
Florida Panthers Entertainment District DRI

(Formerly Broward County Civic Arena DRI)

Pre-Application Conference

February 2009

**Florida Panthers Entertainment District DRI
Pre-Application Conference**

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Florida Panthers Entertainment District DRI
Pre-Application Conference Document and Information

The following information follows the outline found on the Department of Community Affairs "FORM RPM-BSP-PREAPP INFO-1".

A. GENERAL INFORMATION

1. Name of Development:

Florida Panthers Entertainment District (FPED) DRI
(formerly Broward County Civic Arena DRI)

2. Applicant:

SSE Development, LLC
Bank Atlantic Center
1 Panther Parkway, Floor C
Sunrise, FL 33323
Ph: 561-213-9696 Fax: 954-337-7850
Email: uriman@ozdevelopmentcompany.com

3. Authorized Agent:

John M. Milledge, Esquire
John M. Milledge, P.A.
110 Southeast Sixth Street, 15th Floor
Fort Lauderdale, FL 33301
Ph: 954-761-8640 Fax: 954-761-8979
Email: johnmmilledgepa@aol.com

C. William Laystrom, Jr., Esquire
Doumar, Allsworth, Laystrom, & Voight
1177 Southeast 3rd Avenue
Fort Lauderdale, FL 33316
Ph: 954-525-3441 Fax: 954-525-3423
Email: Blaystrom@aol.com

B. PROJECT DESCRIPTION

1. General Project Description

The existing Florida Panthers Entertainment District DRI (formerly Broward County Civic Arena DRI) is generally located between the Sawgrass Expressway and N.W. 136th Avenue and north of Sunrise Boulevard in the City of Sunrise (**Exhibit A**). Access to the site is currently provided by the Sawgrass Expressway, Flamingo Road, Sunrise Boulevard,

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and NW 136th Avenue. The property is designated as Commercial and Industrial on the City and County Land Use Plans.

The proposed Florida Panthers Entertainment District DRI is a mixed-use development. The table below compares the approved uses with the proposed uses.

USE	DRI Approved Uses	DRI Proposed Uses	Approved + Proposed Uses
Residential		3,840 High Rise 960 Mid Rise	3,840 High Rise 960 Mid Rise
Retail		950,000 SF	950,000 SF
Hotel		1,450 rooms	1,450 rooms
Office		1,850,000 SF	1,850,000 SF
Classroom space		30,000 SF	30,000 SF
Theater		9,200 seats	9,200 seats
Civic Center/Arena	21,500 seats 7,600 parking spaces		21,500 seats 7,600 parking spaces

2. Proposed Phasing

One phase – beginning in 2010 and ending in 2020.

C. SITE INFORMATION

1. Existing Land Uses and Vegetative Associations

An aerial photograph of the subject site is provided as **Exhibit B**.

2. Environmental Assessment

There is an existing permitted wetland area in the western portion of the site on the east side of Sawgrass Expressway. During the construction of the present facility, all environmental assessments were completed at that time. No changes to the existing wetlands are contemplated as part of this new development.

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3. 100-Year Flood Plan

The FEMA maps indicate the area designated as AH8. The Broward County maps indicate a finished floor of 10.0' and road elevation of 8.0'.

4. Potentially Regionally Significant Historical or Archaeological sites

See Attachment A - letter from the Division of Historic Resources.

D. IMPACT AREA INFORMATION

1. General Location Map

Exhibit C provides the location of existing public facilities in the area of the subject site. There are no designated regional activity centers or urban service area boundaries within five miles. The applicant does not own or lease property within two miles of the proposed DRI area. However, the owner, Broward County, owns Markham Park which is approximately one (1) mile to the south, as well as the Dan Pearl Branch Library which is approximately two (2) miles northeast located in Sunrise.

2. Regionally Significant Resources

The Conservation Area is depicted on Exhibit A.

3. Transportation Study Area

The attached methodology outlines the transportation study area for the proposed Florida Panthers Entertainment District DRI development.

