

SUPPLEMENTAL INFORMATION

THE COMMONS, TOWN OF DAVIE

DEVELOPMENT OF REGIONAL IMPACT (DRI)

April 2007

Question 10, Part 2 B., Consistency with SRPP: The response is adequate, but a development order condition will be needed to ensure that the applicant will develop an outreach program to target very low to moderate income residents of Davie that may be employed at the project. The development order condition should include that the developer of the project will:

1. hold "job fairs" in the Town of Davie's Community Development Block Grant (CDBG) target areas to assist in hiring very low to moderate income persons at the project.
2. fund and establish a transportation link (local shuttle service) between CDBG target areas and The Commons for people who work at the project.

Will be added as a condition of the development order (DO).

Question 10 Part 3, Demographic and Employment Information: The Applicant's response appears to be sufficient.

No response necessary.

Question 13: Wetlands. The Applicant discusses potential mitigation options both on and offsite. However, the Applicant does not indicate the specific type of mitigation program that will be employed. The Applicant needs to design and commit to a specific mitigation program. The Applicant should coordinate with the South Florida Water Management District to conduct a detailed project alternatives analysis to determine if on-site mitigation is necessary, feasible and will provide long-term ecological viability. If the Applicant pursues on-site mitigation, the Applicant should submit a mitigation plan that details, as outlined in Rule 9J-2.041 (6) Florida Administrative Code (F.A.C.), the location and size of onsite land to be preserved, that explains proposed plans to create or enhance wetland areas (these plans should describe preservation and enhancement options like littoral lake slopes, buffers and vegetative species to be planted); that explains how these preserved lands will be protected and that includes or requires a management plan to ensure the viability of such mitigation sites over time. If the Applicant's project alternatives analysis and coordination with the South Florida Water Management District demonstrates that offsite mitigation would be appropriate, the Applicant should provide a detailed mitigation plan that includes, as outlined in Rule 9J-2.041 (7) F.A.C., the acreage, location and type of habitat of the offsite mitigation. This mitigation plan should also include the cost and timing of any monetary contributions or land acquisitions necessary for the off-site

mitigation and specify the ownership and party responsible for the management of the offsite mitigation site.

Mitigation plan is attached.

Question 14, Water, Question 14.B.1. The Applicant's response states that the project's Phase 1 ESA identified three out-of-service fuel storage tanks in the southwestern portion of the project site. Does the Applicant propose to remove the fuel storage tanks from the project site or will the Applicant conduct site remediation to minimize any potential future on-site impacts of the tanks? The Applicant should coordinate with the Pollution Remediation Section of the Broward County Department of Environmental Protection to address these site impacts.

Applicant agrees and will provide for the removal of the on-site tanks as part of the development order (DO).

Question 19, Stormwater Management. The Applicant references a letter of approval from the Central Broward Water Control District Engineer, dated May 12th, 2006, that specifies that the Applicant's proposed surface water management system is consistent with CBWCD requirements. The Applicant states that the South Florida Regional Planning Council (SFRPC) received a copy of this letter. However, the SFRPC does not have a record of this letter on file. Please provide a copy of this letter.

Attached herewith is a copy of the May 12, 2006 letter from Earth Tech, the engineers for the CBWCD. This letter mentions specific criteria required by the CBWCD for consideration to be given for approval of this project. Our previous response (copy attached) specifically outlines how the proposed storm water management system for this project adheres to the criteria as well as provides the specific off-site improvements required.

Question 21, Transportation: The response restates the analysis of impacts on the regional road network with the anticipated construction of a full interchange from 1-75. An interchange modification is required for this development consistent with Chapter 14-97 F.A.C., meeting the Florida Department of Transportation criteria for consideration of an interchange modification. The SFRPC will be satisfied when the Florida Department of Transportation has found the Applicant to have sufficiently answered its questions, and the City of Weston and Town of Davie have indicated satisfaction that the project is consistent with their comprehensive plans.

Applicant will continue to work with the Florida Department of Transportation regarding minor questions on the traffic report, as outlined in its 8/23/2006 letter, and Keith & Schnars supplied letter reports to FDOT and SFRPC dated 2/26/2007, 3/13/07, and 4/26/07 (copy attached). However, Applicant disagrees that the City of Weston or the Town of Davie must be satisfied that the amendment is consistent with their Comprehensive Plans. Applicant asserts that its application is consistent with the plans and asks for the South

Florida Regional Planning Council to concur.

