



# MEMORANDUM

AGENDA ITEM #5a

DATE: OCTOBER 5, 2009

TO: COUNCIL MEMBERS

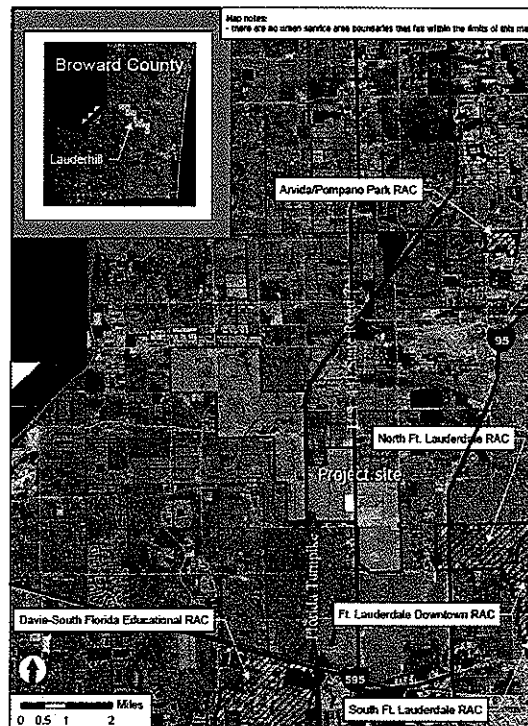
FROM: STAFF

SUBJECT: LAUDERHILL CITY CENTER DEVELOPMENT OF REGIONAL IMPACT, CITY OF LAUDERHILL

## Proposed Development

The proposed Lauderhill City Center Development of Regional Impact (DRI) is located on a 46-acre site west of State Road 7, east of the Florida Turnpike, south of NW 16th Street, and north of NW 12th Street in the City of Lauderhill (Figure 1). The site has been the location of the Lauderhill Mall since 1967, and currently includes an eight-bay bus transfer facility used by Broward County Transit and community buses between the City of Lauderhill and the cities of Plantation and Lauderdale Lakes.

**FIGURE 1 - LOCATION OF LAUDERHILL CITY CENTER DRI**



Sources: Broward County Planning Council: Regional Activity Centers 2008; Lauderhill City Center DRI Application for Development Approval (ADA).

TABLE 1 – EXISTING AND PROPOSED LAND USES<sup>1</sup>

	RETAIL (square feet)					OFFICE (square feet)			RESIDENTIAL (# of units)		
	A	B	C (A - B)	D	E (C + D)	F	G	H (F + G)	I	J	K (I + J)
	Existing Retail	Demolished Retail	Revised Retail	Replacement Retail (cumulative)	Total Retail	Existing Office	New Office (cumulative)	Total Office	Existing D.U.	New D.U. (cumulative)	Total D.U.
Current	676,493	0	676,493	0	676,493	82,480	0	82,480	0	0	0
Phase 1	676,493	281,200	395,293	175,000	570,293	82,480	125,000	207,480	0	665	665
Phase 2	395,293	111,200	284,093	562,500	846,593	82,480	425,000	507,480	0	1,330	1,330
Phase 3	284,093	294,093	0	650,000	650,000	82,480	0	507,480	0	2,500	2,500
Total	0	676,493	0	650,000	650,000	82,480	425,000	507,480	0	2,500	2,500

Source: Lauderhill City Center DRI ADA.

<sup>1</sup> The project site is graded and contains office and retail uses. The Applicant plans to construct a mixed-use project that has residential, retail, and office components, as shown in Table 1. All new development will be completed in three phases with a 25-year build-out date of December 31, 2034.

Presently, the site consists of 82,480 square feet of existing office use, which will remain throughout the redevelopment period. The Applicant proposes to construct 425,000 square feet of additional office use. Retail uses currently comprise 676,493 square feet (all of which will be demolished eventually, during the three phases: 281,200 square feet in Phase 1; 111,200 square feet in Phase 2; and 284,093 square feet in Phase 3). The Applicant proposes to build 650,000 of replacement retail use.

The Applicant also proposes to construct 2,500 multi-family residential dwelling units (mid-rise, or high-rise, or a mix of both).

The proposed change, or net additional development, shown in columns D, G, and J, is subject to impact review and mitigation.

The site is currently designated as a Transit Oriented Corridor on the City of Lauderhill Land Use Plan Map, and it is situated within the City's State Road 7 Corridor Community Redevelopment Area.

No amendment to the Comprehensive Development Master Plan is being requested at this time.

## Major Issues and Conditions

Pursuant to Chapter 380.06, Florida Statute, the Applicant is not required to provide additional information concerning the impacts of any development that was previously vested and not subject to DRI review. **Only new impacts that will be created by the proposed development are included in the staff analysis.**

Staff finds the project generally consistent with the *Strategic Regional Policy Plan for South Florida (SRPP)*. Staff analysis indicates that the Lauderhill City Center DRI would have positive regional benefits at buildout:

- Create 1,453 net new jobs onsite; after competition and substitution effects are taken into account, a total of 1,002 and 902 net new jobs will be added to the economy for Broward County and the South Florida region. Approximately 4,900 construction employees will be needed for the project.
- Add approximately \$1.7 billion in total real disposable income for the South Florida region.
- Provide nearly \$3 billion in value added to the regional economy from commencement of construction until the project is built out (assuming a 25-year period).
- Provide the City of Lauderhill around \$79.6 million in total revenue and approximately \$50.1 million for Broward County (assuming a 25-year period).
- Provide improved transit capacity along a strategic redevelopment corridor, which has the highest transit ridership in Broward County.

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

- Produce an average potable and non-potable water demand of 0.746 million gallons per day (MGD);
- Produce an average wastewater demand of 0.635 MGD
- Generate an average 13.09 tons per day of solid waste;
- Produce an average daily demand for 136,905 kilowatt-hours of electrical energy; and
- Generate 468 net new external PM peak hour trips and 659 net new external AM peak hour trips.
- Uncertainty as to the level of service for transit services to be provided and/or maintained by Broward County due to the increase in transit ridership along this corridor.

The Applicant has agreed to conditions (shown in the attached staff report) to mitigate the impacts of the proposed development. The conditions include:

- Provisions for on-site water conservation;
- Provisions to encourage transit use, such as expanding (from eight to 12 bays) the existing Broward County bus transfer facility, construction of transit terminal infrastructure amenities, and designation of an on-site Employee Transit Coordinator to assist in implementing a new Travel Demand Management Plan;
- Construction of recommended intersection improvements to mitigate traffic impacts on local, county, and state roads;
- Provision of transportation mitigation by paying Broward County's Transit Concurrency Assessment Fee, currently estimated to be \$2.4 - \$3.1 million;
- Contribution of approximately \$750,000 to fund transit signal prioritization equipment, transponders, and intersection improvements. The Applicant will add amenities to the bus transfer facility representing qualitative service enhancements;
- Provisions for energy conservation; and
- Provisions to increase small and minority business participation in the project (through permanent jobs).

In addition, the Applicant will be required to meet concurrency requirements for roadway impacts. The Applicant has agreed to pay the amount of \$25,000 to the Lauderhill Housing Authority.

### Recommendation

Council staff recommends approval subject to the Development Order conditions as enumerated in the Regional Impact Assessment.

# **STAFF DRAFT**

**DEVELOPMENT OF REGIONAL IMPACT ASSESSMENT**

**FOR**

**THE LAUDERHILL CITY CENTER DRI**

**Located in the City of Lauderdale  
Broward County, FL**

**SOUTH FLORIDA REGIONAL PLANNING COUNCIL**

**OCTOBER 5, 2009**

South  
Florida  
Regional  
Planning  
Council



September 25, 2009

The Honorable Richard J. Kaplan  
Mayor  
City of Lauderhill  
3800 Inverrary Boulevard  
Lauderhill, FL 33319

Re: Lauderhill City Center Development of Regional Impact- City of Lauderhill

Dear Mayor Kaplan:

At its next meeting, the Council will review the staff report for the Lauderhill City Center Development of Regional Impact (DRI) located within the City of Lauderhill. Representatives of the City are invited to attend the meeting, which will be held on Monday, October 5, 2009 at 10:30 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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## TABLE OF CONTENTS

	<u>Page</u>
LIST OF FIGURES .....	ii
LIST OF TABLES .....	ii
LIST OF EXHIBITS .....	iii
INTRODUCTION.....	1
<b>PART I. PROJECT DESCRIPTION.....</b>	<b>1</b>
A. APPLICANT INFORMATION.....	1
B. PROJECT INFORMATION.....	2
<b>PART II. PROJECT IMPACTS AND ISSUES .....</b>	<b>7</b>
A. ENVIRONMENT AND NATURAL RESOURCES.....	7
B. ECONOMY .....	9
C. PUBLIC FACILITIES.....	15
D. TRANSPORTATION .....	20
<b>PART III. COMMENTS FROM OTHER REVIEWING AGENCIES.....</b>	<b>25</b>
<b>PART IV. CONSISTENCY WITH THE <i>STRATEGIC REGIONAL</i></b> <b><i>POLICY PLAN FOR SOUTH FLORIDA</i> .....</b>	<b>34</b>
<b>PART V. SUMMARY AND RECOMMENDATIONS.....</b>	<b>38</b>
<b>PART VI. PROPOSED DEVELOPMENT ORDER CONDITIONS.....</b>	<b>40</b>

## LIST OF FIGURES

<u>Figure No.</u>	<u>Title</u>	<u>Page</u>
1	General Location Map .....	2
2	Aerial Photo Showing Location of the Lauderdale City Center DRI.....	3
3	Proposed Master Development Plan.....	4
4	Traffic Impact Study Area.....	22

## LIST OF TABLES

<u>Table No.</u>	<u>Title</u>	<u>Page</u>
1	Existing and Proposed Land Uses .....	5
2	Project Costs by Land Use .....	10
3	Gross Regional Product and Personal Income.....	11
4	Changes in Employment by Private Sector at Buildout .....	12
5	Changes in Value Added by Private Sector .....	13
6	Taxable Value by Land Use .....	14
7	Summary of Revenues.....	14
8	Housing Costs by Type of Unit .....	15
9	Water and Wastewater Demand.....	16
10	Solid Waste Generation.....	17
11	Project Trip Generation .....	24

## LIST OF EXHIBITS

<u>Exhibit No.</u>	<u>Title</u>	<u>Page</u>
A.	Legal Description .....	54
B.	Proposed Master Development Plan.....	57
C.	Conceptual Buildout (with Pods Identified) .....	59
D.	Transportation Methodology .....	61
E.	Intersection Improvements.....	70
F.	Annual Report Form.....	72
G.	Biennial Status Report .....	74



## **INTRODUCTION**

This assessment of the proposed Development of Regional Impact (DRI) known as Lauderhill City Center 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 Lauderhill 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**

Project Name: Lauderhill City Center DRI

Applicant: LM TIC I LLC, LM TIC II LLC, LM TIC III LLC, LM TIC IV LLC,  
and LM IDEAL, LLC  
1645 SE 3rd Court, Suite 200  
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Authorized Agent: Charles L. Siemon, Esq.  
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Date Application Sufficiency Process Completed: July 8, 2009

Date of Receipt of Local Public Hearing Notice: August 14, 2009

Deadline for Council Action: October 5, 2009

Dates of Local Public Hearing: September 29, 2009; October 7, 2009 City of Lauderhill City Commission

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

Location of Development: City of Lauderhill, Broward County

## B. PROJECT INFORMATION

### 1. Overview

Lauderhill City Center, a Development of Regional Impact (DRI), is being proposed for redevelopment of the Lauderhill Mall, a +/- 46-acre retail and service establishment built in the 1960s in the City of Lauderhill, Broward County (Figure 1; see also Exhibit A - Legal Description). The urban, mixed-use project will have residential, retail, and office uses. The project site is west of State Road 7 (SR 7), east of the Florida Turnpike, south of NW 16th Street, and north of NW 12th Street (Figure 2). It lies within the City's State Road 7 Corridor Community Redevelopment Area with the land use designation of Transit Oriented Corridor. No amendment to the Comprehensive Development Master Plan is being requested.

FIGURE 1 - GENERAL LOCATION MAP



Sources: Broward County Planning Council: Regional Activity Centers 2008; Lauderhill City Center DRI Application for Development Approval (ADA).

The City of Lauderhill was incorporated on June 20, 1959, and is approximately 8.6 square miles in size. It is located in central Broward County and is bounded on the north by Tamarac, Lauderdale Lakes, and Fort Lauderdale; on the east by Tamarac, Lauderdale Lakes, Fort Lauderdale, and unincorporated Broward County; on the south by Sunrise, Plantation, and Fort Lauderdale; and on the west by Plantation and Sunrise. The population of Lauderhill in 2008 was estimated to be 64,635 residents, an approximately 12.2 percent increase in population since 2000. The City is an aging, suburban city and predominantly residential. The City's major challenges for the future include redevelopment and job creation. Its favorable position in the geographic center of the urbanized portion of Broward County, traversed by three major east-west arterials and SR 7, University Drive, and the Florida Turnpike, provide excellent economic development and redevelopment opportunities for the City. The City is a member of the State Road 7 Collaborative.



**FIGURE 2 – AERIAL PHOTO SHOWING LOCATION  
OF THE LAUDERHILL CITY CENTER DRI**



Source: Lauderdale City Center DRI ADA.

The redevelopment of the Lauderdale Mall 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. The Lauderdale City Center project proposes to create a new downtown or “center” for the City of Lauderdale. 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 three phases with a 25-year build-out date of 2034. Presently, the site consists of 82,480 square feet of existing office use, which will remain throughout the redevelopment period. The Applicant proposes to construct 425,000 square feet of additional office use. Retail uses currently comprise 676,493 square feet (all of which will be demolished eventually, during the three phases: 281,200 square feet in Phase 1; 111,200 square feet in Phase 2; and 284,093 square feet in Phase 3).

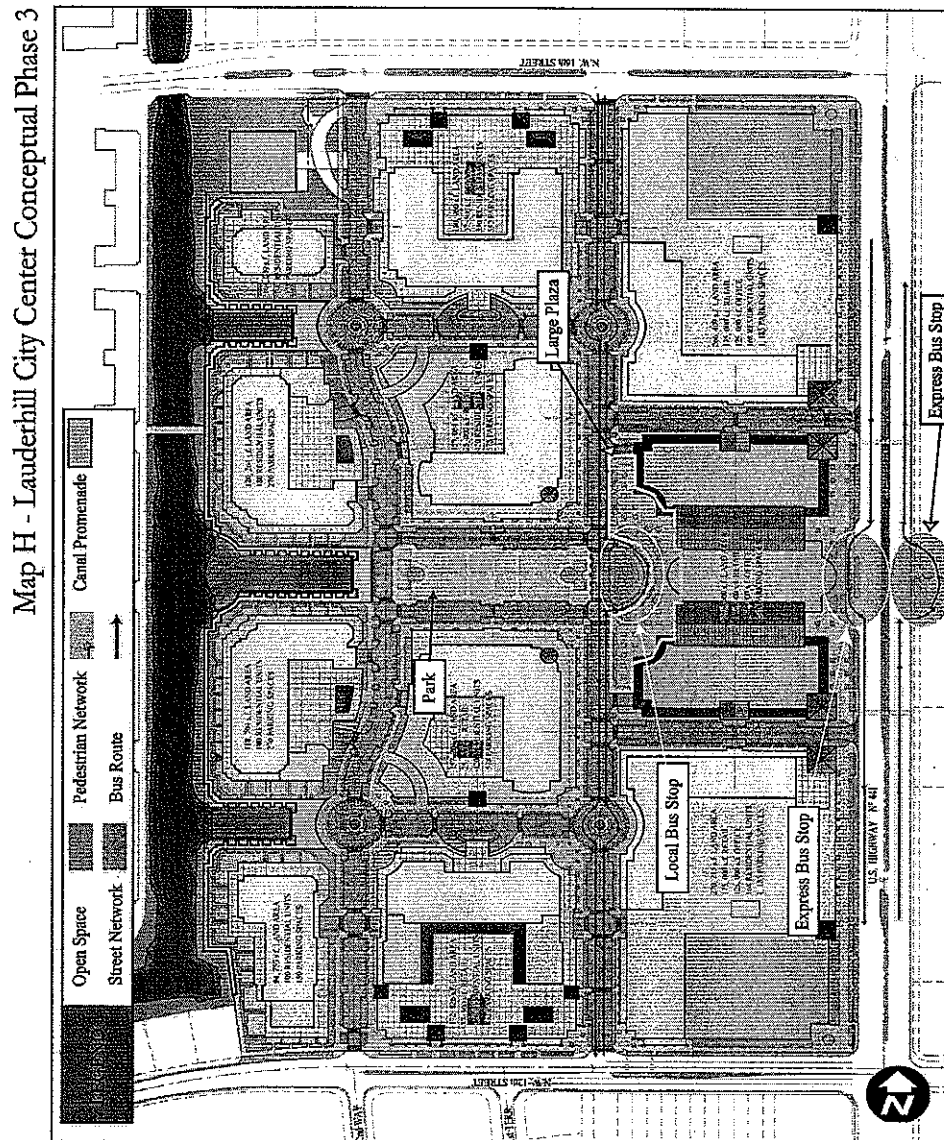
The Applicant also proposes to build 650,000 of replacement retail use and to construct 2,500 multi-family residential dwelling units (mid-rise, or high-rise, or a mix of both).

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





FIGURE 3 - PROPOSED MASTER DEVELOPMENT PLAN



Sources: Vander Ploeg & Associates, Inc., 2008; Siemon & Larsen, P.A.; Lauderdale City Center DRI ADA.