E. PERMITTING AND APPROVAL INFORMATION

1. The City of Sunrise future land use plan designation of the Florida Panthers Entertainment District DRI property is Commercial and Industrial.

The applicant proposes a comprehensive plan amendment to change the land use plan designation for the site to Local Activity Center (LAC).

2. The proposed Florida Panthers Entertainment District DRI will apply to the City of Sunrise and Broward County for a Comprehensive Plan Amendment.

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F. PROPOSED METHODOLOGIES

Methodology to be used for housing and transportation are attached.

G. ADA QUESTIONS FOR DELETION OR EXEMPTION

The applicant requests that the following questions be eliminated from the Application for Development Approval. This request is because some questions are not applicable or because during previous ADA review and approval, the same questions were already addressed.

Questions addressed as part of previous ADA review and approval:

- 9. Maps
 - C. Topography
 - E. Soils
 - F. Vegetation Association
 - G. Sampling Station Locations and Observed Significant Resources
- 12. Vegetation and Wildlife
- 13. Wetlands
- 15. Soils
- 23. Hurricane Preparedness
- 30. Historical and Archaeological Sites
- 38. Schools

Questions not applicable:

- 31. Airports
- 33. Hospitals
- 34. Industrial Plants and Parks
- 35. Mining Operation
- 36. Petroleum Storage Facilities
- 37. Port and Marina Facilities
- 39. Other (as specified below)

ATTACHMENTS

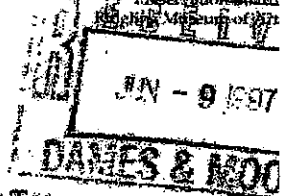
**Attachment A
Historical Letter**

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs
Division of Elections
Division of Historical Resources
Division of Library and Information Services
Division of Licensing



FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET
Historic Florida Keys Preservation Board
Historic Palm Beach County Preservation Board
Historic Pensacola Preservation Board
Historic St. Augustine Preservation Board
Historic Tallahassee Preservation Board
Historic Tampa/Hillsborough County
Preservation Board
Florida Museum of Natural History



May 30, 1997

Mr. Chris Macey
Dames & Moore
6400 Congress Avenue, Suite 2500
Boca Raton, Florida 33487

In Reply Refer To:
Scott B. Edwards
Historic Sites Specialist
Project File No. 972151

**RE: Cultural Resource Assessment Request
Development of Regional Impact
Broward County Civic Arena DEL/ADA
Broward County, Florida**

Dear Mr. Macey:

In accordance with this agency's responsibilities under Section 380.06, Florida Statutes, we have reviewed the information in the Florida Master Site File to determine whether any historic properties are recorded in the referenced project area, and also to determine the potential for such properties which are presently unrecorded to be located within it.

We note that the significant archaeological site, SFD104, The Goodman Site, (which contains human burials) will be preserved within the *Archaeological/Wetlands Preserve* area. In addition, we note that in the Development Order Section 6, Part E, *Archaeological Sites*, the developer shall notify this agency if any archaeological artifacts are encountered during construction. Therefore, this office concurs that the proposed development project will have no effect on historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or architectural value.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for
George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Office

GWP/Esc

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (904) 488-1480
FAX: (904) 488-3353 • WWW Address <http://www.dos.state.fl.us>

☐ **ARCHAEOLOGICAL RESEARCH**
(904) 487-2299 • FAX: 414-2207

☐ **HISTORIC PRESERVATION**
(904) 487-2223 • FAX: 922-0336

☐ **HISTORICAL MUSEUMS**
(904) 488-1481 • FAX: 921-2503



Memorandum

To: Carolyn Dekle, South Florida Regional Planning Council

From: Christopher W. Heggen, P.E.