Question 22-A through E - Air Quality, Question 22-A appears to be sufficient.

Once Question 21 -Transportation- has been found sufficient by the SFRPC, an air quality analysis should be performed in accordance with the June 1994 Florida Department of Environmental Protection's "Guidelines for Evaluating the Air Quality Impacts from Indirect Sources", and in coordination with reviewing agencies.

No response necessary.

Question 24, Housing: While a response has been provided concerning the analysis of the housing supply has been provided, it is vague and does not provide the requested information. For example, no information is provided as to why the 2.5% number is used to reduce the housing units in the housing supply because they are substandard. Please revise the housing supply analysis concerning the number of substandard housing units to be based on the definition of substandard housing as found in the Adequate Housing Uniform Standard Rule, Rule 9J-2.048(2)(w), F.A.C. The definition is:

Recently updated by ECRPC.

"Substandard housing" means any housing unit lacking complete plumbing or sanitary facilities for the exclusive use of the occupants; or any housing unit which has been found by an appropriate local authority to have one or more violations of an applicable housing code that poses a material threat to the health or safety of the occupant; or any housing unit that has been declared unfit for human habitation; or any housing unit that has been found to be substandard in the most recent housing conditions survey conducted by the local government, done in conjunction with the local comprehensive plan or otherwise, provided that there is no evidence that this dwelling has since been rehabilitated.

In addition, the discussion of substandard housing units is based on Broward County data, not Town of Davie data. If the U.S. Census or American Community Survey data on substandard housing is not useful, the Town of Davie has completed an extensive housing analysis for its Evaluation and Appraisal Report. The affordable housing analysis should be revised where appropriate to reflect the new information.

We believe the use of Town of Davie data to determine the percentage of for-sale units that are substandard would be inappropriate since overwhelming preponderance of the units are not located in the Town. They are located in a variety of communities making use of County data the most appropriate approach.

It is not clear in the housing supply analysis how the maximum caps have been applied to available efficiency and 1 bedroom housing units or why only rental units were considered in the analysis. Please clarify and affordable housing analysis should be revised where appropriate to reflect the new information.

We have provided information on the number of bedrooms per for-sale unit. As we previously stated, even if those units for which such data is not available are considered 1-bedroom units, the proportion of units with 1 bedroom as opposed to that of units with 2 or more bedroom is within the ranges defined by the methodology.

Question 25, Police and Fire Protection: The Applicant states that continued efforts have been made to contact the Town of Davie for a letter addressing fire and rescue availability. To date, no letter has been received. The Applicant states that a proposed fire station is proposed to be built in the area; however, there is no indication of the location of this location; when this station is proposed to be completed; and, if the proposed station is sufficient to provide the types of services needed to accommodate the projected development plan. The Applicant's response indicates that land for a facility has been offered; however, there has been no indication from the emergency service providers that such a site would be acceptable. Additionally; comments received from the City of Weston indicates that based on the Town of Davie Fire-Rescue capabilities in the area, the City of Weston would be the primary responder in some emergency situations. The Applicant's response continues to be insufficient for question 25. Given the limited access of the proposed development, the Applicant should also coordinate with the City of Weston to ensure that adequate services can be provided.

Question 26, Recreation and Open Space: The Applicant's response appears to be sufficient.

No response necessary.

Question 28, Health Care: The Applicant has provided copies letters requesting information from the North Broward Hospital District. The letter is vague as to the specific information being sought by the Applicant to satisfy the DRI Question 28 related to the project. In addition, the site is served by more than just the North Broward Hospital District, The Applicant should work with each major Health Care provider to determine specific impacts to each of the facilities and to determine if adequate facilities are in place to serve the proposed development.

We have sent another request to the North Broward Hospital District, as with the first request, we have included a copy of Question #28.

Cleveland Clinic letter is attached.



3750 NW 87 Avenue
Suite 300
Miami, FL 33178

T 305.592.4800
F 305.716.5155
www.earthtech.com

May 12, 2006

CAO, BO, DD, LL
original



the Commons
ORI

Ms. Lisa Lorbeck, DRI Coordinator
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

Subject: The Commons (Davie Commons) DRI-Response to First Round Statement of Information Request for Comments

Dear Ms. Lorbeck:

The Central Broward Water Control District (CBWCD) is in receipt of your memorandum dated April 25, 2006 and attachment, regarding the subject Request for Comments. After review of the information, we offer the following comments.

