



MEMORANDUM

AGENDA ITEM #5a

DATE: JUNE 7, 2010

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: MAIN STREET @ COCONUT CREEK DEVELOPMENT OF REGIONAL IMPACT,
CITY OF COCONUT CREEK

Proposed Development

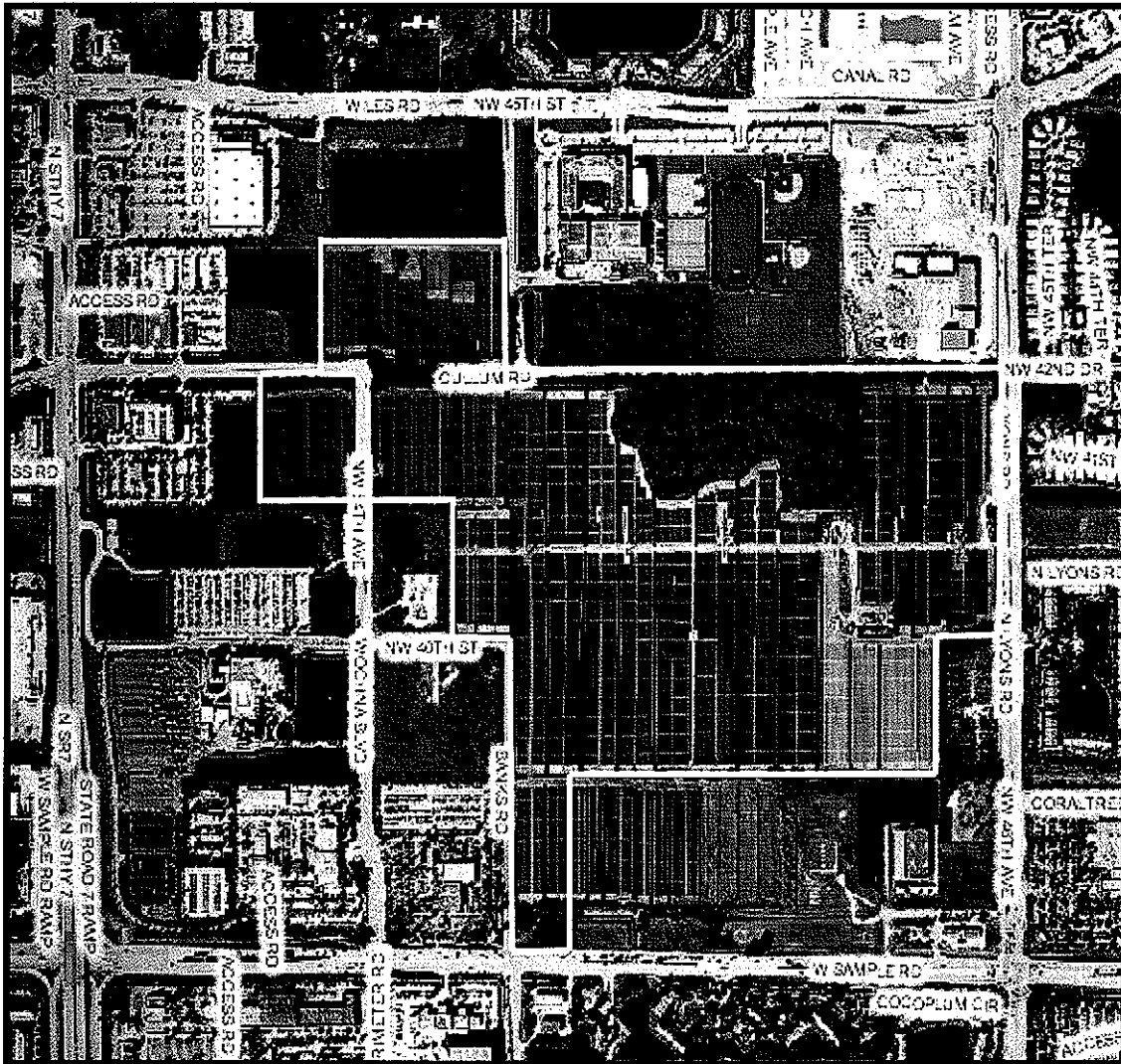
Main Street @ Coconut Creek, a Development of Regional Impact (DRI), is being proposed for a 157-acre parcel, which is currently an active farm (140.75 acres) with 16.25 acres of cypress wetlands, located in the City of Coconut Creek, Broward County (Figure 1). The mixed-use project will have residential, commercial, and office components. The project site is east of State Road 7 (SR 7), adjacent and to the immediate west of Lyons Road, south of Wiles Road, and north of Sample Road (Figure 1). It lies within the City's 500-acre Main Street Regional Activity Center and is designed to promote a compact, diverse, mixed-use downtown environment. A Land Use Plan Amendment is being processed concurrently with this DRI to ensure consistency between the land uses and DRI uses (See Council Agenda Items 6c and 6f). The existing and proposed land uses with the Main Street @ Coconut Creek DRI are outlined in Table 1.

TABLE 1 - EXISTING AND PROPOSED LAND USES

Existing and Proposed Uses		
USE (FL Land Use Class. Code)	Existing Uses	DRI Proposed Uses
Agricultural (200)	140.75 acres	0 Acres
Wetland (600)	16.25 acres	16.25 acres
Residential (120/130)		3,750 multi-family
Commercial (140)		1,625,000 gross square feet (GSF)
Office (143)		525,000 GSF

Source: Main Street @ Coconut Creek DRI ADA

FIGURE 1 - LOCATION OF MAIN STREET @ COCONUT CREEK DRI



Major Issues and Conditions

Chapter 380.06(12), Florida Statutes, specifically identifies review criteria that the Regional Planning Council should consider in its report and recommendations.

(12) REGIONAL REPORTS--

(a) In preparing its report and recommendations, the regional planning agency shall identify regional issues based upon the following review criteria and make recommendations to the local government on these regional issues, specifically considering whether, and the extent to which:

1. The development will have a favorable or unfavorable impact on state or regional resources or facilities identified in the applicable state or regional plans...

2. The development will significantly impact adjacent jurisdictions. At the request of the appropriate local government, regional planning agencies may also review and comment upon issues that affect only the requesting local government.
 3. As one of the issues considered in the review in subparagraphs 1. and 2., the development will favorably or adversely affect the ability of people to find adequate housing reasonably accessible to their places of employment. The determination should take into account information on factors that are relevant to the availability of reasonably accessible adequate housing. Adequate housing means housing that is available for occupancy and that is not substandard.
- (b) At the request of the regional planning agency, other appropriate agencies shall review the proposed development and shall prepare reports and recommendations on issues that are clearly within the jurisdiction of those agencies. Such agency reports shall become part of the regional planning agency report; however, the regional planning agency may attach dissenting views. When water management district and Department of Environmental Protection permits have been issued pursuant to chapter 373 or chapter 403, the regional planning council may comment on the regional implications of the permits but may not offer conflicting recommendations.
- (c) The regional planning agency shall afford the developer or any substantially affected party reasonable opportunity to present evidence to the regional planning agency head relating to the proposed regional agency report and recommendations.

The following summary addresses the impact of the project on state and regional resources, adjacent jurisdictions and adequate housing as required by the statute. Council staff has advised the Applicant of the public hearing date and provided a copy of this report to the Applicant 10 days in advance of the meeting.

1. Impact on State or Regional Resources or Facilities

The Development of Regional Impact Assessment for the Main Street @ Coconut Creek DRI indicates that the project, as proposed, would have the following positive regional impacts at buildout:

- Create, a total of 3,257 net new jobs will be added to the South Florida Region, of which 3,147 will be created in Broward County. In addition, approximately 4,248 construction employees will be needed for the project. [Source: SFRPC REMI Model]
- Add approximately \$855 million in total real disposable income for the South Florida Region.
- Provide nearly \$1.7 billion in value added to the regional economy from commencement of construction until the project is built out (assuming a 10-year period). [Source: SFRPC REMI Model]
- Provide the City of Coconut Creek around \$18.7 million in total revenue and approximately \$13.3 million for Broward County (assuming a 10-year period). [Source: SFRPC REMI Model]
- Provide transportation mitigation by paying \$10,870,200 and providing an additional \$1,688,500 in road improvements.

Council staff evaluation indicates that the proposed project, at completion, would have the following impacts at buildout:

- Produce a net potable and non-potable water demand of 1.205 and 0.199 million gallons (MGD), respectively, per day.

- Produce an average wastewater demand of 1.205 MGD.
- Generate an average 35.57 tons per day of solid waste.
- Produce an average daily demand for 29,950 kilowatt-hours of electrical energy.

2. Impact on Adjacent Jurisdictions

There are no extrajurisdictional impacts or concerns identified by adjacent reviewing agencies and local governments that have not been addressed.

3. Adequate Housing

It was determined at the outset of this project that this proposal would not adversely impact residents' ability to find adequate housing reasonably accessible to their places of employment because of the City of Coconut Creek's Linkage Fee Program. The City of Coconut Creek established an affordable housing linkage fee in March of 2006, which is assessed on new commercial development to provide housing opportunities for the local workforce. In July of 2008, the City Commission approved a Public/Private Partnership Program to assist first-time homebuyers purchase homes in new residential communities within the City, using funds from the Affordable Housing Trust Fund. This Program invites City homebuilders to partner with the City to provide down payment assistance to eligible homebuyers (workforce income guidelines apply).

The Applicant agrees to pay the City's Affordable Housing Linkage Fee.

Recommendation

It should be noted that Broward County and the Florida Department of Transportation, District (FDOT) IV, recommended the mitigation payments be indexed to 2010 in the Development Order. The use of an index would allow the Applicant, City of Coconut Creek, Broward County, and FDOT to determine how future economic conditions have affected the costs of the proposed mitigation in the year in which the payment is made. The Applicant has noted that the Development Orders for the last four DRIs reviewed in the South Florida Region did not contain indexing for mitigation payments. The Applicant has requested to be treated equitably.

Based on consideration of the above-specified positive and negative regional impacts, it is the recommendation of the Council to the City of Coconut Creek City Commission that the Application for Development Approval for the Main Street @ Coconut Creek Development of Regional Impact be **APPROVED**, subject to the Development Order Conditions enumerated in Part VI in the staff report. These conditions are to be incorporated by the City of Coconut Creek into the proposed Development Order in order to increase the probability of realizing positive regional impacts and mitigating, reducing, or eliminating adverse regional impacts.

DEVELOPMENT OF REGIONAL IMPACT ASSESSMENT

FOR

THE MAIN STREET @ COCONUT CREEK DRI

**Located in the City of Coconut Creek
Broward County, FL**

SOUTH FLORIDA REGIONAL PLANNING COUNCIL

June 7, 2010

South
Florida
Regional
Planning
Council



May 28, 2010

The Honorable Lisa K. Aronson
Mayor
City of Coconut Creek
4800 W. Copans Road
Coconut Creek, FL 33063

Re: Main Street @ Coconut Creek Development of Regional Impact Notice of Proposed Change - City
of Coconut Creek

Dear Mayor Aronson:

At its next meeting, the Council will review the staff report for the Main Street @ Coconut Creek Development of Regional Impact Notice of Proposed Change located within the City of Coconut Creek. Representatives of the City are invited to attend the meeting, which will be held on Monday, June 7, 2010 at 10:00 a.m. at the South Florida Regional Planning Council, 3440 Hollywood Boulevard, Suite 140, Hollywood.

If you have any questions, please call.

Sincerely,

Carolyn A. Dekle
Executive Director

CAD/tnb

Enclosures

cc: See attached list

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INTRODUCTION

This assessment of the proposed Development of Regional Impact (DRI) known as Main Street @ Coconut Creek was prepared by the South Florida Regional Planning Council (SFRPC), pursuant to the Florida Environmental Land and Water Management Act, Chapter 380, Part I, Fla. Stat. The assessment is based on information supplied by the Applicant, State, Federal, and Regional review agencies, official plans, and field reconnaissance. Additional research relative to specific issues was conducted by Council staff where needed.

In accordance with the Act, this Impact Assessment Report provides an overview of the positive and negative regional impacts likely to result from the subject proposal. The recommendations included herein are intended to assist the City of Coconut Creek City Commission in reaching a decision on the proposed development through consideration of regional impacts and issues.

Copies of any Development Order issued with regard to this project must be transmitted to the Applicant, the SFRPC, and the Florida Department of Community Affairs, pursuant to Chapter 380.07(2), Fla. Stat.

PART I -- PROJECT DESCRIPTION

A. APPLICANT INFORMATION

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Date Application Sufficiency Process Completed: January 15, 2010

Deadline for Council Action: June 7, 2010

Dates of Local Public Hearing: July 22, 2010 and August 12, 2010, City of Coconut Creek City Commission

Type of Development: Mixed-use with Commercial, Office, and Multi-family Residential

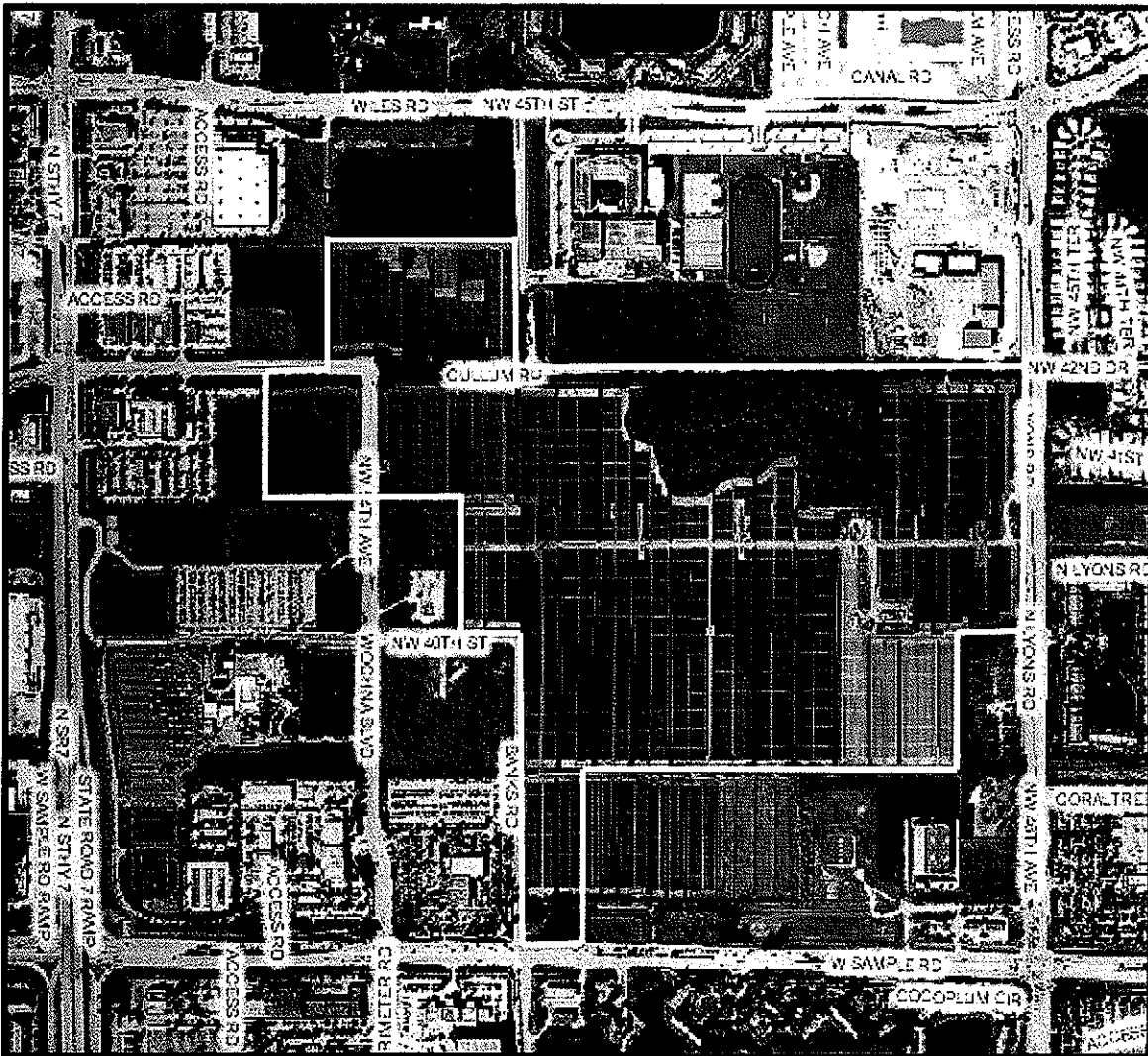
Location of Development: City of Coconut Creek, Broward County

B. PROJECT INFORMATION

1. Overview

Main Street @ Coconut Creek, a Development of Regional Impact (DRI), is being proposed for a 157-acre parcel, which is currently an active farm (140.75 acres) with 16.25 acres of cypress wetlands, located in the City of Coconut Creek, Broward County (Figure 1; see also Exhibit A - Legal Description). The mixed-use project will have residential, commercial, and office components. The project site is east of State Road 7 (SR 7), adjacent and to the immediate west of Lyons Road, south of Wiles Road, and north of Sample Road (Figure 2). It lies within the City's 500-acre Main Street Regional Activity Center and is designed to promote a compact, diverse, mixed-use downtown environment. A Land Use Plan Amendment is being processed concurrently with this DRI to ensure consistency between the land uses and DRI uses.

FIGURE 1 - MAIN STREET @ COCONUT CREEK LOCATION MAP

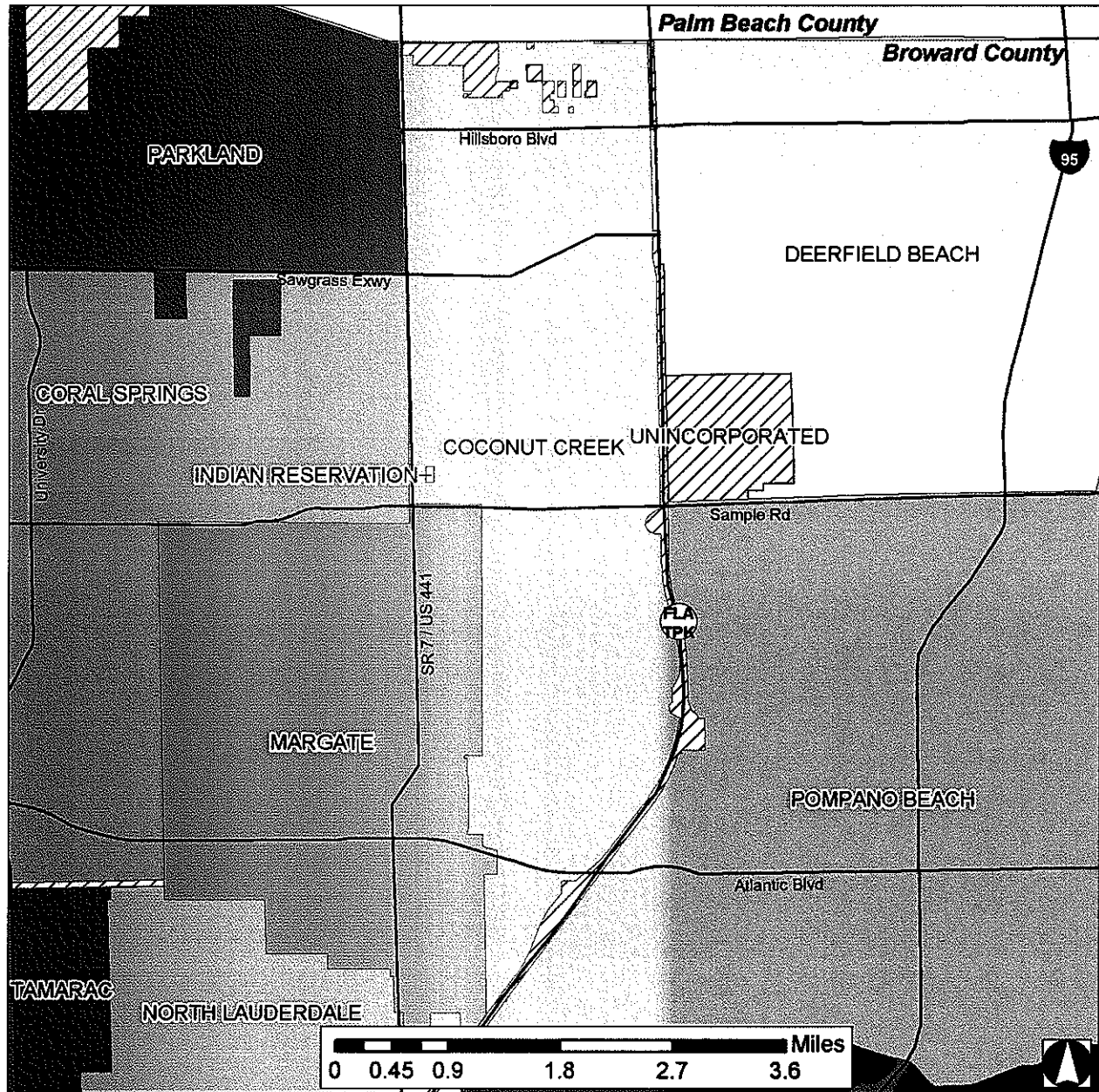


Source: Main Street @ Coconut Creek DRI ADA.

The City of Coconut Creek was incorporated in 1967. In 2009, the City had an estimated population of 47,804, which represents an increase of 9.7 percent from the population in 2000, in part due to annexation. With an area of 12.7 square miles, Coconut Creek has an average density of 3,764 persons per square mile. The City has developed steadily since its inception, but still has 453 acres of vacant and underdeveloped lands. Coconut Creek is suburban in character in the southern half of the City, with rapidly urbanizing

agricultural land in the northern half. Notable features of the City include the north campus of Broward Community College and Tradewinds County Park, which contains Butterfly World, attracting over a quarter of a million visitors each year. A map depicting the general location of the City is included as Figure 2.

FIGURE 2 – CITY OF COCONUT CREEK, GENERAL LOCATION MAP



Source: Main Street @ Coconut Creek DRI ADA

The Main Street @ Coconut Creek DRI is expected to minimize external traffic generation by creating a built environment, which will foster pedestrian trips and greater reliance on emerging mass transit options. This concept is key to creating a sustainable living environment in the South Florida region. This project proposes to create a new downtown or "center" for the City of Coconut Creek. Narrow streets will emphasize the pedestrian instead of the automobile. Land uses will be mixed both horizontally and vertically in buildings that relate to the street at a pedestrian scale.

The mixed-use project would be completed in one phase with a 10-year build-out date of 2020. Presently, the site consists of an active farm and a cypress wetland in the northern portion of the property. The Applicant proposes to construct 525,000 gross square feet (GSF) of office uses, 1,625,000 GSF of commercial uses, and 3,750 multi-family dwelling units.

The proposed master development plan is shown in Figure 3, with existing and proposed land uses outlined in Table 1.

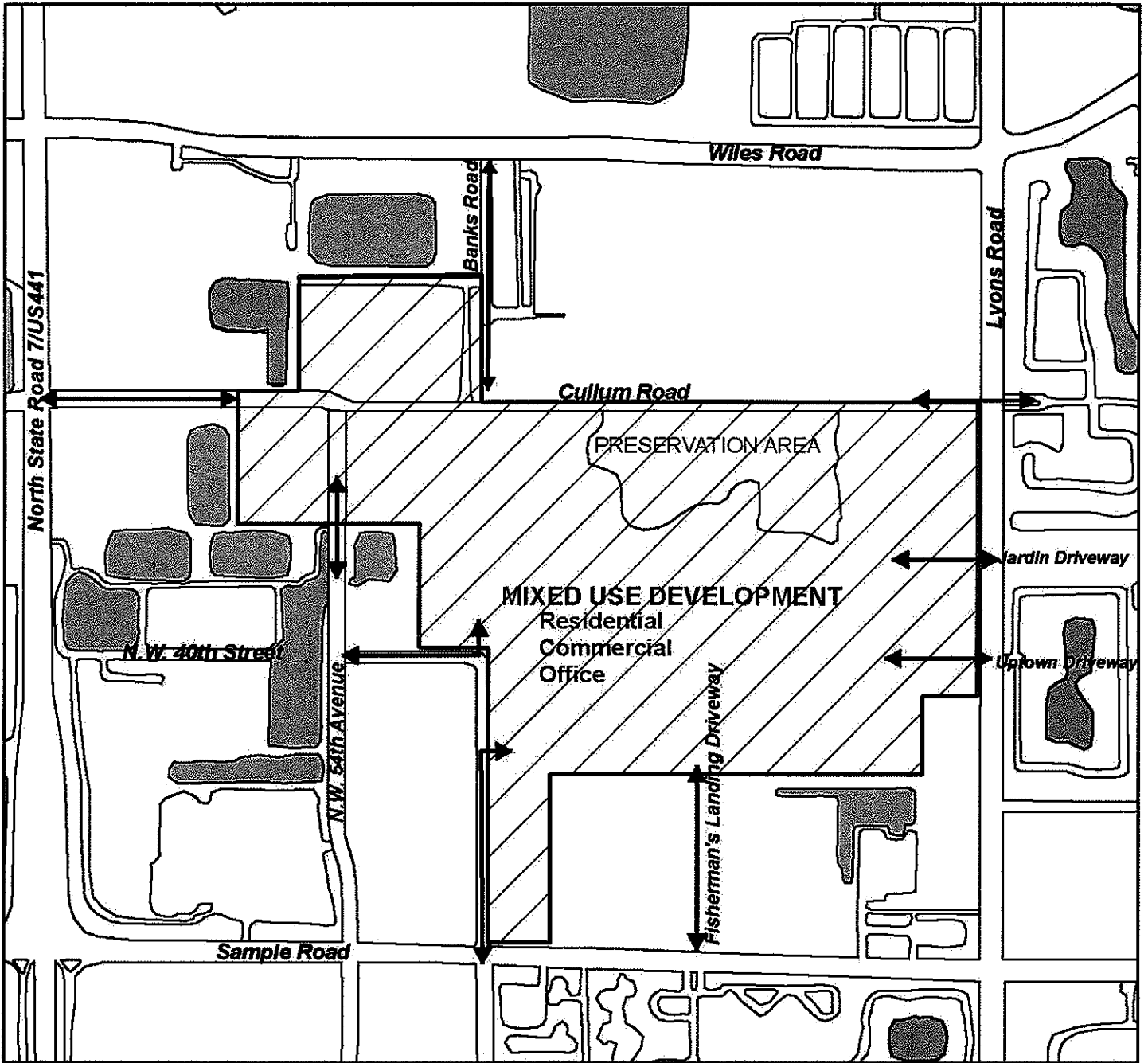
TABLE 1 - EXISTING AND PROPOSED LAND USES

Existing and Proposed Uses		
USE (PLU Land Use Class Code)	Existing Uses	DRI Proposed Uses
Agricultural (200)	140.75 acres	
Wetland (600)	16.25 acres	16.25 acres
Residential (120/130)		3,750 multi-family
Commercial (140)		1,625,000 GSF
Office (143)		525,000 GSF

Source: Main Street @ Coconut Creek DRI ADA.

FIGURE 3 - PROPOSED MASTER DEVELOPMENT PLAN

EXHIBIT 2
Master Development Plan (Map H)



MAP H
MASTER DEVELOPMENT PLAN

Source: Main Street @ Coconut Creek DRI ADA.

PART II – PROJECT IMPACTS AND ISSUES

A. ENVIRONMENT AND NATURAL RESOURCES

1. Air Quality

Air quality impacts will be analyzed using the Florida Department of Environmental Protection's (FDEP's) Guidelines for Evaluating the Air Quality Impacts of Indirect Sources (June 1994), and in accordance with the requirements set forth in Broward County Ordinance Section 27-176. Analyses will include intersections, transportation improvements as identified in the Application for Development Approval (ADA), and parking facilities associated with the project to demonstrate that the National Ambient Air Quality Standards for Carbon Monoxide will not be violated as a result of this project. Parking facilities constructed in incremental phases must include all information required in Section 27-176 for each and every phase. Air quality impact analyses must be submitted to all air quality review agencies.

Proposed Development Order Condition O in Part VI of this Impact Assessment Report addresses this issue.

2. Water Quality

a. Groundwater

The project is underlain by the Biscayne Aquifer. The Biscayne Aquifer is approximately 180 feet thick in the vicinity of the project and is unconfined. The Biscayne Aquifer is composed of the Fort Thompson formation, the Tamiami formation and the Anastasia formation (Geology of the Surficial Aquifer System, Broward County, Florida, 1985). The Biscayne aquifer system is recharged primarily by rainfall percolating through the thin sandy mantle to the water table.

Seasonal and tidal fluctuation of the groundwater table is typically less than two feet in the vicinity of the project. Based on the Broward County Soil Survey, the water table in the mapped soils is at a depth of less than 40 inches for most of the year. Based on this information the water table at the site will generally be encountered within the upper four feet of the existing subsurface, and the seasonal high groundwater could be within one foot of the existing grade. Regional groundwater flow in South Florida is generally east-southeast toward the Atlantic Ocean; however, due to the flat topography, local groundwater flow may be influenced by local features, i.e., lakes, canals, etc.

No groundwater data was collected during the current investigation, because the applicant intends to obtain its water supply from the City of Coconut Creek.

Groundwater to be used by the project is regulated by the SFWMD through a Consumptive Use Permit. The appropriate permitting steps will be taken prior to development. Potable water will be provided by the City of Coconut Creek. The applicant will use stormwater for irrigation and common areas as much as possible and will accept reuse water if and when it is available, and economically feasible.

b. Surface Waters

The property is located within the Hillsboro Canal Basin. The Hillsboro Canal Basin generally covers the area of northern Broward County and southern Palm Beach County, and is controlled by the SFWMD pump station G-56 between Palm Beach and Broward County immediately West of Military Trail. Within the Hillsboro Canal Basin lies the Cocomar Water Control District (CWCD), a dependent water control district governed by the Broward County Board of County Commissioners

and managed by the Water Management Division. CWCD is a series of secondary canal systems with control gates used for flood control, ground water and wellfield recharge, and wetland rehydration. The CWCD's C-5 Canal alignment is through the DRI property, an East-West interconnect will be necessary for Water Management purposes. The property contains several agricultural ditches which drain to the wetland to the north of the site and a canal along Cullum Road, with ultimate discharge to the Hillsboro Canal.

The project is not located in any potential aquifer recharge areas, Outstanding Florida Waters, Wild and Scenic Rivers, Florida Aquatic Preserve, or Class I or II waters of the State. CWCD and its series of interconnected lakes and canals allows for surface water to be directed toward aquifer recharge areas

Surface water quality data was obtained from Broward County EPD, Water Resources Division. The data obtained is from Broward County's quarterly canal data for the Hillsboro Canal. There is one Surface water monitoring site in the vicinity of the project, to the northeast. The site location is as follows:

- Site 3: Hillsboro Canal; Hillsboro Blvd and SR 7 - Freshwater

The data provided is from 1989 through 1997. The data collected is for the following parameters: biochemical oxygen demand, fecal coliform, total coliform, conductivity, ammonia, nitrite+nitrate, dissolved oxygen, pH, salinity, fecal streptococcus, temperature, total Kjeldahl nitrogen, total organic carbon, total phosphorus, turbidity, total inorganic nitrogen. Data was compared to Broward County Water Quality Standards (Article V, Section 27-195). Based on the data for Site 3 the following trends were observed: dissolved oxygen was low and total phosphorus and ammonia were high. This data is characteristic of drainage systems in the project vicinity.

The applicant will use appropriate erosion, sedimentation, and siltation prevention and protection measures. Engineering plans will include erosion and sedimentation control procedures during construction to ensure that: 1) erosion/sedimentation control devices are in place and are maintained; and 2) best management practices (BMPs) are followed to protect the adjacent canals and wetland areas.

BMPs to be used include the following:

- Surface water run-off from exposed areas during construction will be routed to retention areas, swales, and/or ditches where the water can be treated to control discharges and meet state water quality criteria.
- Exposed areas will be grassed as soon as possible to stabilize the soil.

Proposed Development Order Condition H in Part VI of this Impact Assessment Report addresses this issue.

c. Stormwater

The project is located within the Hillsboro Canal Basin, in the northwest quadrant of the Cocomar Water Control District. The Cocomar Water Control District discharges through permitted control structures to the Hillsboro Canal, which ultimately flows to tide through the SFWMD's G-56 Structure. The property contains several agricultural ditches that drain to the Cypress Head to the north of the site and the C-5 canal along Cullum Road, with ultimate discharge to the Hillsboro Canal.

The entire site is zoned X, or areas determined to be outside the 500-year floodplain, as determined by FEMA in FIRM Map 12011C0115F, dated August 18, 1992.

The entire site is not prone to flooding in the pre-development conditions. Per the existing SFWMD Permit covering the site, the minimum road elevations are set at elevation 14.0' National Geodetic Vertical Datum (NGVD) and finished floor elevations at elevation 15.5' NGVD. The site as it exists generally slopes from south to north towards the existing wetland at the north end of the site. Erosion is not a problem as the site is relatively flat, with existing ground ranging from elevation 14.0' NGVD to elevation 15.0' NGVD. The canals are also slow moving, thus not susceptible to erosive velocities.

Several underground pipe systems will convey runoff from the buildings and paved areas to the proposed lake and existing wetland at the north end of the site. The regulations of the Cocomar Water Control District require the pretreatment of the first 1/2" of rainfall prior to discharging to the wetlands and master water management system. The District also requires all sites to have 15% waterways (canals or lakes) and 35% maximum building coverage, unless storage volumes can be adjusted to match these criteria.

The Cocomar Water Control District is controlled by the SFWMD S-39 Pump Station, generally located at the southwest corner of Palm Beach County. The drainage system serving the area is composed of a system of interconnected lakes and canals that discharge through the S-39 Pump Station. This site is adjacent to and will discharge directly to the C-5 Canal.

The control elevation for this area is elevation 11.0' NGVD. Minimum road elevations will be at elevation 14.0' NGVD with finished floor elevations at elevation 15.5' NGVD in accordance with existing District criteria.

The proposed development includes approximately 157 acres. The proposed drainage system will manage runoff from only on-site drainage areas. The on-site drainage area will be divided into several sub-basins with the required stormwater management taking place in the lake and wetland at the north end of the site.