Date: February 2, 2009

Re: Broward County Civic Arena DRI - Substantial Deviation
Transportation Analysis Methodology
KHA # 144127001

4431 Embarcadero Drive
West Palm Beach, Florida
33407

Kimley-Horn and Associates, Inc. has prepared the following transportation methodology document to summarize the analyses that will be undertaken for the Broward County Civic Arena DRI Substantial Deviation. Currently, the project is proposed to be built in one phase with the following land uses and intensities:

Land Use	Intensity
Residential	4,780 dwelling units
Retail/Restaurant	950,000 square feet
Hotel	1,450 rooms
Office	1,850,000 square feet
Classroom Space	30,000 square feet
Live Theater	9,200 seats
Arena (Currently existing)	21,500 seats

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

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

Question 21A

Preliminary Study Area

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

- North: NW 44th Street
- East: University Drive
- South: State Road 84 Eastbound
- West: State Road 869 (Sawgrass Expressway)



Roadways

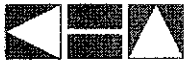
Roadways that are defined by Broward County as "Trafficways" which lie within those boundaries will be included in the preliminary study area. For all of the study area roadways, the current AADT and p.m. peak hour directional volumes published by Broward County will be reported in a summary table. Also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

The period of analysis will be defined as the p.m. peak hour on typical peak season weekday, which is expected to be the period of highest volume. It is anticipated that peak hour directional data will be available from Broward County for all roadways that are analyzed. If peak hour directional data is not available for an existing roadway, data will be collected in the field. Field-collected peak hour directional volumes will be adjusted to 100th highest hour using Florida Department of Transportation adjustment factors for Broward County. The initial roadway analysis will be conducted using level of service volume thresholds which will be based on Florida Department of Transportation 2007 *Quality/Level of Service Paper*. In cases in which existing count data is not available (e.g., portions of Hiatus Road within the study area that are currently not existing), volume information will be determined from model output data from the Florida Standard Urban Transportation Model Structure (FSUTMS) and adjusted to peak hour directional volumes by utilizing K₁₀₀ and D factors determined on nearby Broward County roadways representative of the area.

The final study area will be defined as roadways on which project traffic contributes five percent or more of the maximum peak hour directional service volume at the adopted level of service standard of the facility. For purposes of the study area determination, project traffic will include the cumulative traffic generated by both unbuilt and built portions of the Broward County Civic Arena DRI.

Intersections

Certain intersections within the geographic study area defined above will be analyzed. Intersections at the termini of study roadway segments (where project traffic is equal to or greater than five percent of the adopted level of service maximum volume) will be included in the study where total traffic is greater than or equal to 90 percent of the adopted level of service maximum volume. Termini of roadway segments shall be defined as points at which the study roadway intersects with other roadways defined as "Trafficways" by Broward County.



At a minimum, the following intersections will be evaluated:

- Sunrise Boulevard & Sawgrass Expressway
- Sunrise Boulevard & Sawgrass Corporate Parkway
- Sunrise Boulevard & NW 136th Avenue
- NW 136th Avenue & Azure Alley/Pat Salerno Drive
- NW 136th Avenue & Orange Grove Lane
- NW 136th Avenue & Red Snapper Road
- NW 136th Avenue & Green Toad Road
- Flamingo Road & Oakland Park Boulevard
- Flamingo Road & NW 136th Avenue
- State Road 84 EB & SW 136th Avenue
- State Road 84 WB & SW 136th Avenue
- All project driveways on N.W. 136th Avenue, signalized or unsignalized

The analysis will consider existing lane geometric configurations, intersection control, and existing signal timing (for signalized intersections) to determine current delay and level of service. For signalized intersections, the analysis will be performed using Synchro 7.0 software with output based upon the *Highway Capacity Manual*. For unsignalized intersections, the analysis will be performed using HCS+ software.

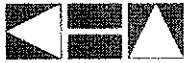
Output from the intersection analyses will be included in the Appendix to Question 21. Electronic analysis files will be provided to the Florida Department of Transportation, District 4.

