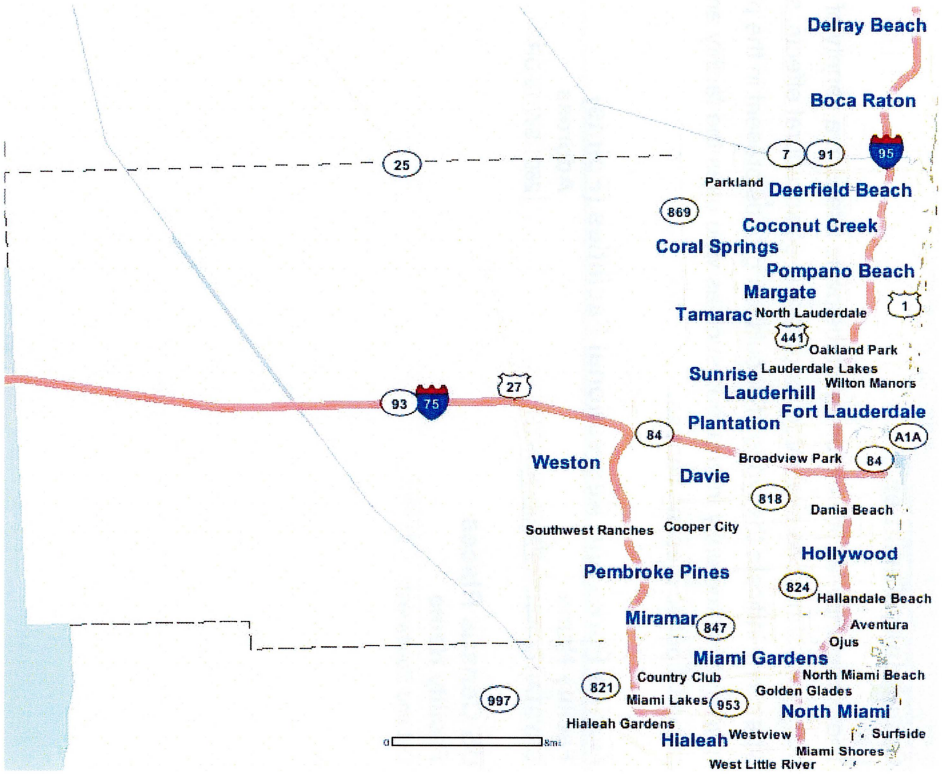
Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	30	16.03%
Institutional	2	1.07%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	4	2.14%
Recreation	4	2.14%
Residential	14	7.48%
Retail/Office	17	9.08%
Row	52	27.78%
Vacant Residential	0	0.00%
Vacant Nonresidential	0	0.00%
Water	1	0.53%
Parcels With No Values	65	34.73%



Location Maps





Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Florida Parks and Recreational Facilities (Points)

Facility Name	Address	Zip Code
CRYSTAL HEIGHTS PARK - NORTH	2601 SW 10 DR	33442

US Census Places

Facility Name
DeLand Southwest

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120110104001, 120110104009

2000 Census Block Groups

120110104033, 120110104041, 120110104021

2010 Census Block Groups

120110104071, 120110104072, 120110104031, 120110104021

2015 Census Block Groups

120110104072, 120110104021, 120110104031, 120110104071

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S.

Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf; http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.

- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

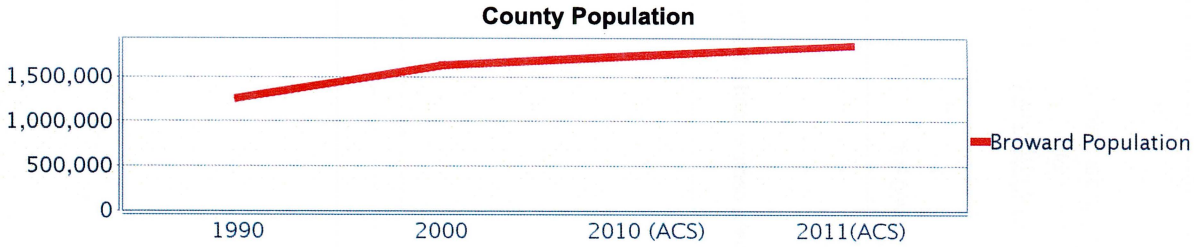
Broward County Demographic Profile

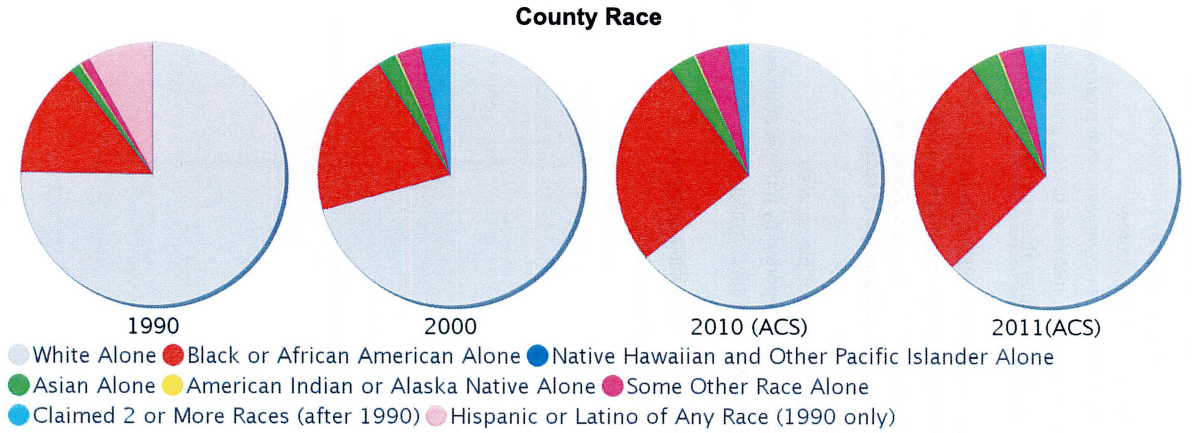
General Population Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Total Population	1,255,488	1,623,018	1,734,139	1,843,152
Total Households	528,442	654,445	668,898	670,284
Average Persons per Acre	1.606	2.08	2.217	2.356
Average Persons per Household	2.376	2.448	3.00	2.73
Average Persons per Family	2.987	3.153	3.325	3.542
Males	601,177	782,611	840,414	894,820
Females	654,311	840,407	893,725	948,332