Proposed Development Order Condition G and H in Part VI of this Impact Assessment Report addresses this issue.

3. Land and Soils

Wind and water erosion will be controlled by mulching and spraying of grass-exposed areas to prevent soil erosion and minimize air pollution and stormwater runoff. Silt screens and aprons will be used during any phase of project construction that may increase turbidity in adjacent surface waters. Pollutant retardant structures will treat all stormwater runoff at each of the proposed new outfall structures in accordance with the master drainage plan and stormwater management system drainage permits. The stormwater management system will be designed, constructed, and maintained in accordance with applicable regulations of the SFWMD, FDOT, CBWCD, Broward County EPGMD, and the City of Coconut Creek.

The Applicant will ensure that all fill material used, whether obtained from on-site excavation activities or from off-site sources, will meet the clean soils criteria of Broward County EPGMD and FDEP, as applicable.

Proposed Development Order Conditions P in Part VI of this Impact Assessment Report addresses these issues.

4. Flood Prone Areas

The entire site is not prone to flooding in the pre-development conditions. The creation of proposed lakes on-site, the preservation of the existing wetland onsite, and the setting of minimum road elevations at elevation 14.0' National Geodetic Vertical Datum (NGVD) and finished floor elevations at elevation 16.0' NGVD per the existing SFWMD Permit, preclude onsite flooding of developed areas.

The entire site is zoned X, or areas determined to be outside the 500-year floodplain, as determined by Federal Emergency Management Agency (FEMA) in Florida Insurance Rate Map (FIRM) 12011C0115F, dated August 18, 1992.

5. Vegetation and Wildlife

The Main Street @ Coconut Creek DRI site is a 157 acre site comprised of an existing agricultural operation. The subject site is an active agricultural operation, with active crop rows and soil tilling. The site includes numerous agricultural drainage ditches aligned north-south throughout the various parcels, connecting to larger ditches running east-west along the property boundaries. The northwest corner of the property contains two (2) smaller out-parcels separated from the remainder of the site by Banks Road and an existing canal running east-west along the northern boundary of the remainder of the property. The northernmost parcel is bordered by canals on the north, south and west, along with an existing high school to the east.

Based on the Florida Land Use and Cover Classification System (FLUCCS), the project site consists of three (3) distinct vegetative communities: row crops, disturbed and filled upland area and cypress-mixed hardwood wetlands, FLUCCS codes 2140, 7400 and 6215, respectively. The majority of the subject site consists of row-crops surrounded by disturbed upland buffers and existing drainage ditches. The cypress wetland vegetative community is limited to the one large cypress head along the northern property limits.

Vegetation of the agricultural operation currently consists of tomato row crops, along with sparse upland herbaceous species and turf grasses, including Spanish needles (*Bidens* sp.), whitehead broom (*Spermacoce* sp.), knot-root foxtail (*Setaria* sp.), common ragweed (*Ambrosia* sp.) and caesar weed (*Urena lobata*). The existing berms contain mostly nuisance/exotic upland vegetation including Brazilian pepper (*Schinus terebinthifolius*), lead tree (*Leucaena leucocephala*) and castor bean (*Ricinus communis*). The existing drainage ditches contain musk grass (*Chara* sp.), fanwort (*Cabomba* sp.) and sago pondweed (*Potamogeton pectinatus*), with dogfennel (*Eupatorium* sp.), creeping oxeye daisy (*Wedelia trilobata*) and torpedo grass (*Panicum repens*) along the edges of the ditches.

The contiguous portion of the property contains one (1) large wetland area along the northern property boundary, adjacent to the existing canal. The wetland area consists of a historic cypress dome wetland, and is separated from the remainder of the site by an existing ditch. The wetland displays evidence of long-term fringe effects, with an outer canopy of nuisance exotic species such as Brazilian pepper, umbrella tree (*Schefflera actinophylla*) and java bishopwood (*Bischofia javanica*). The remaining canopy consists mainly of bald cypress (*Taxodium distichum*), cabbage palm (*Sabal palmetto*), and strangler fig (*Ficus aurea*), with a scattered wetland understory consisting of leather fern (*Achrostichum danaefolium*), cocoplum (*Chrysobalanus icaco*), green myrsine (*Myrsine guianensis*) and swamp fern (*Blechnum* sp.).

The Main Street @ Coconut Creek DRI site was assessed by qualified biologists during the late morning and early afternoon hours (10:00 a.m. - 1:00 p.m.) on July 11, 2008, and in the late morning hours (10:00 a.m. - 12:00 p.m.) on March 10, 2009. Survey methods used to determine the presence or absence of state or federally listed floral and faunal species consisted of a combination of meandering transects and point-counts. Meandering transects were conducted throughout the project site. These transects included the

observation of each distinct vegetative community. Given the relative lack of vegetative diversity present within the project site, meandering transects provide sufficient coverage of the vegetative communities within subject site(s). In order to ensure complete coverage of the subject site(s) for the presence or absence of listed faunal species, point count samples were taken at numerous locations throughout the DRI, specifically within the existing wetland and along the vegetated buffers. Point counts were taken for 10 minute intervals for areas with a radius of ± 75 feet.

The wetland area at the Coconut Creek DRI site was assessed by a qualified biologist during the early morning (9:00 a.m. - 11:00 a.m.) on August 22, 2008 to review the existing vegetation and hydrology. A meandering transect was conducted throughout the wetland area, beginning in the northwest corner and moving south/southeast through the existing wetland. Additional point counts were taken along the transect in the northwest corner and center of the wetland area. Soil conditions and existing hydrology were also reviewed to determine the extent and potential agency jurisdiction over the existing wetlands. Given the existing wetland area will be preserved/restored, additional point counts are not anticipated to be necessary.

State or federally listed wildlife species observed within the subject site were limited to tri-colored heron (*Egretta tricolor*), great egret (*Ardea alba*) and American Kestrel (*Falco sparverius*), with each species being listed as a Species of Special Concern (SSC). Given the vegetative communities present within the DRI project site, any use of the site(s) would likely be transient in nature, and would be limited to wading birds foraging within the existing ditches and wetland. Species likely to utilize the wetland areas on-site would include those observed, along with snowy egret (*Egretta thula*), great blue heron (*Ardea herodias*) and little blue heron (*Egretta caerulea*). The lack of significant buffer habitat limits the possibility of any roosting, colonial or otherwise, on-site by listed species.

The proposed development of the site should have no impact to state and/or federally listed floral and faunal resources. Due to the lack of suitable roosting habitat and the likely transient nature of utilization of the site by listed species, along with the proposed preservation of the existing wetland area, the development would not impact existing floral and faunal species, nor would it impact seasonal roosting or migratory patterns.

6. Wetland Resources

The existing jurisdictional wetland on-site encompasses ± 16.25 acres of the project site ($\pm 10\%$ of the proposed acreage of the DRI) and will be maintained in its natural state. Existing hydro periods and seasonal water elevations will be maintained in their current state, as controlled by the local drainage district.

Proposed Development Order Conditions S in Part VI of this Impact Assessment Report addresses these issues.

7. Hurricane Evacuation

The subject site is not located within the high hazard hurricane evacuation area nor a designated special hurricane preparedness district.

8. Historical and Archaeological Sites

On the October 17, 2008, the Applicant received a letter from the State Historic Preservation Officer stating that the development plan for the Main Street @ Coconut Creek DRI as proposed would not present any impacts to cultural resources.

Proposed Development Order Condition Q in Part VI of this Impact Assessment Report addresses this issue.

B. ECONOMY

1. Project Costs

This application proposes a mixed-use project on approximately 157 acres consisting of 525,000 gross square feet (GSF) of office uses, 1,625,000 GSF of commercial uses, and 3,750 multi-family dwelling units. The proposed project is based on one phase of development over 10 years, and the total project cost is estimated at approximately \$1,282 million. Costs by land use are shown in Table 2.

TABLE 2 - PROJECT COSTS BY LAND USE (2009 CONSTANT DOLLARS)

LAND USE	COST (\$)
Office	\$ 50,760,937
Commercial	\$ 347,628,749
Residential	\$ 883,312,500
TOTAL	\$ 1,281,702,186

Source: Main Street @ Coconut Creek DRI ADA.

2. Economic Disparity

The project is a mixed-use development consisting of commercial, office, and residential. Mixed-use developments of this type tend to attract diverse business groups and create diverse job opportunities. Currently adopted Council policies encourage developers to involve economic development resource agencies and programs, which promote small and minority businesses, in the development and expansion of permanent job opportunities.

The Applicant anticipates a need for skilled employees in the retail, professional services, finance, and food services sectors. Nearby residents and workers within the surrounding commute shed are expected to fill these positions. The Applicant also states that it will select a general contractor with a strong track record of using minority and women-owned subcontractors, or subcontractors who have a demonstrated record of using fair hiring practices for the construction.

Proposed Development Order Condition M in Part VI of this Impact Assessment Report addresses this issue.

3. Economic Impacts

The Applicant forecasts approximately 3,404 additional permanent jobs created on-site as a result of the amount of new development proposed at project buildout. These projected employment figures, organized by NAICS code, were introduced into the newly developed Policy Insight Plus (PI+), version 1.1, a demographic and economic forecasting model developed by Regional Economic Models, Inc. (REMI). The model produces an estimate of the overall annual impact of a project on employment, total real disposable personal income, and the total estimated value added for each county in the South Florida (SF) region and its economically integrated neighbor, the Treasure Coast (TC) region. Recognizing both the linkages of this project, as well as the potential for competition with similar businesses, the totals take into account the direct, indirect, and induced impacts of the new investment on the local economy.

Tables 3, 4, and 5 show the economic impacts of the project, including direct, indirect, and induced effects, among counties in South Florida and in the Treasure Coast Region. For modeling purposes,

economic impacts are estimated for a period from the year of construction commencement (2010) to the year the project is built out (2020).

From the commencement of construction (2010) until it is built out in 2020, this project is estimated to generate approximately \$855 million (in 2009 dollars) in total real disposable income for the South Florida region (Table 3). As shown in Table 4, the results of the simulation indicate that, although the Applicant estimates this project will create 3,404 net new jobs initially, only a total of 3,147 net non-construction jobs in private sectors will be added to the Broward County economy when the project is built out, after competition and substitution effects are taken into account. This new investment might also substitute some existing businesses or crowd out its competitors in neighboring counties within the South Florida region, as shown in Table 4, the majority of which would be located in Miami-Dade County.

From 2010 through 2020, the project, by its direct, indirect, and induced effects, could represent as much as a total of 1.6 billion dollars in value added to the South Florida regional economy in the private sectors (Table 5).

**TABLE 3 - GROSS REGIONAL PRODUCT AND PERSONAL INCOME (2010-2020)
(IN MILLIONS 2009 CONSTANT DOLLARS)**

	Broward	Miami-Dade	Monroe	SE Region	FC Region	Total
Total Gross Regional Product	1,684	100	-1	1,783	55	1,838
Real Disposable Personal Income	758	98	-1	855	94	949

Sources: SFRPC and REMI Policy Insight Plus (PI+) V1.1.

**TABLE 4 - CHANGES IN EMPLOYMENT BY PRIVATE SECTOR AT BUILDOUT
(EXPRESSED IN NUMBER OF JOBS; NOT NECESSARILY FULL-TIME EQUIVALENTS)**

Sector	Broward	Miami-Dade	Monroe	SE-Region	IC-Region	Total
Forestry, Fishing, Other	2	0	0	2	2	4
Mining	0	0	0	0	1	1
Utilities	6	2	0	8	2	10
Manufacturing	56	21	0	77	10	87
Wholesale Trade	59	15	0	74	5	79
Retail Trade	462	3	0	465	-27	438
Transportation, Warehousing	54	26	0	80	6	86
Information	109	-9	0	100	-5	95
Finance, Insurance	285	4	0	289	2	291
Real Estate, Rental, Leasing	304	15	0	319	9	328
Professional, Tech Services	476	6	-1	481	-1	480
Mgmt of Companies, Enterprises	42	-1	0	41	-1	40
Administration & Waste Services	420	-25	-1	394	-2	392
Educational Services	35	12	0	47	4	51
Health Care, Social Assistance	397	7	-2	402	-3	399
Arts, Entertain, Recreation	54	9	0	63	6	69
Accommodation, Food Services	222	2	0	224	0	224
Other Services (excludes Government)	164	27	0	191	12	203
Total Jobs (Non-Construction)	3,147	114	-4	3,257	20	3,277

Sources: Main Street @ Coconut Creek DRI ADA, SFRPC, and REMI Policy Insight Plus V1.1.

**TABLE 5 - CHANGES IN VALUE ADDED BY PRIVATE SECTOR (2010-2020)
(MILLIONS OF 2009 CONSTANT DOLLARS)**

Sector	Broward	Miami-Dade	Monroe	SF Region	FC Region	Total
Forestry, Fishing, Other	0	0	0	0	0	0
Mining	0	0	0	0	0	0
Utilities	8	3	0	11	4	15
Construction	503	9	0	512	14	526
Manufacturing	30	10	0	40	7	47
Wholesale Trade	47	12	0	59	4	63
Retail Trade	150	5	0	155	-4	151
Transportation, Warehousing	13	8	0	21	1	22
Information	113	-6	0	107	-3	104
Finance, Insurance	118	8	0	126	4	130
Real Estate, Rental, Leasing	235	20	0	255	11	266
Professional, Tech Services	117	6	0	123	3	126
Mgmt of Companies, Enterprise	23	0	0	23	1	24
Administration &, Waste Services	62	-1	0	61	1	62
Educational Services	4	2	0	6	0	6
Health Care, Social Assistance	80	6	0	86	3	89
Arts, Entertain, Recreation	8	2	0	10	2	12
Accommodation, Food Services	22	2	0	24	1	25
Other Services (excludes Government)	22	3	0	25	2	27
Total	1,555	89	0	1,644	51	1,695

Sources: Main Street @ Coconut Creek DRI ADA, SFRPC, and REMI Policy Insight Plus V1.1.

4. Fiscal Impact

The Main Street @ Coconut Creek project consists of 525,000 gross square feet of office uses, 1,625,000 GSF of commercial uses, and 3,750 multi-family dwelling units. This project will result in an increase of more than \$1,179 million of taxable value to support public services in the area, as shown in Table 6.

**TABLE 6 - TAXABLE VALUE BY LAND USE
(2009 CONSTANT DOLLARS)**

Land Use	Amount	Total Taxable Value
Office	525,000 s.f.	\$ 78,093,750
Commercial	1,625,000 s.f.	\$ 276,250,000
Residential	3,750 units	\$ 825,000,000
Total		\$ 1,179,343,750

* Taxable values were discounted at 85 percent of sales/market values.

** Assuming 70% of units would have a \$50,000 Homestead Exemption.

Source: Main Street @ Coconut Creek DRI ADA; calculated by SFRPC.

Table 7 reveals that from the commencement of construction until it is built out, the proposed development program is projected to add revenues of at least \$44 million to all appropriate government entities. The total of recurring taxes is estimated at approximately \$30 million. In addition, it is estimated to provide the City of Coconut Creek around \$18.7 million in total revenue over the course of the 10-year project, and approximately \$13.3 million for Broward County.

**TABLE 7 - SUMMARY OF REVENUES (2010-2020)
(2009 CONSTANT DOLLARS)**

Government Entities	Non-Recurring	Recurring**	Total
City of Coconut Creek	\$7,312,350	\$11,341,052	\$18,653,402
Broward County	\$6,497,963	\$6,760,497	\$13,258,460
Broward County Public Schools	\$1,031,250	\$8,230,111	\$9,261,361
South Florida Water Management District	-	\$692,408	\$692,408
Florida Inland Navigation District	-	\$38,282	\$38,282
Children's Services Council	-	\$416,554	\$416,554
North Broward Hospital District	-	\$1,892,914	\$1,892,914
Total	\$14,841,563	\$29,371,818	\$44,213,381

* Only police and fire impact fees and affordable housing impact fees are included for the City of Coconut Creek; impact fees to Broward County for parks and transit and to the Broward School District for schools are also included.

** Ad Valorem taxes to all appropriate government entities, the City of Coconut Creek's fire assessments, franchise and utility taxes, business taxes, intergovernmental revenue, and solid waste, stormwater management fees, are included. Other taxes, such as tourist tax, gasoline tax, etc., are not included.

Source: Main Street @ Coconut Creek DRI ADA.

5. Housing

The City of Coconut Creek established an affordable housing linkage fee in March of 2006, which is assessed on new commercial development to provide housing opportunities for the local workforce. In July of 2008, the City Commission approved a Public/Private Partnership Program to assist first-time homebuyers purchase homes in new residential communities within the City, using funds from the

Affordable Housing Trust Fund. This Program invites City homebuilders to partner with the City to provide down payment assistance to eligible homebuyers (workforce income guidelines apply).

The Applicant agrees to pay the City's Affordable Housing Linkage Fee and endorses the City's Linkage fee program as a sound and constructive method to address the affordable housing issue. As such, the Applicant is planning to work with the City to have the Affordable Housing Fees paid by the Applicant redeployed within the development. The fees will be used to offset the cost of market rate housing so that it is affordable to target groups.

Proposed Development Order Condition A in Part VI of this Impact Assessment Report addresses this issue.

C. PUBLIC FACILITIES

1. Water and Wastewater Management

Table 8 (below) summarizes the project's impact on demand for potable water and wastewater. The proposed development will be carried out in one phase. The Average Demand numbers represent the anticipated demand from the proposed project consisting of development of a total of 525,000 GSF of office uses, 1,625,000 GSF of commercial uses, and 3,750 multi-family dwelling units.

The proposed project is located within the City of Coconut Creek; therefore, the City will be responsible for supplying potable water to the project, which has a projected net potable water demand of 1.205 million gallons per day (MGD). The operation and maintenance of the lake water irrigation system will be the responsibility of the landscape maintenance company to be retained by the Owner/Developer of the project. Potable and non-potable water demand projections are illustrated in Table 8.

TABLE 8 - WATER DEMAND

Phase/Land Use	Projected Average Daily Demand			Total Demand
	Potable Water Demand (MGD)	Non-Potable Water Demand		
		Irrigation	Other	
Existing				
Vacant	0	0	0	0
Proposed				
Retail	0.1625	0	0	0.1625
Office	0.1050	0	0	0.1050
Multi-Family	0.9375	0	0	0.9375
Green Area		0.199	0	0.0199
TOTALS	1.2050	0.199	0	1.2249

Source: Main Street @ Coconut Creek DRI ADA

* Irrigation proposed to be provided by the proposed on-site lake based on 0.1 ft. per week over 31.96 acres of pervious area.

Potable water demands based on the Broward County Environmental Protection Department Consulting Engineer's Guide for a Wastewater Collection/Transmission System Construction License Application. Retail demand is 0.1 GPD/SF; Office demand is 0.2 GPD/SF, and Residential demand is 250 GPD/unit.

Water conservation measures which will be used include flush tanks in the multifamily residential, low flow faucets, low flow shower heads, the use of lake water rather than potable water for irrigation and the design of the irrigation system in accordance with xeriscape principles. Percentage of water use reduction for each conservation measure varies greatly, so the overall percentage of water use reduction

for the project will vary depending on the final design. However, a numerical target for the percentage of water use reduction for the project will be in the range of 5-10%.

The development is projected to create a demand for wastewater treatment that is equivalent to its potable water demand. Table 9 illustrates wastewater demand by land use.

TABLE 9 - WASTEWATER GENERATION RATES

Wastewater Generation Rates			
Phase/Land Use	Wastewater Generation (Million Gallons/Day)	On-site Wastewater Treatment (MGD)	Off-site Wastewater Treatment (MGD)
Existing			
Vacant	0	0	0
Proposed			
Retail	0.1625	0	0.1625
Office	0.1050	0	0.1050
Multi-Family	0.9375	0	0.9375
TOTALS	1.2050	0	1.2050

Source: Main Street @ Coconut Creek DRI ADA

Broward County's North Regional Wastewater Treatment Plant (NRWWTP) provides wastewater treatment for the City of Coconut Creek. The level of service standard for the NRWWTP is average day flow. As of May 11, 2009, the two-year average day flow for the NRWWTP is 75.38 MGD, with prior commitments of 1.66 MGD, for a total of 77.04 MGD. Current permitted capacity of the NRWWTP is 84.00 MGD. We are awaiting administrative approval of recently completed expansion to 100.00 MGD capacity, which projections indicate will be sufficient beyond 2020.

Proposed Development Order Conditions H and J in Part VI of this Impact Assessment Report address this issue.

2. Solid/Hazardous/Medical Wastes

The City of Coconut Creek is served by the Broward County Resource Recovery Facility. By letter (dated May 20, 2008), the Broward County Solid Waste Operations Division stated that adequate capacity is projected to be available to serve the City's long-range solid waste demands. The current capacity of Broward County's two resource recovery facilities is 1.6 million tons/year or 2,250 tons/day at each plant. The Broward Interim Contingency (BIC) Landfill provides an additional 4.5 million cubic yards of capacity. Additional backup capacity is provided by the Central Disposal Sanitary Landfill in Pompano Beach. The current demand is 1.095 million tons per year at the resource recovery facilities and 40,000 - 50,000 tons per year at BIC. Each resource recovery facility is expandable by 33%. A third resource recovery is reserved at the BIC Landfill. At this time, there are no plans through the year 2015 for expansion of existing facilities. Table 10 summarizes the project's anticipated solid waste generation rates.

TABLE 10 - SOLID WASTE GENERATION

Solid Waste Generation				
Land Use	Units	Generation Rate	Domestic Solid Waste Cubic Yards/Day	Generation Tons/Day**
EXISTING				
Vacant	0	0	0	
TOTALS	0	0	0	0
PROPOSED				
Retail	1,625,000	2 lbs/100 SF*	216.62	16.25
Office	525,000	1 lb/100 SF*	34.99	2.63
Multi-Family	3,750	8.9 lbs/unit*	222.44	16.69
TOTALS			474.05	35.57

Source: Main Street @ Coconut Creek DRI ADA.

* Based on Solid Waste Generation Rates Table as identified in the Broward County Land Development Code.

** Conversion rate of 13.33 yards per ton as per All Service Refuse, Inc.

The Main Street @ Coconut Creek DRI does not anticipate any laboratories, storage facilities, and/or warehouse space where hazardous materials or medical wastes may be generated. If this changes, a DRI amendment will be needed.

Proposed Development Order Condition N in Part VI of this Impact Assessment Report addresses these issues.

3. Health Care and Public Safety

Typically, growth within a district results in increased demands for health-care facilities, as well as police and fire rescue services. The demands for service vary based upon the specific demographics of the area and traffic volume.

a. Health Care

The following hospitals are located to serve the development:

- Broward General Medical Center, which is within 12 miles and has 716 beds; and
- Northwest Medical Center, which is within 2 miles and has 215 beds.

The Applicant has contacted the hospitals several occasions via U.S. Mail, but did not receive a response as to the capacity of these facilities to serve the project. It is recommended that the Applicant continue to work with Northwest Medical Center and Broward General Medical Center to determine whether these facilities would be available to serve the proposed development.

b. Public Safety

Public safety services in this area are provided by the City of Coconut Creek Fire Rescue and Police Departments. Prior to the issuance of a building permit for any permanent structure that is part of the new development on the project site, the Applicant will work with the City of Coconut Creek (with input from the Broward Sheriff's Office) to ensure the adequate provision of fire-rescue and police services necessary to serve the proposed project.

The level of staffing necessary will be determined by the City of Coconut Creek Police and Fire Departments. If demand for police services increases or decreases from the amount initially forecast,

the Applicant will be responsible for the costs of appropriate increased or decreased staffing levels. In addition, the Applicant has agreed to provide a suitable workspace within the commercial/office components of the proposed development within the project to accommodate public safety personnel as determined by the City of Coconut Creek Police and Fire-Rescue Departments.

By letters dated March 24, 2009, and March 5, 2009, the City of Coconut Creek Police and Fire-Rescue Departments, respectively, have stated they have capacity to serve the proposed development, subject to any future changes to the scope or density of the proposed project.

Proposed Development Order Condition R in Part VI of this Impact Assessment Report addresses this issue.

4. Open Space and Recreation

Broward County and the City of Coconut Creek emphasize the inclusion of recreation and open space in any new development. There will also be lakes, open spaces, pedestrian areas, and plazas. The adopted level of service for recreation and open space in the City of Coconut Creek is 3 acres per one thousand residents. Based upon the City's Comprehensive Plan, the City currently retains sufficient recreation and open space to meet the City's short and long term needs.

Proposed Development Order Condition A in Part VI of this Impact Assessment Report addresses this issue.

5. Public Education

The proposed development will generate an additional demand of 157 school seats. Table 11 (below) illustrates how demand was calculated.

TABLE 11 - PUBLIC SCHOOL ENROLLMENT ESTIMATES

Proposed	School Impact			
		Elementary	Middle School	High School
Townhouse (100 units)	X .126 = 12.6	X .061 = 6.1	x.084 = 8.4	
Mid-Rise (2,750 units)	X .027 = 74.25	X .011 = 30.25	X .008 = 22	
High Rise (900 units)	X .002 = 1.8	x.001 = .9	x.001 = .9	
TOTALS	89	37	31	

Source: Main Street @ Coconut Creek DRI ADA

Proposed Development Order Condition U in Part VI of this Impact Assessment Report addresses this issue.

6. Energy

Energy for the proposed development is to be provided through electric service. Projected operating demand (peak) and operating demand (average daily) are summarized in Table 12, Electrical Capacity Demand Estimates. The project will be constructed in a single phase and will have an average daily demand of 28,950 kilowatts (KW).

TABLE 12 – ELECTRICITY DEMAND

Electrical Capacity Demand Estimates			
Use	Units	Operating Demand (Peak Hour)	Operation Demand (Average Daily)
EXISTING			
Vacant	0	0	0
TOTALS	0	0	0
PROPOSED			
Retail	1,625,000	11,700 KW **	9,750 KW *
Office	525,000	5,040 KW **	4,200 KW *
Multi-Family	3,750	18,000 KW **	15,000 KW *
TOTALS		34,740 KW **	28,950 KW *

Source: Main Street @ Coconut Creek DRI ADA.

* Based on generation rates per Florida Power and Light Company, 12/7/05:

- Retail = 6 Watts per square foot
- Office = 8 Watts per square foot
- Multi-family = 4 Kilowatts per unit

** Based upon a peaking factor of 1.2.

There is to be no on-site electrical generating facility, other than emergency power. Emergency power will be provided by means of stand-by generators. The following energy conservation elements may, where feasible, be incorporated in site planning, building design, and equipment selection:

- Additionally, all building design and construction will meet applicable requirements of the Florida Building Code, latest edition.
- Integrated landscaping along streets, buildings and parking areas to reduce heat gain from paved surfaces.
- High efficiency parking lot lights with photocells and automatic timers to minimize unnecessary parking lot lighting energy usage.

The Applicant commits to using energy efficient and alternative energy vehicles for onsite maintenance and activities and will commit to a plug-in station as practical. It should also be noted that at a minimum, it is required that the proposed project achieve Leadership in Energy and Environmental Design (LEED) certification. Certification includes minimum requirements as it relates to energy conservation. The proposed project will achieve at least the minimum number of LEED credits required to meet LEED certification.

In addition, and to the extent it is economically feasible, the Developer will implement the most current energy conservation measures, such as natural gas and/or renewable energy sources, into the design and construction of all new buildings and new parking garages. The Developer shall also consider providing electrical plugs in all parking garages for vehicles and using alternative fuel technologies for security and support staff vehicles.

Proposed Development Order Condition I in Part VI of this Impact Assessment Report addresses this issue.

D. TRANSPORTATION

1. Existing Traffic

The preliminary study area was defined as the geographic area bounded by the following:

- North: Broward/Palm Beach County Line;

- East: Powerline Road;
- South: Atlantic Boulevard; and
- West: University Drive

The final study area was defined as roadways on which project traffic contributes five percent or more of the maximum peak hour directional service volume at the adopted level of service standard of the facility. The Applicant and reviewing agencies agreed upon in the Pre-Application Conference Methodology that an A.M. peak hour roadway segment analysis would be conducted for specific segments of Sample Road (State Road 7 to Florida's Turnpike) and State Road 7 (Sample Road to Wiles Road) to determine the project's significance. These roadway segments were analyzed to determine if project traffic contributes five percent or more of the maximum peak hour directional service volume at the adopted level of service standard of the facility. Where the project is determined to be significant based upon this A.M. peak hour analysis, an A.M. peak hour roadway segment analysis was performed for the subject corridor.

Existing conditions on the study roadways within the final study area were quantified. The evaluation of the facilities was conducted for the existing 100th highest hourly volume conditions using the existing geometric and operational conditions of the facilities.

Peak direction hourly volumes for roadway segments in Broward County were determined from actual 2007 count data obtained from both Broward County and FDOT and adjusted using the appropriate peak season conversion factor. Existing peak hour directional volumes were compared to the generalized roadway level of service volumes adopted by Broward County.

As agreed upon in the study methodology, the study area also includes intersections within the boundaries of the preliminary study area. These intersections are listed as follows:

- SR 7/U.S. 441 & Cullum Road/Turtle Creek Drive;
- SR 7/U.S. 441 & NW 40th Street;
- SR 7/U.S. 441 & Sample Road;
- SR 7/U.S. 441 & Wiles Road;
- SR 7/U.S. 441 & NW 54th Avenue/NW 31st Street;
- Lyons Road & Wiles Road;
- Sample Road & NW 62nd Avenue;
- Sample Road & Lyons Road;
- Sample Road & NW 54th Avenue;
- Sample Road & Banks Road;
- Banks Road and Wiles Road;
- NW 40th Street & NW 54th Avenue; and
- Cullum Road & NW 54th Avenue.

In addition to the above intersections specifically defined in the study methodology, several additional intersections were analyzed based upon whether the project is significant on an approach and whether or not the 90% threshold of the level of service standard is met.

An average annual growth rate for each roadway segment was determined based on the increase in traffic volumes over a seven-year period (2000 through 2007). An areawide growth rate was calculated as an average of increases in traffic volumes on roadway segments within the study area. For the purposes of this calculation, the growth rate for toll expressways, Sawgrass Expressway and Florida's Turnpike, was calculated separately from that of surface streets. A 1.3% growth rate was calculated for surface streets and a 3.5% growth rate was calculated for toll expressways.

2. Background and Committed Development Traffic

Committed development information was supplied by the SFRPC and the cities where the individual projects were approved. The following is a list of committed developments and other approved DRIs that were considered in the analysis:

- Downtown Coral Springs DRI;
- Commerce Center of Coconut Creek DRI;
- Seminole Coconut Creek Casino;
- Cocomar Plaza;
- Promenade at Coconut Creek;
- Lyons Corporate Park DRI;
- Sawgrass Exchange DRI;
- Pompano Industrial Park DRI; and
- Coral Landings III.

The most recent traffic analyses of the listed committed developments were reviewed. The committed trip volumes and distribution were taken directly from the existing reports and applied to the roadway segments. If distribution information was not available, a SERPM model was run to determine an applicable distribution. As noted, the committed developments were also researched to determine what portion of the approved development was built and only the remaining development rights were included in the analysis. Traffic volumes associated with these developments were determined for each of the roadway links within the final study area.

To determine background traffic volumes, the increase in traffic resulting from the application of the growth rate was compared to the increase in traffic that would result from the committed development traffic plus half of the same growth rate. The larger of the two numbers was used in order to determine the overall background traffic increase. Volumes for the proposed roadways and roadways under construction were extracted from the 2020 Southeast Florida Regional Planning Model (SERPM) zonal data discussed in the following section in more detail. The 2020 data was interpolated using 2005 and 2030 z-data. The appropriate factors were applied to calculate peak hour directional volumes.

The following roadway volumes were extracted from the model:

- Cullum Road (SR 7 to Lyons Road);
- Banks Road (Sample Road to Wiles Road; and
- Wiles Road (Lyons Road to Powerline Road).

The volumes on Sample Road, SR 7, and Wiles Road in the 2020 SERPM model with the Wiles Road extension were compared to the volumes on the corresponding roadway segments in the model without the Wiles Road extension. This difference in traffic was rerouted to/from Wiles Road (Lyons Road to Powerline Road) via SR 7 and Wiles Road (SR 7 to Lyons Road). Sample Road (Rock Island Road to Florida's Turnpike) was adjusted accordingly to reflect the rerouting of traffic.

Project traffic distribution and assignment was determined using the Florida Standard Urban Transportation Model Structure (FSUTMS). Specifically, the Southeast Florida Regional Planning Model (SERPM) was utilized by prorating z-data between the year 2005 validation model and the year 2030 model to the year 2020. The roadway network in the year 2014 E+C model was utilized for the analysis. Socio-economic data representing the proposed buildout plan of development was added to the existing traffic analysis zone (TAZ) where the project is located. Project traffic was assigned to the roadway network consistent with the model output, with the exception that some of the traffic was reassigned to

surrounding roadway links based on knowledge of the area and engineering judgment when deemed appropriate. Assignment to individual driveways was performed manually based on the location and configuration of the project access driveways.

For the intersections that were evaluated, all of the intersections that are projected to not meet level of service standards (i.e., those intersections that will be at LOS E or F), with the exception of Sample Road & Holiday Springs Boulevard, Sample Road & NW 42nd Avenue, Sawgrass Boulevard & Lyons Road, Holmberg Road & Lyons Road, are expected to be at LOS E or F without this project. Several of these deficiencies can be resolved with optimized signal timing. However, several mitigation measures have been identified to maintain intersection operation at an acceptable level of service. Table 21-22 summarizes recommended intersection improvements to achieve adopted level of service standards. Note that signal timings were optimized throughout the study area.

Some of the significantly impacted roadway segments were shown to exceed the generalized level of service standards published by the Florida Department of Transportation in its 2007 Generalized Quality/Level of Service Tables. These generalized level of service tables do not take into account the specific operating characteristics of these roadways that affect the actual level of service on these roadway facilities. Therefore, to evaluate actual level of service conditions on the roadway segments that are projected to operate at LOS E or F when compared to the generalized LOS tables, a detailed arterial analysis was performed for these roadway segments. These analyses were performed taking into account the intersection improvements identified previously in order to determine whether or not the roadways are anticipated to operate at an acceptable level of service.