## 2. Project Phasing and Transit Goals

The main Lauderdale Mall features a mix of 79 small retail shops and other commercial establishments. Items sold in the various retail stores range from shoes and clothes to jewelry and watches to mobile phones and other electronic equipment. The main mall also includes a number of food service establishments and restaurants. Other buildings on the site include office space and a bank. An integral goal of the proposed project is to sustain the retail and service tenants now located in the existing mall. Recognizing that these tenants play an important economic and cultural role in the City of Lauderdale, the Applicant believes the proposed Lauderdale City Center will provide expanded opportunities for existing tenants, while attracting new retail and service tenants to address City needs not currently being met.



TABLE 1 - EXISTING AND PROPOSED LAND USES<sup>1</sup>

RETAIL (square feet)												OFFICE (square feet)			RESIDENTIAL (# of units)		
A	B	C (A - B)	D	E (C + D)	F	G	H (F + G)	I	J	K (I + J)							
	Existing Retail	Demolished Retail	Revised Retail	Replacement Retail (cumulative)	Total Retail	Existing Office	New Office (cumulative)	Total Office	Existing DU.	New DU. (cumulative)	Total DU.						
Current	676,493	0	676,493	0	676,493	82,480	0	82,480	0	0	0						
Phase 1	676,493	281,200	395,293	175,000	570,293	82,480	125,000	207,480	0	665	665						
Phase 2	395,293	111,200	284,093	562,500	846,593	82,480	425,000	507,480	0	1,330	1,330						
Phase 3	284,093	294,093	0	650,000	650,000	82,480	0	507,480	0	2,500	2,500						
Total	0	676,493	0	650,000	650,000	82,480	425,000	507,480	0	2,500	2,500						

Source: Lauderhill City Center DRI ADA.

<sup>1</sup> The project site is graded and contains office and retail uses. The Applicant plans to construct a mixed-use project that has residential, retail, and office components, as shown in Table 1. All new development will be completed in three phases with a 25-year build-out date of December 31, 2034.

Presently, the site consists of 82,480 square feet of existing office use, which will remain throughout the redevelopment period. The Applicant proposes to construct 425,000 square feet of additional office use. Retail uses currently comprise 676,493 square feet (all of which will be demolished eventually, during the three phases: 281,200 square feet in Phase 1; 111,200 square feet in Phase 2; and 284,093 square feet in Phase 3). The Applicant proposes to build 650,000 of replacement retail use.

The Applicant also proposes to construct 2,500 multi-family residential dwelling units (mid-rise, or high-rise, or a mix of both).

The proposed change, or net additional development, shown in columns D, G, and J, is subject to impact review and mitigation.

The site is currently designated as a Transit Oriented Corridor on the City of Lauderhill Land Use Plan Map, and it is situated within the City's State Road 7 Corridor Community Redevelopment Area.

No amendment to the Comprehensive Development Master Plan is being requested at this time.

The proposed three-phase project is summarized below.

- Phase 1 will span a 10-year timeframe (2009-2019) and will focus on the revitalization of a substantial part of the existing mall, the construction of new infrastructure to support future redevelopment, and the initial redevelopment of existing surface parking lots and outparcels surrounding the existing mall.
- Phase 2, with a five-year duration (2019-2024), will involve further redevelopment of the surface parking lots surrounding the mall until the entire mall is nearly surrounded by new development. The exact sequencing of redevelopment within the first two phases will depend on market demand. As the new mixed-use buildings are constructed, tenants of the existing mall will gradually move their businesses into the new buildings and vacate the existing mall structure.
- Phase 3 is expected to take 10 years (2024-2034), with a projected build-out date of December 31, 2034. During this phase, the existing mall will be completely emptied and then demolished. After demolition, additional infrastructure and mixed-use buildings will be constructed in the area upon which the existing mall is situated. Phase 3 Limitations: The Applicant anticipates that Phase 3 will occur only if the net additional traffic generated by Phase 3 will be accommodated through transit usage.

Movement of existing mall tenants to the new development is a major factor in how the Applicant will manage parking during redevelopment. As the mall is revitalized and a substantial portion of internal street network is built during the first two phases, the existing surface parking lots will be reconfigured to provide more parking than currently exists. Then each pod will be redeveloped in a manner that provides for separate parking; i.e., each pod will have adequate parking to meet demands generated by the uses on that pod. Parking spaces will be located in parking structures integrated into the mixed-use or residential buildings (as applicable). The Jordan Marsh and Winn-Dixie buildings will be demolished early in the redevelopment plan. Those areas will be converted to surface parking lots, so additional parking spaces would be available to serve the mall uses. As mentioned above, tenants of the mall will gradually relocate to new buildings, and their parking needs will be met by the parking facilities integrated into those new buildings. By the time Phase 3 is reached and all the surrounding surface parking lots have been redeveloped, the mall will be empty and no longer generating a demand for parking. City Center is an evolving plan with incremental development alongside incremental demolition: Once Phase 2 is completed, Phase 1 will cease to exist; once Phase 3 is completed, Phase 2 will cease to exist.

**Transit Oriented Development (TOD):** This DRI, one of the first projects in Broward County to embrace the TOD concept, is designed to accommodate the County's transit system as an integral part of the State Road 7 Collaborative, a unique organization dedicated to coordinating its resources to promote economic vitality through aesthetic improvements, redevelopment, and safety (see [www.sfrpc.com/sr7.htm](http://www.sfrpc.com/sr7.htm)). This effort will connect the many municipalities sharing SR 7 as a major thoroughfare by transforming the suburban, sprawled, low-density corridor into a regional network of mass transit, mixed uses, and higher densities. The DRI will accommodate transit riders by replacing an existing eight-bay Broward County Transit (BCT) facility on the southwest side of the property with an expanded bus transfer area temporarily relocated to the east side, facing State Road 7. Eventually, a 12-bay transit station will be placed in the heart of City Center, allowing buses entry and egress from State Road 7 in one centralized location.<sup>1</sup> The proposed facility will accommodate more buses and its location and design are expected to increase ridership: passengers will be able to enjoy such amenities as shops, restaurants, and shaded open space. The expanded bus transfer facility will be fully funded by December 31, 2019, the end of Phase 1.

Proposed Development Order Conditions D and F in Part VI of this Impact Assessment Report address these issues.

<sup>1</sup> The locations for the local and express bus stops, as well as anticipated bus circulation patterns, are depicted on the Proposed Master Development Plan in Figure 2 (see also Exhibit B of the proposed Development Order). However, in the event the City of Lauderhill receives grant funding to construct a bus facility with more capacity than that which is currently being proposed,



the Applicant has agreed to cooperate with the City and County to accommodate that facility, which may be constructed in another location on the site (for example, at the intersection of State Road 7 and NW 12th Street) and to accelerate the relocation.

## **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 site overlies the Biscayne Aquifer, the sole source of drinking water for the region. The depth of the aquifer is approximately 180 feet, and the water table is about three feet below the ground surface during the average rainy season. Because the project lies over the Biscayne Aquifer, special care must be taken to minimize the entry of additional pollutants to the groundwater system.

The existing site was developed in 1967 as a mall, containing buildings and parking, at a time when there were no water quality requirements. The Applicant has indicated that all site improvements will employ water quality treatment measures prior to discharge, as set forth by Broward County Environmental Protection and Growth Management Department (EPGMD), the South Florida Water Management District (SFWMD), and FDEP.

##### **b. Surface Waters**

The north side of the site abuts SFWMD Canal E, located in the C-12 Drainage Basin, and is regulated by Broward County EPGMD. As noted above, the existing site was developed as a mall, but at a time when there were no water quality requirements. The Applicant has indicated that all site improvements will employ water quality treatment measures prior to discharge, as set forth by Broward County EPGMD, SFWMD, and FDEP.

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



c. Stormwater

The project site is located within the SFWMD C-12 Drainage Basin. The site currently contains two sub-basins and discharges to SFWMD Canal E (northern boundary of the site) through a series of pipes.

The site will be treated as one drainage basin, containing 45.3 acres of drainage area. Discharge from the site will be reduced to the allowable discharge rate of 6.41 cubic feet per second for the 25-year storm event. Water quality control will be provided through a series of on-site soil storage, on-site retention, and exfiltration trenches.

The proposed stormwater drainage system will be operated and maintained by New Lauderhill Mall Management, LLC.

Stormwater discharge, facilities, and permits will be based on requirements of the Central Broward Water Control District (CBWCD), the Florida Department of Transportation (FDOT), SFWMD, Broward County, and the City of Lauderhill.

Proposed Development Order Condition 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 Lauderhill.

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 H and P in Part VI of this Impact Assessment Report address these issues.

4. Flood Prone Areas

The project site is completely developed and there are no known pre-development flood prone areas within the project site. The proposed development will be designed in accordance with SFWMD, Broward County EPGMD, and FEMA rules and regulations to ensure proper flood control is maintained and no adverse off-site impacts are created. Based on the Flood Insurance Rate Map Number 12011C0212 F, effective date August 18, 1992, the entire project site is located in Zone AH (Elev. 8). As a result, all proposed finished floor elevations will be constructed at or above Elev. 8 (NGVD) to be in compliance with the applicable regulations.

The proposed development is in a 100-year flood zone; therefore, all buildings will be constructed in conformance with FEMA and City of Lauderhill Building Department regulations for finished floor elevations and flood protection. Drainage improvements for this project will be designed to minimize off-



site discharge and thus will not impact the abutting properties. Because the project will be designed according to the SFWMD C-12 Basin maximum discharge requirements, the site is not expected to increase off-site flooding. All roadways within the project area will be set above the 10-year one-day flood elevation.

5. Vegetation and Wildlife

The site has been graded and filled pursuant to the existing development. The proposed development will not create additional impacts to vegetation and wildlife. It should be noted that the Applicant will follow xeriscape principles in landscape design and the selection of species for planting. Site buffers and landscaping will include native plants.

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

6. Wetland Resources

As noted, the site has been graded and filled pursuant to the existing development. The proposed development will not create additional impacts to wetlands.

7. Hurricane Evacuation

The project site is not located in a hurricane evacuation area as designated by Broward County Emergency Management.

8. Historical and Archaeological Sites

The Broward County Historical Commission submitted correspondence (dated January 21, 2009) to the effect that a review of historic material (Florida Master Site File, 2008 and other aerial photography, topographical maps, etc.) located at the Broward County Historical Commission revealed that no archaeological sites and no historic sites had been previously recorded within the project area. In addition, the correspondence stated that there is a low probability that any cultural resources exist within the project area.

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 46 acres consisting of 650,000 square feet of retail, 425,000 square feet of additional office (82,480 square feet of existing office use will remain), and 2,500 residential units (mid-rise, or high-rise, or a mix of both). The development includes the demolition of 676,493 square feet of retail/commercial space in the existing Lauderhill Mall. The proposed phasing of the project is based on three phases of development over 25 years, and the total project cost is estimated at approximately \$932 million. Costs by phase and land use are shown in Table 2.



**TABLE 2 - PROJECT COSTS BY LAND USE (2007 CONSTANT DOLLARS)**

PHASE	LAND USE	COST (\$)
Phase 1	Retail	\$ 40,132,200
	Office	\$ 31,666,320
	Residential	\$ 65,880,550
	Other Costs*	\$ 124,987,438
<i>Sub-total</i>		\$ 262,666,508
Phase 2	Retail	\$ 27,580,193
	Office	\$ 27,115,440
	Residential	\$ 116,691,780
	Other Costs*	\$ 96,909,322
<i>Sub-total</i>		\$ 268,296,735
Phase 3	Retail	\$ 10,414,970
	Office	\$ 2,900,160
	Residential	\$ 251,475,240
	Other Costs*	\$ 135,116,366
<i>Sub-total</i>		\$ 399,906,736
4 Feature Elements		\$ 800,000
<b>TOTAL</b>		<b>\$ 931,669,979</b>

\* "Other Costs" includes expenses related to the construction of and modifications to parking facilities, construction of road infrastructure and other related site improvements, renovations to existing buildings, and demolition.

Source: Lauderdale City Center DRI ADA; calculated by SFRPC.

## 2. Economic Disparity

The project is a mixed-use development consisting of retail, 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 1,900 additional permanent jobs created onsite as a result of the amount of new development proposed at project buildout. However, this estimate includes 447 employees and workers who are already working in the existing Lauderdale Mall, which will be demolished during the development. As a result, 1,453 net new jobs will be created onsite. These projected employment figures, organized by NAICS code, were introduced into the newly developed



Policy Insight Plus (PI+), version 1.0, 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 (2034).<sup>2</sup>

From the commencement of construction (2010) until it is built out in 2034, this project is estimated to generate approximately \$1.7 billion (in 2007 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 1,453 net new jobs initially, only a total of 1,002 net 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 and jobs in neighboring counties within the South Florida region, with a total loss of 99 jobs, the majority of which would be located in Miami-Dade County.

From 2010 through 2034, the project, by its direct, indirect, and induced effects, could represent as much as a total of \$2.7 billion in value added to the South Florida regional economy in the private sectors (Table 5).

**TABLE 3 - GROSS REGIONAL PRODUCT AND PERSONAL INCOME (2010-2034)  
(IN 2007 CONSTANT DOLLARS)**

	Broward	Miami-Dade	Monroe	SF Region	TC Region	Total
Total Gross Regional Product	3,050 M	-91 M	0 M	2,959 M	-95 M	2,864 M
Real Disposable Personal Income	1,635 M	73 M	0 M	1,708 M	109 M	1,817 M
Real Disposable Personal Income per Capita	7	0	0	7	0	7

Sources: SFRPC and REMI Policy Insight Plus (PI+) V1.0.

<sup>2</sup> The period is different from the original ADA, which was submitted for review in 2007 and assumed that the construction would commence in 2009. However, at the time the regional impact assessment was conducted, 2010 was determined to be the earliest year that construction could commence if the project is approved in 2009.





**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	0	0	0	0	0	0
Mining	0	0	0	0	0	0
Utilities	1	0	0	1	0	1
Construction	41	-5	0	36	-2	34
Manufacturing	7	2	0	9	1	10
Wholesale Trade	9	1	0	10	0	10
Retail Trade	99	-7	0	92	-9	83
Transportation, Warehousing	9	3	0	12	0	12
Information	24	-7	0	17	-3	14
Finance, Insurance	140	-17	0	123	-13	110
Real Estate, Rental, Leasing	48	1	0	49	-1	48
Professional, Tech Services	236	-47	-1	188	-34	154
Mgmt of Companies, Enterprises	67	-6	0	61	-9	52
Administration & Waste Services	90	-15	0	75	-5	70
Educational Services	40	-4	0	36	-3	33
Health Care, Social Assistance	70	6	0	76	2	78
Arts, Entertain, Recreation	14	2	0	16	1	17
Accommodation, Food Services	68	-5	0	63	-2	61
Other Services (excludes Government)	39	-1	0	38	-1	37
<b>Total</b>	<b>1,002</b>	<b>-99</b>	<b>-1</b>	<b>902</b>	<b>-78</b>	<b>824</b>

Sources: Lauderdale City Center DRI ADA, SFRPC, and REMI Policy Insight Plus V1.0.



**TABLE 5 - CHANGES IN VALUE ADDED BY PRIVATE SECTOR (2010-2034)**  
**(MILLIONS OF 2007 CONSTANT DOLLARS)**

Sector	Broward	Miami-Dade	Monroe	SF Region	IC Region	Total
Forestry, Fishing, Other	0	0	0	0	0	0
Mining	0	0	0	0	0	0
Utilities	5	0	0	5	0	5
Construction	488	7	0	495	10	505
Manufacturing	46	7	0	53	6	59
Wholesale Trade	86	11	0	97	1	98
Retail Trade	344	-4	0	340	-17	323
Transportation, Warehousing	23	7	0	30	0	30
Information	230	-46	0	184	-13	171
Finance, Insurance	386	-37	0	349	-20	329
Real Estate, Rental, Leasing	283	17	0	300	7	307
Professional, Tech Services	364	-62	0	302	-31	271
Mgmt of Companies, Enterprise	231	-28	0	203	-48	155
Administration &, Waste Services	114	-8	0	106	0	106
Educational Services	22	0	0	22	0	22
Health Care, Social Assistance	125	14	0	139	7	146
Arts, Entertain, Recreation	17	0	0	17	0	17
Accommodation, Food Services	47	0	0	47	0	47
Other Services (excludes Government)	44	1	0	45	0	45
<b>Total</b>	<b>2,855</b>	<b>-121</b>	<b>0</b>	<b>2,734</b>	<b>-98</b>	<b>2,636</b>

Sources: Lauderdale City Center DRI ADA, SFRPC, and REMI Policy Insight Plus V1.0.



#### 4. Fiscal Impact

The Lauderhill City Center project consists of 650,000 square feet of retail, 425,000 square feet of office (82,480 square feet of existing office use will remain), and 2,500 residential units (mid-rise, or high-rise, or a mix of both). This project will result in an increase of more than \$828 million of taxable value to support public services in the area, as shown in Table 6.

**TABLE 6 - TAXABLE VALUE BY LAND USE  
(2007 CONSTANT DOLLARS)**

Land Use		Amount	Taxable Value*	Total Taxable Value
Retail		650,000 s.f.	\$193.5/s.f.	\$125,775,000
Office		425,000 s.f.	\$162/s.f.	\$68,850,000
Residential	Condominium (for sale)	1,700 units	\$288,000/unit	\$489,600,000
	Apartment (for rent)	800 units	\$180,000/unit	\$144,000,000
<b>Total</b>				<b>\$828,225,000</b>

\* Taxable values were discounted at 90 percent of sales/market values.