Race and Ethnicity Trends - Broward

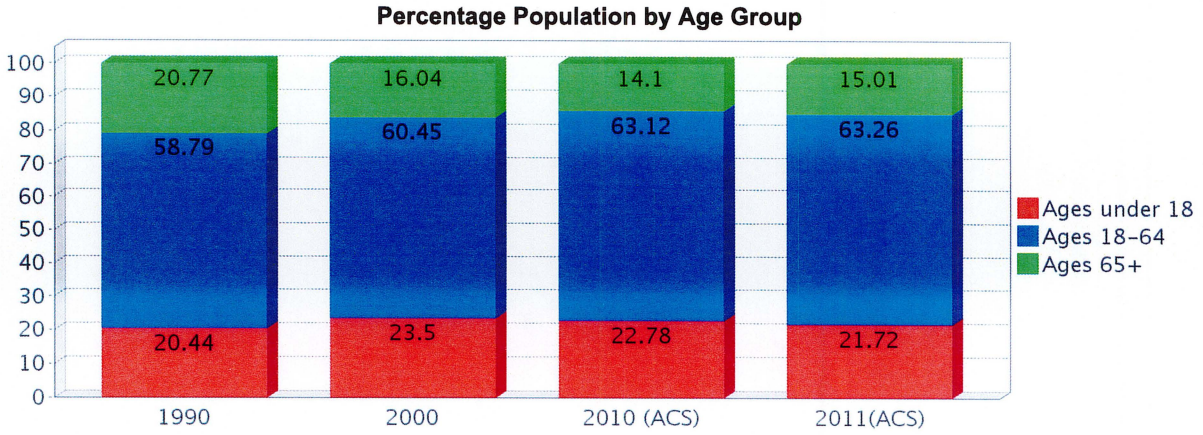
Description	1990	2000	2010 (ACS)	2015(ACS)
White Alone	1,025,583 (81.69%)	1,145,656 (70.59%)	1,111,680 (64.11%)	1,154,135 (62.62%)
Black or African American Alone	193,447 (15.41%)	329,749 (20.32%)	448,777 (25.88%)	513,087 (27.84%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	645 (0.04%)	574 (0.03%)	868 (0.05%)
Asian Alone	16,757 (1.33%)	36,505 (2.25%)	55,794 (3.22%)	64,492 (3.50%)
American Indian or Alaska Native Alone	2,634 (0.21%)	3,962 (0.24%)	3,235 (0.19%)	4,446 (0.24%)
Some Other Race Alone	16,694 (1.33%)	47,617 (2.93%)	70,324 (4.06%)	55,033 (2.99%)
Claimed 2 or More Races	(NA)	58,884 (3.63%)	43,755 (2.52%)	51,091 (2.77%)
Hispanic or Latino of Any Race	108,439 (8.64%)	271,523 (16.73%)	415,627 (23.97%)	496,991 (26.96%)
Not Hispanic or Latino	1,147,049 (91.36%)	1,351,495 (83.27%)	1,318,512 (76.03%)	1,346,161 (73.04%)
Minority	987,249 (78.63%)	682,326 (42.04%)	987,249 (56.93%)	1,098,898 (59.62%)





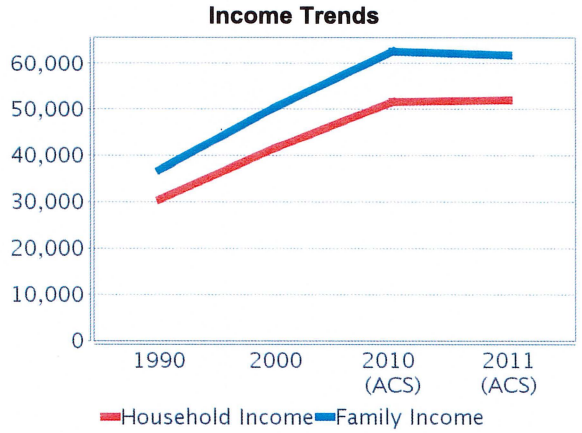
Age Trends - Broward

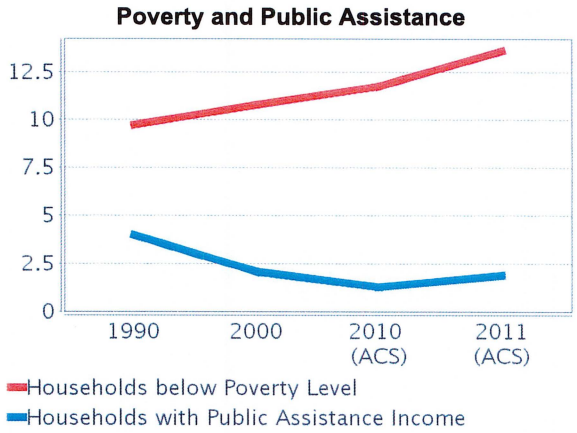
Description	1990	2000	2010 (ACS)	2015(ACS)
Under Age 5	6.29%	6.30%	6.06%	5.85%
Ages 5-17	14.15%	17.21%	16.73%	15.87%
Ages 18-21	4.37%	4.01%	4.80%	4.78%
Ages 22-29	12.16%	9.58%	10.00%	10.34%
Ages 30-39	16.60%	16.74%	13.60%	13.18%
Ages 40-49	12.52%	15.73%	16.16%	14.67%
Ages 50-64	13.14%	14.39%	18.57%	20.28%
Age 65 and Over	20.77%	16.04%	14.10%	15.01%
-Ages 65-74	10.63%	7.19%	6.80%	8.02%
-Ages 75-84	8.15%	6.24%	4.87%	4.67%
-Age 85 and Over	1.99%	2.62%	2.43%	2.32%
Median Age	NA	38	39	40