3. Project Traffic Impacts

The expected trip generation for the subject project was determined in accordance with the agreed upon study methodology. Trips were calculated using the equations contained in the Institute of Transportation Engineers' (ITE) Trip Generation, Seventh Edition. The project trip generation was calculated for four (4) types of project land uses: residential condos/townhouses, residential high-rise condos/townhouses, retail, and office.

4. Impact on Transit Services

As outlined in the Broward County Comprehensive Plan, Broward County has established three types of Concurrency Districts: Transit-Oriented Concurrency Districts, Community Design Concurrency Districts, and Standard Concurrency Districts. The project site lies within the "North Central District," which is a transit-oriented concurrency district. The North Central District is generally bounded on the east by Florida's Turnpike, on the south by Commercial Boulevard and NW 44th Street, on the west by Conservation Area, and on the north by Sawgrass Expressway and Palm Beach County. Fourteen (14) separate Broward County transit routes currently travel at least a portion of the roadway network within some portion of the North Central Transit-Oriented Concurrency District.

Based upon Broward County's transit-oriented LOS requirements, the Applicant will be required to mitigate traffic generated by the site through the payment of Transit-Oriented Concurrency (TOC fees) based upon the number of trips generated by the site. According to the current rates, the TOC fee to be paid by the Applicant is approximately \$6.1 million. It should be noted that Broward County is currently revising the Comprehensive Plan and Land Development Code to alter the current concurrency system. This new system will find both capital improvement transit projects and Broward County Traffic Engineering projects throughout each district. The fees are currently expected to be reduced by approximately one-third of the current rate. The adopted level of service standards also require that a neighborhood transit center be established within this district.

5. Improvements Needed to Accommodate Project Traffic

The development will have direct or indirect access to all adjacent major roadways consisting of State Road 7, Wiles Road, Lyons Road, Sample Road, and numerous programmed roadway improvements including Banks Road and Cullum Road. Furthermore, all internal and external access points will include the appropriate pedestrian and bicycle facilities to provide connectivity to the adjacent transportation network.

The project will complement the protection of existing transportation corridors by dedicating the required right-of-way for portions of Cullum Road, Banks Road, and additional public streets within the development consistent with the City of Coconut Creek's MainStreet Standards, The Applicant will also provide additional right-of-way as required at the proposed project access points along the adjacent roadways to provide for right-turn deceleration lanes into project driveways. No other right-of-way dedication is proposed.

The development will adversely and significantly impacted 16 intersections. Table 13 illustrates the impacted intersections and the estimated cost of improvements. It should be noted that the developer will construct the improvements for intersections 7, 8, 9, 13, 14, and 16 at an estimated cost of \$1,688,500. The Applicant will contribute \$10,870,200, the cost of the remaining improvements as mitigation. A portion of this contribution, \$5,871,854 will be paid to Broward County for purposes of RAC Land Use Plan Amendment traffic impact mitigation. The purpose of this payment is to contribute towards the funding of transportation improvements in the study area consistent with Broward MPO's 2035 *Long Range Transportation Plan*. These improvements may include, but are not limited to, transit infrastructure improvements, programmed roadway improvements, or pedestrian/greenway improvement. The remaining portion \$4,998,346, shall be paid to the City of Coconut Creek for purposes of traffic mitigation per the payment schedule included outlined in attached Exhibit 3. These mitigation fees shall be allocated to improvements demonstrated to mitigation the impacts of the Property through a multi-agency agreement between the City of Coconut, Broward County, the Applicant, and FDOT with the City being the lead agency.

It should be noted that Broward County and the Florida Department of Transportation, District (FDOT) IV, recommended the mitigation payments be indexed to 2010 in the Development Order. The use of an index would allow the Applicant, City of Coconut Creek, Broward County, and FDOT to determine how future economic conditions have affected the costs of the proposed mitigation in the year in which the payment is made. The Applicant has noted that the Development Orders for the last four DRIs reviewed in the South Florida Region did not contain indexing for mitigation payments. The Applicant has requested to be treated equitably.

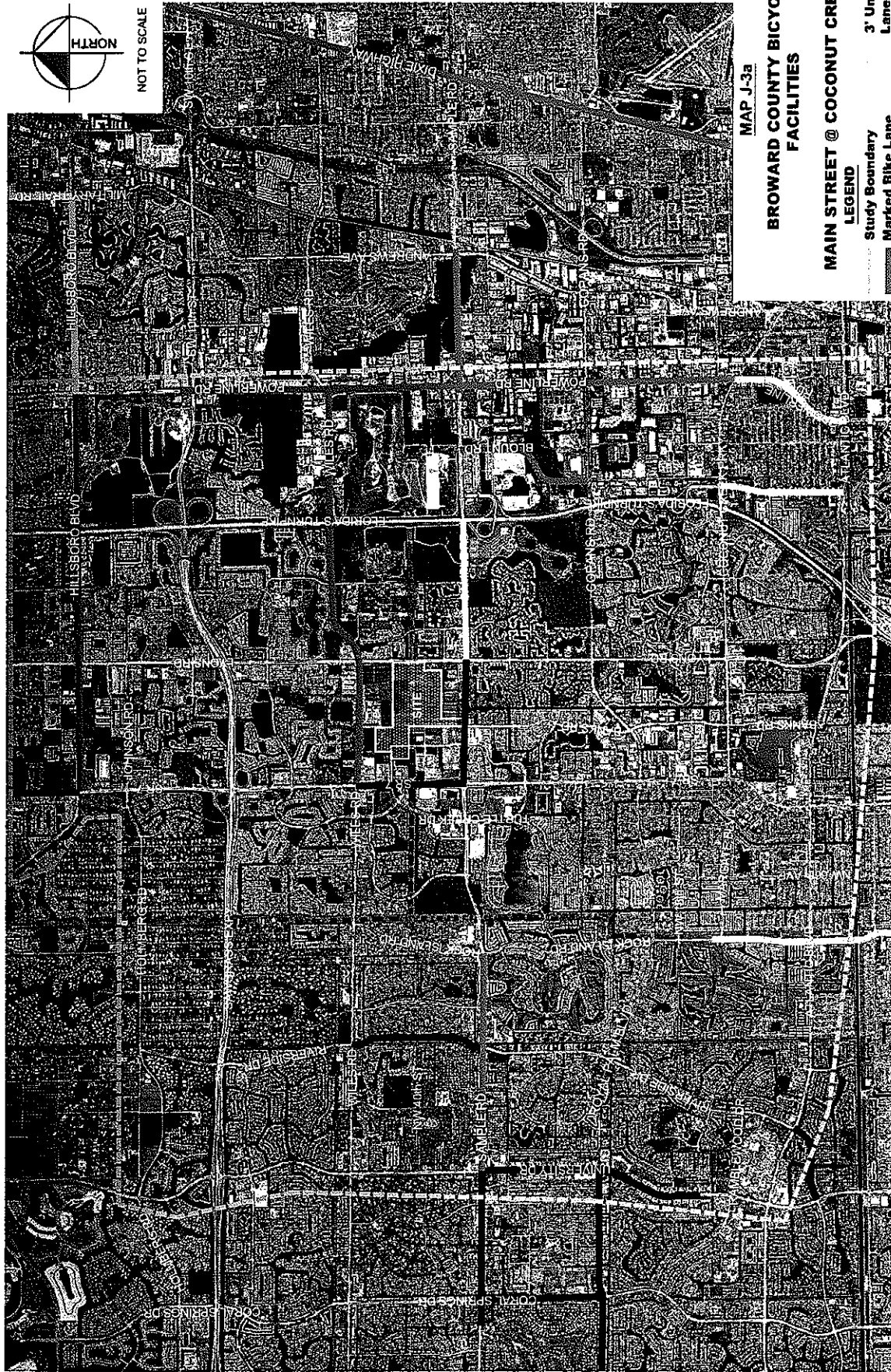
Proposed Development Order Condition T in Part VI of this Impact Assessment Report addresses these issues.

TABLE 13 - ADVERSELY AND SIGNIFICANTLY IMPACTED ROADS

MainStreet at Coconut Creek DRI Transportation Improvements		
	Intersection Locations	Probable Costs
1	Winston Park Boulevard at Lyons Road	\$ 25,000.00
2	Wiles Road at Lyons Road	\$ 1,824,600.00
3	Wiles and Powerline Road	\$ 481,600.00
4	State Road 7 at Wiles Road	\$ 954,200.00
5	Sample Road at Riverside Drive	\$ 772,300.00
6	Sample Road at NW 54th Avenue	\$ 620,900.00
7	Sample Road and Lyons Road	\$ 2,783,100.00
8	Sample Road at Florida's Turnpike	\$ 108,500.00
9	Sample Road at Banks Road	\$ 510,000.00
10	Sample Road at 42nd Avenue	\$ 410,100.00
11	Copans Road at Lyons Road	\$ 2,396,300.00
12	Coconut Creek Parkway at Lyons Road	\$ 272,100.00
13	NW 54th Avenue and Downtown Access Road	\$ 750,000.00
14	Banks Road at Wiles Road (Signalization Only)	\$ 300,000.00
15	Hillsboro Boulevard at Lyons Road (Signal Modification Only)	\$ 50,000.00
16	Cullum Road and Lyons Road (Signalization Only)	\$ 300,000.00
TOTAL		\$ 12,558,700

Source: ADA

FIGURE 4 - TRAFFIC IMPACT STUDY AREA



MAP J-3b

BROWARD COUNTY BICYCLE FACILITIES

MAIN STREET @ COCONUT CREEK DRI

LEGEND

Study Boundary

Marked Bike Lane

Wide Curb Lane

3' Undesignated Lane

Paved Shoulder

PART III – COMMENTS FROM OTHER REVIEWING AGENCIES

This section contains regional assessment comments sent to the Council by other agencies reviewing the Main Street @ Coconut Creek Development of Regional Impact Application for Development Approval. The documents included are as follows:

- Sufficiency determination from the South Florida Water Management District regarding water supply
- Broward County;
- City of Parkland;
- City of Coconut Creek;
- SFRPC Hurricane Evacuation Comments;
- Broward County School Board; and
- Florida Department of Transportation, District IV.

Bob Cambric

From: Wong, Chon [Chon.Wong@dot.state.fl.us]
Sent: Tuesday, May 11, 2010 5:41 PM
To: Bob Cambric
Cc: Braun, Steve; Li, Shi-Chiang; Hymowitz, Larry; Thuha Lyew
Subject: RE: Main Street @ Coconut Creek DRI - Applicant Responses

Bob:

The Department has review the materials attached with your May 5th email and the Applicant's responses in the May 4th email from Mr. John McWilliams. Most of the comments are address except for the followings:

1. For simplification, please consider using a 32.4 percent reduction of gross trips to determine the net new trips. This total percentage was calculated from the PM peak hours' internalization, pass-by, and transit capture.
2. The Department insists that all dollar figures should be noted with "2010 dollars" and inflation should be taken into account, unless that Developer plans to pay the full contribution at the start of the project. This is consistent with other recently-approved DRI's, such as *Scripps Florida Phase II/Briger Tract DRI*. Project cost reevaluation will not be needed.
3. Methodology based on which trip thresholds are determined should be included as footnote to the table in Exhibit 3.
4. Condition T.3.c (page 20, line 840) – "designed" should be changed "designated" or "assigned"
5. Condition T.3.c (page 20, stating on line 843) – please consider replacing the last sentence with "The TDMP and Employee Transportation Coordinator shall continue to be in effect until such time that FDOT, the City of Coconut Creek, and the Applicant mutually agree to terminate this condition."
6. Condition T.3.f and j. (pages 21 and 22) – please be specific about when the shared parking study will be conducted and the community transit hub will be built. As noted, a reduction for transit capture of over six percent (6%) is allowed at the beginning of the project.

Please let me know if you have any questions. Thanks!

Chon Wong
 FDOT-D4 PL&EM
 954.777.4659(Ph) 954.777.4671(Fax)
 chon.wong@dot.state.fl.us

From: Bob Cambric [mailto:bcambric@sfrpc.com]
Sent: Wednesday, May 05, 2010 1:28 PM
To: Wong, Chon; Samson, Kim C.; Braun, Steve; Nguyen, Thuha; Hymowitz, Larry; Stuart, Gregory; Ossama Al Aschkar; Randazzo, Catherine; BAMCCOY@broward.org; Knight, Peggy; Berger, Martin; Fallon, Rosemarie; sbrunner@broward.org; Ramos, John; Sunderland, Linda; aennis@pbcgov.org; rmoore@cityofparkland.org; Markward, Dave; westinl@sfrta.fl.gov; jhearn@coralsprings.org; edonmez@coralsprings.org; smh@ci.coral-springs.fl.us; cityplanner@margatefl.com; Paul Carpenter; Lisa Wight; 'MRHart@dos.state.fl.us'; Davis, Barbara M.; jena.b.brooks@dep.state.fl.us;

lisa.galocy@dep.state.fl.us; Goff, Jennifer; James Spinks; Anderson, Lennon; Poole, MaryAnn; kkennedy@broward.org; Feliciano, Maribel; Strauss, Scott; Gray, Tim; Rose, Sheila; SStoudenmire@coconutcreek.net; jgolden@sfwmd.gov; JHetzl@coconutcreek.net; Cousins, Nancy; ESIRIANNI@broward.org; Burke, Peter; bsanders@broward.org
Cc: Ross, Peter; Chris.Heggen@kimley-horn.com; mrk@ruden.com; Simon, Al; Fox, Randy; ddanovitz@broward.org; Riddle, Andrew; rgorlow@comcast.net; DBAULD2007@yahoo.com; 'Mele, Dennis'; Leighrkerr; 'Kelly Ray'; John.McWilliams@kimley-horn.com; gerald.goosby@dca.state.fl.us; Brian Traylor; Myers, Eric; eauerhahn@broward.org; Blake Boy, Barbara; ray.eubanks@dca.state.fl.us
Subject: Main Street @ Coconut Creek DRI - Applicant Responses

The applicant provided the following attachments in response to questions and comments received from Broward County, Broward County Transit, FDOT, and the City of Coconut Creek. I apologize that this was not provided prior to the revised DO conditions that I sent on Monday.

Please let me know if you have any questions.

Bob

From: Bob Cambric
Sent: Monday, May 03, 2010 4:52 PM
To: Wong, Chon; kim.samson@dot.state.fl.us; steve.braun@dot.state.fl.us; Nguyen, Thuha; larry.hymowitz@dot.state.fl.us; Stuart, Gregory; Ossama Al Aschkar; Randazzo, Catherine; BAMCCOY@broward.org; Knight, Peggy; Berger, Martin; Fallon, Rosemarie; sbrunner@broward.org; Ramos, John; Sunderland, Linda; aennis@pbcgov.org; rmoore@cityofparkland.org; Markward, Dave; westinl@sfrta.fl.gov; jhearn@coralsprings.org; edonmez@coralsprings.org; smh@ci.coral-springs.fl.us; cityplanner@margatefl.com; Paul Carpenter; Lisa Wight; 'MRHart@dos.state.fl.us'; Barbara.Davis@dot.state.fl.us; jena.b.brooks@dep.state.fl.us; lisa.galocy@dep.state.fl.us; Goff, Jennifer; James Spinks; Anderson, Lennon; Poole, MaryAnn; kkennedy@broward.org; Feliciano, Maribel; Strauss, Scott; Gray, Tim; Rose, Sheila; SStoudenmire@coconutcreek.net; jgolden@sfwmd.gov; JHetzl@coconutcreek.net; Cousins, Nancy; ESIRIANNI@broward.org; Burke, Peter; bsanders@broward.org
Cc: Ross, Peter; Chris.Heggen@kimley-horn.com; mrk@ruden.com; Simon, Al; randy.fox@dot.state.fl.us; ddanovitz@broward.org; andrew.riddle@dot.state.fl.us; rgorlow@comcast.net; DBAULD2007@yahoo.com; 'Mele, Dennis'; Leighrkerr; 'Kelly Ray'; John.McWilliams@kimley-horn.com; gerald.goosby@dca.state.fl.us; Brian Traylor; Myers, Eric; eauerhahn@broward.org; Blake Boy, Barbara; ray.eubanks@dca.state.fl.us
Subject: Main Street @ Coconut Creek DRI - Revised DO Conditions

Colleagues,

Attached is the revised, draft Development Order (DO). Please review and provide comments no later than 12 May 2010. Council and City staff, as well as the Applicant, anticipate the Regional Report, which will include the draft DO will be considered at the Council's 07 June 2010 meeting; therefore the Report will have to be ready for mailing by 21 May 2010.

Please let me know if you have any questions.

Bob



Environmental Protection and Growth Management Department
PLANNING AND REDEVELOPMENT DIVISION
115 S. Andrews Avenue, Room 329K • Fort Lauderdale, Florida 33301 • 954-357-6634 • FAX 954-357-8655

May 12, 2010

Bob Cambric, DRI Coordinator
South Florida Regional Planning Council
3440 Hollywood Boulevard Suite 140
Hollywood, Florida 33021

Dear Mr. Cambric,

RE: Main Street @ Coconut Creek DRI – Development Order (DO) 3rd Draft

According to the review of the Main Street @ Coconut Creek DRI – Development Order (DO) 3rd Draft dated April 28, 2010, from the South Florida Regional Planning Council, comments from Broward County agencies are listed below.

Environmental Protection and Growth Management Department

Natural Resources Planning and Management Division

Line 181 - EPGMD - D is for Department not Division.

Line 218 - add "and/or soil moisture sensors" after "irrigation timers".

Line 220 - add after Coconut Creek "and/or Broward County, whichever is more restrictive".

Line 248 - replace "xeriscape landscape techniques" with "Florida-friendly landscaping techniques".

Line 367 - replace "xeriscape" with "Florida-friendly landscaping".

Development and Environmental Regulation Division

Section 3.B.2. Application for Development Approval

Lines 68-75: Reword as follows:

...and submit two copies of the Consolidated Application for Development Approval (including one paper copy and one copy in CD-ROM format) to the South Florida Regional Planning Council (SFRPC) (including one paper copy and one copy in CD-ROM format), one copy to each, the City of Coconut Creek, Broward County (Development and Environmental Regulation Division), FDOT, and the Department of Community Affairs,...

Broward County Board of County Commissioners
Sue Gunzburger • Kristin D. Jacobs • Albert C. Jones • Ken Keechil • Ilene Lieberman • Stacy Ritter • John E. Rodstrom, Jr. • Diana Wasserman-Rubin • Lois Wexler
www.broward.org

RE: Main Street @ Coconut Creek DRI – Development Order (DO) 3rd Draft

Section 3.D. Commencement of Development

Line 135: Delete the word *significant*. It is vague and subjective.

Lines 135-137 refer to *development* and Lines 139-146 refer to *construction*. They should be consistent. Therefore, replace the word *construction* on line 140 with the word *development*.

Section 3.G.1. Stormwater

Line 181: Change the word "Division" to "Department."

Section 3.T.2.a. Transportation

Line 645: Delete the word *final* in the first sentence.

Section 3.T.2.c.

Lines 674-726: With an unknown number of developers, it is not equitable to tie payments to specific trip thresholds which may be triggered by only one developer or by developers who were not the "first in," while those "first in" were assessed no mitigation fee. In addition, fee payments do not have to be treated the same as physical improvements that provide additional capacity at the time roadways exceed capacity. Therefore, our office considers it more equitable and more practical to pay the mitigation fee on a "cost per PM peak hour trip" basis, and recommends that lines 674-726 be replaced with the following:

The Developer shall pay the sum of \$10,870,200 for the purpose of transportation impact mitigation identified as "Net Transportation Mitigation Fee." This Net Transportation Mitigation Fee shall be based upon the cost of constructing the improvements included in Exhibit 4, and assessed for each proposed land use based on the PM peak hour traffic generation rates listed in Exhibit 5. The approved development consists of 100 residential condominium/townhouse units (60 trips), 3,650 high-rise condominium units (1,256 trips), 1,625,000 square feet of retail/commercial use (3,942 trips) and 525,000 square feet of office use (667 trips), all of which generate a total of 5,925 PM peak hour trips. The cost per trip (in 2010 dollars) is therefore calculated to be \$1,834.63.

A portion of the above total Net Transportation Mitigation Fee (\$5,871,854) shall be paid to Broward County during the review of construction plans for environmental review approval by the Broward County Development and Environmental Regulation Division for purposes of the RAC Land Use Plan Amendment traffic impact mitigation. Based on the PM peak hour traffic generation rates in Exhibit 5, the County's share equates to: \$594.62 per residential condominium/townhouse unit; \$341.02 per high-rise condominium unit; \$2.404 per square foot of retail/commercial use; and \$1.26 per square foot of office use. These amounts shall be adjusted every October 1 by the amount of change reflected for previous twelve (12) month period in the Implicit Price Deflator of the Gross National Product prepared by the United States Department of Commerce Bureau of Economic Analysis. This obligation may also be entirely satisfied at any time by paying the total amount of the unpaid Mitigation Payment as adjusted annually. The purpose of this payment(s) is to contribute towards the funding of transportation improvements in the study area consistent with Broward MPO's 2035 Long Range Transportation Plan North Central Transportation Concurrency Management Area. These improvements may include, but are not limited to, transit infrastructure improvements, programmed roadway improvements, or pedestrian/greenway improvements. The legal document required by Broward County to implement the voluntary transportation commitment for the RAC Land Use Plan Amendment shall apply in the event of any conflict with this paragraph.

RE: Main Street @ Coconut Creek DRI – Development Order (DO) 3rd Draft

The remaining sum of Net Transportation Mitigation Fee, \$4,998,346, shall be paid to the City of Coconut Creek prior to the issuance of building permits for purposes of traffic mitigation. Based on the PM peak hour traffic generation rates in Exhibit 5, the City's share equates to: \$506.16 per residential condominium/townhouse unit; \$290.29 per high-rise condominium unit; \$2.0464 per square foot of retail/commercial use; and \$1.072 per square foot of office use. These amounts shall be adjusted every October 1 by the amount of change reflected for previous twelve (12) month period in the Implicit Price Deflator of the Gross National Product prepared by the United States Department of Commerce Bureau of Economic Analysis. This obligation may also be entirely satisfied at any time by paying the total amount of the unpaid Mitigation Payment as adjusted annually. These mitigation fees shall be allocated to improvements demonstrated to mitigate the impacts of the Property through a multi-agency agreement between the City of Coconut Creek, Broward County, the Applicant, and FDOT with the City being the lead agency.

Please note that if the above substitute language is accepted, Exhibit 3 may be unnecessary. If Exhibit 3 is deleted, the other exhibits need to be re-numbered accordingly.

Section 3.T.2.e. Transportation

Line 776: Change Section E to Section D.

Lines 779-783: Clarify how this mitigation fee credit is assigned. Does the credit apply to the County payment, the City payment, or both? Please note that the County can only give credit via an agreement approved by the Board of County Commissioners pursuant to the credit criteria in the Land Development Code.

Section 3.T.3.a. Transportation

Lines 811-816: This requirement appears to apply only to the non-residential uses within the DRI. This should be clarified.

Section 3.T.3.c. Transportation

Line 840: Change the word "designed" to **designated**. Also, Section 3.T.I. (Lines 899-910) is proposed to be deleted. This section required the TDMP and the on-site Employee Coordinator to be evaluated after 5 years and be in effect for 10 years. There should be at least a minimum time period required in Section 3.T.3.c.

Section 3.T.2.g. Transportation

Line 871: Change "number of location" to **number and location**.

Section 3.T.3.m. Transportation

Line 923: There should be a date certain for the time of construction of the community transit hub, or the time of construction should be tied to certificates of occupancy for a certain trip threshold.

Mr. Cambric
Page 4
May 12, 2010

RE: Main Street @ Coconut Creek DRI – Development Order (DO) 3rd Draft

Transportation Department

Transit Division

Additional discussion is needed for the Transportation Section to go over the following points:

- Detail clarification and specificity with regard to the transit facility: offsite (Sample Road and State Road 7); and
- Detail clarification and specificity with regard to the transit facility onsite (The Developer shall construct a future community transit hub on the eastside of the Main Street DRI preferable along Lyons Road to make connections with BCT Route 31).
- A portion of the total net transportation mitigation fee \$5,871,854 will be paid to Broward County for the purpose of transit infrastructure improvements along Sample Road, Lyons Road, and State Road 7.
- Developer participation in the North Broward Study and State Road 7 Collaborative
- Project strategy to incorporate convenient access to State Road 7 local and express transit service

If you have any questions or concerns please contact Rosemarie Fallon at 954-357-6644, rfallon@broward.org, or Kenny Kennedy at 954-357-6684, kkennedy@broward.org.

Sincerely,



Peter Ross, Deputy Director
Environmental Protection and Growth Management Department

PR/KK/RCF

cc: Eric Myers, Assistant Director, EPGMD
Cathy Randazzo, Director, Planning and Redevelopment Division, EPGMD
Martin Berger, Development and Environmental Regulation Division, EPGMD
Maribel Feliciano, Pollution Prevention, Remediation and Air Quality Division, EPGMD
Peggy Knight, Development and Environmental Regulation Division, EPGMD
John Ramos, Broward Transportation Department
Robert Rudolph, Natural Resources Planning and Management Division, EPGMD
Scott Strauss, Pollution Prevention, Remediation and Air Quality Division, EPGMD
Linda Sunderland, Development and Environmental Regulation Division, EPGMD

Bob Cambric

From: Chris Akagbosu [chris.akagbosu@browardschools.com]
Sent: Monday, May 10, 2010 5:00 PM
To: Bob Cambric
Cc: Lisa Wight; Linda Houchins
Subject: Re: FW: Main Street @ Coconut Creek DRI - Revised DO Conditions

Bob Cambric <bcambric@sfrpc.com> writes:
Chris:

It is my understanding that Lisa will be out until the 12th. I wanted to make sure the School Board has an opportunity to comment on this version of the draft DO.

Bob

From: Bob Cambric
Sent: Monday, May 03, 2010 4:52 PM
To: Wong, Chon; kim.samson@dot.state.fl.us; steve.braun@dot.state.fl.us; Nguyen, Thuha; larry.hymowitz@dot.state.fl.us; Stuart, Gregory; Ossama Al Aschkar; Randazzo, Catherine; BAMCCOY@broward.org; Knight, Peggy; Berger, Martin; Fallon, Rosemarie; sbrunner@broward.org; Ramos, John; Sunderland, Linda; aennis@pbccgov.org; rmoore@cityofparkland.org; Markward, Dave; westinl@sfrta.fl.gov; jhearn@coralsprings.org; edonmez@coralsprings.org; smh@ci.coral-springs.fl.us; cityplanner@margatefl.com; Paul Carpenter; Lisa Wight; 'MRHart@dos.state.fl.us'; Barbara.Davis@dot.state.fl.us; jena.b.brooks@dep.state.fl.us; lisa.galocy@dep.state.fl.us; Goff, Jennifer; James Spinks; Anderson, Lennon; Poole, MaryAnn; kkennedy@broward.org; Feliciano, Maribel; Strauss, Scott; Gray, Tim; Rose, Sheila; SStoudenmire@coconutcreek.net; jgolden@sfwmd.gov; JHetzl@coconutcreek.net; Cousins, Nancy; ESIRIANNI@broward.org; Burke, Peter; bsanders@broward.org
Cc: Ross, Peter; Chris.Heggen@kimley-horn.com; mrk@ruden.com; Simon, Al; randy.fox@dot.state.fl.us; ddanovitz@broward.org; andrew.riddle@dot.state.fl.us; rgorlow@comcast.net; DBAULD2007@yahoo.com; 'Mele, Dennis'; Leighrkerr; 'Kelly Ray'; John.McWilliams@kimley-horn.com; gerald.goosby@dca.state.fl.us; Brian Traylor; Myers, Eric; eauerhahn@broward.org; Blake Boy, Barbara; ray.eubanks@dca.state.fl.us
Subject: Main Street @ Coconut Creek DRI - Revised DO Conditions

Colleagues,

Attached is the revised, draft Development Order (DO). Please review and provide comments no later than 12 May 2010. Council and City staff, as well as the Applicant, anticipate the Regional Report, which will include the draft DO will be considered at the Council's 07 June 2010 meeting; therefore the Report will have to be ready for mailing by 21 May 2010.

Please let me know if you have any questions.

Bob

Hi Bob:

I reviewed the draft DO and do not have any objections to the DO conditions as it relates to Schools on Page 22 of the Proposed DO Conditions.

Chris Akagbosu
Director, Growth Management Department
School Board of Broward County
754-321-2162 (w)
754-321-2179 (f)

Bob Cambric

From: Sunderland, Linda [LSUNDERLAND@broward.org]
Sent: Tuesday, May 04, 2010 7:57 AM
To: Bob Cambric
Subject: RE: Main Street @ Coconut Creek DRI - Revised DO Conditions

Hi Bob,

No changes from the Aquatic & Wetland Resources Program.

Linda

From: Bob Cambric [mailto:bcambric@sfrpc.com]
Sent: Monday, May 03, 2010 4:52 PM
To: Wong, Chon; kim.samson@dot.state.fl.us; steve.braun@dot.state.fl.us; Nguyen, Thuha; larry.hymowitz@dot.state.fl.us; Stuart, Gregory; Alaschkar, Ossama; Randazzo, Catherine; Mccoy, Barney; Knight, Peggy; Berger, Martin; Fallon, Rosemarie; Brunner, Scott; Ramos, John; Sunderland, Linda; aennis@pbcgov.org; rmoore@cityofparkland.org; Markward, Dave; westinl@sfrta.fl.gov; jhearn@coralsprings.org; edonmez@coralsprings.org; smh@ci.coral-springs.fl.us; cityplanner@margatefl.com; Paul Carpenter; Lisa Wight; 'MRHart@dos.state.fl.us'; Barbara.Davis@dot.state.fl.us; jena.b.brooks@dep.state.fl.us; lisa.galocy@dep.state.fl.us; Goff, Jennifer; James Spinks; Anderson, Lennon; Poole, MaryAnn; Kennedy, Kenny; Feliciano, Maribel; Strauss, Scott; Gray, Tim; Rose, Sheila; SStoudenmire@coconutcreek.net; jgolden@sfwmd.gov; JHetzel@coconutcreek.net; Cousins, Nancy; Sirianni, Edward; Burke, Peter; Sanders, Buffy
Cc: Ross, Peter; Chris.Heggen@kimley-horn.com; mrk@ruden.com; Simon, Al; randy.fox@dot.state.fl.us; Danovitz, David; andrew.riddle@dot.state.fl.us; rgorlow@comcast.net; DBAULD2007@yahoo.com; 'Mele, Dennis'; Leighrkerr; 'Kelly Ray'; John.McWilliams@kimley-horn.com; gerald.goosby@dca.state.fl.us; Brian Traylor; Myers, Eric; Auerhahn, Elliot; Blake Boy, Barbara; ray.eubanks@dca.state.fl.us
Subject: Main Street @ Coconut Creek DRI - Revised DO Conditions

Colleagues,

Attached is the revised, draft Development Order (DO). Please review and provide comments no later than 12 May 2010. Council and City staff, as well as the Applicant, anticipate the Regional Report, which will include the draft DO will be considered at the Council's 07 June 2010 meeting; therefore the Report will have to be ready for mailing by 21 May 2010.

Please let me know if you have any questions.

Bob



CAD/BC/MJ-0219



Main Street @ Coconut CK
DRI - Impact Asses. Report

SOUTH FLORIDA WATER MANAGEMENT DISTRICT

LAN 01

January 11, 2010

Ms. MJ Matthews, DRI Coordinator
South Florida Regional Planning Council
3449 Hollywood Boulevard
Hollywood, FL 33021

MJ
Dear Ms. Matthews:

Subject: Main Street at Coconut Creek, DRI No. 09-522

Enclosed is the District's Impact Assessment Report for the above subject project. The report is a general technical assessment of the project based on information provided by the applicant and does not constitute final finding agency action.

We appreciate this opportunity to participate in the review process. If you have any questions concerning our review of this project, please give me a call at (561) 682-6862.

Sincerely,

James J. Golden, AICP
Lead Planner
Intergovernmental Policy & Planning

/jig

Enclosure

c: Leigh Kerr, Leigh Robinson Kerr & Associates, Inc.

IMPACT ASSESSMENT REPORT

Prepared by

South Florida Water Management District

Issued January 11, 2010

I PROJECT SUMMARY

Project: Main Street at Coconut Creek
Developer: Johns Family Partnership
SFWMD ID No: 09-522
Location: Section 42/Township 18 South/Range 42 East,
Broward County
Size: ±157 acres
Existing Land Use: Agricultural/Undeveloped
Proposed Land Use: Mixed-use, including Residential (3,750 dwelling units),
Office (525,000 square feet), Commercial (1,626,000 square
feet)
DRI Threshold: Exceeds mixed-use threshold, pursuant to Chapter
380.0651(3)(i), F.S.

II GENERAL PROJECT-RELATED INFORMATION

The Main Street At Coconut Creek DRI is a proposed mixed-use downtown development. The ±157 acre project site is located in the City of Coconut Creek near the northwest corner of Sample Road and Lyons Road (see Exhibit 1).

The Master Development Plan (see Exhibit 2) proposes the following land uses: Residential (3,750 dwelling units), Office (525,000 square feet), Commercial (1,626,000 square feet). Development is scheduled to occur in a single phase with build-out in 2020.

III POTENTIAL FOR ADVERSE REGIONAL IMPACTS SUMMARY

Category	Minimal	Significant	Major
Water Use - Potable	X		
Water Use - Non Potable	X		
Surface Water Management - Quantity		X	
Surface Water Management - Quality	X		
Wetlands/Other Surface Waters - Functions		X	

IV CONCLUSIONS AND RECOMMENDATIONS

The available DRI information is not detailed enough for District staff to finalize its evaluation of the proposed project. As of the date of issuance of this report, no Environmental Resource Permit (ERP) or Water Use Permit applications have been submitted to the District for this project. Unresolved issues that will need to be addressed during the permit application review process include the project's non-potable water supply, submittal of detailed design plans and calculations for the proposed surface water management system, establishment of a control elevation that is compatible with on-site wetland preservation, dedication of a drainage easement for an adjacent development to obtain legal access to the Cocomar Water Control District master system, verification of the quality and function of the wetland on the project site, and submittal of a definitive wetland mitigation plan, if necessary (see the summaries below and the checklists and footnotes on pages 5 through 10 for additional details).