Source: Lauderhill City Center 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 \$228 million to all appropriate government entities. The total of recurring taxes is estimated at approximately \$219 million dollars. In addition, it is estimated to provide the City of Lauderhill around \$79.6 million in total revenue over the course of the 25-year project, and approximately \$50.1 million for Broward County.

**TABLE 7 - SUMMARY OF REVENUES (2010-2034)  
(2007 CONSTANT DOLLARS)**

Government Entities	Non-Recurring*	Recurring**	Total
City of Lauderhill	\$4,993,000	\$74,599,000	\$79,592,000
Broward County	\$3,376,000	\$46,746,000	\$50,122,000
Children's Services		\$3,678,000	\$3,678,000
Broward County Public Schools	\$871,000	\$71,055,000	\$71,926,000
South Florida Water Management District		\$6,294,000	\$6,294,000
North Broward Hospital District		\$16,540,000	\$16,540,000
<b>Total</b>	<b>\$9,240,000</b>	<b>\$218,912,000</b>	<b>\$228,152,000</b>

\* Only building permit fees and connection fees are included for the City of Lauderhill; impact fees to Broward County for parks and transit and to the Broward School District for schools are also included.

\*\* Only Ad Valorem taxes to all appropriate government entities, the City of Lauderhill's franchise fees, public service taxes, communications service taxes, stormwater management fees, fire/EMS taxes, water and sewer charges, fixed utility fee, and solid waste/recycling fees are included; occupational license fees, other taxes, such as sales tax, tourist tax, gasoline tax, etc., are not included.

Source: Lauderhill City Center DRI ADA; calculated by SFRPC.



## 5. Housing

**TABLE 8 – HOUSING COSTS BY TYPE OF UNIT**

Housing Costs	Single Family	Apartment	Condominium	Mobile Home	Total
Rental-Occupied \$800/month – \$1,500/month	0	800	0	0	800
Owner-Occupied \$250,000 – \$400,000	0	0	1,700	0	1,700
Total	0	800	1,700	0	2,500

Source: Lauderdale City Center DRI ADA.

Table 8 indicates that the Applicant proposes to build a total of 800 apartments and 1,700 condominium units during the three phases of development (see also, Table 1, above). These residential units may be mid-rise, high-rise, or a combination of both. There are no plans to appeal specifically to the retiree or second home/vacation home market. Instead, the proposed units are expected to appeal to the broad segments that comprise the housing market in northern Miami-Dade County, Broward County, and southern Palm Beach County, including families with children in the household as well as singles, young couples, and empty-nesters. Moreover, Lauderdale City Center will provide a housing choice for people who want an urban lifestyle less dependent upon the automobile. Residents of the project will be able to live and work within the project or commute to or from the site using Broward County transit.

The residential units planned for the project are primarily intended to serve the housing needs of central Broward County. The units are not planned as price- or occupant-restricted; the demographics of the area will dictate the character and pricing of these units. Moreover, if at the time of permitting, the Applicant is subject to any regulatory requirements relating to new developments and affordable housing, the Applicant will take the necessary steps to achieve compliance with them.

Pursuant to the March 28, 2007 Pre-application Conference for this DRI, it was agreed that the Applicant would contribute to the Lauderdale Housing Authority in lieu of preparing a housing supply and demand study. This \$25,000 contribution is to be made within 90 days of the effective date of the Development Order. Reassessment of the affordable housing needs in the area will be conducted prior to issuance of building permits for permanent structures that are part of new development in both Phase 2 and Phase 3.

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

## C. PUBLIC FACILITIES

### 1. Water and Wastewater Management

Table 9 (below) summarizes the project's impact on demand for potable water and wastewater. The proposed development will be carried out in three phases. The Average Demand numbers represent the anticipated demand from the proposed project consisting of development of a total of 650,000 square feet



of retail, 425,000 square feet of additional office (82,480 square feet of existing office use will remain), and 2,500 residential units (mid-rise, or high-rise, or a mix of both). Estimated water demand for irrigation is expected to be supplied by an off-site water supply. The Applicant has not identified a non-potable water source for irrigation use at this time. However, the Applicant will attempt to address irrigation needs through stormwater recapture and/or reuse systems. There are no existing wells on-site and no on-site wells are anticipated.

The proposed project is located within the City of Lauderhill; therefore, the City will be responsible for supplying potable water to the project, which has a projected net potable water demand of 0.746 million gallons per day (MGD). The City of Lauderhill has a renewed Consumptive Use Permit (No. 06-00129-W); however, the City has only committed to providing the net total of 0.204 MGD for Phase 1 (out of 3 phases) of the project. The Applicant is depending on the City to carry out the alternative water supply projects identified in its recently adopted Water Supply Facilities Work Plan (found in compliance on March 31, 2009) over the next 10 years in order to meet the demands of all three phases of the project.

Wastewater and water plant capacity is currently available and will be provided by Broward County's North Regional Wastewater Treatment Plant.

**TABLE 9 - WATER AND WASTEWATER DEMAND**

Public Facility	Average Demand (MGD)	Source	Capacity Available
Potable Water	0.746	City of Lauderhill Dept. of Env. & Engineering Services (DEES)	0.203 MGD, (see explanation above)
Irrigation*	0.019	Off-site	Unknown
Wastewater	0.635	Broward County Water and Wastewater Services (North Regional Wastewater Treatment Plant)	20.6 MGD

MGD=Million Gallons per Day

\*Whether potable or non-potable water sources will be used for irrigation is unknown (see first paragraph under Section C.1.).

Sources: Lauderhill City Center DRI ADA; Letter from City of Lauderhill DEES (dated December 4, 2007); letter from Broward County Water and Wastewater Services (dated August 6, 2007).

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

## 2. Solid/Hazardous/Medical Wastes

The City of Lauderhill 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 percent. 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				
LAND USE	UNIT	GENERATION RATE* (per day)	DOMESTIC SOLID WASTE (cu. yd./day) <sup>†</sup>	GENERATION (tons/day)
<b>Existing</b>				
Retail	540,367 sq. ft.	4 lbs/100 sq. ft.	140.50	10.54
Supermarket	58,102 sq. ft.	9 lbs/100 sq. ft.	34.93	2.62
Office**	82,210 sq. ft.	1 lbs/100 sq. ft.	5.47	0.41
<b>Total Existing</b>			<b>180.90</b>	<b>13.57</b>
<b>Proposed: Phase 1</b>				
Retail (Existing)	340,367 sq. ft.	4 lbs/100 sq. ft.	90.78	6.81
Supermarket (Existing)	58,102 sq. ft.	9 lbs/100 sq. ft.	34.93	2.62
Retail (New)	175,000 sq. ft.	4 lbs/100 sq. ft.	46.66	3.5
Office (Existing)**	82,210 sq. ft.	1 lbs/100 sq. ft.	5.47	0.41
Office (New)	125,000 sq. ft.	1 lbs/100 sq. ft.	8.33	0.63
Residential (New)	665 units	8.9 lbs/unit	39.46	2.96
<b>Total Phase 1</b>			<b>225.68</b>	<b>16.93</b>
<b>Proposed: Phase 2</b>				
Retail (Existing)	220,367 sq. ft.	4 lbs/100 sq. ft.	58.79	4.41
Supermarket (Existing)	58,102 sq. ft.	9 lbs/100 sq. ft.	34.93	2.62
Retail (New)	562,500 sq. ft.	4 lbs/100 sq. ft.	149.96	11.25
Office (Existing)**	82,210 sq. ft.	1 lbs/100 sq. ft.	5.47	0.41
Office (New)	425,000 sq. ft.	1 lbs/100 sq. ft.	28.33	2.13
Residential (New)	1,330 units	8.9 lbs/unit	78.91	5.92
<b>Total Phase 2</b>			<b>356.37</b>	<b>26.74</b>
<b>Proposed: Phase 3</b>				
Retail (New)	650,000 sq. ft.	4 lbs/100 sq. ft.	173.29	13.0
Office (New & Existing)	507,120 sq. ft.	1 lbs/100 sq. ft.	33.86	2.54
Residential (New)	2,500 units	8.9 lbs/unit	148.23	11.12
<b>Total Phase 3</b>			<b>355.38</b>	<b>26.66</b>
<b>NET TOTAL (minus existing)</b>			<b>175.49</b>	<b>13.09</b>
* Source: Broward County Comprehensive Plan, Solid Waste Element.				
** Square footage per original ADA; subsequent survey found 82,480 sq. ft. of existing office use.				
† Conversion rate of 13.33 cu. yd./ton as per All Service Refuse, Inc.				

Source: Lauderhill City Center DRI ADA.



The Lauderhill City Center 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

There are 18 medical facilities within a 10-mile radius of the site. In consideration of the central location of the project, the Applicant has provided information that the following three hospitals, located within a five-mile radius of the proposed development, will be adequate to serve the needs of the project:

- Plantation General Hospital: 1.2 miles; 264 beds
- North Shore (formerly Florida) Medical Center: 2.7 miles; 459 beds
- Westside Regional Medical Center: 5 miles; 224 beds

By letter (dated September 14, 2007), North Shore (formerly Florida) Medical Center stated that its facility on West Oakland Park Boulevard has the capacity to serve the proposed development. Plantation General Hospital has also responded by letter (dated September 24, 2007), that it has the ability to serve the proposed project.

The Applicant has contacted Westside Regional Medical Center and Broward General Medical Center (6.5 miles from the project site; 716 beds) on several occasions via U.S. Mail, but did not receive a response as to the capacity of these facilities to serve the project.

**Recommendation:** The Applicant should continue to work with Westside Regional 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 Lauderhill 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 Lauderhill (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 Lauderhill 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 retail/office components of the proposed development within the project to accommodate public safety personnel as determined by the City of Lauderhill Police and Fire-Rescue Departments.



By letters dated August 7, 2007 and October 16, 2007, the City of Lauderhill 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

The project is a high-density urban development and as such it lacks large, central, open spaces. The site has been planned to ensure it will function as a true transit oriented development, containing high densities that focus the local population around a transit station. The most notable and largest green/open spaces will be a plaza at the center of the proposed development and the area surrounding the existing Ideal Building. These sections of Lauderhill City Center will consist of a large grassy area and will provide shade from trees. The Central Broward Regional Park,<sup>4</sup> located within 680 feet of City Center, provides more than 109 acres of open space relief.

At buildout there will be approximately 598,847 square feet of open space [defined herein as areas open to the sky (not including roads), such as plazas, sidewalks, water bodies, and green spaces]. Of that total, 250,212 square feet will be green space and 40,182 square feet comprise the three water bodies along the western boundary of the site (two at 9,100 square feet, one at 21,982 square feet). The Applicant proposes to add a public walking trail along the canal. The existing pedestrian bridge, which would connect the adjacent residential neighborhoods to the proposed City Center complex, will be retrofitted and maintained as part of the redevelopment plan.

The proposed site does not contain sufficient land area to meet the City of Lauderhill's level of service requirements; hence, the Applicant will pay park impact fees at the appropriate time. Further, the Applicant will grant all required public access easements, as determined by the City when needed.

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

#### 5. Public Education

By letter (dated September 14, 2007), the Growth Management Division of the School Board of Broward County identified the school facilities that would serve the proposed development and illustrated that those facilities are capable of serving the additional students generated by the proposed development (even if all of the proposed 2,500 residential units were constructed at once). The proposed Lauderhill City Center will be consistent with the Education Mitigation Agreement because this agreement requires the City to collect the applicable student station per dwelling unit cost from the Applicant prior to the issuance of a building permit for construction of any of the proposed residential units.

Even though the proposed project includes more high-rise dwelling units than anticipated in Land Use Plan Amendment 0603, an amendment to the Education Mitigation Agreement will not be required because (and as explained in the School Board's letter) the total number of students generated by the proposed development (153) will not exceed the total number of dwelling units (4,711) or the total number of students (1,276) that were anticipated in Plan Amendment 0603 or the Education Mitigation Agreement.





## 6. Energy

The estimated average daily demand/Kilowatt Demand (KWD) is 136,905 KWD for the proposed project, and the estimated peak hour demand is 6,845 KWD. There are no on-site electrical generating facilities proposed for the project. There are proposed to be electrical generators in all of the new development in order to provide backup power for emergency use. The site will only use electrical energy.

By letter (dated August 25, 2007), FPL has stated it has sufficient capacity to supply the project.

The Applicant will incorporate the most current energy conservation measures into the design and operation of buildings and parking garages that constitute new development. To the extent it is economically feasible, the Applicant will implement energy conservation measures, such as natural gas and/or renewable energy sources. The Developer will 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 J in Part VI of this Impact Assessment Report addresses this issue.

## D. TRANSPORTATION

### 1. Existing Traffic

The traffic impact study area, as shown in Figure 4, is generally bounded on the north by Commercial Boulevard, I-595/State Road 84 on the south, Andrews Avenue to the east, and Nob Hill Road/SW100th Avenue on the west.

In addition, the study area includes any regionally significant roadways where project traffic represents 5 percent or more of the adopted maximum service volume. The maximum service volumes were taken from the 2002 Florida Department of Transportation's *Quality/Level of Service Handbook*. Level of Service (LOS) standards were based on the City of Lauderhill Comprehensive Plan if it contained an adopted LOS standard different than the FDOT Handbook values. The majority of roadway segments were found to be constrained; i.e., they are operating at more than 90 percent of capacity. These segments include:

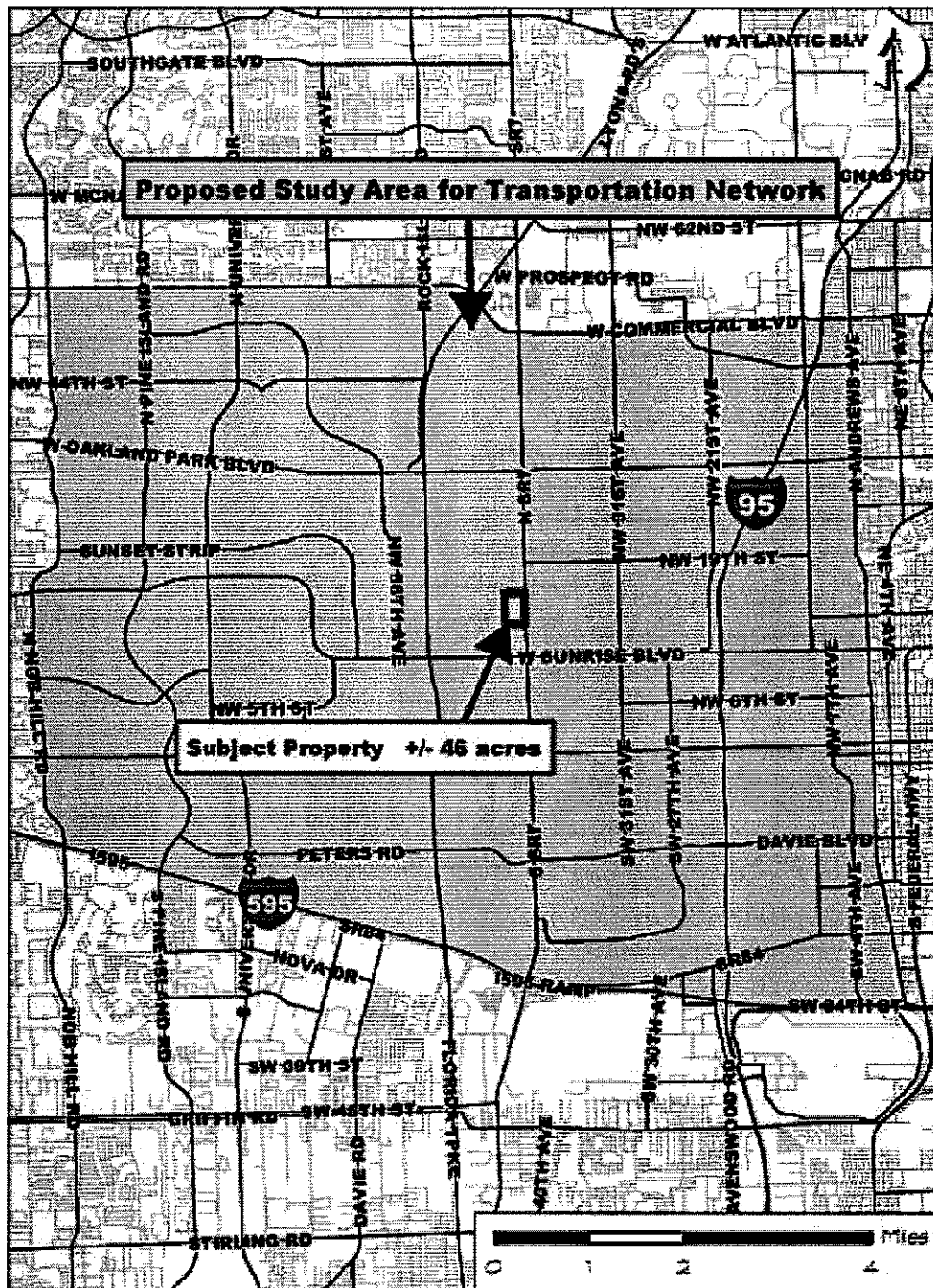
- Broward Blvd from University Drive to SR 7;
- Sunrise Blvd from SR 7 to SW 31 Avenue;
- Sunrise Blvd from NW 65 Avenue to Florida Turnpike;
- Sunrise Blvd from Florida Turnpike to NW 47th Avenue;
- Sunrise Blvd from NW47th Avenue to SR 7;
- Sunrise Blvd from SR 7 to SW 31 Avenue;
- Sunrise Blvd from SW 31 Avenue to SW 27 Ave;
- Sunrise Blvd from SW 27 Ave to I-95;
- NW 19th Street from NW 49 Ave to SR 7/US 441;
- Oakland Park Blvd from Inverrary Blvd to SR 7;
- Oakland Park Blvd from SR 7 to NW 31 Ave;
- Commercial Blvd from FL Turnpike to SR 7;
- Commercial Blvd from SR 7 to SW 31 Ave;
- NW 49 Ave from NW 19 Street to NW 26 Street;
- NW 49 Ave N of NW 26 Street;
- SR 7/US 441 from SR 84 to Riverland Rd;



- SR 7/US 441 from Riverland Road to Davie Blvd;
- SR 7/US 441 from Davie Blvd to Broward;
- SR 7/US 441 from Broward Blvd to Sunrise Blvd;
- SR 7/US 441 from Sunrise Blvd to NW 12 Street;
- SR 7/US 441 from NW 12 Street to Driveway J;
- SR 7/US 441 from Driveway J to Driveway H;
- SR 7/US 441 from Driveway I to Driveway H;
- SR 7/US 441 from Driveway H to Driveway G;
- SR 7/US 441 from Driveway G to Driveway F;
- SR 7/US 441 from Driveway F to Driveway E;
- SR 7/US 441 from Driveway E to NW 16 Street;
- SR 7/US 441 from NW 16 Street to NW 19 Street;
- SR 7/US 441 from NW 16 Street to Oakland Park;
- SR 7/US 441 from Oakland Park Blvd to Commercial Blvd; and
- SR 7/US 441 from Commercial Blvd to Bailey Road.