We suggest that the project planner and design engineers review the CBWCD's drainage design criteria manual to ensure compliance with the requirements of the CBCWD. The manual can be found on the CBWCD's web site at the following address: <http://www.centralbrowardwcd.org>.

In particular, please note the requirements relative to floodplain encroachment and retention of the 25-year storm event, both of which can impact the amount of land needed for on-site water management. CBWCD design criteria also calls for upgrading canals adjacent to your property. This would apply to the N-32 and N-31 canals bordering your property. Also, please note that the allowable discharge in the C-11 West Basin is 3/4 inch per day.

In addition, the criteria call for providing canals and improving drainage conditions in adjacent areas. As per the C-11 West Basin Facilities Update Report approved by the CBWCD Commissioners as part of the Comprehensive Plan, a project is proposed to alleviate flooding in the northern sections of the N-31 and N-27 basins. This is one of the most flood prone areas within the CBWCD. The project proposes the construction of a CBWCD canal along the southern boundary of your property to connect the N-31 and N-32 canals. In addition, the project calls for interconnecting the N-30 and N-30A canals through a combination of pipes and canals to allow the N-30 to overflow into N-31 canal to alleviate flooding in the area. Because of the extreme nature of flooding in this area, the Board will likely require these improvements to be completed as part of the development of the subject property.

Please feel free to contact me if you have any questions or need additional information.

Sincerely,

Agustin Maristany, P.E.
District Engineer

Draft.

February 26, 2007

Gustavo Schmidt, P.E.
District Planning and Environmental Engineer
Florida Department of Transportation, District 4
3400 West Commercial Blvd.
Ft. Lauderdale, FL 33309-3421

**RE: The Commons Development of Regional Impact (DRI)
Town of Davie, Broward County
Application for Development Approval (ADA) – Sufficiency Review
FDOT Second Sufficiency Review Comments of August 23, 2006**

Dear Mr. Schmidt:

We are in receipt of your comments as sent to Ms. Josie Sesodia of the South Florida Regional Planning Council (SFRPC) in a letter dated August 23, 2006. Herewith we offer responses and further clarification to the remaining issues where we have not yet reached an agreement.

Comment on the bottom of page 2 which reads as follows:

FDOT Comment: The Department does not agree with the applicant's argument for the following reasons:

- 1. An increase in jobs in the region results in an increase in population. The increase in population does not have to be generated within Weston, but may be created outside of the city or the region.**
- 2. Any diverted office trips along City roadways will eventually be replaced. This could come from traffic outside of Weston if sufficient Weston households do not exist. The existing office space that loses business to the Commons will re-lease the office space.**
- 3. The adopted distribution already assumes a percentage of home-based work trips come from Weston. This proposed diversion suggests additional interaction that has not been justified.**

For these reasons, the Department will not allow the reduction of the diverted trips for office space. On revised Table 21.A2 (pages R21-6 through R21-8), eliminate the office trip reduction of Weston Road and recalculate the intersection levels of service.

- 1. The specific argument is that the City of Weston with the additional committed developments considered is for all practical purposes at build-out and the creation of**

jobs across I-75 does not by itself induce increases in population within Weston. The focus of the adjustment is solely within Weston and not the region.

2. The argument is not that office space within Weston will lose employees who will be replaced but rather office space in the region. For the purpose of illustration, assume that white collar office staff living in Weston now employed within Fort Lauderdale, Miami or Boca Raton switch employment to the proposed offices. Their trips on Royal Palm Boulevard (Arvida Parkway) will still be the same even though other employees from the region travel to the vacant jobs in Miami, Fort Lauderdale and Boca Raton. Adding their trips to Royal Palm Boulevard (Arvida Parkway) will artificially double the impact since they are already part of background traffic having been a part of existing traffic peak hour counts.
3. The adjustments should not have been labeled as "diversions" but rather "adjustments" to prevent double counting of trips. We agree that the model assignments already attract home-based work trips. The point is that these trips already exist, and since we are only using the model's percentage distribution and not total volumes, the potential to overestimate trips in this particular case is high given that Weston is a closed and built-out system. Using model derived total traffic forecasts would have eliminated this double counting but that is not the agreed upon methodology. It bears repeating that the adjustment only halved (50%) those new office employment trips attracted from/to Weston, it does not totally remove them. There are no adjustments made to any other office trip distributions.