Prior to issuance of a Development Order for this DRI, amendments to the City of Coconut Creek and Broward County comprehensive plans may be necessary to demonstrate that there is an adequate supply of potable water available at the source, adequate potable water treatment and delivery facilities available to meet the needs created by the proposed development, and that the necessary capital facilities are available or have been planned in a financially feasible manner to meet the needs of the proposed development. Improvements needed to maintain the adopted level of service standards within the next five years should be scheduled in a financially feasible five-year schedule of capital improvements. If the developer is going to pay for the improvements, an executed agreement will need to be provided demonstrating financial feasibility and be reflected in the Capital Improvements Element of the City and County comprehensive plans.

In addition to the above, any development order issued by the City of Coconut Creek for this DRI will need to make adequate provisions for the water supply-related public facilities needed to accommodate the impacts of the proposed development, pursuant to Section 380.06(15)(e)2, F.S., and Rule 9J-2.044(6), F.A.C.

Water Use

Potable water supply will be provided by the City of Coconut Creek. The City obtains its potable water supply from Broward County. The County has indicated that they have available capacity until the year 2013 to serve future projects. The applicant is proposing to use surface water to meet the project's landscape irrigation demands. The applicant indicates that reclaimed water will be used when it becomes available.

For additional details concerning the above as well as permitting requirements, see "Permits" on page 3 and the Water Supply and Development checklist and footnotes on pages 5 and 6.

The District is recommending Development Order Conditions (see page 4) requiring that: (1) No building permits be issued unless the developer demonstrates that Broward County has an adequate permitted allocation of potable water and adequate potable water treatment and distribution facilities to meet the demands of the development for which the building permit is being requested; and (2) Specific conservation measures be incorporated into the project design.

Surface Water Management

Existing surface water features on the project site include the Cocomar Drainage District C-5 Canal, a cypress dome wetland, and a network of agricultural drainage ditches.

The proposed surface water management system will consist of a network of exfiltration trenches, dry retention areas, inlets, culverts, lakes, outfall structures, and the existing wetland. Water quality treatment will be provided within dry retention areas, exfiltration trenches, and/or the on-site lake and wetland prior to discharge into the C-5 Canal.

Issues to be resolved prior to issuance of an Environmental Resource Permit (ERP) include submittal of detailed design plans and calculations for the proposed surface water management system, establishment of a control elevation that is compatible with on-site wetland preservation, and dedication of a drainage easement for an adjacent development to obtain legal access to the Cocomar Water Control District master system.

For additional details concerning the proposed surface water management system design as well as permitting requirements, see "Permits" below and the Surface Water Management checklist and footnotes on pages 7 and 8.

Wetlands/Other Surface Waters-Functions

The project site contains a 16.25 acre cypress-mixed hardwood wetland. The applicant is proposing to preserve the existing on-site wetland.

Issues to be resolved prior to issuance of an ERP include verification of the quality and function of the wetlands on the project site, establishment of a control elevation that is compatible with on-site wetland preservation, and submittal of a definitive wetland mitigation plan, if necessary.

For additional details concerning the above as well as permitting requirements, see "Permits" below and the Environment checklist and footnotes on pages 9 and 10.

Permits

This project will require the following District permits prior to commencement of construction:

1. Environmental Resource Permit – for conceptual approval and for construction and operation of the surface water management system for the proposed development and for any proposed impacts to wetlands and other surface waters.
2. Water Use Permit – for the proposed surface water withdrawals for landscape irrigation.

Recommended Development Order Conditions

1. A building permit shall not be issued unless the developer demonstrates that Broward County has an adequate permitted allocation of potable water and adequate potable water treatment and distribution facilities to meet the demands of the development for which the building permit is being requested.
2. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to Broward County by the South Florida Water Management District.

V DISCLAIMER

This review has been performed by the South Florida Water Management District to provide the South Florida Regional Planning Council with a general technical assessment of the water-related impacts of this project from the District's perspective. It is a technical review of the project based on the information provided by the DRI applicant. It is not a permit under Chapter 373, F.S., nor is it a commitment for said permits. This review does not constitute final agency action and it is not binding on this agency. Permit evaluation, pursuant to Chapter 373, F.S., will be based upon the criteria in effect and the information available at the time of permit application. Consequently, the applicant is advised that this could result in a change in the District's technical assessment from that which is contained in this review.

SUBJECT: **WATER SUPPLY AND DEVELOPMENT** - Main Street Coconut Crk, DRI No. 09-522

Proposed Potable Water Source: Broward County 2A North Regional System

Permit No.: 06-01634-W

Expiration Date: March 13, 2028

Permitted Allocation: 738 MGM maximum (see footnote 1)

Current Usage: 377.57 MGM (based on September, 2009 data)

Projected Demand of DRI: 1.2050 MGD (37.36 MGM)

Proposed Non-Potable Water Sources: Surface Water/Reclaimed Water

Projected Demand of DRI: 0.0199 MGD

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	

I. PROJECTED DEMANDS OF PROJECT

A. POTABLE WATER

1. Use Generation Rates	X			
2. Conservation Practices	X			

B. NON-POTABLE WATER

1. Use Generation Rates	X			
2. Conservation Practices	X			
3. Wastewater Reuse	X(2)			

II. WATER USE IMPACTS

A. ON-SITE

1. Proposed Sources

a. Groundwater	N/A			
b. Surface Water		X(3)		
c. Wastewater Reuse	X(2)			
d. Reverse Osmosis	N/A			

2. Resource Capability		X(3)		
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3. Impacts

a. Salt Water Intrusion		X(3)		
b. Pollution/Contamination		X(3)		
c. Environmental		X(3)		

B. OFF-SITE

1. Verification of Availability from Utility	X(1)			
---	------	--	--	--

2. Resource Capability	X			
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3. Impacts

a. Salt Water Intrusion	X			
b. Pollution/Contamination	X			
c. Environmental	X			
d. Other Legal Users	X			

FOOTNOTES: See following page.

WATER SUPPLY AND DEVELOPMENT FOOTNOTES:

- (1) The September 21, 2009, letter from the Broward County Water and Wastewater Engineering Division provided in the First Sufficiency Responses indicates that the additional allocation required to serve the proposed development will come from the Broward County 2A and North Regional wellfields. The utility pumps water from the Biscayne aquifer and blends it with an average of 0.125 MGD of Upper Floridan aquifer water. The Utility's total existing raw water capacity is 53.7 MGD from 20 wells. The existing treatment plant has a capacity to treat 40 MGD of raw water with an additional 14.9 MGD standby capacity for peak demands. The projected raw allocation from the Biscayne aquifer through 2013 is 22 MGD. The current usage for 2009 ranges between 13 and 15 MGD. In addition to the existing Upper Floridan aquifer well, the applicant plans to construct a wellfield and treatment plant that uses the Upper Floridan aquifer for its alternative supply. The first phase of the plant will produce 6.7 MGD and is scheduled to be completed by March 2013.
- (2) The applicant is proposing to use reclaimed water supplied by Broward County (North Regional Wastewater Treatment Plant) when it becomes available. In the First Sufficiency Responses the applicant indicates that reclaimed water pipelines will be installed throughout the project site for landscape irrigation. Currently, the County's reclaimed water transmission lines are located approximately 1.5 miles from the project site.
- (3) Issues that will need to be addressed at the time of application for a Water Use Permit for the proposed landscape irrigation withdrawals include water conservation methods/techniques, potential impacts to the resource, potential impacts to existing users, the potential for salt water intrusion, potential impacts to wetlands, and the potential for induced movement of any existing contamination plumes in the vicinity of the project site.

SUBJECT: **SURFACE WATER MANAGEMENT** - Main Street Coconut Crk, DRI No. 09-522

Drainage Basin: Hillsboro Canal

Receiving Body: Cocomar Water Control District master system

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	

I. SYSTEM DESIGN

A. QUANTITY CONSIDERATIONS

1. Discharge method, location and route to receiving water	X			
2. Floodplain encroachment	X			
3. Net basin storage		X(1)		
4. Stage/storage		X(1)		
5. Control elevations			X(2)	
6. Water management areas		X(1)		
7. Minimum drainage	X			
8. Overdrainage	X			
9. Outparcels	X			
10. Exfiltration		X(1)		
11. Floor and road protection		X(1)		
12. Passage of upstream flows		X(3)		
13. Capacity of receiving water (pre vs. post)	X			

B. QUALITY CONSIDERATIONS

1. Standard BMP's	X			
2. Special BMP's				
a. Sensitive receiving waters	N/A			
b. On-site use of wastewater	N/A			
c. Location of on-site percolation ponds	N/A			
d. Proximity of on-site perco- lation ponds to SWM system	N/A			
3. Use of natural system	N/A			
4. Hazardous materials				
a. Use/generation	X			
b. Management/disposal	X			
5. Exfiltration systems		X(1)		

FOOTNOTES: See following page

SURFACE WATER MANAGEMENT FOOTNOTES:

- (1) At the time of application for an Environmental Resource Permit (ERP), detailed plans and calculations will be required to demonstrate how the project will meet all the stormwater design assumptions and requirements for projects located in the Cocomar Water Control District.
- (2) See footnote 2 under the Environment checklist.
- (3) Information submitted to the District and Broward County for the Commerce Center of Coconut Creek development indicates that a dedicated easement will be provided through the Main Street at Coconut Creek DRI to allow the Commerce Center of Coconut Creek development to drain into the Cocomar Water Control District master system. Plans and documentation addressing this issue should be included as part of the submitted ERP application.

SUBJECT: ENVIRONMENT - Main Street Coconut Crk, DRI No. 09-522

WETLANDS ACREAGE SUMMARY*

Total Existing	Presently Impacted	Proposed To Be Preserved	Proposed To Be Altered/Destroyed	Proposed To Be Mitigated	Resulting Net Gain/Loss
16.25	Unknown	16.25	[***** see footnote 1 *****]		

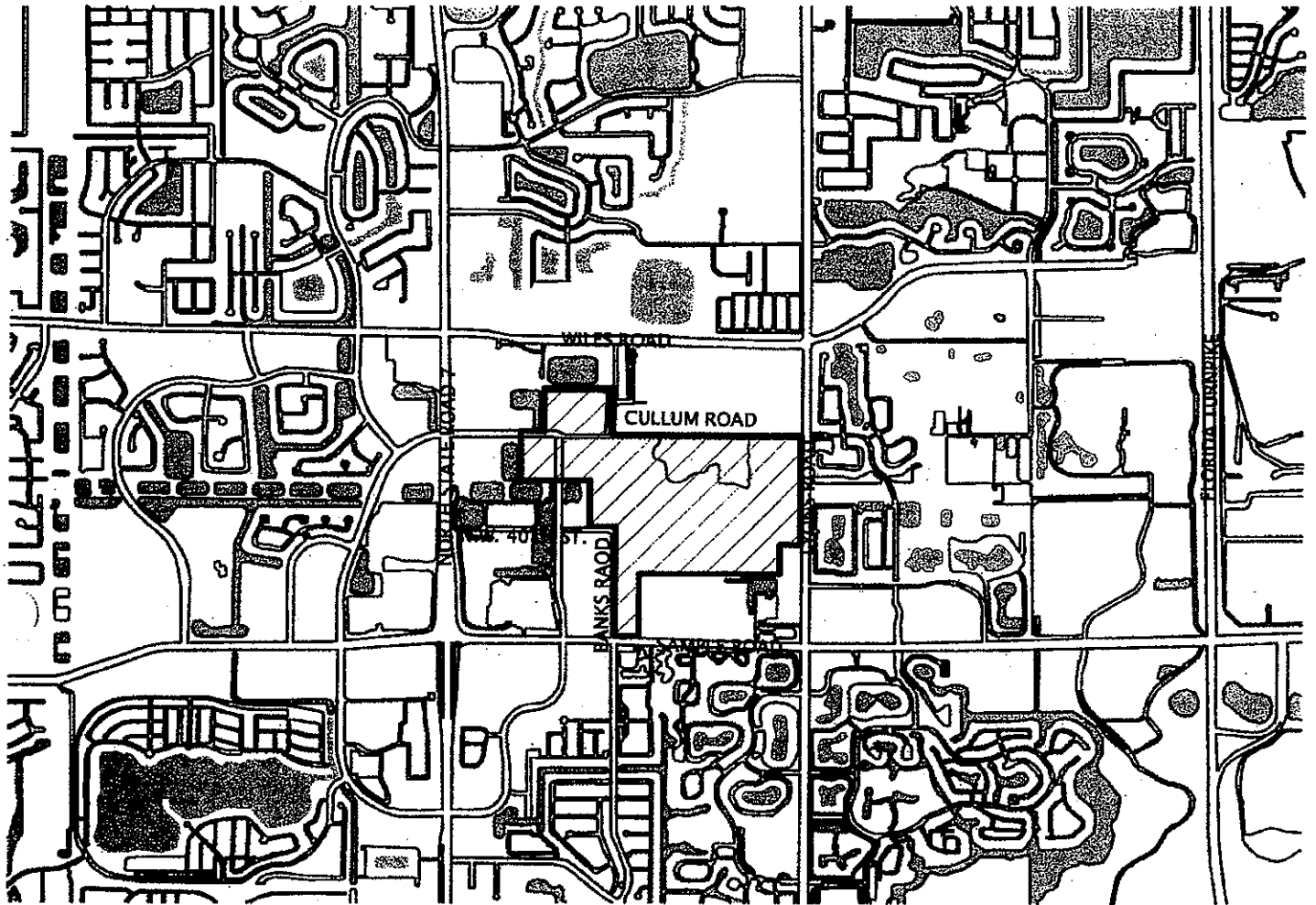
* Applicant estimates (subject to verification during permit review).

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
I. EXISTING SENSITIVE LANDS				
A. WETLANDS				
1. Quantity		X(1)		
2. Quality		X(1)		
B. UNIQUE HABITAT	X	X(1)		
C. ENDANGERED SPECIES		X(1)		
D. OTHER (Save Our Rivers; OFWs; aquifer recharge areas; etc.)	X			
II. IMPACTS OF PRESERVATION/MITIGATION				
A. QUANTITY		X(1,2)		
B. QUALITY		X(1,2)		
C. MANAGEMENT SCHEME (managed elevations, buffers, littoral zones; etc.)			X(1,2)	
D. ENDANGERED SPECIES/HABITAT		X(1)		
III. COMPATIBILITY OF PROPOSED LAND USE AND NATURAL CHARACTERISTICS				
			X(1,2)	
IV. SECONDARY IMPACTS				
			X(2)	

FOOTNOTES: See following page.

ENVIRONMENT FOOTNOTES:

- (1) Due to the lack of specific project documentation and comprehensive field review, additional information and field verifications concerning the characteristics and functional values of on-site wetlands and any proposed mitigation will be required at the time of application for an Environmental Resource Permit (ERP).
- (2) Based on the submitted documentation, the proposed stormwater management lake control elevation is below the elevation of the adjacent existing wetland. The lake itself is also proposed as an initial source of landscape irrigation water. If implemented, these proposals will potentially impact existing wetlands anticipated to be preserved on-site. This issue will require further evaluation during the ERP review process.



SOURCE: A)GOOGLE EARTH
 B)LIVEMAPS.COM
 C)APRIL 2007

MAP A

LOCATION

MAIN STREET @
 COCONUT CREEK DRI



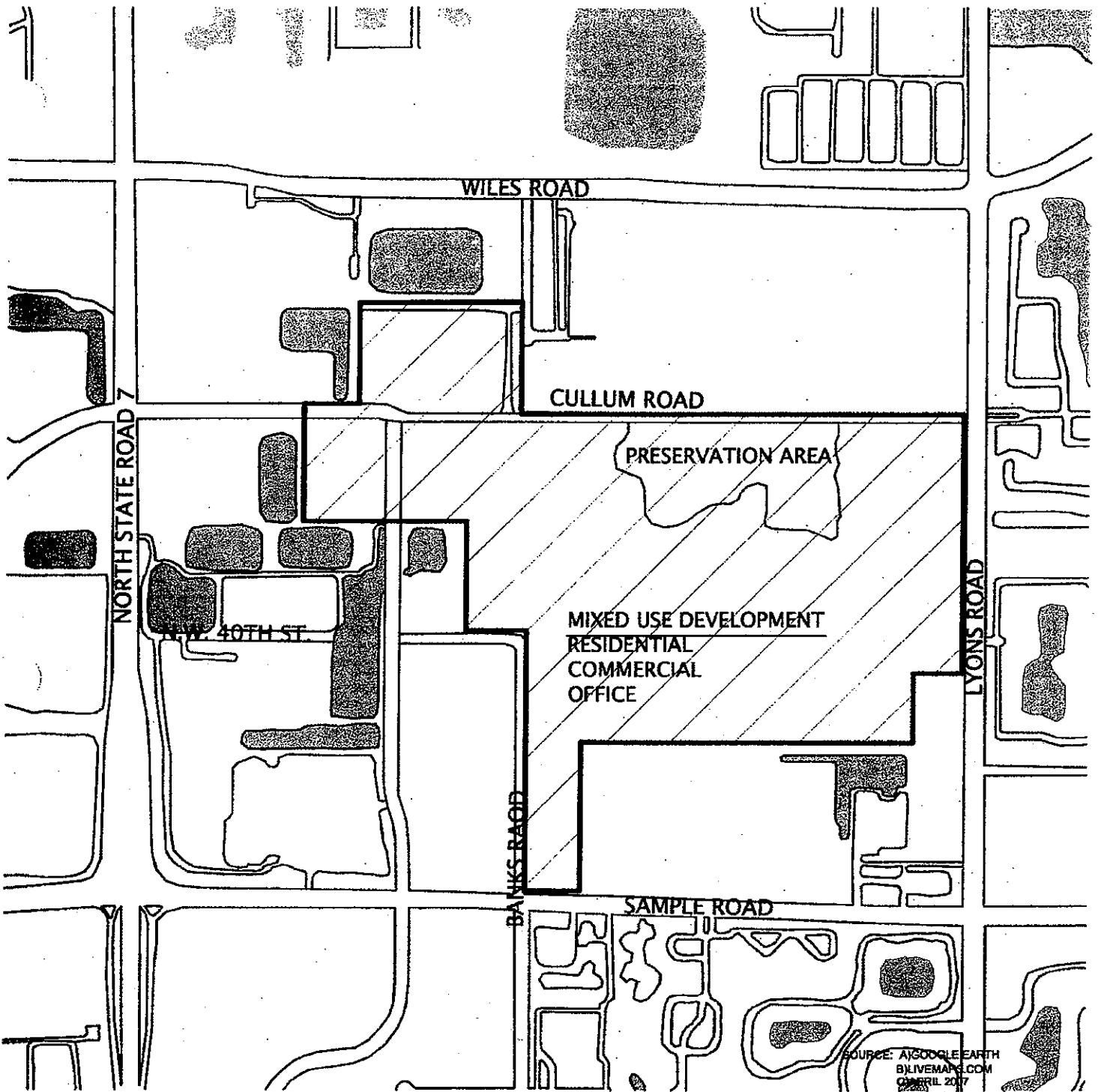
SCALE: 0'-1" = 2500'-0"
 DATE: MARCH 27, 2008

**Leigh Robinson Kerr
 & Associates, Inc.**

PLANNING-ZONING-LAND USE
 608 E. Las Ocas Blvd. - Suite 104
 Fort Lauderdale, Florida 33301
 (954) 487-8308

AUTOCADLT2000\PROJECTS\2805\DR1\EX-A

EXHIBIT 1



MAP H

MASTER DEVELOPMENT PLAN

MAIN STREET @
COCONUT CREEK DRI



SCALE: 1:10,000
DATE: APRIL 8, 2008

**Leigh Robinson Kerr
& Associates, Inc.**

PLANNING—ZONING—LAND USE
808 E. Las Olas Blvd. — Suite 104
Fort Lauderdale, Florida 33301
(954) 487-8308

AUTOCADLT2000\PROJECTS\2805\DRI\EX-H

EXHIBIT 2

Bob Cambric

From: Golden, James [jgolden@sfwmd.gov]
Sent: Thursday, May 06, 2010 8:00 AM
To: Bob Cambric
Subject: RE: Main Street @ Coconut Creek DRI - Revised DO Conditions

Our concerns have been addressed.

*James J. Golden, AICP
 Lead Planner
 Intergovernmental Policy & Planning
 South Florida Water Management District
 (561) 682-6862*

From: Bob Cambric [mailto:bcambric@sfrpc.com]
Sent: Monday, May 03, 2010 4:52 PM
To: Wong, Chon; kim.samson@dot.state.fl.us; steve.braun@dot.state.fl.us; Nguyen, Thuha; larry.hymowitz@dot.state.fl.us; Stuart, Gregory; Ossama Al Aschkar; Randazzo, Catherine; BAMCCOY@broward.org; Knight, Peggy; Berger, Martin; Fallon, Rosemarie; sbrunner@broward.org; Ramos, John; Sunderland, Linda; aennis@pbcgov.org; rmoore@cityofparkland.org; Markward, Dave; westin@sfrta.fl.gov; jhearn@coralsprings.org; edonmez@coralsprings.org; smh@ci.coral-springs.fl.us; cityplanner@margatefl.com; Paul Carpenter; Lisa Wight; 'MRHart@dos.state.fl.us'; Barbara.Davis@dot.state.fl.us; jena.b.brooks@dep.state.fl.us; lisa.galocy@dep.state.fl.us; Goff, Jennifer; James Spinks; Anderson, Lennon; Poole, MaryAnn; kkennedy@broward.org; Feliciano, Maribel; Strauss, Scott; Gray, Tim; Rose, Sheila; SStoudenmire@coconutcreek.net; Golden, James; JHetzl@coconutcreek.net; Cousins, Nancy; ESIRIANNI@broward.org; Burke, Peter; bsanders@broward.org
Cc: Ross, Peter; Chris.Heggen@kimley-horn.com; mrk@ruden.com; Simon, Al; randy.fox@dot.state.fl.us; ddanovitz@broward.org; andrew.riddle@dot.state.fl.us; rgorlow@comcast.net; DBAULD2007@yahoo.com; 'Mele, Dennis'; Leighrkerr; 'Kelly Ray'; John.McWilliams@kimley-horn.com; gerald.goosby@dca.state.fl.us; Brian Traylor; Myers, Eric; eauerhahn@broward.org; Blake Boy, Barbara; ray.eubanks@dca.state.fl.us
Subject: Main Street @ Coconut Creek DRI - Revised DO Conditions

Colleagues,

Attached is the revised, draft Development Order (DO). Please review and provide comments no later than 12 May 2010. Council and City staff, as well as the Applicant, anticipate the Regional Report, which will include the draft DO will be considered at the Council's 07 June 2010 meeting; therefore the Report will have to be ready for mailing by 21 May 2010.

Please let me know if you have any questions.

Bob

South
Florida
Regional
Planning
Council



March 30, 2009

Mr. Leigh R. Kerr, AICP
President, Leigh Robinson Kerr & Associates, Inc.
808 East Las Olas Boulevard, Suite 104
Fort Lauderdale, Florida 33301

Leigh
Dear Mr. Kerr:

The pre-application agreement for the Main Street @ Coconut Creek Development of Regional Impact (DRI) specifies that the Applicant shall include a regional hurricane evacuation analysis using the results of the 2006 South Florida Regional Hurricane Evacuation Model in its response to Question 23 in the Application for Development Approval (ADA). In accordance with the pre-application agreement, Council staff has prepared this analysis, which is based on the development program provided by the Applicant in the Pre-Application Package, as modified.

Please feel free to contact me if you have questions.

Sincerely,

Dick

Richard F. Ogburn
Assistant to the Director for Research and Budget

RFO/tnb

Attachments



**Main Street @ Coconut Creek Development of Regional Impact (DRI)
Regional Hurricane Evacuation Impact Analysis
March 30, 2009**

Background

The 2006 South Florida Regional Hurricane Evacuation Model is a regional analytical tool built upon the best available data. Using a baseline modeling environment built on socio-economic, demographic, behavioral and dwelling unit data, it measures the impact of additional permanent, mobile home and hotel units on regional hurricane evacuation dynamics. To assess a development's impact, the project's permanent, mobile home and hotel unit totals, as embodied in its development program, are entered into the model in the appropriate model evacuation zone.

The Main Street @ Coconut Creek Development of Regional Impact (DRI) is located north and west of the intersection of Sample Road and Lyons Road, in the City of Coconut Creek, in Broward County. It falls into Broward County model evacuation zone 37, which is outside of a county-designated evacuation area (see attached map). Therefore, the Main Street @ Coconut Creek DRI's principal hurricane evacuation impacts will result from "shadow" evacuation, which refers to those people who choose to evacuate under specific hurricane conditions even though they do not reside in an official evacuation area. Shadow evacuation increases proportional to hurricane intensity.

According to the Main Street @ Coconut Creek DRI development program, this project will generate a total of 3,750 permanent residential dwelling units (100 townhouses, 2,750 mid-rise and 900 high-rise). SFRPC staff entered these numbers into the model to generate the impact analysis.

Main Street @ Coconut Creek DRI Development Program

Proposed Use	Number	Unit
Office	525,000	Square Feet
Commercial	1,625,000	Square Feet
Residential	3,750	Dwelling Units

Impact Summary

Based on the model run, the Main Street @ Coconut Creek DRI development program would result in the following incremental impacts:


- An increase of no more than one-tenth of one hour on Broward County critical roadway links and regional clearance times under a worst case (3B) evacuation scenario;
- Generation of 472 additional evacuating vehicles under a worst case (3B) evacuation scenario, 99 of which would load onto the regional roadways to leave the South Florida region. Of these, 31 vehicles would load onto I-95 northbound, 45 vehicles would load onto Florida's Turnpike northbound, 4 vehicles would load onto US 27 northbound and 20 vehicles would load onto I-75 westbound/northbound;
- Generation of 1,056 additional evacuating people under a worst case (3B) evacuation scenario, 106 of whom would travel to Broward County shelters; and
- Minimal impact on available shelter space in Broward County.

For additional analysis details please see Attachment 1. For more information on the 2006 South Florida Regional Hurricane Evacuation Model, please consult the Technical Support Document available online at www.sfrpc.com/rhem.htm.


Attachment #1:
Clearance Time, Evacuating People and Evacuating Vehicles
Main Street @ Coconut Creek Development of Regional Impact
2006 South Florida Regional Hurricane Evacuation Model Run

Map 4 - Broward County Model Geography 2006 South Florida Regional Hurricane Evacuation Traffic Study


Traffic Analysis Zones


 Traffic Analysis Zones

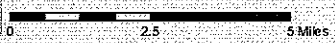
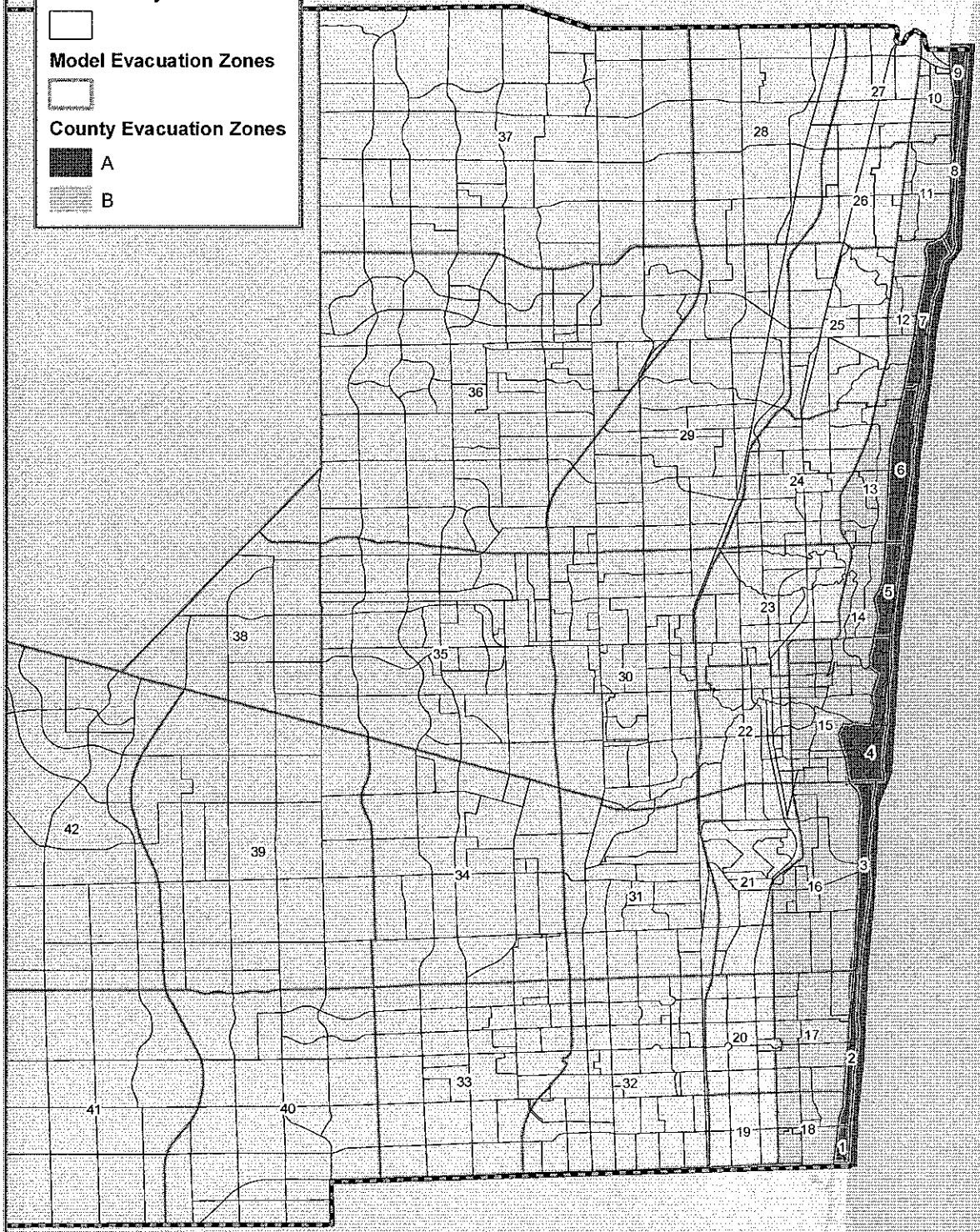
Model Evacuation Zones

 Model Evacuation Zones

County Evacuation Zones

 A

 B



Sources: Miami-Dade, Broward and Monroe Counties, SFRPC. Note: For planning purposes only. All distances are approximate.