FIGURE 4 - TRAFFIC IMPACT STUDY AREA



Source: Lauderhill City Center DRI ADA.



## 2. Background and Committed Development Traffic

Transportation capacity improvement projects within the study area were identified in the Broward County Metropolitan Planning Organization (MPO) 2004-2009 *Transportation Improvement Program* for the first three years of the five-year program. These transportation improvements included:

- Adding 4LD (4 lanes divided) on Hiatus Road between Sunrise Boulevard and Oakland Park Boulevard
- Adding two additional lanes (6 lanes divided total) on Sunrise Boulevard between Hiatus Road and Pine Island Road
- Completing Signing/Pavement Markings on the Florida Turnpike between Griffin Road to Sunrise Boulevard
- Adding two lanes (8 lanes total) on the Florida Turnpike North of Sunrise to North of Atlantic
- Modifying the interchange access at Sunrise Boulevard
- Adding 2 lanes (4 lanes divided total) on NW 49th Avenue between Oakland Park Boulevard and NW 26th Street

Background growth traffic was computed by applying growth rates to 2007 vested traffic. A 0.85 percent growth rate throughout the study area was determined, based on a review of the following methodologies.

- Observed growth rates between Year 2000 volumes, from the 2000 Validation Year Broward County Transportation Model, and Year 2030 traffic volumes, from the 2030 Cost Feasible Broward County Transportation Model.
- Observed growth rates from trend analyses, which include historical traffic volume data and future 2030 traffic from the 2030 Cost Feasible Broward County Transportation Model.

## 3. Project Traffic Impacts

The *ITE Trip Generation, 7<sup>th</sup> Edition* was used to determine the total PM peak hour trips for the approved land uses. Total net difference of additional new PM peak hour trips is 468 at buildout. Total PM peak hour trips were reduced by 30 percent to account for internal capture of trips made between land uses. An internal capture rate methodology document called "Internal Capture Rate Justification" was submitted by the Applicant's traffic consultant on May 21, 2007. As a result, a 23 percent reduction was taken for pass-by trips for the commercial land use. The net external AM peak hour trips are 659. Project trip generation by land use is provided in Table 11, below.

## 4. Impact on Transit Services

As stated previously, at buildout, a net of 659 AM peak hour vehicle car trips, which equates to 863 transit trips, will be created daily. Currently, the transit routes in the general vicinity are at capacity. To mitigate the transportation impacts caused by the project, the Applicant plans to contribute approximately \$750,000 to fund transit signal prioritization equipment, transponders, and intersection improvements. The Applicant will add amenities to the bus transfer facility representing qualitative service enhancements. The additional amenities will be designed in conjunction with Broward County Transit. The Applicant will provide transportation mitigation by paying Broward County's Transit Concurrency Assessment Fee, currently estimated to be \$2.4 - \$3.1 million.



TABLE 11 - PROJECT TRIP GENERATION

TABLE 21-C-3  
PHASE 3 (2033) TRIP GENERATION ANALYSIS  
LAUDERHILL CITY CENTER DRI

AM/PEAK HOUR	LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE		TOTAL TRIPS	INTERNAL TRIPS		EXTERNAL TRIPS		MULTIMODAL REDUCTION		EXTERNAL AFTER TRANSIT REDUCTION		PASS-BY TRIPS		NEW TRIPS	
				IN	OUT		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
EXISTING USES																		
	Retail	820	598,469 SF	La(T) = 0.6 La(T) + 2.29	61%	279	179	458	8	9	17		271	170	441	49	30	79
	General Office	710	82,210 SF	La(T) = 0.80 La(T) + 1.55	88%	141	19	160	9	8	17		132	11	143	24	2	26
	SUBTOTAL					420	198	618	17	17	34		403	181	584	73	32	105
PROPOSED USES																		
	General Office	710	507,210 SF	La(T) = 0.80 La(T) + 1.55	88%	405	83	488	116	28	144		489	55	544	93	10	103
	Retail	820	650,000 SF	La(T) = 0.6 La(T) + 2.29	61%	293	188	481	119	67	206		174	101	275	33	19	52
	High-Rise Condominium	232	2,500 DUs	T = 0.25 X + 26.86	19%	143	611	754	44	114	208		99	447	546	19	85	104
	SUBTOTAL					1,041	882	1,923	279	279	558		762	603	1,365	145	114	259
	NET DIFFERENCE					621	684	1,305	245	245	524		359	422	719	72	82	354

PM PEAK HOUR																									
LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE		IN	OUT	TOTAL TRIPS		INTERNAL TRIPS		EXTERNAL TRIPS		MULTIMODAL REDUCTION		EXTERNAL AFTER TRANSIT REDUCTION		PASS-BY TRIPS		NEW TRIPS						
			T <sub>g</sub>	T <sub>d</sub>			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT							
EXISTING USES																									
Resail	820	598,469 SF	La(T)	0.66 La(T) + 3.4	46%	52%	979	160	203	57	16	73	922	1044	1966	120	136	256	802	908	1770	393	606	771	1317
General Office	710	82,210 SF	T =	1.12 (3) + 70.81	17%	83%	29	142	171	16	37	73	13	85	98	2	11	13	11	74	85	0	11	74	85
SUBTOTAL							1008	1802	2210	73	73	146	965	1129	2064	122	147	249	813	983	1795	393	617	785	1402
PROPOSED USES																									
General Office	710	507,210 SF	T =	1.12 (3) + 70.81	17%	83%	110	537	647	56	271	327	34	266	320	8	37	45	46	229	275	0	46	229	275
Resail	820	650,000 SF	La(T)	0.66 La(T) + 3.4	46%	52%	1033	1120	2153	300	190	490	733	930	1663	103	130	233	630	800	1430	329	446	635	1100
High-Rise Condominium	232	2,500 DUs	T =	0.24 X + 15.47	62%	38%	356	329	685	198	95	291	338	236	574	47	33	80	291	203	494	0	291	203	494
SUBTOTAL							1679	1966	3465	554	554	1106	1115	1462	2557	139	200	358	967	1232	2199	339	863	1067	1670
NET DIFFERENCE							671	74	145	46	61	94	140	363	496	36	53	89	154	220	641	64	116	201	468

Notes  
(1) Source: ITE Trip Generation Manual, 7th Edition.



## 5. Improvements Needed to Accommodate Project Traffic

At project buildout, it is anticipated that there will be several links and intersections operating below the level of service standards and carry a significant amount of project trips.

State Road 7 and other major roadways in the vicinity of this project are constrained facilities, as detailed above. The municipalities of Lauderhill, Lauderdale Lakes, and Plantation have had the opportunity to address access and transportation issues through the Lauderhill City Center DRI process. All parties agree that adding additional roadway facilities is infeasible and will diminish the transit oriented community being created on this site-specific study area and along this regional corridor. As a result, transit improvements have been identified to move people instead of additional vehicles.

As part of the DRI development proposal, the Applicant plans to relocate and expand the transit transfer facility from 8 to 12 bays. In addition, to mitigate the transportation impacts and as noted above, the Applicant plans to contribute approximately \$750,000 to fund transit signal prioritization equipment, transponders, and intersection improvements. The Applicant will add amenities to the bus transfer facility representing qualitative service enhancements. The additional amenities will be designed in conjunction with Broward County Transit. The Applicant will provide transportation mitigation by paying Broward County's Transit Concurrency Assessment Fee, currently estimated to be \$2.4 - \$3.1 million.

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

## PART III -- COMMENTS FROM OTHER REVIEWING AGENCIES

This section contains regional assessment comments sent to the Council by other agencies reviewing the Lauderhill City Center Development of Regional Impact Application for Development Approval. One document is included as follows:

- Sufficiency determination from the South Florida Water Management District regarding water supply (see next page).





## SOUTH FLORIDA WATER MANAGEMENT DISTRICT

LAN 01

July 22, 2009

Ms. MJ Matthews, DRI Coordinator  
South Florida Regional Planning Council  
3440 Hollywood Boulevard, Suite 140  
Hollywood, FL 33021

*HJ*  
Dear ~~Ms. Matthews~~:

**Subject:     Lauderhill City Center, DRI No. 08-511**

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,

A handwritten signature in black ink, appearing to read "Jim", is written over a horizontal line.

James J. Golden, AICP  
Lead Planner  
Environmental Resource Regulation Department

/jjg

Enclosure

c: Charles L. Siemon, Siemon and Larsen, P.A.

# IMPACT ASSESSMENT REPORT

Prepared by

South Florida Water Management District

Issued July 22, 2009

## I PROJECT SUMMARY

Project: Lauderhill City Center  
Developers: LM TIC I, LLC/LM TIC II, LLC/LM TIC III, LLC/LM TIC IV, LLC/LM IDEAL, LLC  
SFWMD ID No: 08-511  
Location: Section 36/Township 49 South/Range 41 East, Broward County  
Size: ±46 acres  
Existing Land Use: Retail/Commercial (598,469 square feet)  
Proposed Land Use: Mixed-use, including Residential (2,500 dwelling units), Retail (650,000 square feet), Office (425,000 square feet), [Note: Existing 4200 Ideal Building (82,210 square feet) will remain on-site]  
DRI Threshold: Exceeds mixed-use threshold, pursuant to Chapter 380.0651(3)(i), F.S.

## II GENERAL PROJECT-RELATED INFORMATION

The Lauderhill City Center DRI is a proposed redevelopment of a large portion of the existing 598,469 square foot Lauderhill Mall. The ±46 project site is located in the City of Lauderhill on the west side of U.S. 441/S.R. 7, between N.W. 16<sup>th</sup> Street and N.W. 12<sup>th</sup> Street (see Exhibit 1).

The Master Development Plan (see Exhibit 2) proposes the following land uses: Residential (2,500 dwelling units), Retail (650,000 square feet), Office (425,000 square feet). In addition, the existing 4200 Ideal Building (82,210 square feet) will remain on-site. Development is scheduled to occur in three phases with build-out in 2033.

## III POTENTIAL FOR ADVERSE REGIONAL IMPACTS SUMMARY

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



**\*Environmental Resource Permit (ERP) related issues are being reviewed by Broward County, pursuant to the ERP Delegation Agreement between the District and Broward County**

**\*\*Applicant response not required, pursuant to DRI Pre-application Agreement**

#### **IV CONCLUSIONS AND RECOMMENDATIONS**

In reviewing the available information, District staff has concluded that the Lauderhill City Center DRI could be developed in such a manner that regional adverse water resource-related impacts would not be likely to occur with regard to water use (see the Water Use summary below and the Water Supply and Development checklist and footnotes on pages 4 and 5 for additional details).

Prior to issuance of a Development Order for this DRI, amendments to the City of Lauderhill comprehensive plan 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's comprehensive plan.

In addition to the above, any development order issued by the City of Lauderhill 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 Lauderhill. The City has indicated that it has the ability to meet the demands of Phase I of the proposed development through 2018. The applicant is proposing to use potable water provided by the City to meet the project's landscape irrigation demands. Reclaimed water will be used when it becomes available.

For additional details concerning the above, see the Water Supply and Development checklist and footnotes on pages 4 and 5.

The District is recommending Development Order Conditions (see page 3) requiring that: (1) No building permits be issued unless the developer demonstrates that the City 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.

## Permits

Prior to commencement of construction, this project may require a Water Use Permit for certain dewatering activities proposed for the construction of project lakes, utilities and/or road or building foundations. The applicant must meet District criteria in effect at the time of permit application.

## Recommended Development Order Conditions

1. A building permit shall not be issued unless the developer demonstrates that the City of Lauderhill 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 the City of Lauderhill 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 - Lauderdale City Center, DRI No. 08-511

Proposed Potable Water Source: City of Lauderdale

Permit No.: 06-00129-W

Expiration Dates: See footnote 1

Permitted Allocation: See footnote 1

Current Usage: 6.2 MGD

Projected Demand of DRI: 0.746 MGD

Proposed Non-Potable Water Source: N/A

Projected Demand of DRI: N/A

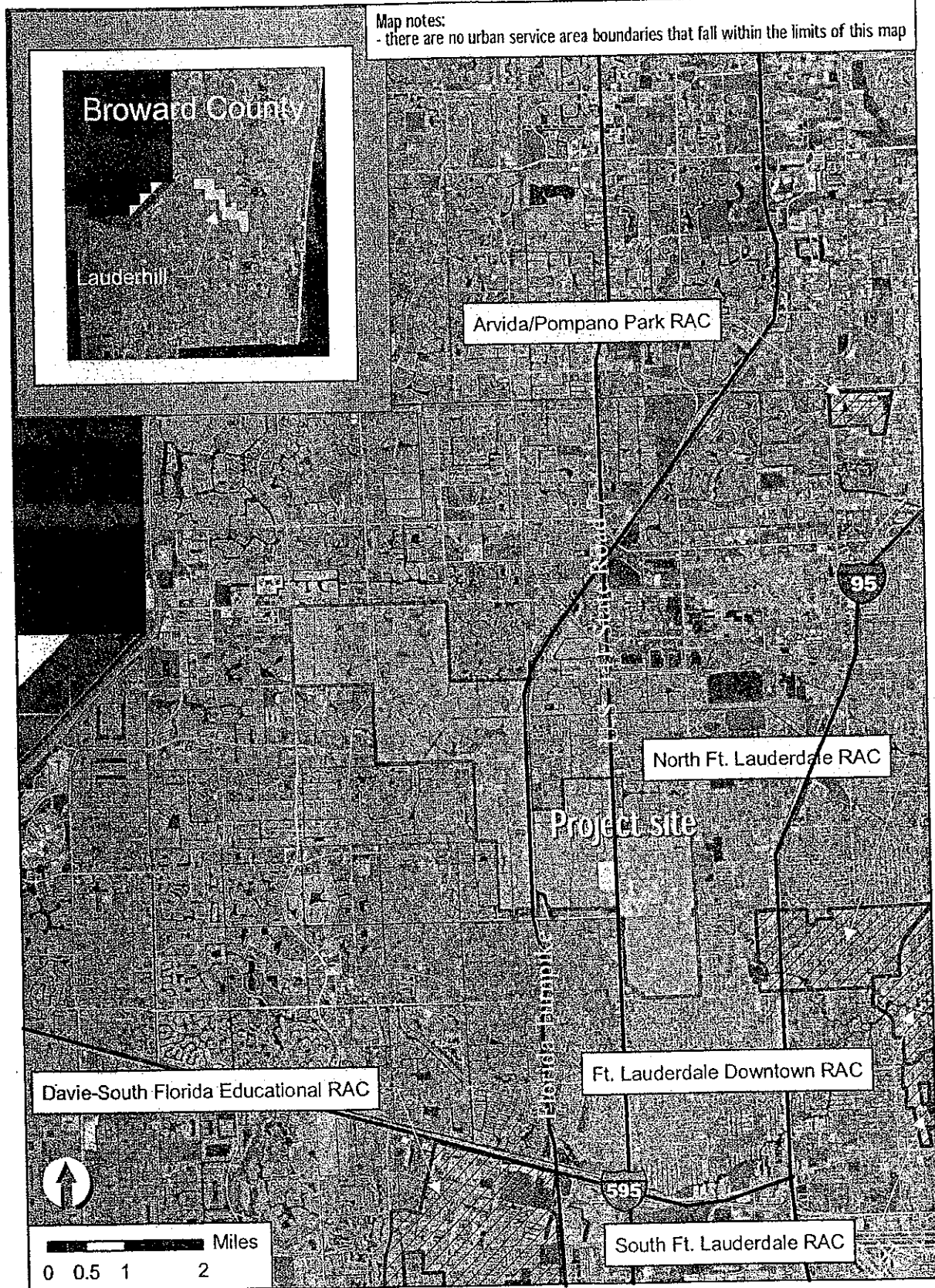
	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
<b>I. PROJECTED DEMANDS OF PROJECT</b>				
<b>A. POTABLE WATER</b>				
1. Use Generation Rates	X			
2. Conservation Practices	X			
<b>B. NON-POTABLE WATER</b>				
1. Use Generation Rates	N/A			
2. Conservation Practices	N/A			
3. Wastewater Reuse	N/A(2)			
<b>II. WATER USE IMPACTS</b>				
<b>A. ON-SITE</b>				
<b>1. Proposed Sources</b>				
a. Groundwater	N/A			
b. Surface Water	N/A			
c. Wastewater Reuse	N/A(2)			
d. Reverse Osmosis	N/A			
2. Resource Capability	N/A			
<b>3. Impacts</b>				
a. Salt Water Intrusion	N/A			
b. Pollution/Contamination	N/A			
c. Environmental	N/A			
<b>B. OFF-SITE</b>				
1. Verification of Availability from Utility	X(3)			
2. Resource Capability	X			
<b>3. Impacts</b>				
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) Expiration dates are August 12, 2024, for base condition from Biscayne aquifer of 270 million gallons per month (MGM) and August 12, 2009, for 5 year additional Biscayne aquifer allocation of 281.96 MGM.
- (2) The applicant is proposing to use reclaimed water supplied by Broward County when it becomes available. According to the applicant, Broward County has indicated that reclaimed water should be available to serve the project site in 3 to 5 years.
- (3) The City of Lauderdale has committed to supplying 0.203 MGD for Phase 1 through 2018. This does not cover the entire project demand of 0.746 MGD for all phases (1 through 3) through build-out of the project site. According to the Applicant, water demands for subsequent phases of development will be met by new water supply facilities outlined in the City's Ten Year Water Supply Facilities Work Plan. The City has transmitted the adopted Work Plan to the Florida Department of Community Affairs (DCA) and DCA has determined it to be "in compliance". The City has indicated that, within the next ten years, they will be requesting an increase in their permitted allocation which will require use of alternative water resources and expansion of existing treatment facilities.