Based on the foregoing, the intersection levels of service will not be recalculated in response to this comment. It is our understanding that while the FDOT staff and its consultant understand the logic and reasoning for the approach, they are not inclined to accept this reduction on the basis that future potential changes in demographics can increase population densities combined with redevelopment that may cause increased housing units and populations. The applicant maintains that while this shift in demographics is a potential for many sections of the county, Weston as one of the county's newest communities is not likely to generate such redevelopment and population increases that only a small proportion of that increase would yield an approximate 1100 new employees just for the Commons. Nonetheless, the applicant is willing to discuss any reasonable development order condition that monitors development traffic impacts and the intersection level of service at Royal Palm Boulevard and Weston Road to assure that the stated levels of service are achieved.

An additional consideration is that of route choices. Residents of Weston who are traversing this intersection in the analysis will have the choice to use I-75 to enter/exit northern Weston communities via I-75 and Indian Trace or Glades Parkway. Those residents living in the southern part of Weston could use I-75 and Griffin Road to enter/exit Weston Road or Bonaventure Boulevard. These route choices avoid the Weston Road and Royal Palm Boulevard intersection entirely and will be selected based on traffic conditions at the time of travel. This diversion can significantly diminish the impact of project trips on this intersection.

Comment in the middle of page 3 item #4 which reads:

FDOT Comment: Given the continuous nature of the northbound and southbound right turn lanes (between North Commerce and Royal Palm) and given the documented use of the right turn lanes by through vehicles, the assumed use of a six-lane cross-section is acceptable. Mitigation however must be included to restripe this section of Weston Road. In Table 21.D5 (page R21-62), the northbound link operates at level of service E. The project traffic accounts for 5.88% of the threshold service volume (assuming a six-lane cross-section). Please provide mitigation for this link. Please revise the Royal Palm Boulevard intersection analysis for 2013 to mitigate the LOS E condition that was shown in the analysis (in addition to the assumption of triple left turn lanes on the northbound and southbound approaches).

It has been agreed that due to the continuous northbound and southbound right turn lanes, the Weston Road segment between North Commerce and Royal Palm functionally operates as a six lane divided. This was important for analytical purposes. However, the City of Weston does not wish to restripe this section; thus, restriping this roadway segment is not proposed. Whether it is re-striped or remains as is does not alter the technical conclusions that need to be reached as long as an accurate capacity value is assigned to the capacity of the facility.

Although in Table 21.D5, the northbound direction for Weston Road between North Commerce and Royal Palm is at LOS E, 77 PM peak hour trips over the Maximum Service Volume (MSV), based upon FDOT's generalized tables; the CORSIM analysis for link shows that it operates acceptably. The North Commerce and Weston Road signalized intersection was included in the CORSIM network and the file is provided in the enclosed CD ROM. The maximum queue formed at the northbound approach movement based upon CORSIM is approximately 26 vehicles or 650 feet (25 feet per vehicle). The CORSIM simulation shows that the maximum queues are cleared every phase; therefore, the more average delay time based on CORSIM for the northbound movement is 31.3 seconds per vehicle and the simulation shows that the maximum queues are cleared every phase. Furthermore, the average travel speed before the vehicles arrive to the intersection is 32 mph (LOS-B; Class II) which is representative of the northbound direction arterial speeds. Thus, the more detailed CORSIM analysis shows that the northbound link operates acceptably.

The LOS for the intersection of Royal Palm Boulevard and Weston Road as shown in the previously submitted Table 21.E4 (page R21-94) is "D" based upon CORSIM analysis. The triple turn lanes on the southbound and northbound approaches are part of the project mitigation to be funded by the applicant. Therefore, no additional revision to the Royal Palm Boulevard and Weston Road intersection analysis is required.

Comment page 5 which reads as follows:

FDOT Comment: Please provide the microscopic (CORSIM) analyses for review. In addition, please ensure that the CORSIM analyses comply with guidelines recommended by FHWA.