2006 South Florida Regional Hurricane Evacuation Model
 Summary for Main Street @ Coconut Creek DRI
 Summary of Evacuating People by County of Origin and by Destination

County of Origin Destination	1A	1B	2A	2B	3A	3B
Monroe County	0	0	0	0	0	0
Monroe / Shelter	0	0	0	0	0	0
Monroe / Hotel	0	0	0	0	0	0
Monroe / Local Residence	0	0	0	0	0	0
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	0	0	0	0	0	0
Miami-Dade / Local Residence	0	0	0	0	0	0
Broward / Shelter	0	0	0	0	0	0
Broward / Hotel	0	0	0	0	0	0
Broward / Local Residence	0	0	0	0	0	0
North Out of Region	0	0	0	0	0	0
West Out of Region	0	0	0	0	0	0
Miami-Dade County	0	0	0	0	0	0
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	0	0	0	0	0	0
Miami-Dade / Local Residence	0	0	0	0	0	0
Broward / Shelter	0	0	0	0	0	0
Broward / Hotel	0	0	0	0	0	0
Broward / Local Residence	0	0	0	0	0	0
North Out of Region	0	0	0	0	0	0
West Out of Region	0	0	0	0	0	0
Broward County	530	528	529	530	1,057	1,056
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	8	8	8	8	19	18
Miami-Dade / Local Residence	56	55	55	55	129	129
Broward / Shelter	11	10	26	27	106	106
Broward / Hotel	6	6	6	6	53	53
Broward / Local Residence	354	354	338	338	528	528
North Out of Region	76	76	76	76	177	177
West Out of Region	19	19	20	20	45	45
South Florida	530	528	529	530	1,057	1,056
Monroe / Shelter	0	0	0	0	0	0
Monroe / Hotel	0	0	0	0	0	0
Monroe / Local Residence	0	0	0	0	0	0
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	8	8	8	8	19	18
Miami-Dade / Local Residence	56	55	55	55	129	129
Broward / Shelter	11	10	26	27	106	106
Broward / Hotel	6	6	6	6	53	53
Broward / Local Residence	354	354	338	338	528	528
North Out of Region	76	76	76	76	177	177
West Out of Region	19	19	20	20	45	45

2006 South Florida Regional Hurricane Evacuation Model
 Summary for Main Street @ Coconut Creek DRI
 Summary of Evacuating Vehicles by County of Origin and by Destination

County of Origin Destination	1A	1B	2A	2B	3A	3B
Monroe County	0	0	0	0	0	0
Monroe / Shelter	0	0	0	0	0	0
Monroe / Hotel	0	0	0	0	0	0
Monroe / Local Residence	0	0	0	0	0	0
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	0	0	0	0	0	0
Miami-Dade / Local Residence	0	0	0	0	0	0
Broward / Shelter	0	0	0	0	0	0
Broward / Hotel	0	0	0	0	0	0
Broward / Local Residence	0	0	0	0	0	0
North Out of Region	0	0	0	0	0	0
West Out of Region	0	0	0	0	0	0
Miami-Dade County	0	0	0	0	0	0
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	0	0	0	0	0	0
Miami-Dade / Local Residence	0	0	0	0	0	0
Broward / Shelter	0	0	0	0	0	0
Broward / Hotel	0	0	0	0	0	0
Broward / Local Residence	0	0	0	0	0	0
North Out of Region	0	0	0	0	0	0
West Out of Region	0	0	0	0	0	0
Broward County	237	237	236	234	475	472
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	4	4	4	3	9	8
Miami-Dade / Local Residence	25	25	25	25	59	58
Broward / Shelter	4	4	12	11	47	47
Broward / Hotel	2	2	2	2	24	24
Broward / Local Residence	159	159	151	151	236	236
North Out of Region	34	34	34	34	79	79
West Out of Region	9	9	8	8	21	20
South Florida	237	237	236	234	475	472
Monroe / Shelter	0	0	0	0	0	0
Monroe / Hotel	0	0	0	0	0	0
Monroe / Local Residence	0	0	0	0	0	0
Miami-Dade / Shelter	0	0	0	0	0	0
Miami-Dade / Hotel	4	4	4	3	9	8
Miami-Dade / Local Residence	25	25	25	25	59	58
Broward / Shelter	4	4	12	11	47	47
Broward / Hotel	2	2	2	2	24	24
Broward / Local Residence	159	159	151	151	236	236
North Out of Region	34	34	34	34	79	79
West Out of Region	9	9	8	8	21	20

**2006 South Florida Regional Hurricane Evacuation Model
 Summary for Main Street @ Coconut Creek DRI
 Evacuating Traffic on Critical Links**

Critical Links	1A	1B	2A	2B	3A	3B
Regional Routes out of South Florida						
I-95 northbound out of Region	13	13	13	13	31	31
Florida Turnpike northbound out of Region	19	19	19	19	45	45
US 27 northbound out of Region	2	2	2	2	4	4
I-75 west/northbound out of Region	9	9	9	9	20	20
US 41 westbound out of Region	0	0	0	0	0	0
Monroe County Critical Links						
Snake Creek Bridge	0	0	0	0	0	0
US 1 18-mile stretch out of the Florida Keys	0	0	0	0	0	0
Northbound Card Sound Road before Ocean Reef	0	0	0	0	0	0
Miami-Dade County Critical Links						
US 1 through Florida City	0	0	0	0	0	0
Northbound ramp from US 1 to the HEFT	0	0	0	0	0	0
Krome Avenue link through downtown Homestead	0	0	0	0	0	0
HEFT link north of the SW 312 Street interchange	0	0	0	0	0	0
Krome Avenue link north of Quail Roost Drive	0	0	0	0	0	0
HEFT link north of the SW 137th Avenue interchange	0	0	0	0	0	0
HEFT link north of the SW 112th Avenue interchange	0	0	0	0	0	0
HEFT link north of Coral Reef Road interchange	0	0	0	0	0	0
HEFT link south of US 27 interchange	0	0	0	0	0	0
McArthur Causeway	0	0	0	0	0	0
Venetian Causeway	0	0	0	0	0	0
Julia Tuttle Causeway	0	0	0	0	0	0
Kennedy Causeway	0	0	0	0	0	0
Broad Causeway (96th Street)	0	0	0	0	0	0
Sunny Isles Causeway	0	0	0	0	0	0
Lehman Causeway	0	0	0	0	0	0
Broward County Critical Links						
Hallandale Beach Blvd bridge over the Intracoastal	0	0	0	0	0	0
Hollywood Blvd bridge over the Intracoastal	0	0	0	0	0	0
Sunrise Blvd bridge over the Intracoastal	0	0	0	0	0	0
Oakland Park Blvd bridge over the Intracoastal	0	0	0	0	0	0
NE 14th Street Bridge over the Intracoastal	0	0	0	0	0	0
Hillsboro bridge over the Intracoastal	0	0	0	0	0	0
Altantic Blvd bridge over the Intracoastal	0	0	0	0	0	0
SE 17th Street bridge over the Intracoastal	0	0	0	0	0	0
East Commercial Blvd bridge over the Intracoastal	0	0	0	0	0	0
Sheridan Street bridge over the Intracoastal	0	0	0	0	0	0
Dania Beach Blvd bridge over the Intracoastal	0	0	0	0	0	0
Las Olas bridge over the Intracoastal	0	0	0	0	0	0

**2006 South Florida Regional Hurricane Evacuation Model
 Summary for Main Street @ Coconut Creek DRI
 Critical Links Analysis/Regional Clearance Times**

Critical Links	1A	1B	2A	2B	3A	3B
Regional Routes out of South Florida						
I-95 northbound out of Region	0.0	0.0	0.1	0.0	0.1	0.0
Florida Turnpike northbound out of Region	0.0	0.0	0.0	0.0	0.0	0.0
US 27 northbound out of Region	0.0	0.0	0.0	0.0	0.0	0.0
I-75 west/northbound out of Region	0.0	0.1	0.0	0.0	0.0	0.0
US 41 westbound out of Region	0.0	0.0	0.0	0.0	0.0	0.0
Monroe County Critical Links						
Snake Creek Bridge	0.0	0.0	0.0	0.0	0.0	0.0
US 1 18-mile stretch out of the Florida Keys	0.0	0.0	0.0	0.0	0.0	0.0
Northbound Card Sound Road before Ocean Reef	0.0	0.0	0.0	0.0	0.0	0.0
Miami-Dade County Critical Links						
US 1 through Florida City	0.0	0.0	0.0	0.0	0.0	0.0
Northbound ramp from US 1 to the HEFT	0.0	0.0	0.0	0.0	0.0	0.0
Krome Avenue link through downtown Homestead	0.0	0.0	0.0	0.0	0.0	0.0
HEFT link north of the SW 312 Street interchange	0.0	0.0	0.0	0.0	0.0	0.0
Krome Avenue link north of Quail Roost Drive	0.0	0.0	0.0	0.0	0.0	0.0
HEFT link north of the SW 137th Avenue interchange	0.0	0.0	0.0	0.0	0.0	0.0
HEFT link north of the SW 112th Avenue interchange	0.0	0.0	0.0	0.0	0.0	0.0
HEFT link north of Coral Reef Road interchange	0.0	0.0	0.0	0.0	0.0	0.0
HEFT link south of US 27 interchange	0.0	0.0	0.0	0.0	0.0	0.0
McArthur Causeway	0.0	0.0	0.0	0.0	0.0	0.0
Venetian Causeway	0.0	0.0	0.0	0.0	0.0	0.0
Julia Tuttle Causeway	0.0	0.0	0.0	0.0	0.0	0.0
Kennedy Causeway	0.0	0.0	0.0	0.0	0.0	0.0
Broad Causeway (96th Street)	0.0	0.0	0.0	0.0	0.0	0.0
Sunny Isles Causeway	0.0	0.0	0.0	0.0	0.0	0.0
Lehman Causeway	0.0	0.0	0.0	0.0	0.0	0.0
Broward County Critical Links						
Hallandale Beach Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Hollywood Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Sunrise Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Oakland Park Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
NE 14th Street Bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Hillsboro bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Altantic Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
SE 17th Street bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
East Commercial Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Sheridan Street bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Dania Beach Blvd bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0
Las Olas bridge over the Intracoastal	0.0	0.0	0.0	0.0	0.0	0.0

* The clearance times shown represent the traffic volume-to-roadway capacity ratio, in hours, for each specified critical link. These times are mutually exclusive and are not cumulative. Under each hurricane evacuation scenario, each county's overall clearance time is defined as the number of hours it takes total evacuating vehicles to traverse that county's most limiting critical link (the critical link with the highest volume-to-capacity ratio). For the regional roadways, clearance time is the amount of time it takes the total evacuating vehicles on each regional roadway to exit the region under each hurricane evacuation scenario.

From: Roberta Moore [mailto:rmoore@cityofparkland.org]
Sent: Tuesday, March 03, 2009 4:32 PM
To: Kathe Lerch
Subject: FW: friendly reminder RE: Request Your Review -- Main Street @ Coconut Creek DRI: Applicant TRANSPORTATION ONLY Response to 1-27-09 Agency Comments
Importance: High

Roberta Moore
Planning and Zoning Director
City of Parkland
6600 University Drive
Parkland, Florida 33067
954-753-5040
954-341-5161 Fax

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-----Original Message-----

From: Roberta Moore
Sent: Tuesday, March 03, 2009 3:56 PM
To: 'MJ Matthews'
Cc: Roberta Moore; Caryn Gardner-Young; Jeffery Maxwell
Subject: RE: friendly reminder RE: Request Your Review -- Main Street @ Coconut Creek DRI: Applicant TRANSPORTATION ONLY Response to 1-27-09 Agency Comments
Importance: High

MJ

The City of Parkland would like to reiterate the comments made on January 27, 2009 by stating that the methodology used should not assume the proposed extension of University Drive north to Palm Beach County for the purposes of traffic impact mitigation.

The City appreciates the opportunity to provide input on the application and continues to look forward to working with you in the future on both this application and others.

Roberta

Roberta Moore
Planning and Zoning Director
City of Parkland
6600 University Drive
Parkland, Florida 33067
954-753-5040
954-341-5161 Fax

NOTICE: The City of Parkland is governed by the Public Records Act as set forth in Chapter 119, Florida Statutes. E-mail messages are subject to the Public Records Act and are public records subject to disclosure. All e-mail messages sent and received are retained as public records. If you do not want your e-mail address released in a response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

-----Original Message-----

Bob Cambric

From: Stecko, Denise S. [DStecko@coconutcreek.net]
Sent: Thursday, May 13, 2010 5:49 PM
To: Bob Cambric
Cc: Rose, Sheila; Elshami, Osama
Subject: City's comments - 3rd Draft of D.O.

From: Rose, Sheila
Sent: Thursday, May 13, 2010 5:02 PM
To: Stecko, Denise S.
Cc: Elshami, Osama
Subject:

Send to Bob Cambric at SFRPC.

The following summarizes the City's comments related to the third draft of the D.O. Wherever possible we have added comments to reflect or support for changes that were made and raised issues that we do not feel were adequately addressed, or addressed in a way that we do not agree with.

Section A

#5 – The City provided language during the second round of comments that has not been reflected in this comment. The following needs to be added: **#5 – Add: Land dedication shall not be less than 5% of gross platted area or at a minimum of 9 acres. Areas that are preserved wetlands shall not count toward the land dedication requirement.**

Section G

#4 Eliminate languages in # 3 and replace with: "During any phase of the project construction, NPDES erosion control measures shall be implemented to avoid contamination of any adjacent drainage systems or water bodies.

Add Section H

#1 (new) The Developer shall ensure sufficient potable water capacity to meet the demand. The construction of the water main including trunk and service lines shall be the responsibility of the developer. Each parcel shall be required to extend the trunk line to adjacent properties at no cost to the City. All water mains shall be looped. Construction of the water system shall meet Broward County Heath Department, City of Coconut Creek, and other jurisdictional agencies' codes and standards.

#1 (to become H#2) Add language to second sentence: Developer shall use alternative irrigation water sources, i.e. reclaimed or run off water and shall

#2 Add additional sentence: In the event the reclaimed water source is not available, the irrigation system shall meet the reclaimed water design criteria and requirements for future reclaimed use.

#6 - Eliminate current draft language and replace with: The Developer shall ensure sufficient reclaimed water capacity to meet the demand. The construction of the reclaimed water trunk and service lines shall be the responsibility of the Developer. Each parcel will be required to extend the trunk line to adjacent properties at no cost to the City. Construction shall meet Broward County Environmental Protection Department, City of Coconut Creek, and other jurisdictional agencies' codes and standards. The City will design and construct the off-site reclaimed water system to the eastern property line of the MainStreet Project area. The City will

prorate the cost of the off-site reclaimed water lines and appurtenances based on flow and the cost will be assessed to benefitted properties. The construction of the off-site reclaimed water is contingent upon funding availability.

Section J

#1 Remove text and add: The developer shall ensure sufficient wastewater collection capacity to meet total discharge

Add #2 The City will pay for the construction of a master lift station and its appurtenances. The City will prorate the cost of the lift station and appurtenances based on flow and/or ERCs and the cost will be assessed to benefitted properties. Construction of the lift station will require 100 ft. by 100 ft. easement and it will be contingent upon funding availability.

Add #3 Each parcel will be required to extend the gravity lines to adjacent properties at maximum depth and at no cost to the City. The construction of the gravity lines and appurtenances shall meet Broward County Environmental Protection Department, City of Coconut Creek, and other jurisdictional agencies' codes and standards.

Section R

#3 - The code section is incorrect, it should be 13-121 not 13-21.

Section T

The transportation section needs to provide a methodology for dividing the funding between the City mitigation fee and County mitigation fee. In addition we would like the following language amendments in Section T:

2. a. The applicant suggests an interim threshold for the expansion of Banks Road from four lanes to six lanes. Because of the nature of the building design criteria, it is imperative that the ultimate section be built as part of the backbone infrastructure. This construction shall be completed with the first Certificate of Occupancy.
- b. Paragraph #3 shall be amended as follows: The remaining sum of the net Transportation Mitigation Fee, \$4,998,346, shall be paid to the City of Coconut Creek for the purposes of traffic mitigation per the payment schedule outlined in the attached Exhibit 3. Prior to the sale of land within the Property, the applicant shall be responsible for forming an association of property owners to ensure equitable assignment of responsibilities and shall provide recorded evidence of this association to the City. These mitigation fees shall be allocated to improvements demonstrated to mitigate the impacts of the Property. These improvements shall be coordinated with the FDOT and other appropriate jurisdictions.
- e. The City does not concur that the Developer may elect, in its sole discretion, to construct additional improvements and would like to recommend that the language be amended as follows: The Developer, in coordination with the City may, subject to obtaining the appropriate construction permits, . . .

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PART IV – CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN FOR SOUTH FLORIDA

In order for the proposed Main Street @ Coconut Creek Development of Regional Impact to be developed, the project has been undergoing coordinated, multi-agency review as a DRI within the proposed Main Street Regional Activity Center. The Applicant is requesting a concurrent Land Use Plan Amendment to the Comprehensive Development Master Plan to ensure that the land uses and DRI uses are consistent.

As part of the Chapter 380, Fla. Stat., Development of Regional Impact review, Staff has reviewed the application for development approval for the Main Street @ Coconut Creek proposal. The proposed project is generally consistent with the following goals and policies of the *Strategic Regional Policy Plan for South Florida (SRPP)*:

Strategic Regional Goal

- GOAL 2** **Increase employment opportunities and support the creation of jobs with better pay and benefits for the Region’s workforce.**
- GOAL 4** **Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.**
- Policy 4.2** **Optimize the service area and facility size of public facilities in the Region and direct future development and redevelopment first to areas served by existing infrastructure.**
- GOAL 6** **Ensure the availability and equitable distribution of adequate, affordable housing for very low, low, and moderate-income households within the Region.**
- Policy 6.12** **Provide a range of affordable housing that is reasonably accessible to employment centers, family support systems, shopping, public transportation, and recreational facilities.**
- Policy 6.13** **Promote partnerships between the public and private sector to create opportunities to live and work in the same community.**
- Policy 6.19** **Promote increased use of mixed densities and housing product types within residential zoning and individual parcels to encourage the planning and construction of a greater diversity of housing choices.**
- Policy 6.21** **Promote the mixing of income levels in neighborhoods.**
- Policy 6.26** **Encourage both ownership and rental opportunities for all types of housing.**
- GOAL 7** **Protect, conserve, and enhance the Region’s water resources.**
- Policy 7.11** **Encourage the implementation and further development of water conservation measures.**
- Policy 7.14** **Implement water conservation measures including but not necessarily limited to:**
- a. Adoption of local government Xeriscape landscape ordinances requiring landscaping methods that maximize the conservation of water by the use of site-appropriate plants and efficient watering systems;
 - b. Utilization of native plant material as a first priority in landscaping;
 - c. Implementation of a water conservation public education program;
 - d. Implementation of a leak detection and repair program for public water supply systems;

- e. Adoption of a water conservation-based rate structure by utilities that provides a financial incentive for users to reduce demands;
- f. Implementation of water loss prevention programs including adoption of a rain sensor device ordinance for automatic sprinkler systems;
- g. Adoption of an ultra-low volume fixtures ordinance;
- h. Adoption of an irrigation hours ordinance and reduction in the use of potable water for irrigation; and
- i. Utilization of reuse water wherever and whenever possible based upon the ecological and technical factors involved and analysis of reclaimed water feasibility by potable water supply utilities.

GOAL 8 Enhance the Region’s mobility, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.

Policy 8.2 Reduce the utilization of the Florida Interstate Highway System and other components of the regional system for short, local trips.

Policy 8.4 Expand use of public transportation, including buses, commuter rail, waterborne transit, and alternative transportation modes that provide services for pedestrians, bikers, and the transportation disadvantaged, and increase its role as a major component in the overall regional transportation system.

GOAL 9 Develop clean, sustainable, and energy-efficient power generation and transportation systems.

Policy 9.5 Improve regional air quality and energy conservation by promoting the use of alternative fuel vehicles and less polluting vehicles, utilizing Transportation Demand Management alternatives, increasing the use of public transportation, and other strategies.

GOAL 11 Encourage and support the implementation of development proposals that conserve the Region’s natural resources, rural and agricultural lands, green infrastructure and:

- Utilize existing and planned infrastructure where most appropriate in urban areas;
- Enhance the utilization of regional transportation systems;
- Incorporate mixed-land use developments;
- Recycle existing developed sites; and
- Provide for the preservation of historic sites.

Policy 11.1 Encourage local governments to implement urban design guidelines to create attractive, well-planned, compact, mixed-use communities that utilize and conserve the Region’s existing and planned infrastructure including urban parkland and green space.

Policy 11.2 Encourage mixed land uses and activities within communities to foster more balanced and energy-efficient development patterns, which are characterized by appropriate density, diverse economic, employment, and housing opportunities, and public transportation access.

Policy 11.10 Decisions regarding the location, rate, and intensity of proposed development shall be based on the existing or programmed capacity of infrastructure and support services or on capacity which will be programmed to serve that proposed infrastructure and support services on natural resources.

Policy 11.12 Encourage increased density within appropriate urban areas that are served by adequate and planned facilities and services, including public transportation, and that are proximate to

regional activity or employment centers. Ensure that the impacts of increased density are fully mitigated by increased investment in facilities and services.

GOAL 17 **Maintain a competitive, diversified, and sustainable regional economy.**

Policy 17.2 Address quality of life issues including education, access to services, and safety, in order to make South Florida a more attractive location for domestic and international talent and businesses.

Policy 17.3 Utilize economic development enhancement resource agencies and programs designed to involve small and minority businesses in the development and expansion of permanent job opportunities.

Policy 17.7 Continue to diversify the economic base to utilize the range of skills in the Region's labor force.

GOAL 18 **Ensure regional coordination, preparation, and response to emergencies.**

Policy 18.14. Achieve flexible, comprehensive, and coordinated emergency planning for a variety of emergencies.

GOAL 20 **Achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education, and employment opportunities.**

Policy 20.2 Guide new development and redevelopment within the Region to areas which are most intrinsically suited for development, including areas:

- a. which are least exposed to coastal storm surges;
- b. where negative impacts on the natural environment will be minimal; and
- c. where public facilities and services already exist, are programmed or, on an aggregate basis, can be provided most economically.

Policy 20.3 Direct future development and redevelopment first to areas served by existing infrastructure and to other locations that are suitable for development, as identified in their comprehensive plans. In particular, local governments should coordinate with state and regional officials to identify public transportation corridors and to promote development along those corridors by implementing investment strategies for providing infrastructure and services which are consistent with them.

Policy 20.4 Concentrate dense land uses, including residential, commercial, and mixed-use, along major public transportation corridors and at intermodal centers in concert with locally adopted long-range transportation plans.

Policy 20.5 Improve regional air quality and reduce negative impacts to other natural resources by connecting development with multi-modal transportation systems.

Policy 20.7 Facilitate pedestrian and bicycle movement, increase the use of public transportation, and decrease the use of single occupant vehicles through such measures as innovative site design and transit oriented development.

- GOAL 21** Assume a leadership role to enhance regional cooperation, multi-jurisdictional coordination, and multi-issues regional planning to ensure the balancing of competing needs and long-term sustainability of our natural, developed and human resources.
- Policy 21.1 Implement better coordination of land use, natural resource, and infrastructure planning, with special attention to regional and ecosystem management approaches.
- Policy 21.2 Strengthen intergovernmental coordination processes with state, regional, and local governments and agencies to effectively link land use decisions with affordable housing, transportation/air quality, natural resources protection, preservation, and restoration and water supply planning.
- Policy 21.5 Strengthen the linkage between land use and transportation/air quality planning.
- Policy 21.6 Achieve mutually supportive transportation planning and land use planning that promotes mobility, efficiency and, and accessibility, fosters economic development, preserves natural systems, improves air quality, increases access to employment centers and affordable housing, and promotes safety.
- Policy 21.11 Enhance the regional transportation system's role in system-wide preparedness for emergency situations.
- GOAL 22** Create a regional environment that is aware of and sensitive to cultural diversity and that provides opportunities for all to become successful regional citizens.
- Policy 22.2 Provide diverse housing, employment, and educational opportunities throughout the Region for all racial, ethnic, and income groups.
- Policy 22.3 Strengthen the role of small and minority business in economic development.

PART V – SUMMARY AND RECOMMENDATIONS

Chapter 380.06(12), Florida Statutes, specifically identifies review criteria that the Regional Planning Council should consider in its report and recommendations.

(12) REGIONAL REPORTS--

- (a) In preparing its report and recommendations, the regional planning agency shall identify regional issues based upon the following review criteria and make recommendations to the local government on these regional issues, specifically considering whether, and the extent to which:
 1. The development will have a favorable or unfavorable impact on state or regional resources or facilities identified in the applicable state or regional plans...
 2. The development will significantly impact adjacent jurisdictions. At the request of the appropriate local government, regional planning agencies may also review and comment upon issues that affect only the requesting local government.
 3. As one of the issues considered in the review in subparagraphs 1. and 2., the development will favorably or adversely affect the ability of people to find adequate housing reasonably accessible to their places of employment. The determination should take into account information on factors that are relevant to the availability of reasonably accessible adequate housing. Adequate housing means housing that is available for occupancy and that is not substandard.
- (b) At the request of the regional planning agency, other appropriate agencies shall review the proposed development and shall prepare reports and recommendations on issues that are clearly within the jurisdiction of those agencies. Such agency reports shall become part of the regional planning agency report; however, the regional planning agency may attach dissenting views. When water management district and Department of Environmental Protection permits have been issued pursuant to chapter 373 or chapter 403, the regional planning council may comment on the regional implications of the permits but may not offer conflicting recommendations.
- (c) The regional planning agency shall afford the developer or any substantially affected party reasonable opportunity to present evidence to the regional planning agency head relating to the proposed regional agency report and recommendations.

The following summary addresses the impact of the project on state and regional resources, adjacent jurisdictions and adequate housing as required by the statute. Council staff has advised the Applicant of the public hearing date and provided a copy of this report to the Applicant 10 days in advance of the meeting.

1. Impact on State or Regional Resources or Facilities

The Development of Regional Impact Assessment for the Main Street @ Coconut Creek DRI indicates that the project, as proposed, would have the following positive regional impacts at buildout:

- Create, a total of 3,257 net new jobs will be added to the South Florida Region, of which 3,147 will be created in Broward County. In addition, approximately 4,248 construction employees will be needed for the project. [Source: SFRPC REMI Model]
- Add approximately \$855 million in total real disposable income for the South Florida Region.

- Provide nearly \$1.7 billion in value added to the regional economy from commencement of construction until the project is built out (assuming a 10-year period). [Source: SFRPC REMI Model]
- Provide the City of Coconut Creek around \$18.7 million in total revenue and approximately \$13.3 million for Broward County (assuming a 10-year period). [Source: SFRPC REMI Model]
- Provide transportation mitigation by paying \$10,870,200 and providing an additional \$1,688,500 in road improvements.

Council staff evaluation indicates that the proposed project, at completion, would have the following impacts at buildout:

- Produce a net potable and non-potable water demand of 1.205 and 0.199 million gallons (MGD), respectively, per day.
- Produce an average wastewater demand of 1.205 MGD.
- Generate an average 35.57 tons per day of solid waste.
- Produce an average daily demand for 29,950 kilowatt-hours of electrical energy.

2. Impact on Adjacent Jurisdictions

There are no extrajurisdictional impacts or concerns identified by adjacent local governments that have not been addressed, received.

3. Adequate Housing

It was determined at the outset of this project that this proposal would not adversely impact residents' ability to find adequate housing reasonably accessible to their places of employment because of the City of Coconut Creek's Linkage Fee Program. The City of Coconut Creek established an affordable housing linkage fee in March of 2006, which is assessed on new commercial development to provide housing opportunities for the local workforce. In July of 2008, the City Commission approved a Public/Private Partnership Program to assist first-time homebuyers purchase homes in new residential communities within the City, using funds from the Affordable Housing Trust Fund. This Program invites City homebuilders to partner with the City to provide down payment assistance to eligible homebuyers (workforce income guidelines apply).

The Applicant agrees to pay the City's Affordable Housing Linkage Fee.

Recommendation

Based on consideration of the above-specified positive and negative regional impacts, it is the recommendation of the Council to the City of Coconut Creek City Commission that the Application for Development Approval for the Main Street @ Coconut Creek Development of Regional Impact be **APPROVED**, subject to the Development Order Conditions enumerated in Part VI below. These conditions are to be incorporated by the City of Coconut Creek into the proposed Development Order in order to increase the probability of realizing positive regional impacts and mitigating, reducing, or eliminating adverse regional impacts.

1 **Main Street @ Coconut Creek DRI - Proposed Development Order Conditions**
2 **(4th Draft - May 28, 2010)**

3
4
5 **Section 3. Conditions of Approval**

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7 **A. General Conditions**

- 8
9 1. The Developer shall apply for Planned Main Street Development District (PMDD)
10 rezoning of the parcel. The Developer shall comply with the City of Coconut Creek's
11 Mainstreet Design Standards which apply to all development within the Main Street
12 Regional Activity Center (RAC).
13
14 2. The Developer shall comply with the City of Coconut Creek's Affordable Housing
15 Linkage Fee.
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17 3. The Developer shall cooperate with the City of Coconut Creek regarding implementing
18 elements of a Public Art Cultural and Urban Amenities Program.
19
20 4. This Development Order shall become effective in accordance with Rule 9J-2.025(5),
21 F.A.C.
22
23 5. The Developer shall comply with the City's Land Development Code, Section 13-267
24 Public Sites and Open Spaces, for land dedication of public sites and open spaces at the
25 time of platting. When the Developer submits for Planned MainStreet Development
26 district rezoning, the application shall include public sites and open spaces including but
27 not be limited to plazas and pedestrian ways.
28
29 6. The Developer shall utilize Leadership in Energy and Environmental Design (LEED)
30 standards in the DRI development consistent with City's MainStreet Design Standards
31 ordinance.
32
33 7. All development authorized by this Development Order must be consistent with the
34 Land Use Plan Amendment. In the event an amendment is proposed to the Land Use
35 Plan Amendment, the Development Oder will be reviewed to determine if a Notice of
36 Proposed Change must be filed.
37

38 **B. Application for Development Approval**

- 39
40 1. For purposes of this condition, the Application for Development Approval ("ADA") shall
41 include the following documents:
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43 a. Application for Development Approval (ADA) received by SFRPC on April 20,
44 2009;
45
46 b. Developer's Response to Statement of Information Needed (First Round)
47 received by SFRPC on September 25, 2009;
48
49 c. Developer's Response to Statement of Information Needed (Second Round)
50 received by SFRPC on November 25, 2009;
51
52 2. The Developer shall integrate all original and supplemental information into a
53 Consolidated Application for Development Approval, which reflects the approved

54 development program, and submit two copies of the Consolidated Application for
55 Development Approval (including one paper copy and one copy in CD-ROM format) to
56 the South Florida Regional Planning Council (SFRPC), to each the City of Coconut Creek,
57 Broward County Environmental Protection and Growth Management Department),
58 Florida Department of Transportation, District IV, and the Department of Community
59 Affairs, within 30 days of the effective date of this Development Order. The
60 Consolidated Application for Development Approval shall be prepared as follows:
61

- 62 a. Where new, clarified or revised information was prepared subsequent to
63 submittal of the Application for Development Approval dated April 20, 2009 but
64 prior to issuance of the Development Order, whether in response to a formal
65 statement of information needed or otherwise, the original pages of the
66 Application for Development Approval will be replaced with revised pages.
67
- 68 b. Revised pages shall be marked "Page Number (R) - Date" with "Page Number"
69 being the number of the original page, "(R)" indicating that the page was
70 revised, and "Date" stating the date of the revision.
71
- 72 3. Pursuant to Rule 9J-2.025(3)(b)9, Florida Administrative Code (FAC), the Consolidated
73 Application for Development Approval is incorporated herein by reference and relied
74 upon by the parties in discharging their statutory duties under Chapter 380, Florida
75 Statutes, and local ordinances. Substantial compliance with the representations
76 contained in the Consolidated Application for Development Approval, unless modified
77 by Development Order conditions, is a condition for approval.
78

79 C. Approved Development

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- 81 1. Main Street @ Coconut Creek DRI shall be permitted to develop a maximum amount of
82 development in accordance with the land uses listed below, subject to required
83 approvals.
- | 84 Land Use | 85 Total Permitted Development |
|----------------|--|
| 86 Commercial | 87 1,625,000 square feet of gross floor area |
| 88 Office | 89 525,000 square feet of gross floor area |
| 90 Residential | 91 3,750 residential units |
- 92 2. Main Street @ Coconut Creek DRI shall be developed in a single phase on the property
93 legally described in Exhibit 1.
94
- 95 3. The Main Street @ Coconut Creek DRI development shall be constructed in accordance
96 with Exhibit 2 (DRI Master Development Plan (Map H)), which conceptually depicts the
97 location of the land use areas and roadways within the development, the exact location of
98 which will be determined during zoning and site plan review and approval.
99
- 100 4. Pursuant to Section 380.06(5)(c), Florida Statutes, Main Street @ Coconut Creek DRI shall
101 be bound by the rules adopted pursuant to Chapters 373 and 403, Florida Statutes, in
102 effect at the time of the approval of this Development Order.
103

104 D. Commencement of Development
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106 The Developer shall commence significant physical development within five (5) years
107 from the effective date of this Development Order. This time period shall be tolled
108 during the pendency of any appeal pursuant to Section 380.07, Florida Statutes. For the
109 purpose of this condition, development shall be deemed to have been initiated after
110 placement of permanent evidence of a structure (other than a temporary construction
111 trailer) on a site, such as the pouring of slabs or footings or any work beyond the stage of
112 excavation or land clearing; the construction of roadways; or the construction of other
113 utility infrastructure.

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115 E. Buildout Date

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117 The buildout date for Main Street @ Coconut Creek DRI shall be December 31, 2020 unless the
118 buildout date is extended as provided in Section 380.06(19)(c), Florida Statutes.

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120 F. Downzoning Date

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122 The property within Main Street @ Coconut Creek DRI shall not be subject to downzoning, unit
123 density reduction, or intensity reduction before the expiration of this Development Order, unless
124 the City of Coconut Creek demonstrates that substantial changes in the conditions underlying the
125 approval of this Development Order have occurred or the Development Order was based upon
126 substantially inaccurate information provided by the Developer, or that the change is clearly
127 essential to the public health, safety, or welfare.

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129 G. Stormwater

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131 The Developer shall ensure that stormwater runoff is retained within Main Street @ Coconut
132 Creek DRI in accordance with applicable regulations of SFWMD, FDOT, the Cocomar Water
133 Control District, Broward County, and the City of Coconut Creek. The Developer shall design,
134 construct and maintain the stormwater management system for Main Street @ Coconut Creek
135 DRI and any additions, expansion, or replacements to the stormwater management system to
136 meet the following standards:

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138 1. Comply with the regulations and requirements of the SFWMD, the Cocomar Water
139 Control District, the Broward County Environmental Protection and Growth
140 Management Department (EPGMD), and the City of Coconut Creek Comprehensive
141 Plan drainage level of service requirements for surface water management;
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143 2. Install pollutant retardant structures to treat all stormwater runoff at each of the new
144 project outfall structures in accordance with the stormwater management system
145 drainage permits and master drainage plan, and periodically remove pollutant
146 accumulations as required by the stormwater permitting agencies;
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148 3. During any phase of the project construction, NPDES erosion control measures shall be
149 implemented to avoid contamination of any adjacent drainage systems or water bodies;
150 and
- 151
152 4. Mulch, spray, or grass exposed areas to prevent soil erosion and minimize air pollution
153 and stormwater runoff.

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155 H. Water Supply, Water Use and Irrigation

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157 1. The Developer shall ensure sufficient potable water capacity to meet the demand. The
158 construction of the water main including trunk and service lines shall be the

responsibility of the developer. Each parcel shall be required to extend the trunk line to adjacent properties at no cost to the City. All water mains shall be looped. Construction of the water system shall meet Broward County Health Department, City of Coconut Creek, and other jurisdictional agencies' codes and standards.

2. The Developer shall design, construct, and maintain the onsite irrigation system for Main Street @ Coconut Creek DRI, expansions, or replacements to the onsite irrigation system to minimize salt-water intrusion and excessive irrigation in accordance with SFWMD guidelines. The Developer shall use alternative irrigation water sources, i.e., reclaimed or runoff water and conserving techniques to reduce the demand on the region's potable water supply, including the installation of rain sensors on irrigation timers and/or soil moisture sensors, and compliance with restrictions on irrigation timing as required by the City of Coconut Creek or Broward County, whichever is more restrictive. In the event the reclaimed or runoff water source is not available, the irrigation system shall meet the reclaimed water design criteria and requirements for future reclaimed use.
3. The Developer shall install a distribution line for reclaimed water on-site adequate to meet the needs of the Main Street @ Coconut Creek DRI for reclaimed water on-site.
4. The Developer must obtain a Water Use Permit from the SFWMD for the proposed surface water withdrawals for landscape irrigation.
5. A building permit shall not be issued unless the developer demonstrates that the water supplier has an adequate permitted allocation of potable water and adequate potable water treatment and distribution facilities to meet the demands of the development for which the building permit is being requested.
6. The project shall utilize low volume water use plumbing fixtures, self-closing and/or metered water faucets, Florida-friendly landscaping techniques, and other water conserving devices and/or methods. These devices and methods shall meet the criteria outlined on the water conservation plan of the public water supply permit issued to Broward County by the South Florida Water Management district.
7. The Developer shall ensure sufficient reclaimed water capacity to meet the demand. The construction of the reclaimed water trunk and service lines shall be the responsibility of the Developer. Each parcel will be required to extend the trunk line to adjacent properties at no cost to the City. Construction shall meet Broward County Environmental Protection Department, City of Coconut Creek, and other jurisdictional agencies' codes and standards. The City will design and construct the off-site reclaimed water system to the eastern property line of the MainStreet Project area. The City will prorate the cost of the off-site reclaimed water lines and appurtenances based on flow and the cost will be assessed to benefitted properties. The construction of the off-site reclaimed water is contingent upon funding availability.