# Map A - General Location Map



Source: Broward County Planning Council: Regional Activity Centers 2008



Siemon &amp; Larsen, P.A.



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

In order for the proposed Lauderhill City Center Development of Regional Impact to be developed, the project has been undergoing coordinated, multi-agency review as a DRI within the City's State Road 7 Corridor Community Redevelopment Area with the land use designation of Transit Oriented Corridor. The Applicant is not requesting further amendment to the Comprehensive Development Master Plan.

As part of the Chapter 380, Fla. Stat., Development of Regional Impact review, Staff has reviewed the application for development approval for the Lauderhill City Center 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**

- |                   |   |
|-------------------|---|
| <b>GOAL 2</b>     | <b>Increase employment opportunities and support the creation of jobs with better pay and benefits for the Region's workforce.</b>  |
| Policy 2.2        | Ensure that eligible workers in South Florida apply for and receive the Earned Income Tax Credit.   |
| Policy 2.3        | Support the establishment of a "living wage" in communities where studies have demonstrated the need.   |
| <br><b>GOAL 4</b> | <br><b>Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.</b>  |
| 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.                          |
| <br><b>GOAL 6</b> | <br><b>Ensure the availability and equitable distribution of adequate, affordable housing for very low, low, and moderate-income households within the Region.</b>  |
| 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.   |
| <br><b>GOAL 7</b> | <br><b>Protect, conserve, and enhance the Region's water resources.</b>   |
| 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 Lauderhill City Center DRI indicates that the project, as proposed, would have the following positive regional impacts at buildout:

- Create 1,453 net new jobs onsite; however, after competition and substitution effects are taken into account, a total of 1,002 and 902 net new jobs will be added to the economy for Broward County and the South Florida region, respectively. In addition, approximately 4,900 construction employees will be needed for the project.
- Add approximately \$1.7 billion in total real disposable income for the South Florida region.
- Provide nearly \$3 billion in value added to the regional economy from commencement of construction until the project is built out (assuming a 25-year period).



- Provide the City of Lauderhill around \$79.6 million in total revenue and approximately \$50.1 million for Broward County (assuming a 25-year period).
- Contribute approximately \$750,000 to fund transit signal prioritization equipment, transponders, and intersection improvements. The Applicant will add amenities to the bus transfer facility representing qualitative service enhancements. The resulting improvements in transit capacity will occur along a strategic redevelopment corridor, which has the highest transit ridership in Broward County.
- Provide transportation mitigation by paying Broward County's Transit Concurrency Assessment Fee, currently estimated to be \$2.4 - \$3.1 million.

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

- Produce an average potable and non-potable water demand of 0.746 million gallons per day (MGD).
- Produce an average wastewater demand of 0.635 MGD.
- Generate an average 13.09 tons per day of solid waste.
- Produce an average daily demand for 136,905 kilowatt-hours of electrical energy.
- Generate 468 net new external PM peak hour trips and 659 net new external AM peak hour trips.
- Uncertainty as to the level of service for transit services to be provided and/or maintained by Broward County due to the increase in transit ridership along this corridor.

## 2. Impact on Adjacent Jurisdictions

No formal comment letters from any adjacent jurisdictions have been 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.

## Recommendations

Based on consideration of the above-specified positive and negative regional impacts, it is the recommendation of the Council to the City of Lauderhill City Commission that the Application for Development Approval for the Lauderhill City Center 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 Lauderhill into the proposed Development Order in order to increase the probability of realizing positive regional impacts and mitigating, reducing, or eliminating adverse regional impacts.



## PART VI - PROPOSED DEVELOPMENT ORDER CONDITIONS

### Conditions of Approval

#### A. GENERAL CONDITIONS

1. The Lauderhill City Center DRI will be developed in accordance with the information, plans and commitments contained in the Lauderhill City Center DRI ADA, dated January 4, 2008, as modified by the Developer's Response to Statement of Information Needed (First Round) dated December 19, 2008, the Developer's Response to Statement of Information Needed (Second Round), dated July 2, 2009, and the Lauderhill City Center Master Plan (Map H, attached as Exhibit B) all of which are incorporated by reference except to the extent of any conflict with the express terms of the conditions of the Lauderhill City Center DRI Development Order in which event, the terms and conditions of this Development Order will govern. If any revisions are made to this Development Order, then Map H shall be revised accordingly as part of such revision.
2. During the duration of this Development Order, the Developer shall not execute a development agreement, pursuant to Florida Statutes Sections 163.3221, *et seq.* (Florida Local Government Development Agreement Act) that is inconsistent with the terms and conditions contained herein.

#### B. APPLICATION FOR DEVELOPMENT APPROVAL

1. The ADA shall include the following documents:
  - a. Application for Development Approval (ADA), dated January 4, 2008;
  - b. Developer's Response to Statement of Information Needed (First Round) dated December 19, 2008,
  - c. Binding Letter of Interpretation of Vested Rights (BLIVR), dated November 18, 2008;
  - d. Developer's Response to Statement of Information Needed (Second Round), dated July 2, 2009; and
  - e. the Lauderhill City Center Master Plan (Map H, attached as Exhibit B).
2. Pursuant to Rule 9J-2.025(3)(b)9 of the Florida Administrative Code ("FAC"), the ADA, as defined above, is incorporated herein by reference and relied upon by the parties in discharging their statutory duties under Florida Statutes Chapter 380 and local ordinances. Compliance with the representations contained in the ADA, unless modified by Development Order conditions, is deemed a condition for approval.

#### C. EXISTING AND VESTED DEVELOPMENT

1. The site of the proposed Lauderhill City Center is currently improved with 676,493 square feet of retail and institutional uses and 82,840 square feet of free-standing office use, for a total of 758,793 square feet of existing development (hereinafter referred to as "Existing Development"). The State of Florida, Department of Community Affairs ("DCA") has determined and ruled in the BLIVR that a significant portion of the existing development is also vested under Florida Statutes Section 380.06 and thus, not subject to development of regional impact review. More specifically, the site is vested with 608,878 square feet of retail and institutional uses and 82,480 square feet of free-standing office use, for a total vested amount of 691,358 square feet (hereinafter referred to as the "Vested Development").



2. The site of the Lauderhill City Center DRI also currently includes an eight (8) bay bus transfer facility that is used by Broward County Transit ("BCT") and community buses between the City of Lauderhill and the City of Plantation and City of Lauderdale Lakes.
3. For purposes of this Development Order, the term "New Development" shall be used to refer only to new construction that causes the cumulative amount of development for a particular land use category to exceed the amount of development of that particular land use category that has been deemed vested by the State of Florida, Department of Community Affairs (as described in Condition C of this Development Order). New Development does not include renovations to any Existing Development so long as the square footage of the Existing Development is not increased and new land uses are not introduced. Moreover, the term "New Development" does not include new construction that replaces any Vested Development (of the same land use category) that has been demolished.

**D. APPROVED DEVELOPMENT**

1. The Lauderhill City Center DRI shall be permitted to develop in three (3) phases with a mix of land uses at the densities and intensities allowed for herein, subject to all required approvals. The development of the Lauderhill City Center DRI shall also include the expansion of the existing 8-bay bus transfer facility currently located near the southwest corner of the site to a 12-bay bus transfer facility. It is contemplated that the expanded bus transfer facility will be moved to the location depicted on Map H, attached as Exhibit B, although this Development Order is not intended and no provisions herein shall be construed to prevent the City of Lauderhill, in conjunction with BCT, from approving an alternate location for the expanded bus transfer facility, including the existing location on the southwest corner of the site.
2. All land uses, internal streets, pedestrian/bicycle paths, water bodies, recreational uses, and bus facilities within the Lauderhill City Center DRI shall be located as shown on Map H, attached as Exhibit B, which conceptually depicts the contemplated location of the retail, office, residential, and recreational uses on a pod-by-pod basis at build-out. However, the specific location and intensity or density of all land uses within each pod will be determined through the site plan review and approval process, provided that in the absence of a Notice of Proposed Change ("NOPC"), the intensity or density of each land use shall not exceed the maximum intensity and density allowed under this Development Order. The pods within the Lauderhill City Center DRI are identified in the map attached as Exhibit C.
3. It is contemplated that Phase 3 will constitute the redevelopment of Pods 5, 6 and 7. The exact sequence in which the pods are redeveloped during Phases 1, 2 and 3 will be determined through the site plan review and approval process.
4. The development of the Lauderhill City Center DRI contemplates the gradual demolition of the existing 676,493 square feet of retail use, which will be replaced with 650,000 square feet of new retail space. However, the amount of existing retail space that will be demolished during each phase will not necessarily be equal to the amount of new retail constructed during each phase. As such, the total intensity and density of land uses on the site of the Lauderhill City Center DRI will vary between phases and are contemplated to be as follows at the conclusion of each phase of development:
  - a. Phase 1:  
82,480 square feet of existing office use  
125,000 square feet of new office use



395,293 square feet of existing retail use (due to the demolition of 281,200 square feet of existing retail use)

175,000 square feet of new (replacement) retail use

665 new multi-family residential dwelling units (mid-rise, or high-rise, or a mix of both)

b. Phase 2 (numbers are cumulative of Phase 1)

82,480 square feet of existing office use

425,000 square feet of new office use

284,093 square feet of existing retail use (due to the demolition of an additional 111,200 square feet of existing retail use)

394,200 square feet of new (replacement) retail use

170,100 square feet of new (additional) retail use

1,330 new multi-family residential dwelling units (mid-rise, or high-rise, or a mix of both)

c. Phase 3 (build-out) (numbers are cumulative of Phases 1 and 2)

82,480 square feet of existing office use

425,000 square feet of new office use

0 square feet of existing retail use (due to the demolition of remaining 284,093 square feet of existing retail use)

650,000 square feet of new (replacement) retail use

2,500 new multi-family residential dwelling units (mid-rise, or high-rise, or a mix of both)

5. Based on the response to Question 21 of the ADA that was prepared in accordance with the Transportation Methodology (Third Version), dated June 12, 2007 (attached as Exhibit D and referred to hereinafter as "Transportation Methodology"), the Lauderhill City Center DRI is estimated to generate the following number of net new external peak hour vehicle trips at the conclusion of each phase of development:

a. Phase 1

AM Peak Hour: 163 (78 In, 85 Out)

PM Peak Hour: 45 (10 In, 35 Out)

b. Phase 2 (numbers are cumulative of Phase 1 trips)

AM Peak Hour: 491 (312 In, 179 Out)

PM Peak Hour: 418 (114 In, 304 Out)

c. Phase 3 (numbers of cumulative of Phase 1 and Phase 2 trips)

AM Peak Hour: 659 (303 In, 356 Out)

PM Peak Hour: 468 (186 In, 282 Out)

6. For purposes of this Development Order, the phrase "Phase 2 New Development" shall mean New Development (as that term is previously defined in Condition C.3) that results in a total amount of New Development that generates more than 136 net new external AM Peak Hour vehicle trips or 45 net new external vehicle trips. Similarly, the phrase "Phase 3 New Development" shall mean New Development (as that term is previously defined in Condition C.3) that results in a total amount of New Development that generates more than 491 net new external AM Peak Hour vehicle trips or 418 net new external vehicle trips. The number of net new external AM and PM Peak Hour vehicle trips shall determined in accordance with the Transportation Methodology, and the trip generation formulas provided therein (and listed below in Condition D.8).



7. The Developer may increase or decrease the density or intensity of one or more land uses within the Lauderhill City Center DRI and simultaneously increase or decrease the density or intensity of other land uses from those which are listed above in Condition D.4 without filing a NOPC or other modification of this Development Order, provided that the following criteria are met:
  - a. at the time of election of an adjustment in the density or intensity of one or more land uses, the Developer will notify the DCA, FDOT, and South Florida Regional Planning Council ("SFRPC") of the election at least thirty (30) days before submitting for site plan approval from the City of Lauderhill;
  - b. the adjusted land use totals must not generate traffic volumes that exceed 468 net new external PM peak hour trips or 659 net new external AM peak hour trips; and,
  - c. the adjusted land use totals must not result in more than a ten percent (10%) change in the direction of trip distribution.
8. The number of net new external AM and PM peak hour trip ends and the change project trip directionality as a result of land use adjustments made pursuant to Condition D.6 shall be calculated in accordance the Transportation Methodology. As utilized in the Transportation Methodology, the applicable trip generation rates or equations for all land uses shall be as follows, which are found in the Institute of Transportation Engineers' (ITE), *Trip Generation*, 7<sup>th</sup> Edition:
  - a. Retail:
 

AM Peak Hour:  $\text{Ln}(\text{Trips}) = 0.6 \text{ Ln}(x) + 2.29$  (where "x" is the number of thousands of square feet)

PM Peak Hour:  $\text{Ln}(\text{Trips}) = 0.66 \text{ Ln}(x) + 3.4$
  - b. Office:
 

AM Peak Hour:  $\text{Ln}(\text{Trips}) = 0.80 \text{ Ln}(x) + 1.55$  (where "x" is the number of thousands of square feet)

PM Peak Hour:  $\text{Ln}(\text{Trips}) = 1.12 \text{ Ln}(x) + 78.81$
  - c. Residential (condominium)
 

AM Peak Hour:  $\text{Trips} = 0.29(x) + 28.86$  (where "x" is the number of units)

PM Peak Hour:  $\text{Trips} = 0.34(x) + 15.47$
9. If the City Manager of the City of Lauderhill, or his or her designee, and the FDOT determine that the criteria listed in Condition D.6 are satisfied, then no additional DRI approvals or NOPC will be required for the proposed land use adjustment.
10. If land use adjustments have been made pursuant to Conditions D.6 and D.7, then the Developer must provide the City of Lauderhill, DCA, Broward County and the SFRPC with revised cumulative land use totals (or confirm that no such revisions have been made) and remaining allowable densities and intensities in each biennial report.
11. Pursuant to Section 380.06(5)(c), Florida Statutes, the Lauderhill City Center DRI shall be bound by the rules adopted pursuant to Chapters 373 and 403, Florida Statutes, in effect at the time of the approval of this Development Order.

#### E. COMMENCEMENT OF DEVELOPMENT

1. The Developer shall commence construction within five (5) years from the effective date of this Development Order. This time period shall be tolled during the pendency of any appeal pursuant to





Florida Statutes Section 380.07. For the purpose of this condition, construction shall be deemed to have been initiated upon the Developer performing any of the following: a) placement of permanent evidence of a structure that is part of the New Development (other than a temporary construction trailer) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing; (b) construction of any portion of roadways or other utility infrastructure to support New Development; (c) demolition of any portion of the Existing Development; or (d) completion of at least 100,000 square feet of any interior or exterior renovations to any portion of the Existing Development.

**F. PHASING, BUILDOUT, AND EXPIRATION OF DRI**

1. The Lauderhill City Center DRI will be developed in three (3) Phases. Phase 1 will be constructed over the duration of ten (10) years, Phase 2 will be constructed over the duration of five (5) years, and Phase 3 will be constructed over the duration of ten (10) years, unless extended pursuant to Florida Statutes Section 380.06(19) (2008). The Developer may choose to accelerate the beginning date of any phase provided that all applicable mitigation requirements for New Development are timely met. The end date for Phase 3 will not be affected by an acceleration of the beginning date of any of the three (3) phases.
2. Any unused development rights and all accompanying obligations on behalf of the Developer shall carry over from Phase 1 into Phase 2 and from Phase 2 to Phase 3 until build-out.
3. The projected build-out date for all New Development is December 31, 2034. The DRI termination and DRI Development Order expiration dates are established as December 31, 2034. Any extensions of the DRI build-out, termination or expiration dates will be governed by the provisions of Florida Statutes Section 380.06(19)(c) (2008).
4. It is contemplated that the expanded bus transfer facility referenced in Condition D.1 will be relocated as conceptually shown on Map H, attached as Exhibit B, unless an alternate location, including the existing location, is approved by the City of Lauderhill, in cooperation with BCT. Regardless of the final approved location, the expanded bus transfer facility shall be completed by no later than December 31, 2019. The Developer shall continue to cooperate with BCT during all three phases of development with regard to bus circulation, design, pedestrian safety, signage and Federal ADA issues as they relate to the expanded bus transfer facility.
5. The time period for commencement of physical development and the time period for build-out and termination will be tolled during the period of any appeal pursuant to Florida Statutes Section 380.07 (2008), or during the pendency of administrative or judicial proceedings relating to development permits.