Transmitted herewith is a CD containing the microscopic simulation and CORSIM runs of the

interchange and the intersection of Weston Road and Royal Palm Boulevard (Arvida Parkway). Please be reminded that additional simulations and operational analyses will be required and submitted to the District Interchange Review Committee (DIRC) beyond the DRI process which will fully comply with all the FHWA procedures. Final approval for the modification of the interchange will of course be a condition of approval for the DRI.

In conclusion, we believe the additional information transmitted herewith will further clarify and support the analysis prepared for Question 21 of the ADA. If the Department has any further concerns, we will gladly meet with you and your staff and consultants to reach an agreement.

Sincerely,

KEITH and SCHNARS, P.A.
Engineers - Planners - Surveyors



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

March 13, 2007

Gustavo Schmidt, P.E.
District Planning and Environmental Engineer
Florida Department of Transportation, District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309-3421

**RE: The Commons Development of Regional Impact (DRI)
Town of Davie, Broward County
Application for Development Approval (ADA) – Sufficiency Review
FDOT Second Sufficiency Review Comments of August 23, 2006
Keith and Schnars Project No. 16984.01**

Dear Mr. Schmidt:

We are in receipt of your comments as sent to Ms. Josie Sesodia of the South Florida Regional Planning Council (SFRPC), in a letter dated August 23, 2006. We subsequently met with your staff to discuss your comments. The following responses address those issues where we have not yet reached an agreement.

FDOT Comment On Office Trip Diversion (bottom of page 2)

The Department does not agree with the applicant's argument for the following reasons:

1. An increase in jobs in the region results in an increase in population. The increase in population does not have to be generated within Weston, but may be created outside of the city or the region.
2. Any diverted office trips along city roadways will eventually be replaced. This could come from traffic outside of Weston if sufficient Weston households do not exist. The existing office space that loses business to The Commons will re-lease the office space.
3. The adopted distribution already assumes a percentage of home-based work trips come from Weston. This proposed diversion suggests additional interaction that has not been justified.

For these reasons, the Department will not allow the reduction of the diverted trips for office space. On revised Table 21.A2 (pages R21-6 through R21-8), eliminate the office trip reduction of Weston Road and recalculate the intersection levels of service.

1. The specific argument is that the City of Weston with the additional committed developments considered is for all practical purposes at build-out and the creation of jobs across I-75 does not by itself induce increases in population within Weston. The focus of the adjustment is solely within Weston and not the region.

2. The argument is not that office space within Weston will lose employees who will be replaced, but rather office space in the region. For the purpose of illustration, assume that white-collar office staff living in Weston now employed within Fort Lauderdale, Miami, or Boca Raton switch employment to the proposed offices. Their trips on Royal Palm Boulevard (Arvida Parkway) will still be the same even though other employees from the region travel to the vacant jobs in Miami, Fort Lauderdale, and Boca Raton. Adding their trips to Royal Palm Boulevard (Arvida Parkway) will artificially double the impact since they are already part of background traffic having been a part of existing traffic peak-hour counts.
3. The adjustments should not have been labeled as "diversions" but rather "adjustments" to prevent double counting of trips. We agree that the model assignments already attract home-based work trips. The point is that these trips already exist on the roadway. The model is used only to develop the percentage distribution (not total traffic), therefore, the potential to overestimate trips in this particular case is high given that Weston is a closed and built-out system. Using the model to derive total traffic forecasts would have eliminated this double counting, but that is not the agreed upon methodology. It bears repeating that the adjustment only halved (50%) the portion of new office employment trips attracted from/to Weston (not totally removing them). No further adjustments were made to any other office trip distributions.

Based on the foregoing, the intersection levels of service will not be recalculated in response to the FDOT comment. It is our understanding that the FDOT staff and its consultant understand the logic and reasoning behind the adjustment, but that they are not inclined to accept this adjustment on the basis that future population density could increase in the region, thereby offsetting the basis for the adjustment. The applicant maintains that while this could happen, since Weston is one of the county's newest communities, such redevelopment and population increases are not anticipated within the horizon of this project. Nonetheless, the applicant is willing to discuss a reasonable development order condition to monitor office development traffic, and its associated impacts on intersection level of service at Royal Palm Boulevard and Weston Road.