I. Energy

1. The Developer shall incorporate energy conservation measures into the design and operation of projects within Main Street @ Coconut Creek DRI. At a minimum, all development shall be constructed in conformance with the specifications of the applicable building code at the time of the issuance of the building permit and the Florida Energy Code. The Developer shall use natural gas, to the extent available, and renewable energy sources (e.g., solar heating) for water heating, space heating, air-cooling, and lighting control. The Developer shall monitor design review procedures and

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electrical energy conservation measures, as proposed in the Consolidated Application for Development Approval, during the construction phase to assess the effectiveness of same.

- 2. The Developer shall use efficient, low emission vehicles for on-site services, including parking enforcement, maintenance and security services, with specific consideration of alternative fuel vehicles. In addition, a minimum of two level 2 charging stations shall be provided.

J. Wastewater

- 1. Prior to issuance of a building permit for a principal building, the Developer shall ensure that sufficient wastewater capacity exists to meet the wastewater flows of that structure.
- 2. Prior to the issuance of the first certificate of occupancy, the Developer shall provide a minimum 100 ft x 100 ft easement at a location agreeable to the City and to the Developer and shall construct a regional master lift-station to be designed and approved with all appurtenances including but not limited to force-mains and gravity sewers. The City shall ensure that the Developer is reimbursed, directly by others and/or through credits for connection fees (for the part of those fees which are paid to the City), for any costs the Developer has paid in excess of its hydraulic share of the cost of the system. The City will pay for the construction of a master lift station and its appurtenances. The City will prorate the cost of the lift station and appurtenances based on flow and/or ERCs and the cost will be assessed to benefitted properties. Construction of the lift station will require 100 ft. by 100 ft. easement and it will be contingent upon funding availability.
- 3. Each parcel will be required to extend the gravity lines to adjacent properties at maximum depth and at no cost to the City. The construction of the gravity lines and appurtenances shall meet Broward County Environmental Protection Department, City of Coconut Creek, and other jurisdictional agencies' codes and standards.

K. Solid Waste

The Developer shall implement a recycling program for all uses in the DRI development in compliance with the City's MainStreet Design Standards ordinance regarding recycling requirements.

L. Landscaping

- 1. The Developer shall comply with the tree preservation and landscaping requirements of the City of Coconut Creek. The Developer shall follow Florida-friendly landscaping principles in landscape design and the selection of species for planting. Substitute landscaping species may be used if approved by the City of Coconut Creek. Such approval shall be based on the following criteria for plant materials:
 - a. Does not require excessive irrigation or fertilizer;
 - b. Is not prone to insect infestation or disease;
 - c. Does not have invasive root systems; and,
 - d. Other criteria as may be appropriate.

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2. The 16.25-acre Local Area of Particular concern (LAPC) contained in this DRI is subject to Chapter 27, Article XIV, Sections 27-401 through 27-418 of the Broward County Code, titled Broward County Tree Preservation and Abuse Ordinance. A Broward County Tree Removal License is required for tree removal, and/or relocation in the areas designated LAPC that are not jurisdictional wetlands and a Broward County Environmental Resource License is required prior to any disturbance of wetlands.
 3. The Developer shall encourage the removal of all invasive exotic vegetation including Melaleuca, Brazilian-pepper, Australian Pine and others as listed in the Exotic Pest Plant Council's List of Florida's Most Invasive Species during the development process, and a management plan may be necessary to control re-invasion of same. In addition, the Developer shall not include any plants considered to be invasive of South Florida's native plant communities in any landscape material. The Exotic Pest Plant Council's List of Florida's Most Invasive Species is available from the Broward County Aquatic and Wetlands Resources Section of the Development and Environmental Regulation Division of the EPGMD.
 4. Prior to issuance of a SFWMD surface water management permit or the first site plan approval that is adjacent to the preservation area, as shown on Exhibit 2, a proposed site plan shall be submitted to the Tree Preservation Section of the Development and Environmental Regulation Division which delineates the boundaries of the entire LAPC to be preserved. If the LAPC is included in any plat, an Environmental Impact Report is required in accordance with the Broward County Land Development Code.

288 M. Economic Development

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1. The Developer shall use economic development enhancement resource agencies and programs designed to involve small and minority businesses in the development and expansion of permanent job opportunities within Main Street @ Coconut Creek DRI. Examples of such agencies and programs include, but are not limited to, those contained in the South Florida Small and Minority Business Resource Directory. The Developer shall attempt to access the range of job skills available in the region and promote greater labor force enhancement. At a minimum, the Developer is encouraged to provide potential commercial tenants with information about employment and training agencies that maintain a database of trained/skilled workers to consider in meeting Main Street @ Coconut Creek DRI's employment needs. This information shall be biennially updated and submitted as a part of the Biennial Status Report.
 2. The City shall create an eco-business plan for the MainStreet Project Area that promotes businesses with green products, services, resources, and business practices. The Developer shall participate by appointing an eco-business coordinator, developing an action plan, and providing status reports on all eco-business activities of the development as part of the biennial report.

308 N. Hazardous Materials

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Main Street @ Coconut Creek DRI is not anticipated to include laboratories or other uses which would have a significant hazardous materials generation/usage impact as defined in Rule 9J-2.044(2)(f) and (5)(a), (FAC). In the event that hazardous material usage on any project within Main Street @ Coconut Creek DRI will have a significant hazardous materials generation/usage impact, prior to issuance of a certificate of occupancy for any such use, the owner(s) and/or developer of the project generating such use, to the extent necessary and appropriate, after consultation with any leaseholders, shall submit a Hazardous Materials Management Plan for

317 review and approval by the City of Coconut Creek, in coordination with the first responders, as
318 applicable, the Broward County EPGMD, the Florida Department of Environmental Protection
319 (FDEP), and the SFRPC, which conforms with the requirements of Rule 9J-2.044(5)(b)2, FAC. A
320 copy of the approved plan shall be provided to the City of Coconut Creek Fire Department. The
321 Hazardous Materials Management Plan shall be incorporated into any lease for such project and
322 by sale agreement, restrictive covenant or other appropriate legally binding enforcement
323 provision when any of the property on which such project is located is conveyed.
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325 O. Air Quality

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- 327 1. Prior to initiating construction or modification of a parking facility, as defined by
328 Broward County Ordinance Sec. 27-176, the Developer shall meet with Broward County
329 EPGMD and the FDEP to establish parameters for a Carbon Monoxide Air Quality
330 Analysis. This analysis will address worst case concentrations for each phase and build
331 out while incorporating the methodology of the latest FDEP guidelines. All Level of
332 Service (LOS) "E" or "F" intersections impacted by 5% or more project traffic and parking
333 facilities of significant impact shall be analyzed prior to issuance of the first certificate of
334 occupancy.
335
 - 336 2. Broward County Ordinance Sec. 27-176, requires that prior to construction of a new
337 parking facility or modification an existing one, the applicant shall submit a parking
338 facility license application, prepare an air quality impact study and obtain a parking
339 facility license if the number of parking spaces for the entire DRI is greater than or equal
340 to 1,500 surface spaces; or 750 multilevel parking spaces; or combined 1,000 surface and
341 multilevel parking spaces. For DRIs involving phase development, the applicant shall
342 submit a parking facility license application, prepare an air quality impact study and
343 obtain a parking facility license if the number of parking spaces for the current phase
344 and the total number of existing parking spaces is greater than or equal to 1,500 surface
345 spaces; or 750 multilevel parking spaces; or combined 1,000 surface and multilevel
346 parking spaces.
347
 - 348 3. Developer shall participate, in conjunction with the City, consistent with the practice of
349 other property owners in the Main Street RAC, in carbon reduction strategies by
350 providing the following data electric bills with kilowatts used, gross building square foot
351 area, natural gas, fuel and propane gas used, for ICLEI - Local Governments for
352 Sustainability, Clean Air Climate Protection software (<http://icleiusa.org/about-iclei>)
353

354 The Developer shall provide this data as part of the biennial report. The City shall
355 provide results to the Developer upon completion of the software analysis.
356

357 P. Fill

358
359 The Developer shall ensure that any fill material used within Main Street @ Coconut Creek DRI,
360 whether from onsite excavation activities or from offsite sources, meets the clean soils criteria of
361 the EPGMD and the FDEP, as applicable.
362

363 Q. Historic and Archaeological Sites

364
365 In the event of discovery of any archaeological artifacts during the construction of Main Street @
366 Coconut Creek DRI, construction shall stop within a thirty-foot radius/buffer and immediate
367 notification shall be provided to the Division of Historical Resources, Florida Department of
368 State, and the City of Coconut Creek. Construction may resume within the affected area after the
369 City of Coconut Creek and the Division of Historical Resources have determined the appropriate

370 mitigation pursuant to Rule 9J-2.043, FAC, if any are warranted, and such measures have been
371 implemented by the Developer.
372

373 R. Public Safety

- 374
- 375 1. The term "public safety" used herein shall include but not be limited to the City of
376 Coconut Creek Fire Rescue and Police Departments.
377
 - 378 2. Prior to the issuance of the first building permit for a principal building for the site, the
379 Developer shall work with the City of Coconut Creek to ensure the adequate provision of
380 fire/rescue and police services necessary to serve Main Street @ Coconut Creek DRI.
381
 - 382 3. The Developer will comply with the Police and Fire Impact Fees requirement per City
383 Code Section 13-121, Imposition of Fees.
384

385 S. Wetlands

- 386
- 387 1. The Developer shall preserve the approximately 16.25-acre LAPC on the site.
388
 - 389 2. The preserve area may be used for retention of pre-treated stormwater runoff storage if
390 all necessary local, state and federal licenses/permits provide such authorization.
391
 - 392 3. The Developer may propose the utilization of the LAPC for interpretive passive
393 recreational use subject to the approval of applicable governmental entities.
394
 - 395 4. The project shall comply with the City of Coconut Creek Land Development Code
396 regulations that relate to the protection of natural resources and wetlands.
397
 - 398 5. The Developer acknowledges that there are existing wetlands in this DRI and shall
399 comply with all local, state and federal applicable wetlands permitting and licensing
400 requirements in the development of the site.
401
 - 402 6. The proposed development contains or abuts water bodies or will be creating same.
403 Excavation or filling of lakes or canals is regulated under Article XI of Broward County
404 Natural Resource Protection Code and may require a County Environmental Resource
405 License.
406

407 T. Transportation

- 408
- 409 1. Access to Main Street @ Coconut Creek DRI shall be provided as follows:
410
 - 411 a. Access to Main Street @ Coconut Creek DRI shall be provided as shown on Map
412 H, attached as Exhibit 2.
413
 - 414 2. The Developer shall undertake the following to mitigate off-site transportation impacts
415 generated by the Main Street @ Coconut Creek DRI:
416
 - 417 a. Prior to the issuance of a ~~final~~ Certificate of Occupancy the
418 Developer shall fund, construct, or cause the construction, as applicable,
419 of Banks Road as a continuous two-lane divided roadway between Wiles
420 Road and Sample Road. The Developer shall fund, construct, or cause the
421 construction, as applicable the widening of Banks Road to a four-lane

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divided facility once the p.m. peak hour traffic volumes on the roadway reach 90% of LOS D capacity for a two-lane roadway as determined in the Biennial Report as calculated by adding the background traffic as contained in the Application plus the traffic generated by Applicant's improvements. The widening of the facility shall have commenced within 12 months of the Biennial Report's findings. The design of the roadway shall be consistent with the cross sections in the City of Coconut Creek's Main Street Design Standards or, as agreed to between the City and the Applicant.

- b. Prior to the issuance of a Certificate of Occupancy the Developer shall fund, construct or cause the construction, as applicable, of Cullum Road as a two-lane undivided facility between State Road 7/US 441 and Wiles Road. The design of the roadway shall be consistent with the cross sections in the City of Coconut Creek's Main Street Design Standards.
- c. The Developer shall pay the sum of \$10,870,200 for the purpose of transportation impact mitigation identified as "Net Transportation Mitigation Fee". This Net Transportation Fee Mitigation Fee shall be based upon the cost of constructing the improvements included in Attachment 4.

A portion of the above total Net Transportation Mitigation Fee (\$5,871,854) shall be paid to Broward County during the review of construction plans for environmental review approval by the Broward County Development and Environmental Regulation Division for purposes of the RAC Land Use Plan Amendment traffic impact mitigation. Based on the PM peak hour traffic generation rates in Attachment 5, the County's share equates to: \$594.62 per residential condominium/townhouse unit; \$341.02 per high-rise unit; \$2.404 per square foot of retail/commercial use; and \$1.26 per square foot of office use. The purpose of these payments is to contribute towards the funding of transportation improvements in the North Central Transportation Concurrency Management Area. These improvements may include, but are not limited to, transit infrastructure improvements, programmed roadway improvements, or pedestrian/greenway improvement. The payment schedule shall be per the attached Exhibit 3 or a schedule as established by Broward County per the voluntary commitments outlined in the recorded declaration of restrictive covenants associated with the Broward County Planning Council's Land Use Plan Amendment PCT 10-3.

It is understood that the Developer intends to seek credit from Broward County for its payment for RAC Land Use Plan Amendment traffic impact mitigation and nothing herein shall be construed to prohibit the Developer from seeking credits from Broward County.

The remaining sum of Net Transportation Mitigation Fee, \$ 4,998,346, shall be paid to the City of Coconut Creek for purposes of traffic mitigation per the payment schedule outlined in Exhibit 3. Prior to the sale of land within the Property, the applicant shall be responsible for forming an association of property owners to ensure equitable assignment of responsibilities and shall provide recorded evidence of this association to the City. These mitigation fees shall be allocated to improvements demonstrated to mitigate the impacts of the

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Property through a multi-agency agreement between the City of Coconut, Broward County, the Applicant, and FDOT with the City being the lead agency.

- d. The Developer shall construct the following improvements:
1. Banks Road and Wiles Road - Signalization
 2. Banks Road and Sample Road -All proposed laneage and signalization.
 3. Sample Road and Lyons Road - Eastbound/westbound right-turn lane overlap phases.
 4. Downtown Access Road and NW 54th Avenue - Eastbound Signalization.
 5. Sample Road and Florida's Turnpike - Northbound triple left-turn lanes.
 6. Cullum Road and Lyons Road - Signalization

All signalization shall be constructed when warranted. The schedule of construction of these improvements is included in attached Exhibits 3 and 4 identified as "Developer Constructed Improvements" and illustrated in Exhibit 7 "Developer constructed Improvements". If these improvements are determined infeasible for reasons including but not limited to right-of-way constraints, significant utility conflicts, insufficient geometry, or are otherwise not permitted by the governing agencies including the City of Coconut Creek, the Developer shall make payment equivalent to the construction cost to the City of Coconut Creek per the payment schedule in attached Exhibit 3.

In addition to the payments required in 2.c. above, the Developer shall satisfy the regional Transportation Concurrency requirements of Broward County in accordance with Policy 3.4.23 of the Transportation Element of Broward County Comprehensive Plan prior to receiving Broward County Development and Environmental Regulation Division approval of construction plans for any development.

- e. The Developer in coordination with the City may, subject to obtaining the appropriate construction permits, construct additional improvements beyond those listed in Section E but consistent with the improvements associated with the overall mitigation cost derived from the ADA analysis included in Exhibit 3. If the Developer constructs additional improvements beyond Section D but consistent with the improvements identified in the ADA analysis for mitigation, a mitigation fee credit shall be provided.
- f. The Developer shall construct the following improvements to facilitate onsite access subject to maintaining agency approval and permitting. All geometric improvements shall be constructed when determined necessary to facilitate adequate access to the development.
1. Lyons Road and Jardin Driveway - Signalization when warranted
 2. Lyons Road and Uptown Driveway - Southbound right-turn lane and signalization when warranted

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3. Sample Road and Fisherman's Landing Driveway - Westbound right-turn lane, eastbound left-turn lane, and signalization when warranted.
 4. Cullum Road and NW 54th Avenue - roundabout.
 5. Cullum Road and Banks Road - roundabout.
3. The Developer shall encourage transit use, carpooling, carsharing and vanpooling by using some of the following Transportation Demand Management (TDM) strategies consistent with the City of Coconut Creek's MainStreet Design Standards:
- a. within 90 days of obtaining the first certification of occupancy for a structure, making rideshare, car-sharing, and transit information available to tenants and employees including three (3) carshare designated parking spaces within the development;
 - b. by designating employee parking spaces in all new parking facilities, conveniently located, for exclusively high occupancy vehicle use where appropriate; and through the provision of transit subsidies for the purchasing of transit fares/passes for residents and employees;
 - c. developing a Travel Demand Management Plan (TDM Plan) within one (1) year of obtaining the first certification of occupancy for a structure developed in coordination with the City of Coconut Creek, to be approved by Broward County Transit and FDOT, that promotes car and van-pool programs, maintains a ridesharing database, promotes transit use, makes transit passes available to employees on site who wish to use transit, and promotes preferential parking for onsite employees who volunteer for these trip reduction initiatives. An on-site Employee Transportation Coordinator shall be designated by the Developer who shall coordinate the implementation of the TDMP and provide annual reports to the FDOT and the City of Coconut Creek. Continuation of the TDMP and Employee Transportation Coordinator shall be determined jointly between the FDOT, the City of Coconut Creek and the Applicant;
 - d. cooperating with the City of Coconut Creek, Broward County Transit, FDOT, and Broward MPO to incorporate transit-oriented design principles into the design and development of the site;
 - e. cooperating with the City of Coconut Creek to minimize the number of off-street parking spaces provided within the Main Street @ Coconut Creek DRI consistent with the City of Coconut Creek's MainStreet Design Standards,;
 - f. performing a shared parking study to identify any reductions in parking that can be achieved by combining the parking supply for residential, office and retail uses;
 - g. by participating in the funding of bus pull out bays that are to be located on the site of the Main Street @ Coconut Creek DRI, the exact number of location of which shall be determined in coordination with the Applicant, the City of Coconut Creek, Broward County Transit, FDOT, and Broward County MPO;
 - h. by providing bicycle racks and secure bicycle storage in the design and development of the site consistent with the Main Street Design Standards; and

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- i. coordinating with the South Florida Regional Transportation Authority (SFRTA) and the City of Coconut Creek in the implementation of a Tri-Rail shuttle route, if and when such route becomes available, that serves the Main Street @ Coconut Creek DRI.
 - j. The Developer shall construct for a future community transit hub per the Broward MPO's LRTP with shelter facilities within the site. The community transit hub design shall be consistent with the guidelines put forth in Section 3.5 of the "Accessing Transit Design Handbook for Florida Bus Passenger Facilities", or other similar guidelines adopted by the City of Coconut Creek, MPO, or Broward County Transit. The "Accessing Transit Design Handbook for Florida Bus Passenger Facilities" can be viewed at [http://www.dot.state.fl.us/transit/Pages/2008 Transit Handbook.pdf](http://www.dot.state.fl.us/transit/Pages/2008%20Transit%20Handbook.pdf). The location, time of construction and design requirements shall be determined jointly among the Developer, FDOT, the City of Coconut Creek, and Broward County Transit.

592 U. Schools

593
594 The Developer shall comply with the provisions of the Public School Facilities Element of the
595 City and County Comprehensive Plans including the Amended Interlocal Agreement for Public
596 School Facility Planning dated December 7, 2007, as may be amended from time to time, adopted
597 by the City, Broward County and the School Board of Broward County, as provided for in Sec. 5-
598 182 (m) of the Broward County Land Development Code.
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600 V. Biennial Report and Monitoring

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- 1. The biennial report required by Section 380.06(18), Florida Statutes, shall be submitted every two (2) years, until buildout is achieved, on the anniversary date of the effective date of this Development Order to the City of Coconut Creek, the SFRPC, FDOT, and the Florida Department of Community Affairs. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7), FAC.
 - 2. The City of Coconut Creek City Manager, or his or her designee, shall be responsible for monitoring the Developer's compliance with the conditions of this Development Order and shall ensure that the applicable Development Order conditions have been complied with prior to the issuance of any development permits. Upon the written request of the owner(s) or developer(s) of property within Main Street @ Coconut Creek DRI, the City of Coconut Creek shall certify in writing to the owner(s), developers, mortgagees, and potential mortgagees or their designee(s) the compliance status of the conditions of this Development Order relative to the property within Main Street @ Coconut Creek DRI to which the request is related. If all conditions of this Development Order are being satisfied or are otherwise in compliance, the certification shall provide that the Development Order is in full compliance. If all conditions are not being complied with, the City of Coconut Creek shall specify in writing which conditions are not in compliance.
 - 3. In the event the Developer or, its successors and assigns violate any of the conditions of the Development Order or otherwise fails to act in substantial compliance with the Development Order (hereinafter "violator"), the City of Coconut Creek may stay the effectiveness of the Developer Order as to the tract or portion of the tract in which the violation or conduct has occurred and withhold further permits, approvals, and services for development in said tract or portion of the tract, upon passage of any appropriate

628 resolution by the City of Coconut Creek, adopted in accordance with this section, finding
629 that such violation has occurred. The violator shall be given written notice that states: i)
630 the nature of the purported violation and ii) that unless the violation is cured within
631 fifteen (15) days of said notice, a public hearing will be held to consider the matter within
632 thirty (30) days of said notice. If the violation is not curable within fifteen (15) days, the
633 violator's diligent good faith efforts to cure the violation will obviate the need to hold a
634 public hearing and the Development Order will remain in effect unless the violator does
635 not diligently pursue the curative action to completion within a reasonable time, in
636 which event the City of Coconut Creek shall give fifteen (15) days notice to the violator of
637 its intention to stay the effectiveness of the Development Order and withhold further
638 permits, approvals, and services as to the tract, or portion of the tract, in which the
639 violation has occurred until the violation is cured. For purposes of this provision, the
640 word "tract" shall be defined to mean any quantity of land capable of being described
641 with such definiteness that its boundaries may be established, which is designated by its
642 owner or developer as land to be used or developed as a unit or which has been used or
643 developed as a unit, and which is located within Main Street @ Coconut Creek DRI.
644

645 W. Expiration or Termination Date

646
647 The expiration date for this Development Order shall be December 31, 2020, unless the expiration
648 date is extended as provided in Section 380.06(19)(c), Florida Statutes.
649

650 X. Transmittal to the SFRPC, Department of Community Affairs, and the Developer.

651
652 Within thirty (30) days after the approval of this Development Order, a certified copy of this
653 Development Order with all exhibits shall be sent via first class certified U.S. Mail to the SFRPC,
654 the Department of Community Affairs, and the Developer.
655

656 Y. Recording

657
658 Within thirty (30) days after the effective date of this Development Order, the Developer shall
659 record notice of the adoption of this Development Order together with the Development Order
660 with the Clerk of the Circuit Court of the Seventeenth Judicial Circuit, in and for Broward
661 County, Florida in accordance with Sections 28.222 and 380.06(15)(f), Florida Statutes. This notice
662 shall specify that this Development Order runs with the land and is binding upon the Developer,
663 its agents, successors, grantees and assigns, jointly or severally. The Developer shall provide a
664 copy of the recorded notice to the City of Coconut Creek, the SFRPC, and the Department of
665 Community Affairs.
666

**ATTACHMENT 1
Legal Description**

~~TRACTS 24, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 48, 49, 50, 51, 52, 53, 54, 55, 57, 58, 59, 60, AND 73, BLOCK 89, PALM BEACH FARMS CO. PLAT NO. 3, AS PER MAP OF PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 54, OF THE PUBLIC RECORDS OF PALM BEACH, FLORIDA, SAID LANDS SITUATE LYING AND BEING IN BROWARD COUNTY, FLORIDA;~~

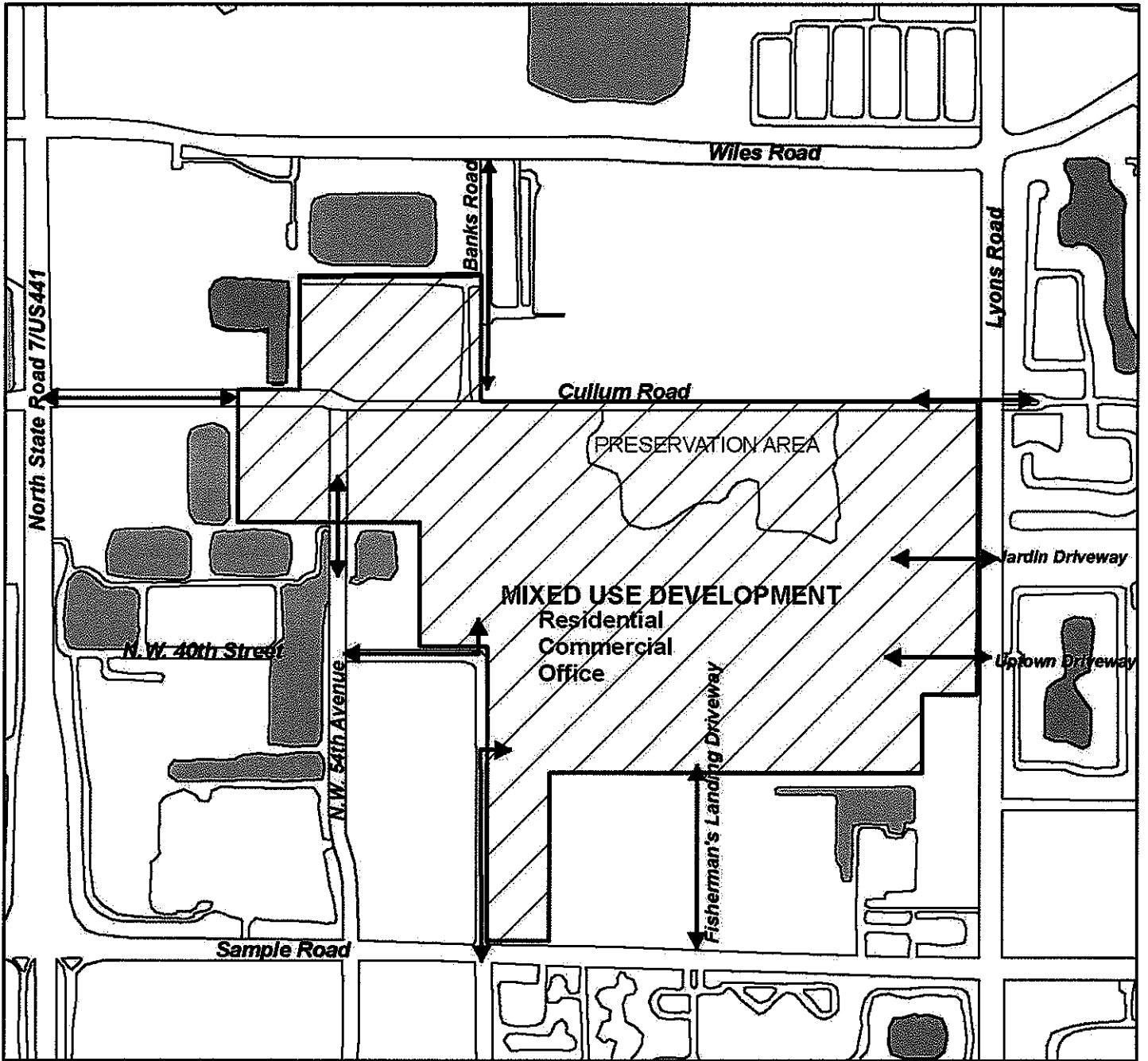
~~LESS AND EXCEPT THE NORTH 20 FEET OF TRACTS 33 AND 42 CONVEYED TO BROWARD COUNTY BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 24, PAGE 594 AND OFFICIAL RECORDS BOOK 14, PAGE 599;~~

~~LESS THOSE PORTIONS OF TRACTS 33 AND 55 CONVEYED TO THE BROWARD COUNTY EXPRESSWAY AUTHORITY, AND BROWARD COUNTY, FLORIDA, BY ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 13966, PAGE 480;~~

~~LESS THAT PORTION OF TRACT 24 KNOWN AS PARCEL NO. 101, CONVEYED TO THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 21899, PAGES 826 THROUGH 842, INCLUSIVE AND THAT PORTION OF TRACT 42 KNOWN AS PARCEL NO. 102, CONVEYED TO THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 21899, PAGES 845 THROUGH 861, INCLUSIVE, ALL OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA;~~

~~AND LESS ALL PREVIOUSLY DEEDED OR DEDICATED ROAD RIGHTS OF WAY.~~

ATTACHMENT 2
Master Development Plan (Map H)



MAP H
MASTER DEVELOPMENT PLAN

ATTACHMENT 3

**Main Street @ Coconut Creek DRI
Overall Transportation Mitigation Summary
Preliminary Option of Project Costs by Trip Generation Thresholds**

DO Exhibit 3 4 28.pdf

**MainStreet at Coconut Creek DRI - Transportation Mitigation Overall Summary
Preliminary Opinion of Probable Costs by Trip Generation Threshold**

P.M. Peak Hour Trip Generation Threshold (1)	Transportation Mitigation Overall Cost	Developer Constructed Improvement Cost	Net Transportation Mitigation Cost/Fee
1,090	\$ 510,000.00	\$ 510,000.00	\$ -
1,090	\$ 750,000.00	\$ 460,000.00	\$ 290,000.00
1,380	\$ 954,200.00	\$ -	\$ 954,200.00
1,391	\$ 25,000.00	\$ -	\$ 25,000.00
1,391	\$ 1,824,600.00	\$ -	\$ 1,824,600.00
1,475	\$ 2,783,100.00	\$ 10,000.00	\$ 2,773,100.00
1,475	\$ 2,396,300.00	\$ -	\$ 2,396,300.00
1,623	\$ 108,500.00	\$ 108,500.00	\$ -
1,623	\$ 410,100.00	\$ -	\$ 410,100.00
1,698	\$ 481,600.00	\$ -	\$ 481,600.00
2,319	\$ 272,100.00	\$ -	\$ 272,100.00
2,704	\$ 772,300.00	\$ -	\$ 772,300.00
3,223	\$ 620,900.00	\$ -	\$ 620,900.00
3,774	\$ 50,000.00	\$ -	\$ 50,000.00
When Warranted	\$ 300,000.00	\$ 300,000.00	\$ -
When Warranted	\$ 300,000.00	\$ 300,000.00	\$ -
Total	\$ 12,558,700.00	\$ 1,688,500.00	\$ 10,870,200.00

(1) Overall DRI Trip Generation Threshold in which improvements constructed or mitigation fees paid.

E:\MainStreet\Overall REV 04 20 10.xlsx\OPC & Threshold by Trip (KAI)

ATTACHMENT 4
Main Street @ Coconut Creek DRI
Overall Transportation Mitigation Summary
Mitigation Thresholds by Intersection

DO Exhibit 4 4 28.pdf

Main Street at Coconut Creek DRI - Transportation Mitigation Overall Summary
Mitigation Thresholds by Intersection - April 20, 2010

	Intersection Locations	Transportation Mitigation Overall Cost	Developer Constructed Improvement Cost	Net Transportation Mitigation Cost/Fee	P.M. Peak Hour Trip Generation Threshold (Final) (1)
1	Winston Park Boulevard at Lyons Road	\$ 25,000.00	\$ -	\$ 25,000.00	1,391
2	Wiles Road at Lyons Road	\$ 1,824,600.00	\$ -	\$ 1,824,600.00	1,391
3	Wiles and Powertine Road	\$ 481,600.00	\$ -	\$ 481,600.00	1,698
4	State Road 7 at Wiles Road	\$ 954,200.00	\$ -	\$ 954,200.00	1,380
5	Sample Road at Riverside Drive	\$ 772,300.00	\$ -	\$ 772,300.00	2,704
6	Sample Road at NW 54th Avenue	\$ 620,900.00	\$ -	\$ 620,900.00	3,223
7	Sample Road and Lyons Road	\$ 2,783,100.00	\$ 10,000.00	\$ 2,773,100.00	1,475
8	Sample Road at Florida's Turnpike	\$ 108,500.00	\$ 108,500.00	\$ -	1,623
9	Sample Road at Banks Road	\$ 510,000.00	\$ 510,000.00	\$ -	1,090
10	Sample Road at 42nd Avenue	\$ 410,100.00	\$ -	\$ 410,100.00	1,623
11	Copans Road at Lyons Road	\$ 2,396,300.00	\$ -	\$ 2,396,300.00	1,475
12	Coconut Creek Parkway at Lyons Road	\$ 272,100.00	\$ -	\$ 272,100.00	2,319
13	NW 54th Avenue and DOWNTOWN Access Road (2)	\$ 750,000.00	\$ 460,000.00	\$ 290,000.00	1,090
14	Banks Road at Wiles Road (Signalization Only)	\$ 300,000.00	\$ 300,000.00	\$ -	When Warranted
15	Hillsboro Boulevard at Lyons Road (Signal Modification Only)	\$ 50,000.00	\$ -	\$ 50,000.00	3,774
16	Cullum Road and Lyons Road (Signalization Only)	\$ 300,000.00	\$ 300,000.00	\$ -	When Warranted
	Total	\$ 12,558,700.00	\$ 1,688,500.00	\$ 10,870,200.00	

(1) Overall DRI Trip Generation Threshold in which improvements constructed or mitigation fees paid.

(2) No threshold available. Utilized threshold from Banks Road segment.