**G. DOWNZONING DATE**

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



## H. STORMWATER

The Developer shall ensure that incremental increases in stormwater runoff that result from impervious surfaces that are part of New Development is retained within the Lauderhill City Center DRI in accordance with applicable regulations of the South Florida Water Management District ("SFWMD"), FDOT, the Central Broward Water Control District, Broward County, and the City of Lauderhill. The Developer shall design, construct and maintain the stormwater management system for the Lauderhill City Center DRI and any additions, expansion, or replacements to the stormwater management system to meet the following standards:

1. Comply with the regulations and requirements of the SFWMD, FDOT, the Central Broward Water Control District, the Broward County Environmental Protection and Growth Management Departments ("EPGMD"), and the City of Lauderhill concerning stormwater management;
2. Install pollutant retardant structures to treat all stormwater runoff at each of the new project outfall structures in accordance with the stormwater management system drainage permits and master drainage plan, and periodically remove pollutant accumulations as required by the stormwater permitting agencies;
3. Use silt screens and aprons during any phase of project construction that may increase turbidity in adjacent surface waters; and
4. Mulch, spray, or grass exposed areas to prevent soil erosion and minimize air pollution and stormwater runoff.

## I. WATER SUPPLY, WATER USE AND IRRIGATION

1. A building permit for Phase 2 New Development Phase 3 New Development shall not be issued unless the developer demonstrates that the City of Lauderhill has an adequate permitted allocation of potable water and adequate potable water treatment and distribution facilities to meet the demands of the New 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, Florida-friendly landscape techniques and other water conserving devices/methods. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Lauderhill by the SFWMD.
3. The Developer shall design, construct, and maintain the onsite irrigation system for the Lauderhill City Center 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 water conserving techniques to reduce the demand on the region's potable water supply, including the installation of rain sensors on irrigation timers, and compliance with restrictions on irrigation timing as required by the City of Lauderhill.

## J. ENERGY

1. All construction shall be performed in conformance with the specifications of the applicable building code and the Florida Energy Code at the time of the issuance of the building permit. Further, 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.



**K. WASTEWATER**

1. Prior to the issuance of a building permit for any permanent structure that is part of the New Development within the Lauderhill City Center DRI, the Developer shall ensure that sufficient wastewater capacity exists to meet the wastewater flows of that structure.
2. Prior to the issuance of a certificate of occupancy for any permanent structure that is part of the New Development within the Lauderhill City Center DRI, the Developer shall complete or cause the completion of appropriate expansions and improvements to the lift stations and force mains which are necessary (if any) to provide wastewater service for that structure.

**L. LANDSCAPING**

1. The Developer shall comply with the tree preservation and landscaping requirements of the City of Lauderhill. The Developer shall follow Florida-friendly principles in landscape design and the selection of species for planting. Substitute landscaping species may be used if approved by the City of Lauderhill. 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;
  - d. Other criteria as may be appropriate; and
  - e. Site buffers and the site landscaping will include native plants.

**M. ECONOMIC DEVELOPMENT**

1. The Developer shall attempt to 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 the Lauderhill City Center 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 the Lauderhill City Center DRI's employment needs. This information shall be biennially updated and submitted as a part of the Biennial Status Report.
2. The Developer shall establish with the City of Lauderhill an "Advertising and Promotion Program" to disseminate information on business opportunities and tax benefits available at the Lauderhill City Center for existing and proposed City of Lauderhill businesses, including those associated with a location within a Community Redevelopment Area, a Brownfield area, and, if applicable, a state enterprise zone. This will entail, at a minimum, the permanent display at the Lauderhill Chamber of Commerce, City Hall, the Developer's office and associated leasing agents of brochures and application documentation. The Developer will initiate an "Awareness" program through the good offices of the Chamber and the City's economic development agencies.
3. The Developer and its subcontractors shall register with the City of Lauderhill and shall contact, to the maximum extent possible, those entities identified within the "Vendors and Skills Bank" directory, at which those seeking jobs, contracts, sales opportunities, are registered and which allows the Developer to make those registered aware of bids and job opportunities.



## N. HAZARDOUS MATERIALS

1. The Lauderhill City Center DRI is not anticipated to include laboratories or other uses which would have a significant hazardous materials generation/usage impact as defined in Rules 9J-2.044(2)(f) and (5)(a) of the FAC. In the event that hazardous material usage on any project within the Lauderhill City Center 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 review and approval by the City of Lauderhill, in coordination with the first responders, as applicable, the Broward County EPGMD, the Florida Department of Environmental Protection (DEP), and the SFRPC, which conforms with the requirements of Rule 9J-2.044(5)(b)2, FAC.
2. A copy of the approved plan also shall be provided to the City of Lauderhill Fire Department. The Hazardous Materials Management Plan shall be incorporated into any lease for such project and by sale agreement, restrictive covenant or other appropriate legally binding enforcement provision when any of the property on which such project is located is conveyed.

## O. AIR QUALITY

1. Prior to initiating construction or modification of the parking facility, the Developer shall meet with Broward County EPGMD and the Florida DEP to establish parameters for a Carbon Monoxide Air Quality Analysis. This analysis will address worst case concentrations for each phase and build out while incorporating the methodology of the latest FDEP guidelines. All Level of Service (LOS) "E" or "F" intersections impacted by 5% or more project traffic shall be analyzed prior to issuance of the first certificate of occupancy.
2. Broward County Ordinance Section 27-176, requires that prior to construction of a new parking facility(ies) or modifications to an existing parking facility(ies), as those terms are defined by Broward County Ordinance 27-174, the applicant shall submit a parking facility license application, prepare an air quality impact study and obtain a parking facility license for (a) any single-level parking facility(ies) with a design or use capacity of fifteen hundred (1,500) parking spaces or more, or any modification of any existing facility which will increase such parking facility(ies) to a design or use capacity of fifteen hundred (1,500) parking spaces or more; (b) any multi-level parking facility(ies) with a design or use capacity of seven hundred fifty (750) parking spaces or more, or any modification of any existing facility which will increase such parking facility(ies) to a design or use capacity of seven hundred fifty (750) parking spaces or more; or (c) any combination of a single-level and multi-level parking facility(ies) (combination of parking lots, decks, and garages) with a design capacity or use capacity of at least one thousand (1,000) parking spaces or more, or a modification of any existing facility which will increase such parking facility(ies) to a design or use capacity of one thousand (1,000) parking spaces or more. For DRIs involving phase development, according to Broward County Ordinance Section 27-176(c)(1)(b), required parking facility license application data regarding parking facility(ies) constructed in incremental phases must include all the information required in Section 27-176 of the Code for each and all phase(s) of the proposed facility(ies).
3. The Developer shall submit the Carbon Monoxide Air Quality Analysis and Parking Facility license, based upon the agreed methodology, to Broward County EPGMD, the Florida DEP and SFRPC for their review and approval. The analysis shall demonstrate that the National Ambient Air Quality Standards for Carbon Monoxide will not be violated as a result of this project and if necessary, shall include mitigation measures for which the Developer shall be responsible.



**P. FILL**

The Developer shall ensure that any fill material used within the Lauderhill City Center DRI, whether from onsite excavation activities or from offsite sources, meets the clean soils criteria of the Broward County EPGMD and the Florida DEP, as applicable.

**Q. HISTORIC AND ARCHAEOLOGICAL SITES**

In the event of discovery of any archaeological artifacts during the construction of the Lauderhill City Center DRI, construction shall stop within a thirty-foot radius/buffer and immediate notification shall be provided to the Division of Historical Resources, Florida Department of State, and the City of Lauderhill. Construction may resume within the affected area after the City of Lauderhill and the Division of Historical Resources have determined the appropriate mitigation pursuant to Rule 9J-2.043, FAC, if any are warranted, and such measures have been implemented by the Developer.

**R. PUBLIC SAFETY**

1. The term "public safety" used herein shall include but not be limited to the City of Lauderhill Fire Rescue and Police Departments.
2. Prior to the issuance of a building permit for any permanent structure that is part of the New Development within the Lauderhill City Center DRI, the Developer shall work with the City of Lauderhill (with input from the BSO) to ensure the adequate provision of fire/rescue and police services necessary to serve the Lauderhill City Center DRI.
3. The level of staffing necessary will be determined by the City of Lauderhill Police and Fire Departments. If the demand for police services increases or decreases from the amount initially forecast, the Developer shall be responsible for the costs of appropriate increased or decreased staffing levels.
4. In addition, the Developer shall provide a suitable workspace within the retail/office component of the New Development within the Lauderhill City Center DRI to accommodate public safety personnel, the location of which shall be determined in cooperation with the City of Lauderhill Police and Fire Rescue Departments, but in no event shall the amount of workspace exceed 900 square feet. The Police and Fire Departments shall be responsible for all utilities, any space modifications, and all interior maintenance including HVAC. The use of the workspace shall be limited to police and fire activities.

**S. RECREATION**

1. If required, the Developer shall pay the applicable Broward County parks and recreation impact fee in lieu of dedicating land for park use prior to the issuance of the certificate of occupancy for each permanent structure that is part of the New Development within the Lauderhill City Center DRI that creates a parks and recreation impact.
2. Prior to the issuance of a certificate of occupancy for a permanent structure that is Phase 2 New Development within the Lauderhill City Center DRI, the Developer shall dedicate a non-exclusive 10-foot easement on the western portion of the Lauderhill City Center DRI for purposes of building and maintaining the canal promenade, as depicted on Map H, attached as Exhibit B. The exact location and design of the canal promenade and easement shall be determined during the site plan approval process. The form of dedication of the easement shall be reviewed and approved by the City



Attorney and Director of Planning and Zoning for the City of Lauderhill. The Developer shall be required to construct and maintain the pedestrian trail.

3. If the Developer becomes the owner of the existing pedestrian bridge shown on Map H, attached as Exhibit B, during the term of this Development Order, then prior to the issuance of another certificate of occupancy for a newly constructed primary building, the Developer shall rehabilitate the bridge. Plans to rehabilitate the pedestrian bridge shall be reviewed and approved by the City of Lauderhill. The Developer shall also be required to dedicate an easement for public use of the bridge. The form of dedication of the easement shall be reviewed and approved by the City Attorney and Director of Planning and Zoning for the City of Lauderhill. The Developer shall be required to maintain the pedestrian bridge once it has been rehabilitated.

#### **T. TRANSPORTATION**

1. Access to the Lauderhill City Center DRI shall be provided as shown on Map H, attached as Exhibit B.
2. Emergency ingress and egress shall be provided as follows:
  - a. The Developer shall develop an Emergency Management Plan identifying how visitors and employees will be protected and evacuated, if necessary, in an imminent catastrophic condition and showing how emergency vehicles will access the site under the various incidents;
  - b. Prior to the issuance of the first building permit for any New Development, the Emergency Management plan shall be approved by the City of Lauderhill; and
  - c. Emergency conditions shall only be activated under imminent catastrophic conditions, which public safety officials have determined to be life-threatening. Under this scenario, any evacuation of the site will be under police control and direction. Site design, including the position of buffers and walls, shall accommodate emergency egress points onto State Road 7/U.S. 441, N.W. 12<sup>th</sup> Street and N.W. 16<sup>th</sup> Street for use during such emergency conditions.
3. Phase 2 New Development within the Lauderhill City Center DRI requires the intersection modifications identified as "Recommended Improvements" on Table 21-F-9 of the ADA, which shall be completed in accordance with schedule in Table 21-F-9. A copy of Table 21-F-9, with the additional northbound left turn lane at the intersection of State Road 7 and Oakland Park Boulevard deleted, is also as Exhibit E to this Development Order.
4. The Developer shall not construct the additional northbound left turn lane at the intersection of State Road 7 and Oakland Park Boulevard that was identified in Table 21-F-9 of the ADA, but in lieu thereof, the Applicant shall pay an amount not to exceed \$750,000 as follows:
  - a. within year (1) from the issuance of the first certificate of occupancy for a structure that is New Development, provide funding to the Broward County Transportation Department in the amount of \$104,808.00 for the implementation of Transit Signal Priority (TSP) for the twelve intersections (\$8,734.00 per intersection) along the SR-7 Corridor between Oakland Park Boulevard and Broward Boulevard that involves coordinated efforts between the transit vehicle detection system, traffic signal control system, and communication technologies. In the event earlier funding becomes available by other entities for TSP implementation at any of these intersections, the TSP funds provided by the Developer shall be utilized to implement TSP on the adjacent east/west corridors of either Broward Boulevard, Sunrise Boulevard or Oakland Park Boulevard at the discretion of the Broward County Transportation Department. Implementation of the TSP



shall be coordinated with FDOT, the Broward County Transportation Department, and the Broward County Traffic Engineering Division;

- b. within one (1) year from the issuance of the first certificate of occupancy for a structure that is New Development, provide funding to the Broward County Traffic Engineering Division in the amount of \$ 26,520.00 for the purpose of installing LED countdown pedestrian indications at the three (3) closest signalized intersections within proximity to the project (that do not have countdown pedestrian features) in order to enhance pedestrian and transit-oriented activity; and
  - c. within one (1) year from the issuance of the first certificate of occupancy for a structure that is New Development, the Developer shall establish an escrow account, or other acceptable form of security, in an amount not to exceed \$618,672.00 to be drawn down upon for the installation or incorporation of Broward County Transit terminal infrastructure amenities above and beyond those described in T.8.f. The escrow account shall be at least 95% expended after five (5) years from the date that it is established, with no less than 33% being expended after four (4) years from the date that it is established. The monies placed in escrow can be utilized by the Developer for direct installation or construction of such amenities by the Developer (subject to approval by the Broward County Transportation Department), or the monies can be provided directly to the Broward County Transportation Department for installation of such amenities at their discretion along State Road 7 between Oakland Park Boulevard and Sunrise Boulevard.
- 5. The Developer will provide transportation mitigation by paying Broward County's Transit Concurrency Assessment Fee, currently estimated to be \$2.4 - \$3.1 million.
  - 6. Prior to commencing development of Phase 3, the Developer shall prepare a traffic impact analysis to identify whether any portion of Phase 3 will generate any significant and adverse regional impacts and no portion of Phase 3 shall commence unless the Developer provides appropriate mitigation for any such impacts not addressed to date and that will be generated by Phase 3. For purposes of identifying the significant and adverse trips, the traffic analysis shall be conducted in accordance with a Transportation Methodology, agreed to by the South Florida Regional Planning Council, Florida Department of Transportation District IV, Broward County, and the City of Lauderhill and "significant and adverse" shall be as defined in the Transportation Methodology.
  - 7. The Developer shall satisfy the regional transportation concurrency requirements of Broward County in accordance with Policy 3.4.23 of the Transportation Element of the Broward County Comprehensive Plan prior to receiving Broward County Development Management Division approval of construction plans for any New Development. Nothing in this Development Order shall preclude the Developer from applying to the Broward County Board of County Commissioners for any and all credits and offsets that are available in accordance with the Broward County Comprehensive Plan, Broward County Land Development Code, and all other applicable rules and regulations governing credits and the laws of the State of Florida, including but not limited to those terminal infrastructure amenities purchased in accordance with Condition T.4.C.
  - 8. The Developer shall encourage transit use, carpooling, vanpooling, and bicycling by:
    - a. within 90 days of obtaining the first certification of occupancy for a structure that is New Development, making rideshare, car-sharing, and transit information available to tenants and employees;
    - b. by designating employee parking spaces in all new parking facilities, conveniently located, for exclusively high occupancy vehicle use where appropriate;



- c. within 90 days of obtaining the first certification of occupancy for a structure that is New Development, submitting a Travel Demand Management Plan (TDM Plan), developed in coordination with the City of Lauderdale, to be approved by BCT 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;
  - d. within 90 days of obtaining the first certification of occupancy for a structure that is New Development designating an on-site Employee Transit Coordinator who shall coordinate the implementation of the TDMP and provide annual reports to the FDOT, BCT, and the City of Lauderdale;
  - e. participating and supporting the implementation of re-routing existing fixed and articulated buses or future transit lines (12 bays) into the site from Broward County, the City of Lauderdale, City of Lauderdale Lakes, and the City of Plantation;
  - f. cooperating with the City of Lauderdale, BCT, FDOT, and Broward MPO to incorporate transit-oriented design principles into the design and development of the site, such that the expanded bus transfer facility can have quality connectivity (convenience and comfort) to the primary portions of the development. At a minimum, the expanded bus transfer facility shall provide level boarding at all bus loading locations; shelters that incorporate transit facility design (brandishing) consistent with the architecture of the surrounding development; electronic and audio real-time passenger information; pre-board/vending ticketing options; lighting; trash receptacles; benches; way-finding (kiosks/displays for fares, system, and vicinity information); bicycle racks; and off-vehicle fare collection (including, but not limited to, ticket vending machines);
  - g. cooperating with the City of Lauderdale to minimize the number of off-street parking spaces providing within the Lauderdale City Center DRI, but in no event shall the City of Lauderdale require the Developer to provide parking spaces in amounts that will exceed 1.5 spaces per residential dwelling unit, 3.0 spaces per 1000 square feet of office use, and 4.0 spaces per 1000 square feet of retail use at build-out;
  - h. 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;
  - i. by participating in the funding of bus pull out bays that are to be located on the site of the Lauderdale City Center DRI, the exact number of location of which shall be determined in coordination with BCT, FDOT, and Broward County MPO;
  - j. by providing bicycle racks in the design and development of the site; and
  - k. coordinating with the South Florida Regional Transportation Authority (SFRTA) and the City of Lauderdale in the implementation of a Tri-Rail shuttle route, if and when such route becomes available, that serves the Lauderdale City Center DRI.
9. Prior to the issuance of a building permit for any Phase 3 New Development, the Developer must demonstrate to the City of Lauderdale, the SFRTA (if possible), and the FDOT that the following transportation-related performance criteria have been satisfied:





- a. both PM and AM peak hour modal split of twenty percent (20%) transit for the Lauderhill City Center; and
  - b. internal capture rate of thirty percent (30%) of vehicle trips for each of the AM and PM peak periods.
10. In the event the expanded bus transfer facility referenced in Condition D.1 is relocated on the site of the Lauderhill City Center DRI along State Road 7, the Developer shall dedicate an] easement to Broward County for the purpose of establishing an express bus stop pull out bay on the west side of State Road proximate to the relocated bus transfer facility (such as that which is depicted on Map H, attached as Exhibit B, and labeled as the "Express Bus Stop"). The size and location of the easement shall be subject to the review and approval of BCT.
  11. In the event that public funding becomes available and parking spaces are or can be made available, the Developer shall cooperate with the City of Lauderhill, SFRTA, and BCT to provide and maintain park and ride spaces on the site of the Lauderhill City Center DRI. If provided, the number of park and ride spaces and schedule for incorporating the spaces into the plan of development for the Lauderhill City Center DRI shall be determined through coordination among the Developer, City of Lauderhill, SFRTA and BCT.