Transit Service

Existing transit service in the vicinity of the project will be documented, including transit service operated by Broward County Transit and the City of Sunrise. Included in this documentation will be existing route numbers, route maps and frequency of service. In addition, multimodal information for existing conditions as outlined in Table 2 of *Guidelines and Performance Measures to Incorporate Transit and Other Multimodal Considerations into the FDOT DRI Review Process* will be documented. Additionally, pedestrian access/connectivity between the site and adjacent transit routes will also be identified.

Programmed Improvements

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



Question 21B

Gross Trip Generation

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

- Residential [Land Use 232]: dwelling units
- Retail [Land Use 820]: square footage
- Hotel [Land Use 310]: rooms
- Office [Land Use 710]: square footage
- Technical College (Classroom) [Land Use 540]: square footage
- Live Theater [Land Use 441]: seats (no daily trip generation data published; assumed to be 1 trip per seat).

Additionally, to the extent needed, the following trip generation rates will be used for land uses within the DRI for which extensive trip generation information is not published in the Institute of Transportation Engineers' *Trip Generation, Eighth Edition*:

- 21,500 seat Arena (from original DRI):
 - Daily: T = 10,957 trips
 - PM Peak Hour: T = 455 trips (95% in, 5% out)

Question 21C

Internal Capture

Internal capture of trips between the proposed uses within the DRI will be calculated using the internal capture matrix methodology and data published in the Institute of Transportation Engineers' *Trip Generation Handbook, Second Edition*.

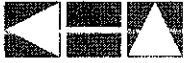
Preliminary internal capture calculations will be provided to the review agencies prior to approval of this transportation analysis methodology.

Pass-by Capture

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

Transit/Non-Automobile Capture

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



Question 21D

Background growth of non-project traffic volumes

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

Growth rate: An area-wide growth rate will be calculated based on a weighted five-year average of linear rates for roadways within the study area. Separate independent five-year weighted growth rates will be calculated for I-595 and for the Sawgrass Expressway.

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

- Amerifirst DRI (remaining unbuilt development: 822,853 square feet of office use)
- Harrison Park (Westerra) DRI Substantial Deviation
- Everglades Corporate Park
- Metropica DRI

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

Project Traffic Distribution and Assignment

The FSUTMS planning model will be used to define the distribution and assignment of project traffic. The Southeast Florida Regional Planning Model will be utilized to develop this assignment. A year 2020 model will be developed by prorating z-data in the year 2005 validation model to the year 2030 model to year 2020. The roadway network in the currently adopted year 2030 model will be utilized for the analysis. It is expected that the assignment to individual driveways will be performed manually based on the location and configuration of the project access driveways. Florida Department of Transportation recommended select zone assignment language will be used to isolate project traffic on the roadway network.

Electronic copies of the FSUTMS/TRANPLAN files will be transmitted to Florida Department of Transportation District 4. Adjustments to the model will be documented in the Application for Development Approval.



Question 21E

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

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

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

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

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

Question 21F

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

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

Question 21G

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



Question 21H

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

Question 21I

The compatibility of site design with alternative modes of transportation will be addressed. In the response to this question, anticipated site design features compatible with accommodating and/or encouraging alternate modes of transportation will be identified.

Other Items

If project traffic volumes on limited access facility ramps are determined to exceed 200 directional trips per lane during the p.m. peak hour, ramp merge and diverge areas will be analyzed according to the procedures outlined in the *Highway Capacity Manual*.

Graphical figures will be provided to illustrate the following:

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

<p style="text-align: center;">Attachment C Housing Methodology</p>

Proposed Affordable Housing Methodology

The proposed affordable housing methodology ("the Methodology") is presented below and represents an application of the East Central Florida Regional Planning Council's current Housing Methodology¹. The Methodology was developed so that Developments of Regional Impact (DRI) could be evaluated for the adequacy of the affordable housing supply that will be available to people working within those DRI's and who require very low, low, and moderate income housing. The Methodology has been approved by the State of Florida's Department of Community Affairs (DCA) and has been successfully used for DRIs falling under the jurisdiction of the South Florida Regional Planning Council (SFRPC).