An additional consideration is that the applicant has conservatively assumed that trips originating/terminating in Weston will travel through the intersection of Weston Road and Royal Palm Boulevard. The availability of I-75 interchanges at Indian Trace and Glades Parkway to the north, and Griffin Road to the south will provide multiple route choices via I-75 for Weston residents with one trip-end within The Commons, depending on traffic conditions/congestion levels. This could significantly diminish the impact of project trips through this intersection.

FDOT Comment (middle of page 3 – Item #4)

Given the continuous nature of the northbound and southbound right turn lanes (between North Commerce and Royal Palm) and given the documented use of the right turn lanes by through vehicles, the assumed use of a six-lane cross-section is acceptable. Mitigation however must be included to restripe this section of Weston Road. In Table 21.D5 (page R21-62), the northbound link operates at level of service E. The project traffic accounts for 5.88% of the threshold service volume (assuming a six-lane cross-section). Please provide mitigation for this link. Please



revise the Royal Palm Boulevard intersection analysis for 2013 to mitigate the LOS E condition that was shown in the analysis (in addition to the assumption of triple left turn lanes on the northbound and southbound approaches.

The comment from FDOT acknowledges the important fact that Weston Road between North Commerce and Royal Palm functions as a six-lane divided arterial due to the presence of continuous right-turn lanes along this section. As such, the strategy of formally restriping the section should be immaterial, as long as it is agreed that the section does in fact operate as a six-lane divided arterial, and can, therefore, be analyzed as such.

The second part of FDOT's comment states that additional improvements should be recommended for the subject section of Weston Road because it is suggested in Table 21.D5 to operate at LOS E. However, the reported LOS E is based on a comparison of the projected volumes to the FDOT generalized service volume thresholds for six-lane arterials. We conducted a detailed CORSIM analysis of the interchange area which included the Weston Road/North Commerce intersection with improvements (copies of the CORSIM files are enclosed on the attached CD ROM).

This information indicates that the maximum northbound queue is 650 feet or 26 vehicles (at 25 feet per vehicle). Further, the northbound queues completely dissipate during every signal cycle (i.e. there are no phase failures for the northbound direction) and the northbound travel speed prior to the intersection is 32 mph (LOS B; Class II). The overall delay for the northbound approach is 31.3 seconds per vehicle. This all indicates that based on a more detailed analysis approach, the northbound direction along the subject link will operate at an acceptable LOS.

Lastly, based on the information previously submitted (Table 21.E4 - page R21-94), the intersection of Royal Palm Boulevard at Weston Road, with proposed improvements, is projected to operate at LOS D based on the detailed CORSIM analysis. Since the detailed analysis indicates that the northbound direction will operate acceptably, and the improved intersection of Royal Palm Boulevard and Weston Road will operate at LOS D, no additional modifications are required.

FDOT Comment (page 5)

Please provide the microscopic (CORSIM) analyses for review. In addition, please ensure that the CORSIM analyses comply with guidelines recommended by FHWA.

Transmitted herewith is a CD containing the microscopic simulation and CORSIM runs of the interchange and the intersection of Weston Road and Royal Palm Boulevard (Arvida Parkway). These files do not include coding of the FREESIM component of the system at this time, since the HCS analyses did not identify any LOS failure on mainline I-75. We understand that additional simulations and operational analyses will be required and submitted to the District Interchange Review Committee (DIRC) as part of the Interchange Modification Report (IMR) process. We will ensure that the information for both analyses will be consistent. Further, the IMR analysis will fully comply with all the FHWA procedures. In fact, approval of the IMR will be a condition of approval for the DRI.

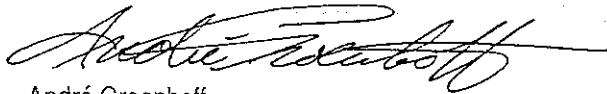


Gustavo Schmidt, P.E.
The Commons Development of Regional Impact (DRI)
Town of Davie, Broward County
Application for Development Approval (ADA) – Sufficiency Review
FDOT Second Sufficiency Review Comments of August 23, 2006
March 13, 2007 – Page 4

In conclusion, we believe the additional information transmitted herewith will further clarify and support the analysis prepared for Question 21 of the ADA. If the Department has any further concerns, we will gladly meet with you and your staff and consultants to reach an agreement.