Income Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Median Household Income	$30,571	$41,691	$51,694	$51,968
Median Family Income	$36,801	$50,531	$62,619	$61,809
Population below Poverty Level	10.19%	11.51%	12.28%	14.55%
Households below Poverty Level	9.72%	10.80%	11.77%	13.61%
Households with Public Assistance Income	3.97%	2.07%	1.28%	1.90%





Disability Trends - Broward

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2015(ACS)
Population 16 To 64 Years with a disability	54,712 (5.40%)	194,881 (12.94%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	92,578 (8.28%)

Educational Attainment Trends - Broward

Age 25 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Less than 9th Grade	66,349	61,183	59,492	66,265
9th to 12th Grade, No Diploma	141,784	142,051	94,852	85,308
High School Graduate or Higher	690,696	923,268	1,040,419	1,134,689
Bachelor's Degree or Higher	168,799	276,527	353,884	396,428

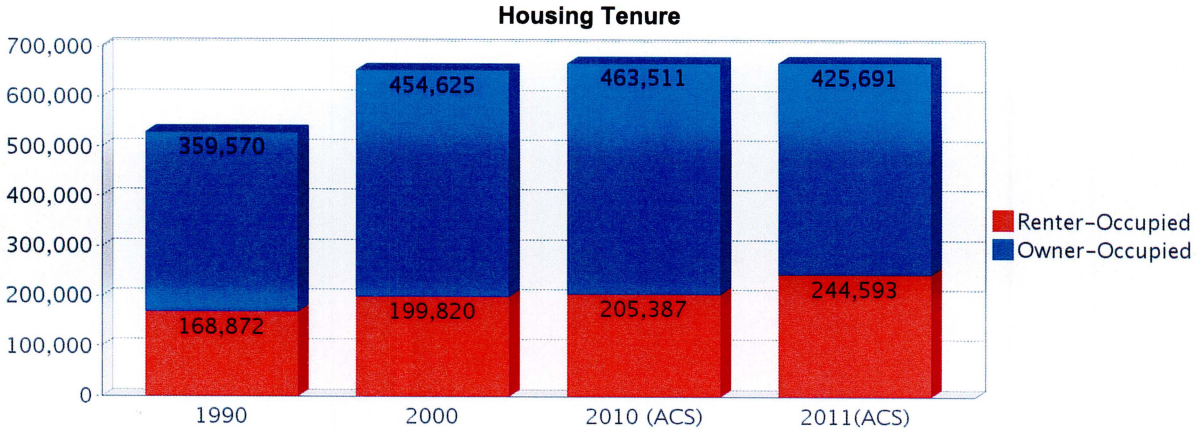
Language Trends - Broward

Age 5 and Over

Description	1990	2000	2010 (ACS)	2015(ACS)
Speaks English Well	47,912	95,561	123,453	138,280
Speaks English Not Well	NA	59,953	83,745	91,109
Speaks English Not at All	NA	17,811	34,170	35,937
Speaks English Not Well or Not at All	32,782	77,764	117,915	127,046