The Methodology consists of four integrated elements: estimations of the demand for affordable housing, estimations of the supply of affordable housing, estimations of the need for affordable housing, and, if applicable, mitigating the deficit of affordable housing created by the Florida Panthers Entertainment District DRI (FPED DRI). Each element in the application of the Methodology will address the adequacy of very low, low, and moderate-income housing needs of the people working in the subject DRI.

Among others, the Study will use the following methods, approaches and parameters:

1. The number, type and price range of housing in the residential component of the FPED will be estimated from information prepared by the applicant and from the applicant's marketing strategies. There are 4,800 planned units in the FPED.
2. Estimates of housing affordability, supply, and demand for the FPED permanent, non-construction work force that will be generated by the FPED will be prepared using the data from the employment and earnings information produced elsewhere in the application, applying the requisites of the Methodology. The development program for the FPED DRI contemplates the following uses:

¹ "The ECFRPC Housing Methodology, A Methodology for assessing the affordable housing impact of Developments of Regional Impact", East Central Florida Regional Planning Council, Revised June 1999

USE	DRI Approved Uses	DRI Proposed Uses	Approved + Proposed Uses
Residential		3,840 High Rise 960 Mid Rise	3,840 High Rise 960 Mid Rise
Retail		950,000 SF	950,000 SF
Hotel		1,450 rooms	1,450 rooms
Office		1,850,000 SF	1,850,000 SF
Classroom space		30,000 SF	30,000 SF
Theater		9,200 seats	9,200 seats
Civic Center/Arena	21,500 seats 7,600 parking spaces		21,500 seats 7,600 parking spaces

The application of the Methodology does not contemplate including the existing uses as it will not additionally impact affordable housing beyond what has already been previously approved.

3. The evaluation of supply and demand in relation to significant affordable housing impacts will be conducted by comparing final housing supply inventory figures with the estimation of housing demand. If there is not an adequate supply of affordable housing to meet the projected demand, the will address this impact. The Significance Threshold of the Florida Panthers Entertainment District will be deemed to have a significant impact on the ability of the FPED's employees to find adequate housing reasonably accessible to their places of employment when the FPED's cumulative housing need is projected to exceed 5 percent of the applicable FPED residential threshold for the City of Sunrise, or 50 units, whichever is larger.
4. The following adjustments to the ECFRPC methodology on the demand side are contemplated or may be considered during the course of our study:
 - a) We anticipate using the income characteristics of very low, low and moderate-income households within Broward County based on the median income level reported for the county by the U.S. Department of Housing & Urban Development (HUD). If the income information is deemed outdated, and with the prior approval of the SFRPC, it may be updated to current dollars utilizing the Consumer Price Index for All Urban Consumers, Miami-Ft. Lauderdale area

(CPI), as published by the U.S. Department of Labor's Bureau of Labor and Statistics (BLS). We will also use HUD data for utilities cost allowances. For other components of affordable housing, we will use the following practice:

- i) for insurance, we will consider the cost of insuring only the structure and will use rates developed from local insurance agents. We will also factor in mortgage insurance for homes with mortgages financed at 80% of market value, as prescribed by the Methodology
 - ii) taxes will be based upon the rates adopted by the units of local governments levying taxes and assessments on the property and it will be assumed that homestead exemptions are taken on all study units.
- b) In the event that up-to-date local rental unit vacancy rate data is unavailable, the most current Census data will be used, or, alternatively, and with the prior approval of the SFRPC, a separate survey of all rental units within the commute/travel distance criteria will be undertaken and applied. If the Census data is used, it may be adjusted utilizing a combination of BEBR data and residential housing start data. Current rental price appreciation will be updated based on the CPI for rent of primary residence if the modified Census data is utilized.
- c) The positive economic development impacts of the project, including the constructed housing in the FPED, may also be considered during the development of any mitigation instruments.
- d) The ECFRPC methodology may forecast certain jobs at wages below the current minimum wage. In those cases it will be assumed that those jobs projected below minimum wage will be part-time or seasonal.
- e) The rent versus own split for the demand generated is calculated according to factors based on the Consumer Expenditure Survey (CES) created by BLS.
5. The following adjustments to the ECFRPC methodology on the supply side are contemplated or may be considered during the course of our study:
- a) We will conduct an analysis of previous and pending nearby DRIs concerning the number and timing of existing affordable housing