Sincerely,

KEITH and SCHNARS, P.A.
Engineers - Planners - Surveyors



André Groenhoff
Assistant Vice President
Transportation Planning

Enclosure

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KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS



KEITH and SCHNARS, P.A.
ENGINEERS - PLANNERS - SURVEYORS

April 26, 2007

Gustavo Schmidt, P.E.
District Planning and Environmental Engineer
Florida Department of Transportation, District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309-3421

**RE: The Commons Development of Regional Impact (DRI)
Town of Davie, Broward County
Application for Development Approval (ADA) – Sufficiency Review
Additional Information**

Dear Mr. Schmidt:

On March 13th Keith and Schnars, P.A. (K&S) sent you a response to your August 23, 2006 comments to Ms. Josie Sesodia of the South Florida Regional Planning Council (SFRPC) on the subject matter. There were two areas we highlighted as unresolved issues between the applicant and FDOT: the proposed diversion of office trips by Weston residents; and the capacity analysis of Weston Road between North Commerce and Royal Palm Boulevard. I believe we adequately addressed the Department's concern regarding the Level of Service (LOS) along Weston Road. However, instead of eliminating the proposed office diversion from our analysis, as requested, we provided our justification for maintaining it in our analysis.

While we maintain that the diversion is justified for the reasons stated in our previous transmittal, we have decided to provide the additional analysis requested in order to put to rest any potential outstanding issues regarding our traffic analysis. As such we have added the office trips back into the network, and reanalyzed the LOS for the intersection of Weston Road at Royal Palm Boulevard. This results in adding 152 office trips back into the CORSIM model, and reevaluating the LOS at the intersection.

Based on the results of the CORSIM analysis, the intersection with improvements as proposed in the DRI, will operate at LOS D even with the additional office trips. Average delay per vehicle increased from 51.1 seconds to 52.5 seconds. This indicates that the diversion/adjustment is not necessary to make the intersection work. Due to the proximity of the subject intersection to the I-75 interchange, we also reviewed the potential impacts of this adjustment on these signals. The signals for the interchange are still projected operate at LOS C for buildout conditions, as well.

Using the Highway Capacity Manual (HCM) static analysis model, the intersection of Weston Road and Royal Palm Boulevard is projected to fail with or without the project. However for comparison purposes, using the HCM based analysis, the delay increases from 90.7 seconds per vehicle to 96.7 seconds per vehicle. The analysis results are further summarized in the attached **Table A, The Commons DRI Future Year 2013 PM Peak Hour HCS and CORSIM Intersection Analysis**. Copies of the CORSIM and intersection analysis files are provided on the attached CD.

6500 North Andrews Avenue • Ft. Lauderdale, Florida 33309-2132
(954) 776-1616 • (800) 488-1255 • Fax (954) 771-7690

Mr. Gustavo Schmidt, P.E.
The Commons Development of Regional Impact (DRI)
Application for Development Approval (ADA) – sufficiency Review
April 26, 2007 - Page 2

The additional information transmitted herewith should allow the Department and the SFRPC to adequately assess our impacts and develop appropriate Development Order Conditions for the project. If the Department has any questions, we will gladly meet with you, your staff and/or consultants to reach agreement.

Sincerely,

KEITH and SCHNARS, P.A.
Engineers - Planners - Surveyors



André Groenhoff
Assistant Vice President
Transportation Planning

Attachment

cc: Josie Sesodia – South Florida Regional Planning Council
Dennis Mele – Ruden, McClosky, Smith, Schuster & Russell, P.A.

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KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

TABLE A
 THE COMMONS DRI
 FUTURE YEAR 2013 PM PEAK HOUR HCS AND CORSIM INTERSECTION ANALYSIS SUMMARY
 COMPARISON BETWEEN WITH AND WITHOUT OFFICE TRIPS REDUCTION