Housing Trends - Broward

Description	1990	2000	2010 (ACS)	2015(ACS)
Total	628,660	741,043	806,858	814,454
Units per Acre	0.804	0.95	1.031	1.041
Single-Family Units	257,272	360,764	392,858	404,279
Multi-Family Units	246,239	352,349	390,365	388,159
Mobile Home Units	19,992	26,834	23,136	21,521
Owner-Occupied Units	359,570	454,625	463,511	425,691
Renter-Occupied Units	168,872	199,820	205,387	244,593
Vacant Units	100,218	86,598	137,960	144,170
Median Housing Value	$91,300	$102,800	$247,500	$185,900
Occupied Housing Units w/No Vehicle	54,467 (10.31%)	61,191 (9.35%)	47,710 (7.13%)	51,348 (7.66%)



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2011-2015. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: http://mcdc.missouri.edu/pub/data/acs/Readme.shtml)The U.S. Census Bureau provides help with this process:
http://www.census.gov/acs/www/guidance_for_data_users/comparing_2015/

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf;
http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.
Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2011-2015 ACS.
Because of changes made to the Census and ACS questions between 1990 and 2015, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.
Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2015 ACS data; 2) The 2015 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

source:
https://www.census.gov/people/disability/methodology/acs.html
https://www.census.gov/population/www/cen2000/90vs00/index.html

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fla-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fla-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fla-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fla-etat.org/metadata/gc_parks.htm
- Religious Centers https://etdmpub.fla-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fla-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fla-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities https://etdmpub.fla-etat.org/metadata/groupcare.htm
- Mobile Home Parks in Florida https://etdmpub.fla-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida https://etdmpub.fla-etat.org/metadata/migrant.htm
- Veteran Organizations and Facilities https://etdmpub.fla-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 4 https://etdmpub.fla-etat.org/metadata/d4_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/metadata/e2_cenblkgrp_2010_cci.htm

Appendix E

FDOT PUBLIC MEETINGS

These are all found at SW 10th Street / About the Study (fdot.gov)

- https://www.fdot.gov/projects/sr869-sw10st-i95/documents

Appendix F

RESOLUTION 2022-023 – CLEAN WATER STATE REVOLVING FUND LOAN PROGRAM

RESOLUTION NO. 2022/023

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SUBMISSION OF A REQUEST FOR INCLUSION TO THE CLEAN WATER STATE REVOLVING FUND LOAN PROGRAM FOR THE CONSTRUCTION OF A NEW RECLAIMED WATER MAIN IN CONJUNCTION WITH THE SW 10TH STREET CONNECTOR IMPROVEMENTS PROJECT; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Clean Water State Revolving Fund ("CWSRF") Program provides low-interest loans to local governments to plan, design, and build or upgrade wastewater, stormwater, and nonpoint source pollution prevention projects; and

WHEREAS, the City does not currently own or operate any treatment facilities for reclaimed water production or distribution; and

WHEREAS, the City has identified the need to consider reclaimed water as an alternative to offset the high cost of securing new raw water sources and to meet increasing potable water demands that could exceed the City's permitted extraction capacity; and

WHEREAS, staff is recommending the City submit a Request for Inclusion to the CWSRF for the installation of a reclaimed water line ("RFI") in conjunction with the proposed Florida Department of Transportation ("FDOT") improvements to SW 10th Street (the "FDOT Project"); and

WHEREAS, the FDOT Project affords the City a unique opportunity to partner with FDOT for the installation a reclaimed water line; and

WHEREAS, staff recommends the City Commission approve the submission of the RFI to the CWSRF for the installation of a reclaimed water line.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the submission of the RFI to the CWSRF for the installation of a reclaimed water line in connection with the FDOT Project. The City Manager is authorized to sign and submit the RFI to CWSRF.

Section 3. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 15TH DAY OF FEBRUARY, 2022.