units demanded by them. For those DRIs, we will estimate the affordable housing demand generated by the future development within them.

- b) In estimating the supply of for-sale housing in the designated commute/time distance, we will utilize data supplied by the Broward County Property Appraiser (BCPA). We will analyze only qualified sales transactions that have occurred within the most recent 12-month period. We will identify and use the sales that lie within the designated commute/time distance. This analysis results in a one-year snapshot of all qualified sales activity within the designated market. The BCPA data is considered independent, accurate, and up-to-date and qualified sales have been individually inspected by BCPA for an arms length transaction price.
- c) For the purposes of determining affordable supply available to the FPED, we will only utilize the supply of market-provided affordable housing units available after netting out any substandard units as identified in the adopted and approved comprehensive plans units in affected municipalities. Alternatively, and with the prior approval of the SFRPC, we will use Census data if the local comprehensive plans prove inadequate.
- d) The inventory calculated above represents a one-year snapshot of the affordable housing supply within the designated commute/time distance. To determine the total supply of housing that will be available during each phase of the FPED, we will estimate the build-out of the land uses that will generate demand for affordable housing in each phase. The one-year supply of affordable housing will then be multiplied by the number of years required for the non-residential land uses to reach build-out.
- e) The ECFRPC original rental supply methodology may be amended by updating the rental rates and the vacancy rates found in the latest Census utilizing independent government sponsored datasets. The rental rates may be increased based on the CPI for Rent of Primary Residence for the Miami-Ft. Lauderdale metropolitan area, as published by BLS. Vacancy rates will be updated utilizing a combination of permit data and BEBR data. Vacancy rates are calculated based on the number of households versus the number of housing units in a market. The permit data is used to calculate the number of housing units that have been added to the market since the last census, while BEBR is utilized to calculate the number of households that have been added since that date. This then provides an updated number of households and housing units, and a vacancy rate can be obtained. The

analysis also takes into account the supply of apartments that have been added and removed from the market. Property appraiser data is utilized to estimate apartments added, while condo conversion reports generated by the Florida Department of Business and Professional Regulation are utilized to estimate apartment loss in the market. Additionally, we will survey the market within the designated commute/time distance for units and vacancy rates to benchmark these efforts; however, it is generally recognized that such surveys overstate occupancy rates because owners wish to make their project appear more successful than actually exists. Having arrived at an appropriate for-rent vacancy rate, the number of housing units within the designated commute/time distance is then calculated, and the percentage of those units that are for-rent is derived based on the county-wide split. The updated percentage of rental units at each price point is then applied to the supply of rental units calculated to be within the designated commute/time distance. This results in the total number of units by price point within the designated commute/time distance. In the original methodology, these results represented the entirety of the rental supply. However, in the updated methodology, the very low category has been adjusted to better reflect what is actually available in the market.

6. Should the study indicate that a deficit exists, we will indicate the options available for mitigation. These options may exist singularly or in combination and will address any additional deficiencies created by the FPED.