#### U. BIENNIAL REPORT AND MONITORING

1. The biennial report required by Florida Statutes Section 380.06(18) (2008) shall be submitted every two (2) years, until buildout of the Lauderhill City Center DRI is achieved, on the anniversary date of the effective date of this Development Order to the City of Lauderhill, the SFRPC, the DCA, the FDOT, Broward County EPGMD (2 copies), and such additional parties as may be required by law. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7) of the FAC.
2. The City of Lauderhill 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 the Lauderhill City Center DRI, the City of Lauderhill 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 the Lauderhill City Center 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 Lauderhill shall specify in writing which conditions are not in compliance.
3. In the event the Developer violate any of the conditions of the Development Order or otherwise fails to act in substantial compliance with the Development Order, the City of Lauderhill 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 resolution by the City of Lauderhill, adopted in accordance with this section, finding that such violation has occurred. The Developer shall be given written notice that states: i) the nature of the purported violation and ii) that unless the violation is cured within fifteen (15) days of said notice, a public hearing will be held to consider the matter within thirty (30) days of said notice. If the violation is not curable within fifteen (15) days, the Developer's diligent good faith efforts to cure the violation will obviate the need to hold a public hearing and the Development Order will remain in effect unless the Developer does not diligently



pursue the curative action to completion within a reasonable time, in which event the City of Lauderhill shall give fifteen (15) days notice to the Developer of its intention to stay the effectiveness of the Development Order and withhold further permits, approvals, and services as to the tract, or portion of the tract, in which the violation has occurred until the violation is cured. For purposes of this provision, the word "tract" shall be defined to mean any quantity of land capable of being described with such definiteness that its boundaries may be established, which is designated by its owner or Developer as land to be used or developed as a unit or which has been used or developed as a unit, and which is located within the Lauderhill City Center DRI. An example of a unit for purposes of this condition are the pods shown on Exhibit C.

**V. Housing**

1. In lieu of a housing supply and demand study, the Developer shall contribute \$25,000 to the Lauderhill Housing Authority. The Developer's contribution shall be made within 90 days of the effective date of this Development Order.
2. Prior to the issuance of a building permit for a permanent structure that is Phase 2 New Development within the Lauderhill City Center DRI, the Developer shall provide the City of Lauderhill with a reassessment of affordable housing needs, at that time, within the Lauderhill City Center DRI.
3. The effectiveness of any amendments to this Development Order shall be conditioned on the Developer providing a reassessment of affordable housing needs, at that time, in the Lauderhill City Center DRI.

**W. Expiration or Termination Date**

The expiration date for this Development Order shall be December 31, 2034, unless the expiration date is extended as provided in Section 380.06(19)(c), Florida Statutes.

**X. Transmittal to the SFRPC and the Department of Community Affairs**

Within thirty (30) days after the adoption of this Development Order, a certified copy of this Development Order with all exhibits shall be sent via first class certified U.S. Mail to the SFRPC, the DCA, and the Developer.

**Y. Recording**

Within thirty (30) days after the effective date of this Development Order, the Developer shall record notice of the adoption of this Development Order together with the Development Order with the Clerk of the Circuit Court of the Seventeenth Judicial Circuit, in and for Broward County, Florida in accordance with Sections 28.222 and 380.06(15)(f), Florida Statutes. This notice shall specify that this Development Order runs with the land and is binding upon the Developer, its agents, successors, grantees and assigns, jointly or severally. The Developer shall provide a copy of the recorded notice to the City of Lauderhill, the SFRPC, and the DCA.



## EXHIBIT A



## EXHIBIT A - LEGAL DESCRIPTION

The site is located in Section 36, Township 49 South, Range 41 East. The legal description is contained below:

### The Mall parcel

Parcel 1:

Lots 1 through 6, in Block 28, of FLAIR SUBDIVISION NO. 3, according to the Plat thereof recorded in Plat Book 51, page 39, of the Public Records of Broward County, Florida.

AND

A portion of land lying in the East 1/2 of Section 36, Township 49 South, Range 41 East, Broward County, Florida, and that portion of a canal lying North of the aforementioned Lots 1 through 6, in Block 28, of FLAIR SUBDIVISION NO. 3, being more particularly described as follows:

Commence at the Southeast corner of said Section 36, run North 00° 54' 30" West, along the Easterly line of said Section 36, for a distance of 1,911.74 feet; thence run South 89° 05' 30" West, along the North Right-of-Way line of NW 12th Street, as shown on the aforementioned Plat of FLAIR SUBDIVISION NO. 3, for a distance of 53.00 feet to the POINT OF BEGINNING of the tract of land hereinafter described; thence continue South 89° 05' 30" West, along the last described course for a distance of 597.0 feet to the Southeast corner of the aforementioned Lot 1, in Block 28; thence run North 00° 54' 30" West, along the East boundary of said Lot 1, for a distance of 100.0 feet to the Northeast corner of said Lot 1; thence run South 89° 05' 30" West, along the North boundary of said Block 28, for a distance of 260.0 feet to a point of curvature; thence run along circular curve to the left (continuing along the North boundary of said Block 28) having a radius of 1,630.00 feet, and a central angle of 7° 15' 08", for an arc distance of 206.32 feet to the Northwest corner of the aforementioned Lot 6, in Block 28; thence run North 8° 09' 38" West, radial to the last mentioned curve (along its Northerly prolongation of the Westerly lot line of said Lot 6), for a distance of 100.0 feet to a point on the next mentioned curve; thence run Westerly along a circular curve to the left, having a radius of 1,730.0 feet and a central angle of 1° 19' 28" for an arc distance of 39.99 feet (said last mentioned curve being coincident with the Northerly Right-of-Way line of the aforementioned canal); thence run North 0° 54' 30" West, along a line that is parallel with and 1,168.0 feet West of as measured at right angles to the East line of said Section 36, for a distance of 1,438.78 feet to a point on the next mentioned curve; said point bearing North 5° 35' 30" West, from the center point of said curve; thence run Easterly along a circular curve to the right having a radius of 3,160.00 feet, and a central angle of 3° 10' 25", for an arc distance of 175.03 feet; thence run North 0° 54' 30" West, along the West line of and parallel with the aforementioned East line of Section 36, for 175.06 feet to a point on a curve, said point bearing North 2° 20' 20" West from the center point of the next described curve; thence run Easterly along a circular curve to the right having a radius of 3,335.00 feet, and a central angle of 1° 25' 50", for an arc distance of 83.26 feet to a point of tangency; thence run North 89° 05' 30" East, along a line that is parallel with and 1,805.00 feet North of, as measured at right angles to, the North Right-of-Way line of NW 12th Street, as shown upon said Plat of FLAIR SUBDIVISION NO. 3, for a distance of 707.00 feet; thence run South 0° 54' 30" East along a line that is parallel with and 203.00 feet West of, as measured at right angles to the East line of said Section 36, for a distance of 150.00 feet; thence run North 89° 05' 30" East, at right angles to the last described course for 150.00 feet; thence run South 0° 54' 30" East at right angles to the last described course for 1,655.00 feet to the POINT OF BEGINNING, (said last mentioned course being



parallel with and 53.00 feet West of, as measured at right angles to the said East line of said Section 36); lying and being in the City of Lauderhill, Broward County, Florida.

**Parcel 2:**

A portion of the Northeast 1/4 of Section 36, Township 49 South, Range 41 East, lying in the City of Lauderhill, Broward County, Florida, and being more particularly described as follows:

Commence at the most northeasterly corner of FLAIR SUBDIVISION NO. 4-D, according to the Plat thereof, as recorded in Plat Book 60, Page 49, of the Public Records of Broward County, Florida, and run South 0° 54' 30" East, along the East line of said Plat of FLAIR SUBDIVISION NO. 4-D, for 85.25 feet to a point on a curve, said point bearing North 5° 20' 43" West, from the center point of the last described curve; thence run Easterly along a circular curve to the right having a radius of 3,335.00 feet and a central angle of 4° 26' 13" for an arc distance of 258.26 feet to a point of tangency; thence run North 89° 05' 30" East, for 707.00 feet to the POINT OF BEGINNING of a parcel of land hereinafter described; thence run South 0° 54' 30" East, at right angles to the last described course for 150.00 feet; thence run North 89° 05' 30" East at right angles to the last described course for 150.00 feet; thence run North 0° 54' 30" West at right angles to the last described course for 150.00 feet, said last mentioned course being parallel with and 53.00 feet West of, as measured at right angles to, the East line of the aforementioned Northeast 1/4 of Section 36; thence run South 89° 05' 30" West, at right angles to the last described course for 150.00 feet to the POINT OF BEGINNING.

**TOGETHER WITH**

**The Ideal Building parcel**

A portion of the Northeast 1/4 in Section 36, Township 49 South, Range 41 East, lying in the City of Lauderhill, Broward County, Florida and being more particularly described as follows:

Commence at the most Northeasterly corner of said FLAIR SUBDIVISION NO. 4-D, according to the Plat thereof, as recorded in Plat Book 60, Page 49, of the Public Records of Broward County, Florida and run South 00°54'30" East along the Easterly line of said Plat of FLAIR SUBDIVISION NO. 4-D for 85.25 feet to the POINT OF BEGINNING of a parcel of land hereinafter described; thence continue South 00°54' 30" East along the last described course for 175.56 feet to a point on a curve said point bears North 5°35' 30" West from the center point of the next described curve: thence run Easterly along a circular curve to the right having a radius of 3160.0 feet and a central angle of 3°10' 25" for an arc distance of 175.03 feet; thence run North 00°54' 30" West along a line East of and parallel with the aforementioned East line of FLAIR SUBDIVISION NO. 4-D for 175.06 feet to a point on a curve, said point bearing North 02°20' 20" West from the center point of the next described curve; thence run Westerly along a circular curve to the left having a radius of 3335.00 feet and a central angle of 3° 00' 23" for an arc distance of 175.00 feet to the POINT OF BEGINNING.

Also known as Tract A LOB Plat, according to the Plat thereof, as recorded in Plat Book 75, Page 24, of the Public Records of Broward County, Florida.

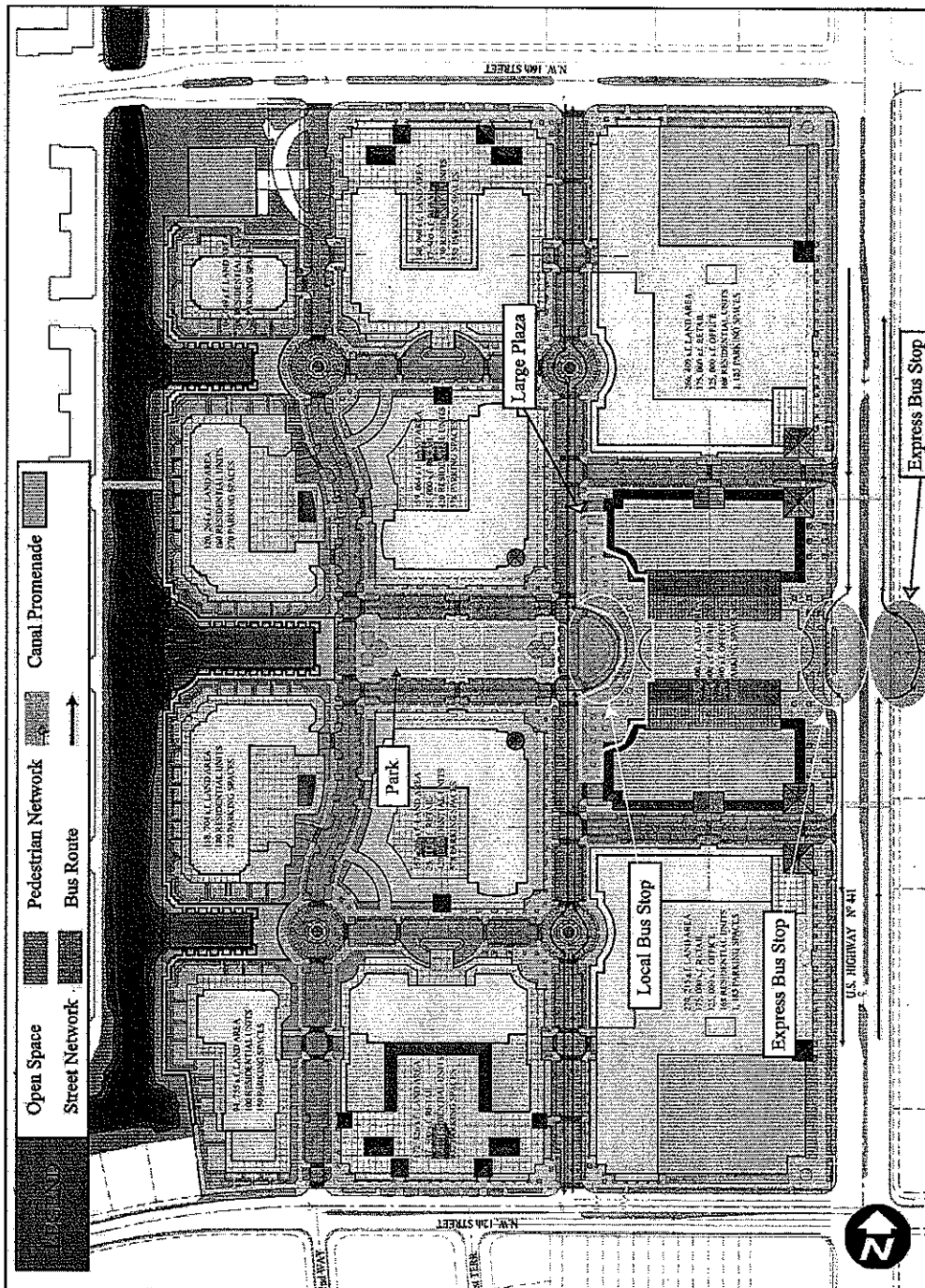


## **EXHIBIT B**



# EXHIBIT B - PROPOSED MASTER DEVELOPMENT PLAN

Map H - Lauderdale City Center Conceptual Phase 3



Siemon & Larsen, P.A.

Source: Vander Ploeg and Associates, Inc. 2008



## EXHIBIT C







PHASE 3: CONCEPTUAL BUILD-OUT  
SCALE: 1/8\"/>



## EXHIBIT D





McMAHON ASSOCIATES, INC.  
6360 NW 5<sup>th</sup> Way | Suite 301 | Fort Lauderdale, FL 33309  
p: 954-771-0776 | f: 954-771-1754  
www.mcmtrans.com

June 12, 2007

Jo Sesodia, AICP  
Principal Planner  
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John S. DePalma  
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**RE:   Lauderhill City Center Development of Regional Impact (DRI) - Broward County  
Transportation Methodology (Third Version)  
McMahon Project No.: L06598.01**

Dear Ms. Sesodia:

Please accept this letter as the third version of the proposed Traffic Methodology to be used in response to "Question 21 - Transportation" of the Application for Development Approval (ADA) for the above-referenced land development project. This letter includes those items discussed and concluded in three successive meetings with relevant agency staff. The proposed project site is currently occupied by the Lauderhill Mall located on the west side of SR-7/US-441 between NW 12<sup>th</sup> Street and NW 16<sup>th</sup> Street in the City of Lauderhill.