CITY OF DEERFIELD BEACH

BILL GANZ, MAYOR

ATTEST:

SAMANTHA GILLYARD, CITY CLERK

FM# 436964-2: Summary of RCWM Costs (WATERWAYS TO SW NATURA BLVD)		
	12"	8"
Reclaimed WM	$ 3,819,324.07	$ 3,218,572.68
Reclaimed WM Trenchless work	$ 3,922,875.71	$ 3,922,875.71
Total Cost for RCWM (FM# 436964-2):	$ 7,742,199.78	$ 7,141,448.39

FM# 439891-1: Summary of RCWM Costs		
	12"	8"
Reclaimed WM	$ 3,342,758.78	$ 2,787,694.95
Reclaimed WM Trenchless work	$ 112,888.51	$ 112,888.51
Total Cost for City Utilities (FM# 439891-1):	$ 3,455,647.29	$ 2,900,583.45

Combined Grand Total for RCWM		
	12"	8"
FM# 436964-2	$ 7,742,199.78	$ 7,141,448.39
FM# 439891-1	$ 3,455,647.29	$ 2,900,583.45
TOTAL RCWM COSTS (FULL PROJECT)	$ 11,197,847.07	$ 10,042,031.84

FDOT COST SHARE	$ 5,598,923.54	$ 5,021,015.92
CITY COST SHARE	$ 5,598,923.54	$ 5,021,015.92

NOTES:

1. FDOT contribution for cost sharing is contingent on the City of Deerfield Beach executing an agreement with Broward County for access to reclaimed water from the County's Powerline Road RCW Main.
2. FDOT cost share commitment is based on the expected use of reclaimed water for establishment of the eventual landscape improvements installed followign construction of the SW 10th St Connector Lane project.

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2022-1557

Agenda Date: 10/18/2022 **Status:** DEPARTMENTAL BUSINESS

In Control: City Commission

Title
Resolution 2022/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the rankings and funding allocations to local non-profit organizations for the City's fiscal year 2023 American Rescue Plan Act Grant Program; providing for implementation and an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The City of Deerfield Beach has allocated $300,000 of its American Rescue Plan Act (ARPA) funding to provide grants to local nonprofit organizations to address the negative impacts of the COVID-19 pandemic on populations that have been disproportionately impacted by its effects. The grant is competitive. Designated City Staff will evaluate and rank grant proposals and provide a funding recommendation to City Commission for approval.

Current Activity
The application cycle for the FY 2023 City of Deerfield Beach ARPA Grant Program opened on September 1, 2022 and closed on September 15, 2022. Two (2) nonprofit organizations submitted applications for consideration. Refer to the attached Funding Request Summary. The total requested funding is $240,000.

An evaluation committee comprised of City staff completed a programmatic and budgetary review of each grant proposal. The scoring criteria included: Completeness of Proposal, Demonstration of COVID-19 Need, Program/Project Impact, and Project Execution to include efficient maximization of grant dollars. Refer to the Scoring Rubric Table attached.

The evaluation committee is recommending full funding of the two applications as outlined in the table below.

Non-profit Organization	FY 23 Funding Request	Ranking	Recommended Funding Amount
Boys & Girls Clubs of Broward County, Inc.	$ 200,000	1	$ 200,000
Deerfield Beach Community Cares, Inc.	$ 40,000	2	$ 40,000
	$ 240,000		**$ 240,000**

Upon approval, a Notification of Award will be distributed to award recipients. Awardees will be required to enter into a binding agreement with the City that outlines the grant terms and conditions. Monthly programmatic and financial reporting, and an Exit Report at the end of the grant agreement will be required.

Recommendation

It is recommended that the City Commission approve the FY 23 City of Deerfield Beach American Rescue Plan Act Grant award recommendations presented by the evaluation committee.