E:\MainStreet\Overall REV 04 20 10.xlsx\OPC & Threshold by Trip (K&I)

ATTACHMENT 5
Main Street @ Coconut Creek
Trip Generation
DO Exhibit 5 4 28 (2).pdf

**TABLE 1
MAIN STREET @ COCONUT CREEK
TRIP GENERATION (FOR SIGNIFICANCE DETERMINATION)**

Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Gross Trip Generation										
Residential Condominium/Townhouse	100 units			642	52	9	43	60	40	20
High-Rise Condominium	3,850 units			13,984	1,887	207	880	1,256	779	477
Retail/Restaurant	1,625,000 sq. ft.			41,590	834	509	325	3,942	1,892	2,050
General Office	525,000 sq. ft.			4,783	707	622	65	667	113	554
Subtotal				60,999	2,680	1,347	1,333	5,925	2,824	3,101
Intra DRI Internal Capture										
	Daily	AM	PM							
Residential	28.76%	4.21%	32.45%	4,207	48	9	39	427	266	161
Retail/Restaurant	12.13%	8.99%	12.40%	5,044	75	46	29	489	235	254
General Office	19.50%	3.82%	12.59%	933	27	24	3	84	14	70
Subtotal	16.70%	5.60%	16.88%	10,184	150	79	71	1,000	515	485
External Volumes										
Residential				10,419	1,091	207	884	889	553	336
Retail/Restaurant				36,546	759	463	296	3,453	1,657	1,796
General Office				3,850	680	598	82	583	99	484
Subtotal				50,815	2,530	1,268	1,262	4,925	2,309	2,616
Transit/Non-Vehicular Capture										
Residential		10%		1,042	109	21	88	89	55	34
Retail/Restaurant		5%		1,827	38	23	15	173	83	90
General Office		10%		385	68	60	8	58	10	48
Subtotal				3,254	215	104	111	320	148	172
External Volumes with Transit Reduction										
Residential				9,377	982	186	796	800	498	302
Retail/Restaurant				34,719	721	440	281	3,280	1,574	1,706
General Office				3,465	612	538	74	525	89	436
Subtotal				47,561	2,315	1,164	1,151	4,605	2,161	2,444
Pass-By Capture										
Retail/Restaurant			17.39%	6,355	132	81	51	600	288	312
Net New Volumes (Significance)				41,206	2,183	1,083	1,100	4,005	1,873	2,132


Note: Trip generation was calculated using the following data from ITE *Trip Generation*, Seventh Edition:

Daily Traffic Generation		
Residential Condominium/Townhouse	{ITE 230}	= $L_n(T) = 0.85 \ln(X) + 2.55 / \text{unit}$
High-Rise Residential Condominium	{ITE 232}	= $T = 3.77 (X) + 223.66 \text{ trips / unit}$
Retail	{ITE 820}	= $L_n(T) = 0.65 \ln(X) + 5.83 \text{ trips / 1,000 sq. ft.}$
General Office	{ITE 710}	= $L_n(T) = 0.77 \ln(X) + 3.65 \text{ trips / 1,000 sq. ft.}$
AM Peak Hour Traffic Generation		
Residential Condominium/Townhouse	{ITE 230}	= $L_n(T) = 0.80 \ln(X) + 0.26 / \text{unit}$
High-Rise Residential Condominium	{ITE 232}	= $T = 0.29 (X) + 28.86 \text{ trips / unit}$
Retail	{ITE 820}	= $L_n(T) = 0.60 \ln(X) + 2.29 \text{ trips / 1,000 sq. ft.}$
Hotel	{ITE 910}	= $T = 0.67 \text{ trips / room}$
General Office	{ITE 710}	= $L_n(T) = 0.80 \ln(X) + 1.55 \text{ trips / 1,000 sq. ft.}$
PM Peak Hour Traffic Generation		
Residential Condominium/Townhouse	{ITE 230}	= $L_n(T) = 0.62 \ln(X) + 0.32 \text{ trips / unit}$
High-Rise Residential Condominium	{ITE 232}	= $T = 0.34 (X) + 15.47 \text{ trips / unit}$
Retail	{ITE 820}	= $L_n(T) = 0.66 \ln(X) + 3.40 / 1,000 \text{ sq. ft.}$
General Office	{ITE 710}	= $T = 1.12(X) + 78.81 / 1,000 \text{ sq. ft.}$
Pass-By Capture		
Retail	{ITE 820}	= $L_n(T) = -0.29 \ln(X) + 5.00$

11/15/2009 04:27:1000-w-474-street-co-district-to-stain-5-pw-x12.jpg



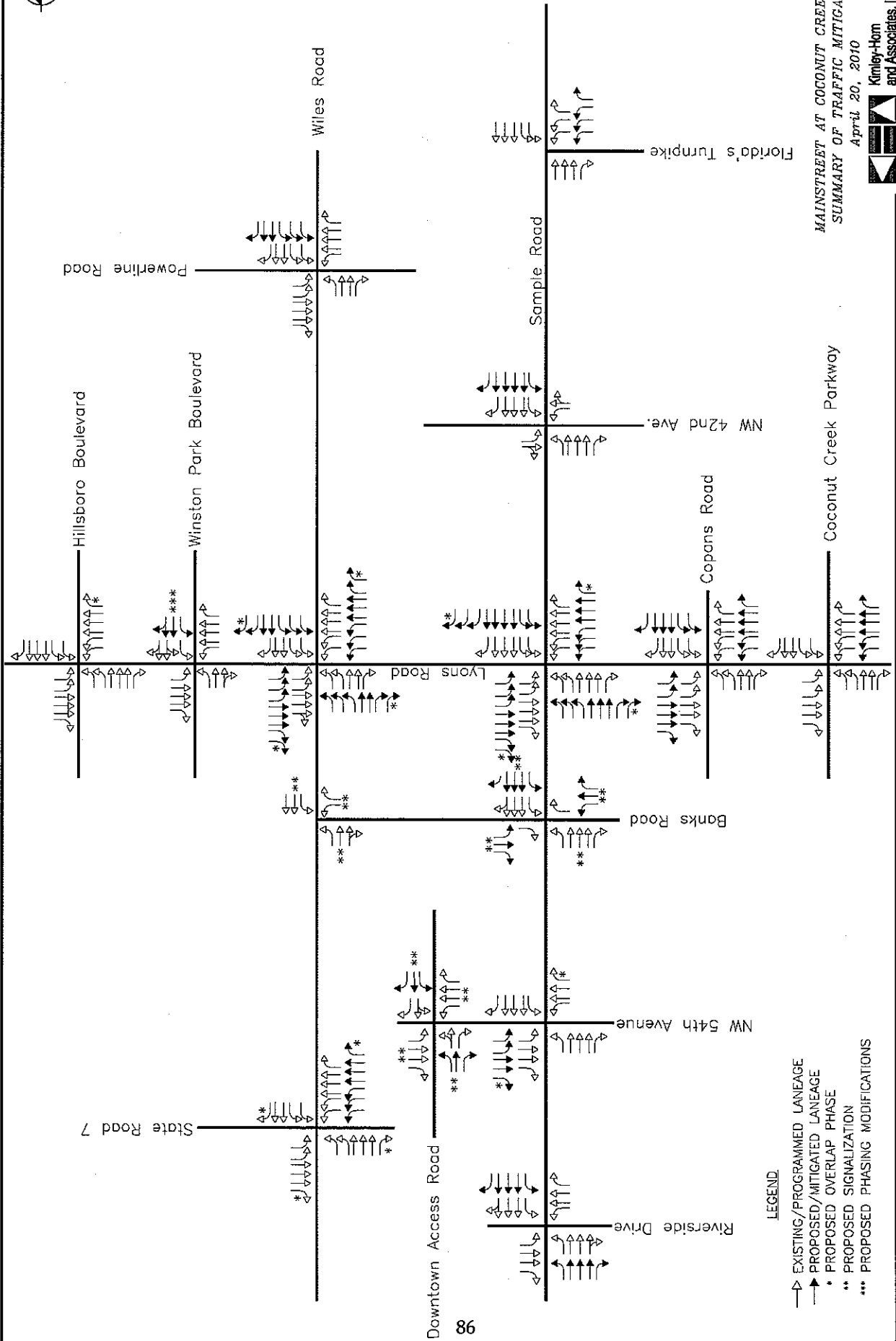
© 2009, Kimby-Horn and Associates, Inc.


Intra DRI Internal Capture, Transit/Non-Vehicular Capture, and Pass-by Capture percentage to remain constant for all trip generation calculations

**ATTACHMENT 6
Main Street @ Coconut Creek DRI**

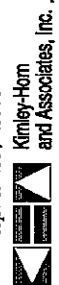
Proposed Improvements for the Purpose of Calculating Proportionate Share

DO Exhibit 6 4 28 (2).pdf

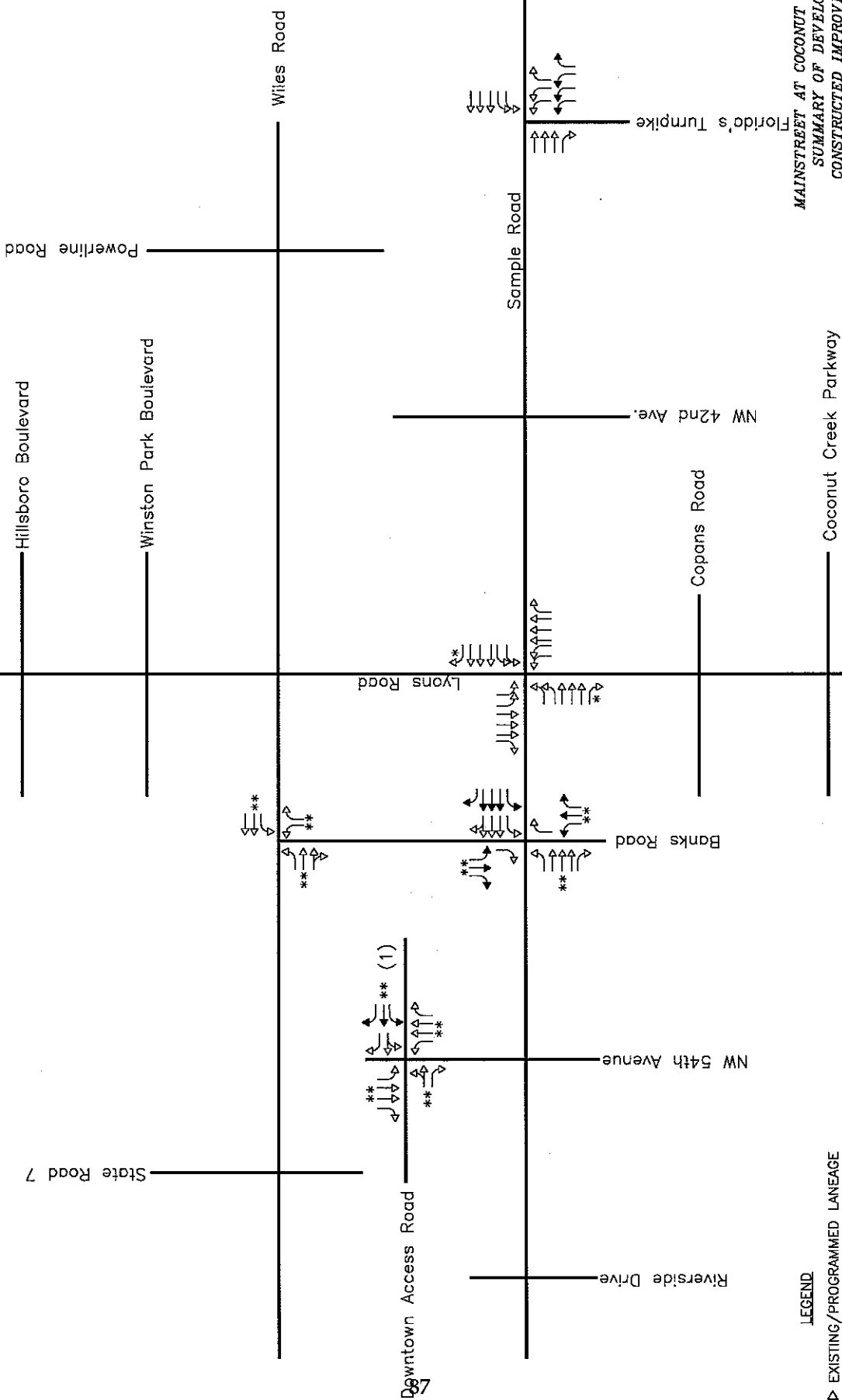


LEGEND

- ↑— EXISTING/PROGRAMMED LANEGE
- - -↑- - - PROPOSED/MITIGATED LANEGE
- ↑• PROPOSED OVERLAP PHASE
- ** PROPOSED SIGNALIZATION
- *** PROPOSED PHASING MODIFICATIONS



ATTACHMENT 7
Main Street @ Coconut Creek
Developer Constructed Improvements
DO Exhibit 7 4 28 (2).pdf



MAINSTREET AT COCONUT CREEK DRI
 SUMMARY OF DEVELOPER
 CONSTRUCTED IMPROVEMENTS
 April 20, 2010
 Kimley-Horn
 and Associates, Inc.

LEGEND

- ↑ EXISTING/PROGRAMMED LANEAGE
- ↑ PROPOSED/MITIGATED LANEAGE
- * PROPOSED OVERLAP PHASE
- ** PROPOSED SIGNALIZATION

(1) NOTE: DEVELOPER TO FUND 50% OF SIGNALIZATION PER CITY OF COCONUT CREEK. REMAINING PORTION TO BE FUNDED BY THE SEMINOLE TRIBE.

EXHIBIT A

EXHIBIT A - LEGAL DESCRIPTION

TRACTS 24, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 48, 49, 50, 51, 52, 53, 54, 55, 57, 58, 59, 60, AND 73, BLOCK 89, PALM BEACH FARMS CO. PLAT NO. 3, AS PER MAP OF PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 54, OF THE PUBLIC RECORDS OF PALM BEACH, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA;

LESS AND EXCEPT THE NORTH 20 FEET OF TRACTS 33 AND 42 CONVEYED TO BROWARD COUNTY BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 24, PAGE 594 AND OFFICIAL RECORDS BOOK 14, PAGE 599;

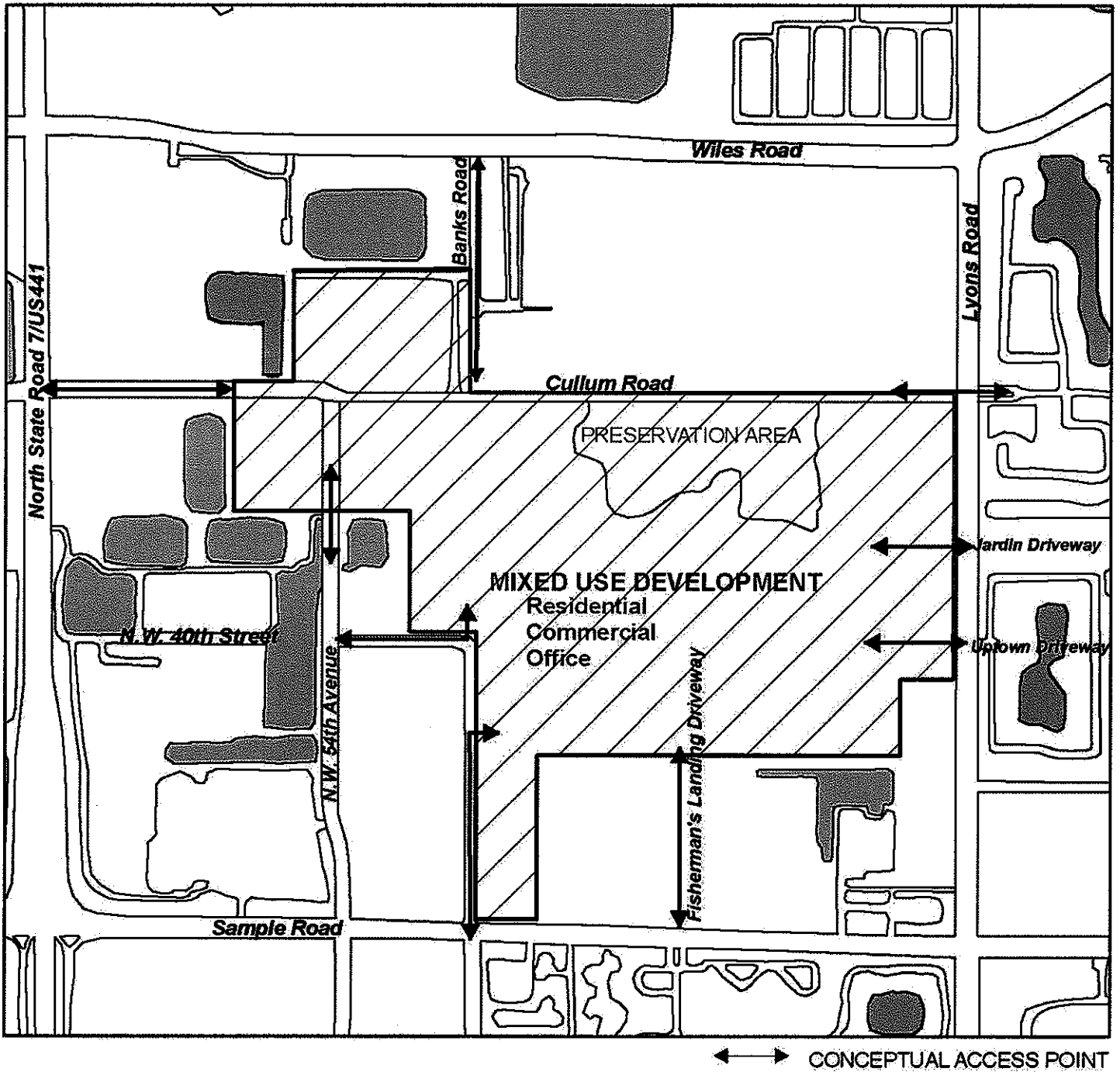
LESS THOSE PORTIONS OF TRACTS 33 AND 55 CONVEYED TO THE BROWARD COUNTY EXPRESSWAY AUTHORITY, AND BROWARD COUNTY, FLORIDA, BY ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 13966, PAGE 480;

LESS THAT PORTION OF TRACT 24 KNOWN AS PARCEL NO. 101, CONVEYED TO THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 21899, PAGES 826 THROUGH 842, INCLUSIVE AND THAT PORTION OF TRACT 42 KNOWN AS PARCEL NO. 102, CONVEYED TO THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 21899, PAGES 845 THROUGH 861, INCLUSIVE, ALL OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA;

AND LESS ALL PREVIOUSLY DEEDED OR DEDICATED ROAD RIGHTS OF WAY;

EXHIBIT B

EXHIBIT B - PROPOSED MASTER DEVELOPMENT PLAN



MAP H
MASTER DEVELOPMENT PLAN

EXHIBIT C

AGREEMENT TO DELETE QUESTIONS

Project Name: Main Street @ Coconut Creek DRI

Project Location: City of Coconut Creek

Applicant/Developer: JPGP LLC

Section 380.06(7)(b), Fla. Stat., stipulates that the regional planning agency "shall establish by rule a procedure by which a developer may enter into binding written agreements with the regional planning agency to eliminate questions from the application for development approval when those questions are found to be unnecessary for development-of-regional-impact review". To comply with this provision, the South Florida Regional Planning Council and the Applicant hereby agree that the Applicant will submit sufficient information, as determined by the Council, in the application for development approval (ADA) for only those questions which are specified as being required in the following agreement.

	<u>Required</u>	<u>Not Required</u>
1. Applicant/Project Identification	•	○
2. Applicant	•	○
3. Authorized Agents	•	○
4. Ownership/Adjacent Property	•	○
5. Legal Description	•	○
6. Binding Letter/Preliminary Development Agreement Status	•	○
7. Government of Jurisdiction	•	○
8. Permitting Agencies and Permit Applications	•	○
9. Maps:		
A. General Location	•	○
B. Recent Aerial Photo	•	○
C. Topography	•	○
D. Existing Land Use	•	○
E. Soils	•	○
F. Vegetation Association	•	○
G. Sampling Station Locations and Observed Significant Resources	•	○
H. Master Development Plan	•	○
I. Master Drainage	•	○
J. Highway and Transportation Network	•	○
10. General Project Description		
Part I - Specific Project Description		
A. Summary and Phasing	•	○
B. Existing and Proposed Land Uses	•	○
C. Previous and Existing Activities	•	○
D. Primary and Secondary Market Area	•	○
E. Description of Project Demand	•	○
F. Project Costs Table (SFRPC requirement)	•	○

G. Social and Economic Disparities (SFRPC requirement)	•	0
H. Summary of Model Inputs	•	0
Part II - Consistency with Comprehensive Plans		
A. Local Plan	•	0
B. Regional Plan	•	0
C. State Plan	•	0
Part III - Demographic and Employment Information		
The ADA will provide specific input data needed for the REMI and FIAM models that will be used by SFRPC to evaluate the proposed DRI as identified in Attachment A. Employment data will be provided by NAICS codes (not SIC).		
A. Demographic and Employment Tables (include three-digit NAICS codes)	•	0
Part IV - Impact Summary		
A. Impact on Natural Resources	•	0
B. Public Facility Capital Costs	•	0
11. Revenue Generation Summary	•	0
12. Vegetation and Wildlife		
The ADA will coordinate with applicable agencies and meet all requirements per Attachment B.		
A. Identification of Plant Species	•	0
B. Discussion of Survey Methods	•	0
C. State/Federal Listed Species	•	0
D. Impact to Listed Species	•	0
E. Mitigation for Impacted Species	•	0
13. Wetlands		
The ADA will coordinate with SFWMD and provide specific information per Attachment B.		
A. Existing Conditions and Proposed Impacts	•	0
B. Creation or Enhancement Plans	•	0
14. Water		
A. Existing Hydrologic Conditions	•	0
B. Existing Water Quality	•	0
C. Mitigation Measures	•	0
15. Soils		
A. Description of Soils	•	0
B. Site Alteration and Construction Methods	•	0
C. Soil Erosion Control Measures	•	0
D. Fill and Spoil Information	•	0
16. Flood Plains		
A. Identification of Flood Prone Areas	•	0

B. FIRM Zone Designations	•	○
C. Flood Hazard Measures	•	○
D. Off-Site Flooding Impacts	•	○
17. Water Supply		
A. Potable/Non-Potable Water Demand	•	○
B. Potable/Non-Potable Water Supply	•	○
C. On-Site Wells	•	○
D. Impact to Existing Wells and Aquifer	•	○
E. Operation/Maintenance of Internal Water Supply	•	○
F. Letter from Off-Site Supplier	•	○
G. Conservation Measures	•	○
H. Service Area Boundary	•	○
18. Wastewater Management		
A. Projected Generation and Proposed Treatment	•	○
B. Description of Pre-Treatment Techniques	•	○
C. Letter from Off-Site Treatment Authority	•	○
D. Septic Tank Identification	•	○
E. Service Area Boundary	•	○
19. Stormwater Management		
A. Existing On-Site Drainage Patterns	•	○
B. Proposed Drainage System	•	○
C. On-Site Drainage Areas	•	○
D. Run-Off Volume and Quality	•	○
E. Identification of Operation/Maintenance Authority	•	○
20. Solid/Hazardous/Medical Waste		
A. Solid Waste Generation	•	○
B. Waste Management		
1. Specification of Waste Generated	•	○
2. Separation Measures	•	○
3. Identification of Off-Site Disposal	•	○
4. Applicable Regulations, Permits and Plans	•	○
C. Documentation		
1. Letter from Developer	•	○
2. Letter from Service Provider	•	○
21. Transportation		
This question will be addressed utilizing the methodology shown in Attachments C and D.		
A. Existing Conditions	•	○
B. Projection of Vehicle Trips	•	○
C. Estimation of Internal/External Split	•	○
D. Total Peak Hour Directional Traffic	•	○
E. Assignment of Trips Generated	•	○
F. Recommended Improvements	•	○
G. Site Access Plan	•	○

- H. Protection of Transportation Corridors • ○
- I. Provisions for Alternative Modes of Transportation • ○

22. Air Impacts

All relevant sections of Question 22, regarding Air Quality, will be answered in the ADA. When the transportation analysis portion of the ADA is found to be sufficient, the Applicant will work with staff from the SFRPC, FDEP, and Broward County to determine which affected intersections or parking structures (if any) will require air quality modeling. The Applicant will also work with Broward County to ensure that applicable requirements for complex source modeling are met. The ADA will provide information required by FDEP as listed in Attachment E. An air quality study may be required on roads at Level of Service E or F.

- A. Site Preparation and Construction Measures to Minimize Impacts • ○
- B. Structural/Operational Measures to Minimize Impacts • ○
- C. Analysis of Impacted Intersections and Parking Facilities (Table 22-1) • ○
- D. One Hour/Eight Hour Emissions • ○
- E. Identification of Mitigation Measures • ○

23. Hurricane Preparedness

- A. Identification of Designated Areas
 - 1. Vulnerability Zone ○ ●
 - 2. High Hazard Evacuation Area ○ ●
 - 3. Special Preparedness District • ○
- B. Identification of Evacuation Requirements
 - 1. Shelter Space Need and Availability • ○
 - 2. Evacuation Route Capacity • ○
- C. Identification of Mitigation • ○

24. Housing

SFRPC recommends that the Applicant contribute to the City's impact fee program.

- A. Residential Development Characteristics • ○
- B. Housing Availability/Employment Opportunities ○ ●
- C. Provisions for Displacement/Relocation ○ ●

25. Police and Fire Protection

- A. Dedication of Facility or Site • ○
- B. Letter from Service Provider • ○

26. Recreation and Open Space

- A. Description of Facilities and Open Space • ○
- B. Assessment of Impact to Public Access • ○
- C. Identification of Maintenance Authority • ○
- D. Description of Consistency with Local and Regional Policies • ○
- E. Assessment of Impact to Recreation Trail Designation • ○

27. Education		
A. Estimation of Number of School Age Children	•	o
B. Provision of Facilities or Sites	•	o
C. Letter from School Board	•	o
28. Health Care		
A. Description of Facilities and Services	•	o
B. Letter from Service Provider	•	o
29. Energy		
A. Projection of Energy Demands	•	o
B. Description of On-Site Electrical Generating Facility	•	o
C. Letter from Off-Site Supplier	•	o
D. Description of Energy Conservation Methods or Devices	•	o
30. Historical and Archaeological Sites		
A. Description of Sites	•	o
B. Protection/Mitigation Measures	•	o
31. Airports		
A. Existing Conditions	o	•
B. Copy of Layout Plan	o	•
C. Copy of FAA Application	o	•
D. Identification of Flight Patterns	o	•
E. Identification of Subsidiary Development	o	•
F. Description of Passenger Circulation System	o	•
32. Attractions and Recreation Facilities		
A. Projection of Attendance		
1. Daily High, Low and Average	o	•
2. Figure 32.1 - Monthly Distribution	o	•
3. Figure 32.2 - Daily Distribution	o	•
4. Figure 32.3 - Hourly Distribution	o	•
B. Identification of Alternative Transportation Systems	o	•
C. Identification of Transportation System Interface	o	•
33. Hospitals		
A. Specification of Proposed Facility	o	•
B. Identification of Related Facilities	o	•
C. Copy of Certificate of Need	o	•
34. Industrial Plants and Parks		
A. Identification of Types of Operations	o	•

- | | | |
|---|---|---|
| B. Identification of Support Industry | o | • |
| C. Transportation Requirements | o | • |
| D. Specification of Work Shifts | o | • |
| 35. Mining Operation | | |
| A. Description of Operation | o | • |
| B. Water Use Requirements | o | • |
| C. Impact on Aquifer | o | • |
| D. Maintenance and Inspection Requirements | o | • |
| E. Description of On-Site Processing Operation | o | • |
| F. Identification of Radioactive Material | o | • |
| G. Reclamation Plan | o | • |
| H. Identification of Mineral Destination | o | • |
| I. Identification of Shipping Modes | o | • |
| J. Transportation Requirements | o | • |
| 36. Petroleum Storage Facilities | | |
| A. Description of Existing Facilities | o | • |
| B. Description of Proposed Development | o | • |
| C. Identification of Transport Methods | o | • |
| D. Vapor Emission and Spillage Response | o | • |
| 37. Port and Marina Facilities | | |
| A. Existing Conditions | o | • |
| B. Conceptual Plan | o | • |
| C. Commodity and Passenger Statistics | o | • |
| D. Transportation System Expansion Requirements | o | • |
| E. Dredge and Fill Requirements | o | • |
| F. Oil Spill Clean-Up | o | • |
| G. Description of Subsidiary Development | o | • |
| H. Discussion of Increased Shipping Activity | o | • |
| 38. Schools | | |
| A. Description of Proposed Development and Program | o | • |
| B. Enrollment Impact Area | o | • |
| C. Identification of Design Population | o | • |
| 39. Other (as specified in Attachment F) | | |
| A. File the ADA <u>as required by any Preliminary Development Agreement or prior to October 13, 2009.</u> If the ADA is not filed in a timely manner the Applicant may schedule a new pre-application conference. | • | o |
| B. Distribute all necessary copies of the ADA to all review agencies as listed below. | | |

Agency	Application		Housing Appendix		Transportation Appendix	
	CD-ROM	Binder	CD-ROM	Binder	CD-ROM	Binder
SFRPC	3	2	3	2	3	2
DCA	1	1	1	1	1	1
FDOT District IV	2	2	0	0	2	2
FDOT Turnpike District	1	0	0	0	1	0
FDEP (Air Quality)	1	3	0	0	1	1
SFWMD	1	3	0	0	1	1
Broward County PRD	0	2	0	0	2	1
Broward County EPGMD*	<u>15</u>	<u>03</u>	0	<u>01</u>	<u>05</u>	<u>13</u>
Broward County TPD	1	0	0	0	1	0
Broward County BCT	1	1	0	0	2	1
City of Coconut Creek	6	6	6	6	6	6
City of Coral Springs	1	1	1	1	2	2
City of Parkland	3	3	3	3	3	3
Broward School Board	1	0	1	0	1	0
South Florida RTA	1	1	0	0	1	1

*To facilitate distribution to Broward County DRI review agencies, please deliver *all* requested copies (both CD-ROM and binder formats) to:

Ms. Kenny Kennedy, Assistant Planner
 Broward County Env'tl Protection and Growth Mgmt Dept
 115 S. Andrews Ave., Room 329K
 Fort Lauderdale, FL 33301
 Phone: 954-357-6684

- C. Include copies of all relevant executed agreements with the ADA (e.g., Section 380.032-Development Agreement; Final Bifurcation Agreement(s)/Approval(s); Final Agreement to Delete Questions; etc.).
- D. Provide display graphics for presentation at all Council meetings.

Prepared on this 31 day of March 2009.

By:

Dennis D. Mele
Signature

DENNIS D. MELE
for the APPLICANT (Print Name)

Date: 4/20/09

Carolyn A. Dekle
Signature

Carolyn A. Dekle
for the SOUTH FLORIDA REGIONAL
PLANNING COUNCIL (Print Name)

Date: 4/21/9

DRI Economic and Fiscal Impact Analysis Needed Information Check List

- A) Information Needed for the Economic Impact Analysis – The model we use for economic impact analysis is designed to work with employment and investment data for each land use in the project, specified by 3-digit NAICS¹ sector. It will be sufficient to provide the total employment and total investment at this level of detail for us to complete our analysis. Where the known characteristics of the project are not sufficient to specify the employment and investment directly by 3-digit NAICS sector, county averages should be used to allocate from higher levels to relevant sub-sectors at the 3-digit level. If the project is known to have characteristics that make it different from county averages, we can make adjustments in the impact analysis. For example, if the payroll for any sector in the project is expected to be higher or lower than the county average for the sector, the total wage bill should be provided for each employment level specified in 3-digit NAICS code. If projections of revenue or sales are known, by sector, we can use them to make adjustments to the economic impact. If investment can be broken down between the construction cost and equipment and furnishings, or if operating costs have been estimated, we can make adjustments to reflect project specifics.

For Existing Development to Be Demolished (if any)

1. Complete employment profile by sector (at 3-digit NAICS code level)
2. * Compensation² rate for each type of employment by sector
3. * Total revenue (sales) by sector
4. * Operating cost by sector
5. Current property value of the existing structure (land value excluded)

For New Development

1. Complete employment profile by sector (at 3-digit NAICS code level; permanent jobs only)
2. * Compensation rate for each type of employment by sector
3. * Total revenue (sales) by sector
4. * Operating cost by sector
5. Complete investment profile by land use (construction cost, furnishing and equipment spending)

- B) Information Needed for the Fiscal Impact Analysis

For Existing Development to Be Demolished (if any)

1. Employment by land use type: office, retail, hotel, industrial land etc.
2. Total taxable property value for each type of land use

For New Development

1. Employment by land use type: office, retail, hotel, industrial land etc.
2. Per unit/'000 sq. ft. property sales value for each type of land use: single family, multifamily, condominium, office building, retail, hotel, industrial land etc.

¹ NAICS: The North American Industry Classification System (NAICS) was developed as the standard for use by federal statistical agencies in classifying business establishments for the collection, analysis, and publication of statistical data related to the business economy of the U.S. NAICS was developed under the auspices of the Office of Management and Budget (OMB), and adopted in 1997 to replace the old Standard Industrial Classification (SIC) system.

² Includes wages and benefits.

3. Impact fees for each type of land use
4. Property tax (Ad Valorem) millage rates
5. Developer's contribution

For Underlying Assumptions (optional)

1. Demographic data for the local jurisdiction: total population, seasonal residents, total employment, seasonal housing units, average persons per household, etc.
2. For each type of land use, estimate the average capital cost per new unit/'000 sq.ft. for each type of public services provided by the local government, for example: road, law enforcement, fire/rescue/EMS, library, parks, public building etc.
3. Local government's 10-year historical budget information
4. Local government's latest year's detailed budget information

Note

*: optional.

MEMORANDUM

TO: Jim Golden, Senior Planner
THROUGH: Barbara J. Conmy, Section Leader
FROM: Robert Hopper, Senior Environmental Analyst
DATE: October 10, 2008
SUBJECT: Main Street at Coconut Creek DRI

1. The DRI application must demonstrate that the project meets all applicable conditions for issuance of an Environmental Resource Permit (ERP), including demonstrating that the project will not result in adverse direct and/or secondary impacts to existing freshwater forested wetland functions and values, will not result in unacceptable cumulative impacts to these wetlands, will not violate applicable water quality standards and will be in the public interest.
2. Information quantitative and qualitative describing the existing wetlands must be included in the DRI application. Specifically, the characteristics, acreages, and functional values of the onsite wetlands should be defined in the application.
3. If wetland impacts are proposed, the DRI application must outline practicable design modifications that have been made to reduce or eliminate wetland impacts. Please note, any proposed off-site wetland mitigation will be reviewed only after reduction and elimination criteria have been addressed.
4. As part of the DRI application, the applicant must provide documentation regarding habitat potentially utilized by listed species and the presence of any of these species onsite. Documentation verifying coordination with the appropriate wildlife agencies regarding these issues should also be included.