**21. A - Existing Conditions**

1. Existing Year (2007) AM and PM peak-hour, turning-movement counts will be collected at major intersections where the proposed project traffic is anticipated to have significant impact, and may be collected at the currently existing driveway connections. Preliminary analysis will be performed to determine the approximate impact area. Seventy-two hour continuous machine counts will also be collected throughout the study area. Collected counts will be adjusted to reflect peak-season, peak-hour traffic counts by applying a peak-season conversion factor obtained from the 2005 Florida Department of Transportation (FDOT) Peak Season Factor Category Report.
2. Existing physical and operating characteristics of the roadway network within the development's radius of influence will be inventoried. The study area, for which existing traffic conditions analysis will be performed, is generally bounded by I-595/SR-84 to the south, Commercial Boulevard to the north, SW 100<sup>th</sup> Avenue to the west and Andrews Avenue to the east. Data to be acquired within the study radius will include the number and type of traffic lanes for each major thoroughfare, intersection geometrics, signal timings and other appropriate physical and operating characteristics. A field visit may be required to obtain additional data necessary for corridor analysis to be performed.

3. Level of Service "D" criteria will be utilized on state and county roadways to determine whether or not the study area links operate at an acceptable level of service. For local roadways, Level of Service criteria will be in compliance with local comprehensive plans.
4. The Level of Service capacities will be based on the generalized tables included in the FDOT *Quality/Level of Service Handbook*, 2002 Edition.
5. Roadway improvements included within the first three years of the FDOT Work Program and the Broward County Metropolitan Planning Organization (BCMPO) Transportation Improvement Program (TIP) will be assumed as committed for the analysis.

#### **21. B - Trip Generation - Gross Trips**

1. The site of the proposed Lauderhill City Center is currently occupied by the Lauderhill Mall and an existing office building. The Lauderhill Mall consists of approximately 596,909 square feet of retail space, while the existing office space consists of approximately 82,210 square feet. The Lauderhill City Center is anticipated to be developed in three phases. The completion of the phasing plans are expected as follows:
  - a. Phase 1: Year 2018 - During this phase, it is anticipated that reconstruction will occur on portions of the existing Lauderhill Mall, in addition to new development totaling approximately 175,000 square feet of retail development, 125,000 square feet of office and 665 residential units. Several existing retail developments, or approximately 135,004 square feet, of the existing mall will also be demolished. The existing bus station will be relocated onsite.
  - b. Phase 2: Year 2023 - During this phase of the development, an additional 387,500 square feet of retail will be added, as well as 300,000 square feet of office space and 665 high-rise residential dwelling units. Approximately 125,000 square feet of the existing mall will also be demolished during this phase of development.
  - c. Phase 3: Year 2033 - During this final phase, approximately 1,170 high-rise residential dwelling units are anticipated to be constructed, as well as approximately 87,500 square feet of retail development. In addition, it is projected that the remaining part of the existing mall, approximately 336,905 square feet of retail, will be demolished in this phase.
2. The Institute of Transportation Engineers' (ITE), *Trip Generation*, 7<sup>th</sup> Edition, rates or equations will be utilized to estimate the daily and peak-hour trips expected to be generated by the proposed project. Vested trips associated with the existing development will be considered and adjustments will be made to account for vacancies in the existing retail component. Trips associated with the current development on the site, approximately 596,909 square feet of Retail and 82,210 square feet of office, will be included in the analysis, and the net new

external trips, based upon the 7<sup>th</sup> Edition generation rates, will be distributed to the surrounding roadway network to determine the traffic impacts.

3. In addition to the standard trip generation analyses that will be evaluated, equivalency matrices will also be performed for the proposed site. Equivalency matrices will reflect net external trips by land use adjusted to reflect internal and pass-by capture, as well as the effects of transit usage as quantified through Sections 21.C.1, 21.C.2, 21.D.5, and 21.D.6 below. When performing the trip-equivalency matrices, the land-use intensities will be increased or decreased accordingly in 10 percent increments.
4. While it is expected that transit usage will result in a reduction of project-related traffic throughout all phases of development, it is anticipated that the third phase of development will only occur under the condition that net additional traffic generated by this phase is accommodated through transit usage. That is, beneficial effects of the project's transit-oriented development in combination with public agency, public transit initiatives will be used to establish credits in earlier phases. These credits will be applied to net external trips to be generated in phase three.
5. In order to determine the most appropriate multi-modal vehicular-trip reductions/credits that should be applied to the proposed Lauderhill City Center development, McMahon reviewed several research reports/studies prepared by private and public agencies. The findings of this effort are summarized in a document called "Multi-Modal, Trip-Reduction Justification." This document was submitted, on May 30, 2007, to the South Florida Regional Planning Council and was distributed to the other reviewing agencies on June 1, 2007. The findings of this document are briefly summarized below.

Several proposed transit-amenity improvements are anticipated to be included in the redevelopment of the site. These amenities, along with their expected contribution to a ridership increase, include the following:

- Unique/Attractive Shelter: 2% Increase
- Illumination: 2% Increase
- Passenger Amenities: 3% Increase
- Passenger Services: 3% Increase
- High-Frequency Service: 4% Increase
- Off-Vehicle Fare Collection: 3% Increase
- Level Boarding: 5% Increase

**Recommended Overall: 15% Increase**

Although the above bulleted improvements have an accumulative total of 22 percent, it was agreed at the methodology meeting, held on June 7, 2007, that a 15 percent increase could be applied to the existing transit ridership in order to estimate proposed transit usage. The

resulting, future, transit percentages should then be summed together with existing walking/bicycle percentages to determine total, future, multi-modal trip reductions.

Based on the increase of the 15 percent in transit ridership and the existing walking/bicycle components, a 19 percent and a 14 percent multi-modal reduction is proposed for the AM peak-hour and PM peak-hour, respectively.

#### **21. C – Internal and Pass-By Capture**

1. The estimated internal capture rates included in the ITE Trip Generation Handbook are based on data collected at a limited number of multi-use sites in Florida. ITE recognizes the limitation of the data and the potential for higher internal capture rates in mixed-used developments such as the Lauderhill City Center DRI. In an effort to determine the most appropriate internal capture rates for multi-use developments, McMahon reviewed several research studies and prepared a research document called "Internal Capture Rates Justification." This document was also submitted, on May 30, 2007, to the South Florida Regional Planning Council and was distributed to the other reviewing agencies on June 1, 2007. A brief description of the findings is summarized below:

Density, diversity, design, and accessibility highly influence the traveler's trip making decisions and therefore, higher internal capture rates are expected. The proposed Lauderhill City Center DRI will have the above-mentioned components, making the project suitable for applying higher internal capture rates. The proposed DRI will have fully integrated land uses—all uses are combined with shared parking and internal connections that make walking a convenient travel mode. The proposed DRI is designed as a diverse development with a good mix of residential, retail, and office land uses that could produce all day activities, capturing most of the trips within the site. The design of the at-grade street crossings will provide good and convenient connectivity (short paths/direct paths) among the different land uses.

Results of the research documents revealed the following findings:

- o Based on survey results, approximately 23% of the trips to a mixed-use development are associated with multiple stops (two or more trip purposes) within the mixed-use site.
- o The split between internal and external trips could be 45% / 55% in AM peak, 55% / 45% in PM peak and 51% / 49% daily.
- o In developments with major commercial components, capture rates could be 30% or higher.
- o An average of 24.6% daily internal capture rate was found to occur on a survey of 22 multi-use developments in South Florida.

At the methodology meeting, held on June 7, 2007, it was agreed that ITE trip internal-capture rates would not be utilized for the proposed Lauderhill City Center DRI. Based on the nature of the proposal, it was recommended that an overall internal-capture rate of 30 percent be used for

both the AM and PM peak periods. This overall internal-capture rate will be applied to all phases of the project.

2. Pass-By capture will be determined from information provided in the *ITE Trip Generation Handbook*. The pass-by capture rate was calculated to be approximately 23 percent based on the equation provided in the ITE handbook. McMahon will verify to ensure that the pass-by trips do not exceed 10 percent of the adjacent street background traffic.

#### **21. D – Future Link Analysis**

1. Total future link volumes will include background traffic, which will be calculated by applying a compound growth rate to existing traffic, committed development traffic and project traffic. AM and PM peak-hour analyses will be performed.
2. Growth rates will be determined for the study-area roadways and will be applied to existing peak-season, peak-hour traffic to determine background traffic conditions at the phasing years for the project. Growth rates throughout the study area will be determined based on a review of several methodologies:
  - a. Observed growth rates between Year 2000 volumes, from the 2000 Validation Year Broward County Transportation Model, and Year 2030 traffic volumes, from the 2030 Cost Feasible Broward County Transportation Model.
  - b. Observed growth rates between the 2005 two-way daily traffic and the 2030 two-way daily traffic from the Broward County *Roadway Level of Service* tables.
  - c. Observed growth rates between the 2005 two-way peak-hour traffic and the 2030 two-way peak-hour traffic from the Broward County *Roadway Level of Service* tables.
  - d. Observed growth rates from trend analyses, which will include historical traffic volume data and future 2030 traffic from the 2030 Cost Feasible Broward County Transportation Model.
  - e. Observed growth rates for the Florida Turnpike obtained from the Florida Turnpike Enterprise.

McMahon will review the above and coordinate with reviewing agencies to determine the appropriate growth rates that will be utilized for the analyses.

3. The 2030 Cost Feasible Broward County Transportation Model was recently updated to include the most recent Land Use Plan Amendments for Broward County. Additional committed developments not included in the updated model within the study area will be reviewed and included in the analysis accordingly. Approved committed development information will be obtained from the following sources:
  - Broward County Development Management Division

- City of Lauderhill
- City of Lauderdale lakes
- City of Plantation
- City of Fort Lauderdale

A map will be provided showing the location of the committed developments.

4. Project trips will be calculated based on the expected number of trips, from the trip generation analysis, and the trip assignment. Trip assignment will be based on trip distribution from the site using the 2030 Cost Feasible Broward County Transportation Model. A more detailed explanation is included in Section 21.E - Trip Assignment.
5. Several bus routes exist along the SR-7/US-441 corridor in the vicinity of the proposed project. Further, a transit terminal for several bus routes currently exists on the site. It is expected that the existing bus terminal will remain onsite as part of the proposed development (although the location is expected to shift). Existing ridership information will be obtained from Broward County to determine what transit reduction may be applied to the proposed uses for the site. McMahon will coordinate with responsible governmental agencies to determine the projected transit use along roadways within the study area and the application of those projections to the Lauderhill City Center development. In addition, FDOT's *Transit Capacity and Quality of Service Manual* methodology will be employed to assess future multi-modal impacts on levels of service.
6. The Level of Service capacities will be based on the generalized tables included in the *FDOT Quality/Level of Service Handbook*, 2002 Edition.

#### **21. E – Trip Assignment**

The distribution of vehicle trips expected to be generated by the Lauderhill City Center will be estimated. The acceptable methodology to be used for projecting trip distribution will involve application of the 2030 Broward County Florida Standard Urban Transportation Model Structure (FSUTMS). McMahon will coordinate with staff from the various reviewing agencies to confirm agreement on the output distribution results from the proposed model.

The general approach to distribution modeling tasks is as follows:

1. Project trip generation will be estimated as indicated above based on the *ITE Trip Generation*, 7<sup>th</sup> Edition. Vehicular traffic generated by the proposed development will be distributed to the access driveway(s) and to the surrounding roadway network. These volumes will be added to existing, background and committed development traffic as required to develop total future traffic volumes for the agreed upon analyses years.



2. The FSUTMS model zonal structure will be refined to reflect the proposed Lauderhill City Center development and its connections to the regional roadway network. The zonal data (ZDATA) input files for the model ZDATA will be modified. As necessary, adjustments will be made to the project zonal data sets to achieve model generated net external daily project trips, which are within five percent of the external daily project trips calculated utilizing the ITE *Trip Generation*, 7<sup>th</sup> Edition, capture methodology described in Task 3 – Project Traffic above.
3. The study-area model roadway network will be updated to reflect roadway geometries based on the existing roadway network plus network information included within the first three years of the FDOT Work Program and the BCMPO TIP.
4. The model will be utilized to perform a select zone analysis to isolate the daily project trips in order to determine their distribution and assignment onto the roadway network.
5. The study area for the project is defined by major roadway links where total project traffic is equal to, or exceeds five (5) percent of the adopted peak-hour directional Level of Service volume. Should ramp analyses be required, ramp analyses will be performed where the ramps are impacted by more than 200 total project trips during AM and PM peak hours.

#### 21. F – Roadway Improvements

1. Required link improvements will be summarized in a table should a link fail to operate at an acceptable level of service.
2. Intersections will be analyzed where project traffic has a five (5) percent impact on any approach and the total future link volumes exceed 90 percent of the adopted LOS volumes.
3. The intersection analyses will include the following scenarios:
  - a. Existing traffic with existing roadway geometries
  - b. Background traffic with programmed roadway improvements
  - c. Total traffic with programmed roadway improvements
  - d. Total traffic with recommended roadway improvements
4. Intersections will be evaluated using LOS D criteria.
5. It is recommended that Synchro 6 be utilized for signalized intersection analyses throughout the study area. The analysis will be performed using HCM methodologies, and the HCM output from Synchro will be provided. The latest version of the *Highway Capacity Manual* software, HCS Plus, is proposed to be utilized for all unsignalized intersections as well as for any ramp analyses. All input files will be provided.

**21. G – Site Access**

The project site currently has six driveway connections to SR-7/US-441, as well as three driveway connections to NW 16<sup>th</sup> Street and four driveway connections to NW 12<sup>th</sup> street. The connections to SR-7/US-441 are directional driveway connections. Further, some connections only allow inbound movements, while others only serve outbound movements. All driveway connections to NW 12<sup>th</sup> Street and two of the driveway connections to NW 16<sup>th</sup> Street are full-access driveway connections. The existing site plan is planned to reduce the number of driveway connections from the proposed site. The driveway locations will be clearly identified.

**21. H – Consistency With Other Approved Documents**

The FDOT Work Program, BCMPO TIP, Broward County Long-Range Transportation Plan, Transit Development Plan and other relevant documents will be reviewed for consistency in determining recommended roadway improvements.

**21. I – Alternative Transportation**

Alternative methods of external transportation to the site will be evaluated. It is anticipated that coordination will occur between the Applicant and the City of Lauderhill, City of Lauderdale Lakes, City of Plantation, City of Fort Lauderdale, Broward County and the FDOT Office of Modal Development (OMD) on these matters. Internal transportation within the site will also be addressed.

We would appreciate your review and approval of this methodology at your earliest opportunity. Should you have any questions, please do not hesitate to contact Natalia McGuckian or myself at (954) 771-0776.

Very truly yours,



Thomas A. Hall  
Associate & General Manager – Fort Lauderdale

TAH/nlm/arp

## EXHIBIT E



TABLE 21-F-9  
SUMMARY OF INTERSECTION IMPROVEMENTS  
LAUDERHILL CITY CENTER DRI

INTERSECTION	ANALYSIS YEARS	PROGRAMMED IMPROVEMENTS	RECOMMENDED IMPROVEMENTS
NW 49th Avenue at NW 19th Street	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	N/A
	Phase 3 (2033)	N/A	N/A
NW 49th Avenue at NW 26th Street	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	Re-stripe WB shared LT/RT to WB/LT, 1WBRT
	Phase 3 (2033)	N/A	Re-stripe WB shared LT/RT to WB/LT, 1WBRT
Oakland Park Boulevard at SR-7	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	N/A
	Phase 3 (2033)	N/A	N/A
NW 19th Street at SR-7*	Phase 1 (2018)	1NBRT, 1SBLT, 1WBRT, re-stripe EB shared TH/RT lane to EBTH	N/A
	Phase 2 (2023)	1NBRT, 1SBLT, 1WBRT, re-stripe EB shared TH/RT lane to EBTH	Re-stripe EBRT to shared EB TH/RT
	Phase 3 (2033)	1NBRT, 1SBLT, 1WBRT, re-stripe EB shared TH/RT lane to EBTH	Re-stripe EBRT to shared EB TH/RT
NW 19th Street at NW 31st Avenue	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	1WBRT, Extend SBLT storage length 150 ft ***
	Phase 3 (2033)	N/A	1WBRT, Extend SBLT storage length 150 ft ***
NW 16th Street at SR-7	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	Re-stripe EB shared TH/LT to EBTH
	Phase 3 (2033)	N/A	Re-stripe EB shared TH/LT to EBTH
NW 12th Street at SR-7	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	N/A
	Phase 3 (2033)	N/A	N/A
NW 11th Street at SR-7**	Phase 1 (2018)	Signalize, 2WB/LT, 1WBRT	N/A
	Phase 2 (2023)	Signalize, 2WB/LT, 1WBRT	N/A
	Phase 3 (2033)	Signalize, 2WB/LT, 1WBRT	N/A
Sunrise Boulevard EB Ramp at SR-7	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	N/A
	Phase 3 (2033)	N/A	N/A
Sunrise Boulevard WB Ramp at SR-7	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	N/A
	Phase 3 (2033)	N/A	N/A
Sunrise Boulevard at NW 31st Avenue	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	1EBRT, Extend NBLT storage length 150 ft ***
	Phase 3 (2033)	N/A	1EBRT, Extend NBLT storage length 150 ft ***
Broward Boulevard at SR-7	Phase 1 (2018)	N/A	N/A
	Phase 2 (2023)	N/A	N/A
	Phase 3 (2033)	N/A	N/A

\* Based on information obtained from Congestion Management Analysis Report prepared by McMahon for the City of Lauderdale, dated August 2006

\*\* Based on information obtained from Broward County/City of Lauderdale Regional Park Traffic Study, dated March 2004

\*\*\* Storage-lane improvements will impact adjacent properties. Therefore, McMahon will only consider them on the request of Broward County Traffic Engineering Division

## EXHIBIT F



## EXHIBIT F - 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 G



## EXHIBIT G - 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: \_\_\_\_\_