RESOLUTION NO. 2022/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE RANKINGS AND FUNDING ALLOCATIONS TO LOCAL NON-PROFIT ORGANIZATIONS FOR THE CITY'S FISCAL YEAR 2023 AMERICAN RESCUE PLAN ACT GRANT PROGRAM; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, the City of Deerfield Beach has allocated $300,000 of its American Rescue Plan Act ("ARPA") funding to provide grants to local nonprofit organizations to address the negative impacts of the COVID-19 pandemic on populations that have been disproportionately impacted by its effects; and

WHEREAS, the application cycle for the FY 2023 City of Deerfield Beach ARPA Grant Program (the "Grant") opened on September 1, 2022 and closed on September 15, 2022; and

WHEREAS, two nonprofit organizations, Boys & Girls Clubs of Broward County, Inc. and Deerfield Beach Community Cares, Inc. (collectively, the "Organizations") submitted applications to the City, with the combined total amount of funding requested equaling $240,000; and

WHEREAS, an evaluation committee comprised of City staff (the "Committee") completed a programmatic and budgetary review of each grant application utilizing the following scoring criteria: Completeness of Proposal, Demonstration of COVID-19 Need, Program/Project Impact, and Project Execution to include efficient maximization of grant dollars; and

WHEREAS, the evaluation committee recommends the City Commission approve the rankings and recommended funding allocations to the Organizations as set forth in the attached Exhibit "A"; and

WHEREAS, the City Commission finds that the Organizations contribute to a valid public purpose and service the public interests of the citizens of the City of Deerfield Beach.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the rankings and funding allocations to the Organizations as set forth in Exhibit "A."

Section 3. The appropriate City officials are authorized to take all necessary steps to implement the aims of this Resolution, including providing the funding as set forth in Exhibit "A" and executing Grant Agreements with the Organizations that provides for the Grant terms and conditions.

Section 4. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2022.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
SAMANTHA GILLYARD, CITY CLERK

EXHIBIT "A"

RANKINGS AND FUNDING ALLOCATIONS

Non-profit Organization	FY 23 Funding Request	Ranking	Recommended Funding Amount
Boys & Girls Clubs of Broward County, Inc.	$ 200,000	1	$ 200,000
Deerfield Beach Community Cares, Inc.	$ 40,000	2	$ 40,000
Total	**$ 240,000**		**$ 240,000**

City of Deerfield Beach

American Rescue Plan Act (ARPA) Grant Program

FY 2023 Funding Requests Summary

Boys & Girls Club of Broward County--$200,000

The mission of the organization is to enable all youth, especially those who are most vulnerable, to reach their full potential in becoming productive, caring, and responsible citizens. For its COVID-19 mitigation program, the organization will expand its Youth Education Success (Y.E.S.) Program, which is currently a year-round, multifaceted learning initiative that prioritizes academic achievement, to accommodate learning on Saturdays, through its Saturday Program. This program will provide mental health services and academic learning services to offset pandemic-related learning loss and help students to achieve grade-level progress.

Deerfield Beach Community Cares--$ 40,000.00

The organization is focused on helping youth, adults, and families to identify and address personal and community issues that affect the quality of life in Deerfield Beach. As a way to respond to the economic impacts of COVID-19 on disproportionately impacted populations, the organization will help to combat food insecurity through providing transportation and food to seniors in collaboration with other community organizations, which include Nina’s Place and FLIPPANY.

American Rescue Plan Act (ARPA) Grant Program
FY 2023 Grant Committee Scoring Criteria

The American Rescue Plan Act (ARPA) Non-Profit Grant committee is comprised of City staff designated to review, evaluate and rank all grant applications.

The committee shall evaluate each applicant proposal based upon how well the proposal meets the purpose of the grant program. See the scoring rubric in the table below. Maximum possible points: 100 points.

Funding is based on the program's budget and applicant ranking. The committee shall rank each application based on the total points assessed in accordance with the scoring rubric; determine the number of applicants to receive funding; and provide a recommended funding amount to City Commission for a decision. Approval of the rankings and funding allocations are at City Commission discretion.