4/5/2007

INTERSECTION DELAY AND LEVEL OF SERVICE				
INTERSECTION APPROACH	WITH OFFICE REDUCTION		WITHOUT OFFICE REDUCTION	
	INTERSECTION LEVEL OF SERVICE	INTERSECTION DELAY (SEC/VEH)	INTERSECTION LEVEL OF SERVICE	INTERSECTION DELAY (SEC/VEH)
ROYAL PALM BLVD & WESTON RD	D [1]	51.5 [1]	D [1]	52.5 [1]
ROYAL PALM BLVD & I-75 WEST RAMPS	C	23.9	C	22.6
ROYAL PALM BLVD & I-75 EAST RAMPS	C	25.5	C	26.5
Note: [1] Delay and LOS based on CORSIM Analysis - See delay calculation below				
CORSIM DELAY AND LEVEL OF SERVICE CALCULATION FOR ROYAL PALM BLVD AND WESTON ROAD INTERSECTION				
INTERSECTION APPROACH	WITH OFFICE REDUCTION		WITHOUT OFFICE REDUCTION	
	INTERSECTION LEVEL OF SERVICE	INTERSECTION DELAY (SEC/VEH)	INTERSECTION LEVEL OF SERVICE	INTERSECTION DELAY (SEC/VEH)
EASTBOUND	D	45.4	D	45.1
WESTBOUND	E	60.3	E	61.5
NORTHBOUND	D	48.7	D	50.4
SOUTHBOUND	D	41.3	D	43.7
OVERALL DELAY AND LEVEL OF SERVICE	D	51.1	D	52.5

Marty Sargeant
Chief Operating Officer
Cleveland Clinic Florida
Office: 954/659-6008
Fax: 954/659-6002
Email: sargeam@ccf.org

September 25, 2006

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

Re: **The Commons DRI – Health Care**

Dear Leigh:

This letter shall serve to confirm that Cleveland Clinic Florida is well-positioned to provide healthcare services to the proposed development. Our emergency department, hospital, and physician clinics have capacity and/or future planned expansion that will ensure our ability to accommodate the needs of a retail/office/hotel development.

Thank you for giving this your kind attention.

Yours truly,



Marty Sargeant
Chief Operating Officer

MS/bfs

RECEIVED

SEP 28 2006

Kerr & Associates, Inc.

THE COMMONS DRI

RESPONSE TO PLANNING SERVICES DIVISION

Re: The Commons DRI - Response-to Second Round Statement of Information Needed

The following response is provided with regard to the Second Round Statement of Information Needed submitted for the Commons DRI:

From Broward County Mass Transit (BCT) Division, Community Services Department
BCT staff would like to thank the applicant for their responses to the Statement of Information Needed - Second Round, dated July 2006. The appropriate corrections have been completed.

Staff looks forward to reviewing the proposed Development Order (DO) language and the traffic demand management and transit plans in detail during the next phase of project development.

No response necessary.

From Broward County Environmental Protection Department (EPD)

EPD has reviewed the response document - second round, for the Commons DRI and agree with the applicant's response to question 22 that once question 21 (transportation) is found sufficient by the South Florida Regional Planning Council (SFRPC), an air quality analysis will be performed.

Prior to assessing air impacts it is our recommendation that the applicant's representative schedule a methodology meeting with SFRPC, EPD and the Florida Department of Environmental Protection to discuss air quality parameters and potential parking facilities requirements, including a Broward County parking facility license.

No response necessary.

From Planning Services Division Urban Planning and Redevelopment Department

PSD has reviewed the response document and several of the comments from the first round have not been addressed:

- Consistency with Comprehensive Plans, Question 10, Part 2, Page 10-9 - The proposed project will require an amendment to the Broward County Comprehensive Plan. Consistency with the Broward County Comprehensive Plan should be provided. The applicant did not provide any information regarding this comment.

A companion Comprehensive Plan Amendment is presently under review at the Broward County Planning Council which further addresses this request.

THE COMMONS DRI

RESPONSE TO PLANNING SERVICES DIVISION

- Serious concerns about the compatibility of this project with the very low density (estate residential - 1 du/acre) uses to the north, east, and south of the subject site exist. Specific information regarding setbacks, landscaping and buffering materials, walls and/or barriers, and access (pedestrian, equestrian, or vehicular) points should be included. *The applicant did not provide any information regarding this comment.*

A companion Comprehensive Plan Amendment is presently under review at the Broward County Planning Council which further addresses this request.

- Further reduction of the residential area by 152 acres will exacerbate existing affordable housing issues. A strategy to provide for affordable and workforce housing as part of the development program should be considered. *The applicant completed an analysis, however no strategy has been developed.*

The applicant has provided the required report addressing this concern.

From Transportation Planning Division, Urban Planning and Redevelopment Department:

The Transportation Planning Division has reviewed the subject DRI-ADA and we have no comments at this time.

No response necessary.