Kimley-Horn
and Associates, Inc.

ATTACHMENT C

Memorandum

To: Carolyn Dekle
South Florida Regional Planning Council

From: John McWilliams, P.E. *JAM*

Date: September 18, 2008
Revised October 24, 2008
Revised January 5, 2009
Revised February 12, 2009
Revised March 17, 2009

Suite 109
5200 N.W. 33rd Avenue
Ft. Lauderdale, Florida
33309

Subject: Main Street @ Coconut Creek DRI
Transportation Analysis Methodology

Kimley-Horn and Associates, Inc. has prepared the following transportation methodology document to summarize the analyses that will be undertaken for the Main Street @ Coconut Creek DRI. Currently, the project is proposed to be built in one phase with a build-out year of 2020 and is proposed with the following land uses and intensities:

Land Use	Intensity
Residential (High-Rise Condominium)	3,750- 3,650 dwelling units
Residential (Townhouse)	100 dwelling units
Retail/Restaurant	1,625,000 square feet
Office	525,000 square feet

These land uses and intensities are preliminary and may be subject to revision during the DRI/ADA review process.

The project is generally bounded by Wiles Road to the north, Sample Road to the south, NW 54th Avenue to the west, and Lyons Road to the east. A site location map is included in Attachment A.

The analysis will address the information required as a part of Question 21, Transportation, in the Application for Development Approval, as outlined below.

Question 21A

Preliminary Study Area

The initial traffic impact study area will be defined as the area contained within the following boundaries:

- North: Broward/Palm Beach County Line
- East: Powerline Road
- South: Atlantic Boulevard
- West: University Drive

TEL 954 535-5100
FAX 954 739-2247



Roadways

Roadways that are defined by Broward County as "Trafficways" which lie within those boundaries will be included in the preliminary study area. For the study area roadways, the current AADT and p.m. peak hour directional volumes published by Broward County (year 2007) will be reported in a summary table. Also reported in this table will be the number of lanes, roadway classification, anticipated project traffic assignment, project trips, percent project impact, adopted directional service volume and current roadway level of service.

The period of analysis will be defined as the p.m. peak hour on typical peak season weekday, which is expected to be the period of highest volume. Existing peak hour directional volumes will be adjusted to 100th highest hour using Florida Department of Transportation adjustment factors for Broward County. The initial roadway analysis will be conducted using level of service volume thresholds which will be based on Florida Department of Transportation 2007 *Quality/Level of Service Paper*.

It is anticipated that peak hour directional data will be available from Broward County for all roadways that are analyzed. In cases in which data is not available from Broward County, twenty-four hour roadway count data will be collected and utilized in the analysis. If peak hour directional data is not available for an existing roadway, data will be collected in the field. Three (3) consecutive typical weekdays of machine traffic counts will be collected if directional data is not available for a specific study roadway segment. Field-collected peak hour directional volumes will be adjusted to the 100th highest hour using Florida Department of Transportation adjustment factors for Broward County. The initial roadway analysis will be conducted using level of service volume thresholds which will be based on Florida Department of Transportation's 2007 *Quality/Level of Service Paper*. In cases in which existing count data is not available (e.g., portions of roadways within the study area that are currently not existing), volume information will be determined from model output data from the Florida Standard Urban Transportation Model Structure (FSUTMS) and adjusted to peak hour directional volumes by utilizing K_{100} and directional factors determined on nearby Broward County roadways representative of the area.

The final study area will be defined as roadways on which project traffic contributes five percent or more of the maximum peak hour directional service volume at the adopted level of service standard of the facility.

An a.m. peak hour roadway segment analysis will be conducted for specific segments of Sample Road (State Road 7 to Florida's Turnpike) and State Road 7 (Sample Road to Wiles Road) to determine the project's significance. These roadway segments will be analyzed to determine if project traffic contributes five percent or more of the maximum peak hour directional service volume at the adopted level of service standard of the facility. If the project is determined to be



significant based upon this a.m. peak hour analysis, an a.m. peak hour roadway segment analysis will be performed for the subject corridor.

Intersections

Certain intersections within the geographic study area defined above will be analyzed. Intersections at the termini of study roadway segments (where p.m. peak hour project traffic is equal to or greater than five percent of the adopted level of service maximum volume) will be included in the study where total traffic is greater than or equal to 90 percent of the adopted level of service maximum volume. Termini of roadway segments shall be defined as points at which the study roadway intersects with other roadways defined as "Trafficways" by Broward County. Similarly, intersections meeting these criteria during the a.m. peak hour on the aforementioned segments of Sample Road and SR 7 will be analyzed.

At a minimum, the following intersections will be evaluated:

- SR 7/US 441 & Cullum Road/Turtle Creek Drive
- SR 7/US 441 & NW 40th Street
- SR 7/US 441 & Sample Road
- SR 7/US 441 & Wiles Road
- SR 7/US 441 & NW 54th Avenue/NW 31st Street
- Lyons Road & Wiles Road
- Sample Road & NW 62nd Avenue
- Sample Road & Lyons Road
- Sample Road & NW 54th Avenue
- Sample Road & Banks Road
- Banks Road and Wiles Road
- NW 40th Street & NW 54th Avenue
- Cullum Road & NW 54th Avenue
- All project driveways intersecting Broward County "Trafficways"

The analysis will consider existing lane geometric configurations, intersection control, and existing signal timing (for signalized intersections) to determine current delay and level of service. For signalized intersections, the analysis will be performed using Synchro 7.0 software with output based upon the *Highway Capacity Manual*. For unsignalized intersections, the analysis will be performed using HCS+ software. Coordinated movement progression factors will only be applied to intersections with existing traffic signal interconnection as indicated by Broward County's Traffic Engineering Output Division. Output from the intersection analyses will be included in the Appendix to Question 21. Electronic analysis files including Synchro network files will be provided to the Florida Department of Transportation, District 4, the South Florida Regional Planning Council for distribution.



Transit Service

Existing transit service in the vicinity of the project will be documented, including transit service operated by Broward County Transit and adjacent municipalities. Included in this documentation will be existing route numbers, route maps and frequency of service, and available ridership information. Existing connections to Tri-Rail and the airport will also be documented. In addition, multimodal information for existing conditions as outlined in Table 2 of *Guidelines and Performance Measures to Incorporate Transit and Other Multimodal Considerations into the FDOT DRI Review Process* will be documented. Additionally, pedestrian access/connectivity between the site and adjacent transit routes will also be identified. Proposed transit projects affecting the proposed development will be summarized. A review of the quality of transit service will be provided within the extent possible given the current programmed transit improvements.

Programmed Improvements

Improvements to the roadway network which are funded for construction within the first three (3) fiscal years of State and/or local improvement programs will be included in the existing plus committed network including FDOT RRR projects. For any FHS roads, the three-year horizon will also be used. Improvements programmed in the most recently adopted version of the Transit Development Program that affect any of the routes within the study area within the next three years will also be documented.

Question 21B

Gross Trip Generation

The trip generation potential for the land uses within the DRI will be calculated using the Institute of Transportation Engineers' *Trip Generation, Seventh Edition* based on the following independent variables:

- Residential [Land Use 232]: dwelling units
- Retail [Land Use 820]: square footage
- Office [Land Use 710]: square footage

Question 21C

Internal Capture

Internal capture of trips between the proposed uses within the DRI will be calculated using the internal capture matrix methodology and data published in the Institute of Transportation Engineers' *Trip Generation Handbook, Second Edition*. Preliminary internal capture calculations will be provided to the review agencies prior to approval of this transportation analysis methodology.

Pass-by Capture

The Institute of Transportation Engineers *Trip Generation Handbook* will be used for the retail pass-by capture rates. Pass-by capture will be limited to 10 percent of the adjacent streets' future non-project total traffic volume or 25 percent of the site retail traffic, whichever is less.



Transit/Non-Automobile Capture

A credit for transit trips to and from the site will be applied to the external trip generation potential of the site based on a percentage of the external traffic generation potential to account for transit-related amenities that will be committed to by the Applicant. These credits will be applied for measures designed to reduce external vehicular trips, including but not limited to Traffic Demand Management (TDM) policies, pedestrian and bicycle amenities and local circulator shuttles. Credits for the transit-based and TDM measures will equal 10% of the office and residential traffic plus 5% of the commercial retail traffic.

The project's specific design features, actions, programs and/or services that will encourage transit/non-automobile travel will be outlined in the traffic analysis and commitments will be included in the final Development Order. Furthermore, the project will include measures outlined in the City of Coconut Creek's Comprehensive Plan as it relates to transit use/TDM measures where feasible.

Question 21D

Background growth of non-project traffic volumes

The overall background growth used to determine the anticipated future traffic volumes for the project will be calculated by considering both the background growth rate and committed development traffic as follows.

Growth rate: An area-wide growth rate will be calculated based on historical traffic data for roadways within the study area. Background growth rates for each roadway segment will be included as part of the ADA submittal for informational purposes. Growth rates for Florida's Turnpike facilities will be calculated independent of an area-wide growth rate.

Committed development traffic: For this ADA, traffic impacts from the following projects will be included in this analysis:

- Coral Springs Downtown DRI
- Commerce Center of Coconut Creek DRI
- Tartan PUD/Township DRI
- Seminole Coconut Creek Casino
- Cocomar Plaza
- Berber Plat
- Promenade at Coconut Creek
- Plaza at Deerfield Beach DRI
- Lyons Corporate Park DRI
- Sawgrass Park of Commerce DRI
- Sawgrass Exchange DRI
- Bates DRI
- Pompano Industrial Park DRI



- Coral Landings III (portions unbuilt at the time of turning movement data collection)

It should be noted that the findings of adequacy that vest the development rights on the Berber Plat are set to expire in December 2008. If the findings of adequacy expire prior to the ADA submittal for this DRI, development rights for the subject plat are no longer valid and will not be considered as a committed development.

A review of the above listed DRIs will be performed as part of the transportation analysis. If it is determined that (A) the subject DRIs have remaining valid vested development rights and (B) the subject DRI transportation analysis study areas overlap with the proposed DRI's study area, the vested background traffic will be included in the Mainstreet @ Coconut Creek DRI's transportation analysis.

To determine future background traffic volumes, either (1) the increase in traffic resulting from application of the growth rate or (2) the increase in traffic resulting from committed but unbuilt development traffic plus application of one-half of the growth rate (whichever is the higher of the two) will be added to existing traffic volumes.

Project Traffic Distribution and Assignment

The FSUTMS planning model will be used to define the distribution and assignment of project traffic. The Southeast Florida Regional Planning Model will be utilized to develop this assignment. A year 2020 model will be developed by prorating z-data in the year 2005 validation model to the year 2030 model to year 2020. The roadway network in the currently adopted year 2030 year 2014 E+C model will be utilized for the analysis, including the proposed extension of University Drive north to Palm Beach County. The extension of University Drive to Palm Beach County will not be included in the analysis. -It is expected that the assignment to individual driveways will be performed manually based on the location and configuration of the project access driveways. Florida Department of Transportation recommended select zone model assignment will be used to isolate project traffic on the roadway network.

Question 21E

Buildout of the project is proposed to occur by 2020 and no interim phases are proposed to be evaluated in this process.

Initial roadway analyses for buildout conditions will be conducted using level of service volume thresholds which will be based on Florida Department of Transportation 2007 *Quality/Level of Service Paper* and locally-defined thresholds, as applicable.

Roadway analysis tables will include the laneage, classification and capacity of the roadways analyzed.



If the generalized analysis indicates a deficiency, an arterial analysis will be conducted using *Highway Capacity Manual* arterial analysis methodology or ART-PLAN.

Future buildout intersection analyses will be performed using *Synchro 7* software. These analyses will consider potential optimized signal timing and/or phasing.

Question 21F

Based on the results of Question 21E, additional analyses will be performed to determine whether or not roadway and/or intersection improvements are necessary to meet level of service standards. Some of these measures may be theoretical improvements that might be used solely for the purposes of determining theoretical proportionate share calculations.

Actual mitigation measures, if any, may include transit-based measures consistent with the requirements of the Broward County Transit-Oriented Concurrency (TOC) system. Other improvements might be Transportation Demand Management-based improvements such as ridesharing, carpooling, and alternative modes such as pedestrian and bicycle trips.

Question 21G

The conceptual site access points will be based upon the anticipated layout of buildings and uses on site. It is anticipated that existing site access points will primarily be utilized. For any new access points that may be proposed, typical access management and spacing requirements will be considered. The conceptual access points will be evaluated using *Synchro 7* software and/or *HCS+* software, as appropriate. This analysis will consider conceptual lane geometry, intersection control and other intersection parameters.

Question 21H

Information contained in the applicable comprehensive plans will be reviewed to identify any existing or proposed transportation corridors that may be impacted by the DRI development. Impacts of DRI development with respect to these corridors will be identified.

Question 21I

The compatibility of site design with alternative modes of transportation will be addressed. In the response to this question, anticipated site design features compatible with accommodating and/or encouraging alternate modes of transportation will be identified. Information regarding the associated site components (e.g. sidewalks, bicycle paths, internal shuttles, ridesharing, public transit) will be outlined in the ADA submittal.



Other Items

If project traffic volumes on limited access facility ramps are determined to exceed 200 directional trips per lane during the p.m. peak hour, ramp merge and diverge areas will be analyzed according to the procedures outlined in the Highway Capacity Manual. For Florida's Turnpike facilities, ramp analyses will be performed for the a.m. peak hour for corresponding movement at the interchange. Ramp capacity analysis will include the ramp/freeway merge/diverge influence areas and the capacity of both the ramp roadway and the cross street intersection(s), at the request of Florida's Turnpike Enterprise.

Graphical figures will be provided to illustrate the following:

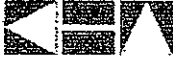
- The preliminary study area boundary
- Roadway links within the final study area
- Existing and proposed total future p.m. peak hour intersection volumes at project access points
- Existing and proposed total future p.m. peak hour intersection volumes at significantly impacted intersections within the study area

KAFIL_TPT0043271000-Main Street CC DRAC Correspondence memo 02-11-09 DRI methodology memo.doc

KAFIL_TPT0043271000-Main Street CC DRAC Correspondence memo 02-11-09 DRI methodology memo.doc

KAFIL_TPT0043271000-Main Street CC DRAC Correspondence memo 01-05-09 DRI methodology memo.doc

KAFIL_TPT0043271000-Main Street CC DRAC Correspondence memo 10-24-08 DRI methodology memo.doc
KAFIL_TPT0043271000-Main Street CC DRAC Correspondence memo 09-17-08 DRI methodology memo.doc



Kimley-Horn
and Associates, Inc.
October 31, 2008
March 26, 2009

ATTACHMENT

Ms. MJ Matthews, JD
Principal Planner and DRI Coordinator
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

Suite 109
5200 NW 33rd Avenue
Fort Lauderdale, Florida
33309-6343

Re: Main Street @ Coconut Creek DRI
Proposed Trip Distribution

Dear Ms. Matthews:

Based upon agreed methodology at the pre-application meeting held on October 13th for the above-mentioned DRI and subsequent correspondence with the review agencies, project traffic distribution based upon a select zone analysis performed using an interim Year 2020 FSUTMS (Florida Standard Urban Transportation Model Structure) model. Attachment A presents the proposed trip distribution.

As requested, the Southeast Regional Planning Model (SERPM) was utilized. In order to develop an interim (Year 2020) model, z-data from both the Year 2005 (validation) and Year 2030 (long range transportation plan) models were examined. Year 2020 z-data was developed by interpolating between z-data from Year 2005 and Year 2030 models. The roadway network for the interim year model was based upon the Year 2030 model 2013/2014 Existing + Committed network. Attachment B includes the interim model select zone analysis output along with an itemized list of the model modifications made in order to perform the select zone analysis.

Please note that the proposed distribution is initially based upon the results of the interim SERPM model select zone analysis. Per the proposed methodology, the model results were adjusted to more accurately reflect expected travel patterns, address specific agency issues, and account for the as well as the expected 10% interaction between the proposed development and the adjacent Seminole property as agreed to by FDOT.

Please feel free to contact me if you have any questions.

Very Truly Yours,

KIMLEY-HORN AND ASSOCIATES, INC.


John J. McWilliams, P.E.

Attachments

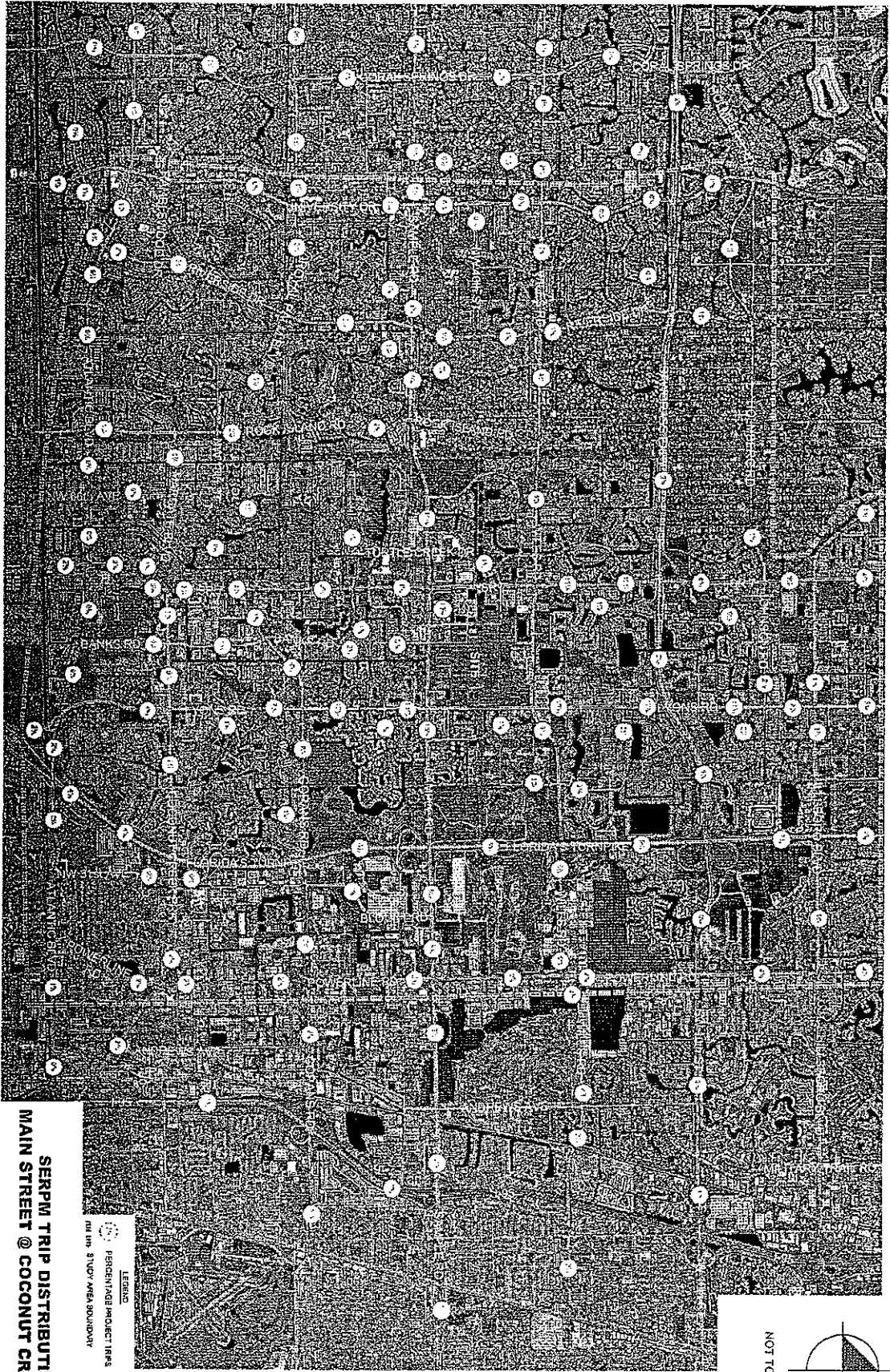
Cc: Mr. Dennis Mele, Esq., Ruden McClosky
Mr. Robert Gorlow, RMGA, JGP LLC
Mr. Leigh Kerr, AICP, Leigh Robinson Kerr and Associates, Inc.

K:\FH\TPT\043271000-Main Street-CC-DRI\Correspondence\letter 10-29-08-2 mathews
file.doc K:\FH\TPT\043271000-Main Street-CC-DRI\Correspondence\letter 03-26-09 mathews itr.doc

TEL 954 535 5100
FAX 954 739 2247

ATTACHMENT A

Drawn by: K.F.L. 10/04/2004-1444 Street CO PROJ:00-58914 fig. Distribution 10 percent to Case 03 08 09:43 11 x 17 Map 19, 2005 15:00pm by edfem:edfem

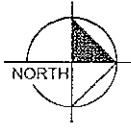


**SERPENTINE TRIP DISTRIBUTION
MAIN STREET @ COCONUT CREEK DRI**



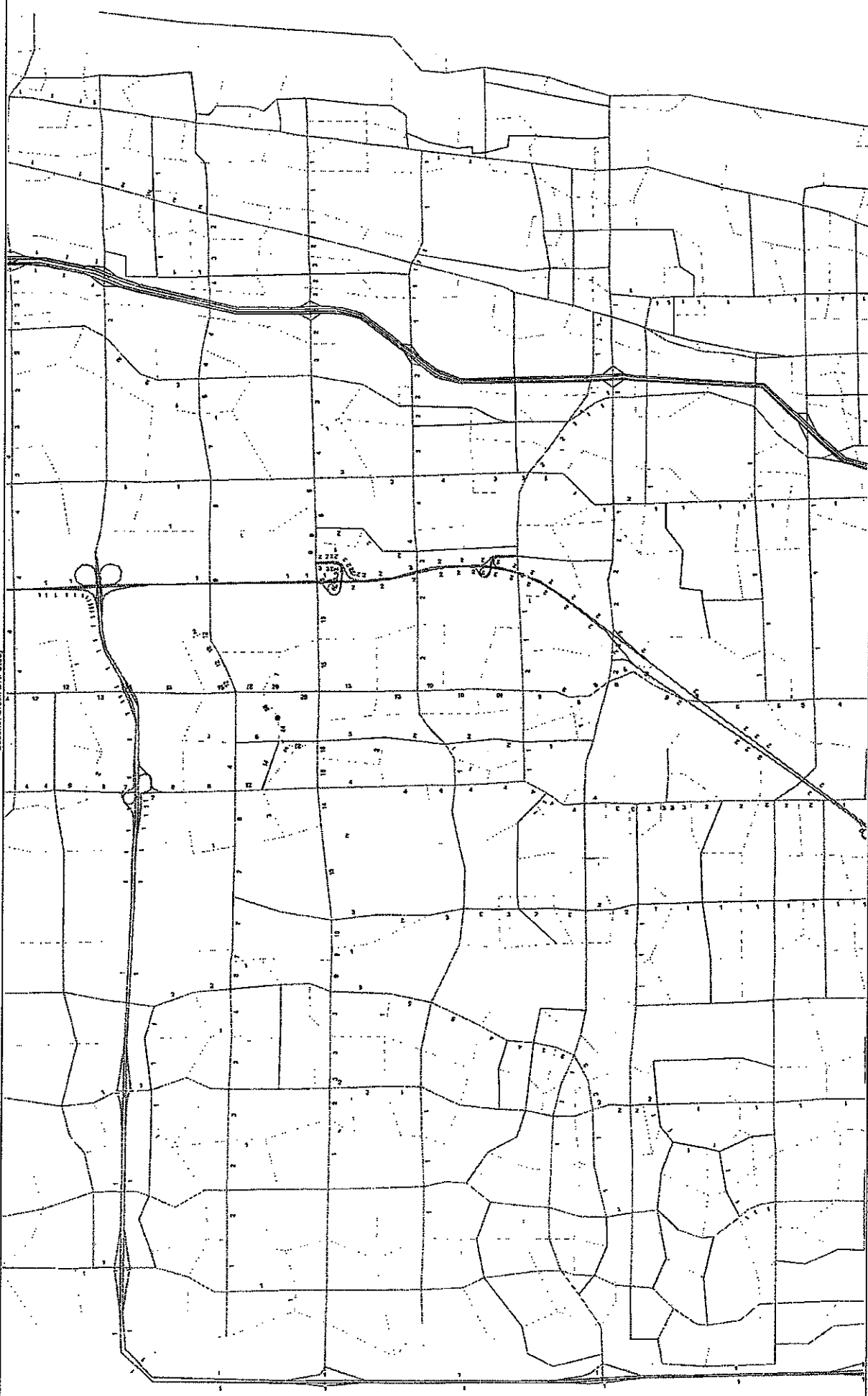
LEGEND
PERCENTAGE IMPACT 1995
IN THE STUDY AREA BOUNDARY

NOT TO SCALE



ATTACHMENT B

2020 SERPIM Select Zone Run with 2013 E-C Network
Coconut Creek DRI Study



Licensed to Kimley-Horn and Associates, Inc.

CH&A

Development of Regional Impact Air Quality Requirements

Required

As part of the Development of Regional Impact (DRI) review, air quality concerns resulting from project traffic need to be address. An air quality carbon monoxide analysis for each phase and build out may be required based upon the Department of Environmental Protection's (DEP) "**Guidelines for Evaluating the Air Quality Impacts of Indirect Sources**" and the Broward County Code of Ordinances, Chapter 27, Article IV, Section 27-176. These DEP guidelines are available at www.dep.state.fl.us/air/pollutants/mse.htm, "**Hot Spot Analysis for Indirect Sources**".

The DEP guidelines require that all Level of Service (LOS) "E" or "F" intersections impacted by 5% or more project traffic and surface parking area of 1500 vehicle trips per hour or parking garage of 750 vehicle trips per hour be considered for air quality modeling. Broward County Ordinance Sec. 27-176, requires that prior to construction of a new parking facility or modification an existing one, the applicant shall submit a parking facility license application, prepare an air quality impact study and obtain a parking facility license if the number of parking spaces for the entire DRI is greater than or equal to 1,500 surface spaces; or 750 multilevel parking spaces; or combined 1,000 surface and multilevel parking spaces. Application package is available at www.broward.org/air/pflinfo.htm

The current recommended air quality models are CAL3QHC and PAL2, which will use emission factors from MOBILE6. Prior to using CAL3QHC it is recommended that a screening run be performed using Florida Department of Transportation's CO Screening. This model as well as CAL3QHC can be obtained at <http://www.dot.state.fl.us/emo/software/software.htm>.

After traffic is found sufficient an air quality methodology meeting should be held with Ms. Maribel Feliciano of Broward County Environmental Protection and Growth Management Department (954-519-1220) and Mr. Bruce Offord of DEP (561-681-6630). A determination will be made then on which intersections and parking facilities need to be modeled as well as establishing parameters for the analysis.

Recommended

In planning for parking facilities it would be beneficial to reduce the contributions from proximal carbon monoxide sources (parking facilities, roadways and intersections) by having at least 160 meters of separation between them.

In order to reduce the number of vehicle trips it is recommended that full consideration be given to actively encourage and promote mass transit use along with car and van pooling by employing a public information and education program. Implementing designated preferential-parking spaces or charging reduced fares for car and vanpools is encouraged. Assistance for transit, car pooling, and van pooling program development, implementation, and marketing can be obtained at no-cost from South Florida Commuter Services (SFCS). SFCS can be contacted at 1-800-234-RIDE (7433) or at their web site: www.1800234RIDE.com.

To maximize full use of any bike lanes and paths it is recommended that bike racks and bike storage facility be provided along with lockers and showers for bicyclist whenever possible.

It is recommended that the use of pedestrian friendly designs be included along with the use of native trees to provide shaded areas.

To the extent feasible utilize low emission and/or alternative fueled vehicles for on site services like parking enforcement, maintenance and security services.

Minimum Standards for the Submittal of DRI Applications in Digital Format

South Florida Regional Planning Council and many other DRI review agencies accept Applications for Development Approval (ADA) and Responses to Statements of Information Needed (SIN) in CD-ROM format. However, digital submittals must be complete, readable, legible, and of a reasonable file size. To ensure that digital submittals can be used in place of traditional paper copies, the following minimum standards must be met:

1. **Disk Format:** Digital files must be submitted on CD-ROM disks. PDF files must be readable in Adobe Reader Version 6.0 and higher. All disks must be clearly labeled with DRI Project Name, Date and Type of Submittal (ADA, SIN Response etc). Files must be burned as read-only CDs. (Please do not create using "drag and drop" and do not use rewritable media, as these disks are frequently unreadable by other computers.)
2. **File Naming:** Each ADA question must be saved as a separate PDF file, containing all text, maps and correspondence submitted for that question in the paper binder. File names must include the ADA question number. Questions 1 thru 8 may be combined into a single PDF file.
3. **File Size:** Files must not exceed 50 mb in size. If necessary, due to file size, questions may have two or more PDF files, for example Q9_MAPS_file 1.pdf, Q9_MAPS_file 2.pdf, etc.
4. **Content:** Digital content must exactly match the content of the paper binder:
 - PDF files may be scanned images or printed/exported from original text document, as long as they exactly duplicate the content of the paper binder (including revision dates, footnotes, pagination etc.);
 - Attachments or exhibits which are included within the paper document must be included in same location within the PDF file (not as submitted as separate files);
 - Maps may not be submitted as individual PDF files;
 - All maps and graphics shall be legible and in color (if the corresponding paper copy is in color); and,
 - Scanned maps and graphics should have a minimum resolution of 300 dpi (suitable for local printing).
5. **Supplemental Data Files:** Data files for the Transportation and Housing appendices may be submitted in other file formats on separate CD-ROMs labeled "Supplemental Data Files For Question # _____. These files are for use with _____ software".
6. **Transmittal:** Incomplete, damaged or unreadable disks delay the review process, therefore the applicant must:
 - Verify that all CD-ROM disks, and all files therein, are readable before transmitting;
 - Send disks in protective mailers;
 - Include a paper copy of the Table of Contents from the ADA or SIN Response annotated to show the digital file names corresponding to each line item; and,
 - Include a contact name and number in the event that a disk is faulty.

If you have any questions about these standards please contact the DRI Coordinator at South Florida Regional Planning Council at (954) 985-4416.

EXHIBIT D

EXHIBIT D - ANNUAL REPORT FORM

FORM RPM-BSP-ANNUAL REPORT-1

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF COMMUNITY PLANNING
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/487-4545

DEVELOPMENT OF REGIONAL IMPACT ANNUAL REPORT

Subsection 380.06(18), Florida Statutes, (F.S.) places the responsibility on the developer of an approved development of regional impact (DRI) for submitting an annual report to the local government, the regional planning agency, the Florida Department of Community Affairs, and to all affected permit agencies, on the date specified in the Development Order. The failure of a developer to submit the report on the date specified in the Development Order may result in the temporary suspension of the Development Order by the local government until the annual report is submitted to the review agencies. This requirement applies to all developments of regional impact which have been approved since August 6, 1980. If you have any questions about this required report, call the DRI Planner at (850) 487-4545.

Send the original completed annual report to the designated local government official stated in the Development Order with one copy to each of the following:

- a) The regional planning agency of jurisdiction;
- b) All affected permitting agencies;
- c) Division of Resource Planning and Management
Bureau of Community Planning
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/487-4545

EXHIBIT E

EXHIBIT E - BIENNIAL STATUS REPORT

Reporting Period: _____ to _____
Month/Day/Year Month/Day/Year

Development: _____
Name of DRI

Location: _____
City County

Developer: Name: _____
Company Name

Address: _____
Street Location

City, State, Zip

1. Describe any changes made in the proposed plan of development, phasing, or in the representations contained in the Application for Development Approval since the Development of Regional Impact received approval. Note any actions (substantial deviation determinations) taken by local government to address these changes.

Note: If a response is to be more than one sentence, attach as Exhibit A a detailed description of each change and copies of the modified site plan drawings. Exhibit A should also address the following additional items if applicable:

- a) Describe changes in the plan of development or phasing for the reporting year and for the subsequent years;
 - b) State any known incremental DRI applications for development approval or requests for a substantial deviation determination that were filed in the reporting year and to be filed during the next year;
 - c) Attach a copy of any notice of the adoption of a Development Order or the subsequent modification of an adopted Development Order that was recorded by the developer pursuant to Paragraph 380.06(15)(f), F.S.
2. Has there been a change in local government jurisdiction for any portion of the development since the Development Order was issued? If so, has the annexing local government adopted a new DRI Development Order for the project? Provide a copy of the order adopted by the annexing local government.
 3. Provide copies of any revised master plans, incremental site plans, etc., not previously submitted.

Note: If a response is to be more than one or two sentences, attach as Exhibit B.

4. Provide a summary comparison of development activity proposed and actually conducted for the reporting year as well as a cumulative total of development proposed and actually conducted to date.

Example: Number of dwelling units constructed, site improvements, lots sold, acres mined, gross floor area constructed, barrels of storage capacity completed, permits obtained, etc.

Note: If a response is to be more than one sentence, attach as Exhibit C.

5. Have any undeveloped tracts of land in the development (other than individual single-family lots) been sold to a separate entity or developer? If so, identify tract, its size, and the buyer. Provide maps which show the tracts involved.

Tract	Buyer

Note: If a response is to be more than one sentence, attach as Exhibit D.

6. Describe any lands purchased or optioned adjacent to the original DRI site subsequent to issuance of the Development Order. Identify such land, its size, and intended use on a site plan and map.

Note: If a response is to be more than one sentence, attach as Exhibit E.

7. List any substantial local, state and federal permits which have been obtained, applied for, or denied during this reporting period. Specify the agency, type of permit, and duty for each.

Note: If a response is to be more than one sentence, attach as Exhibit F.

8. Provide a list specifying each Development Order Conditions and each developer commitment as continued in the ADA land sale how and when each condition or commitment has been complied with during the biennial report reporting period.

Note: Attach as Exhibit G.

9. Provide any information that is specifically required by the Development Order to be included in the biennial report.
10. Provide a statement certifying that all persons have been sent copies of the biennial report in conformance with Subsections 380.0(15) and (18), F.S.

Person completing the questionnaire: _____

Title: _____

Representing: _____