Scoring Rubric Table

Scoring Categories	Evaluation Rubric	Available Points
Completeness of Proposal	Proposals are complete, include all the required attachments, and provide a detailed explanation of the proposal.	20
Demonstrated Need	The proposal demonstrates a clear COVID-19 response service that assists disproportionately impacted groups or individuals in the community, as outlined in the Secretary of State's *Coronavirus State & Local Recovery Funds*	30
Impact	The proposal clearly state goals and objectives and capacity to deliver the project	25
Execution	The proposal clearly maximizes results with the efficient use of grant dollars, clearly describe how funds will be expended. Applicants demonstrate capacity to deliver the project on time and within the awarded budget.	25
	Total Points	**100**

City of Deerfield Beach

Face Sheet
File Number: I.D. 2022-1582

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Agenda Date: 10/18/2022

Status: COMMENTS BY ADMINISTRATION & LEGAL

In Control: City Commission

Title
Discussion regarding the Solid Waste ILA and City's letter response and comments. *(Addendum)*

City of Deerfield Beach
Office of the City Manager
150 NE 2nd Avenue
Deerfield Beach, FL 33441

954.480.4263
954.480.4268 Fax
web.citymgr@dfb.city
www.dfb.city

Deerfield Beach
Florida

October 19, 2022

VIA E-MAIL ONLY (mayor_ross@coopercityfl.org)
Mayor Greg Ross, Chair
Solid Waste Working Group

Dear Mayor Ross:
The City of Deerfield Beach (the "City") appreciates the opportunity to provide feedback on the Draft Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority (the "ILA"). The ILA was a discussion item on the October 18, 2022, City Commission agenda, and the City Commission reached [unanimous] consensus to provide the following comments to the Solid Waste Working Group:

1. The City is supportive of the ILA and its approach of having the County and municipalities work together collaboratively to develop and implement a long-term approach to solid waste disposal and recycling.

2. The City is concerned about multiple sections (e.g., 3.3.4, 4.2.1, 7.1.2.1 and 8.1.8) under which the County has the power to veto and overrule the wishes of 100% of the participating municipalities. The City would prefer that there be no such veto power. If the County is able to veto the wishes of 100% of the participating municipalities, then any veto by the County Commission should require a unanimous, and not merely a two-thirds vote in the affirmative by the members of the County Commission.

3. The funding for the Authority prior to the imposition of the special assessments should be fifty percent (50%) from the County and the other fifty percent (50%) from the participating municipalities, based upon population. As it stands now, the County's funding obligation is insignificant, because of the small population of the unincorporated area. This will increase the incentive for municipalities to participate, since their residents would effectively be paying a portion of the start-up costs, through County taxes, even if the municipality chooses not to join. It would also further spread the cost, thereby reducing the cost to each municipality. Finally, it would be consistent with how the waste generation study was funded, and it would recognize that the County will receive a benefit from the existence of the Authority beyond its unincorporated population because the Authority would be satisfying the County's statutory obligations

Draft

4. The City of Deerfield Beach is one of only two cities in Broward County the City is aware of that performs collection and hauling of municipal solid waste utilizing City staff. Disposal locations and costs will likely have greater economic and operational impacts on such City operations when compared to Broward municipalities utilizing a private hauler. The City believes that it is important to have a representative on the Executive Committee from a Broward municipality that performs collection and hauling so that the unique considerations of such operations will be adequately represented.

5. In Section 17.4, it should be clear that any damages that could be awarded if the Authority acts improperly (i.e., if it prevents the County from performing its statutory obligations), would be against the Authority only, not against individual parties to the Agreement.

6. In developing the referenced Master Plan and consistent with Section 1.2 - Goals of the Authority, the Authority should consider and evaluate all existing permitted facilities and properties within the County with the appropriate entitlements and land uses to "(a) encourage recycling, reduction, and reuse, diverting Authority Solid Waste from landfills, seeking to ultimately reach zero waste in order to meet the goals and objectives of the Solid Waste Working Group".

Sincerely,

David Santucci
City Manager

cc: Deerfield Beach City Commission
Anthony Soroka, City Attorney
Mary Lou Tighe, Executive Director, Broward League of Cities

Draft