EXHIBITS

Exhibit A: Location Map

Exhibit B: Aerial

Exhibit C: Public Facilities

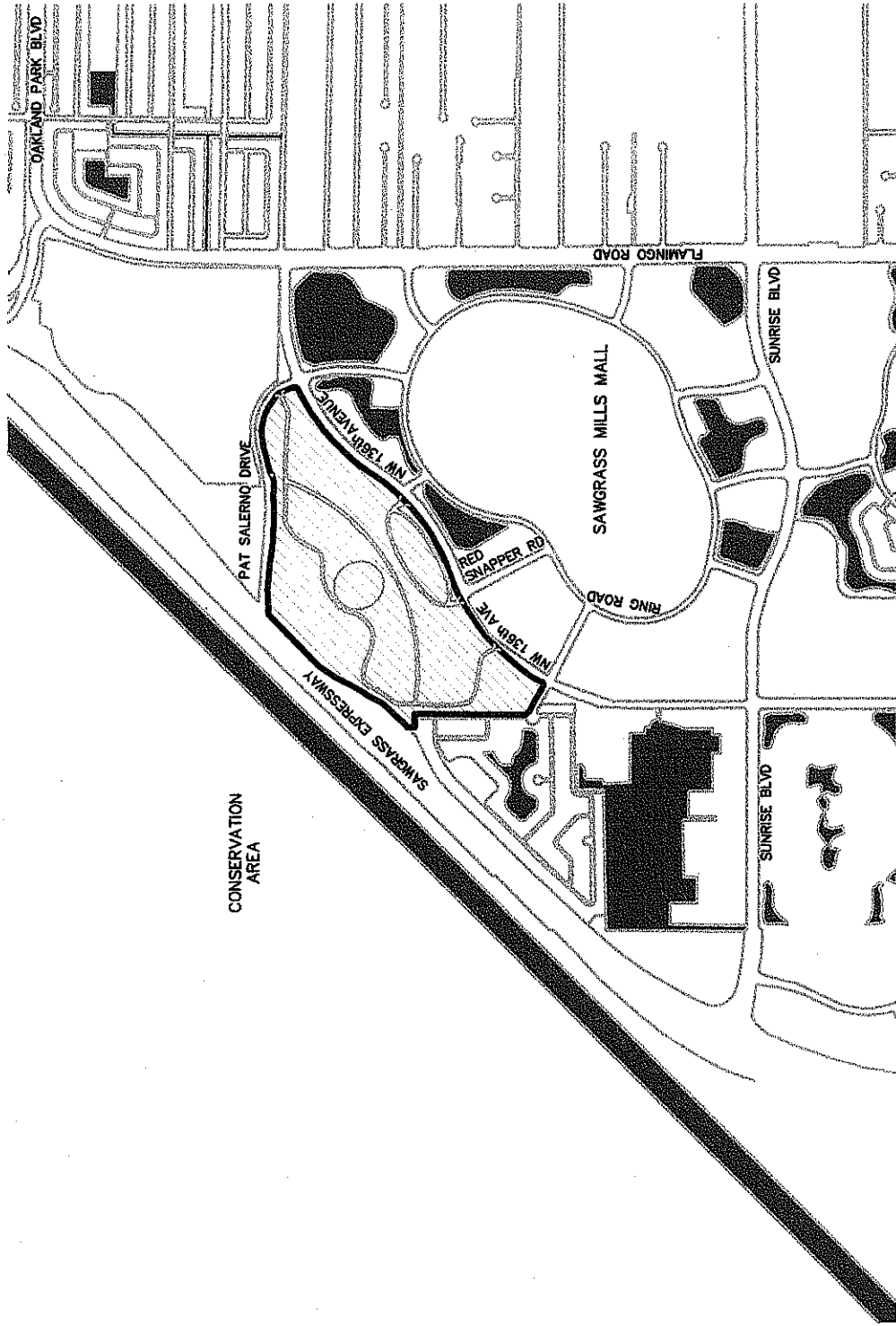


EXHIBIT A

LOCATION MAP

FLORIDA PANTHERS ENTERTAINMENT DISTRICT

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

PLANNING-ZONING-LAND USE
808 E. Las Olas Blvd. - Suite 104
Fort Lauderdale, Florida 33301
(954) 467-6308



SCALE: 0'-1"=2000'-0"
DATE: FEBRUARY 03, 2009

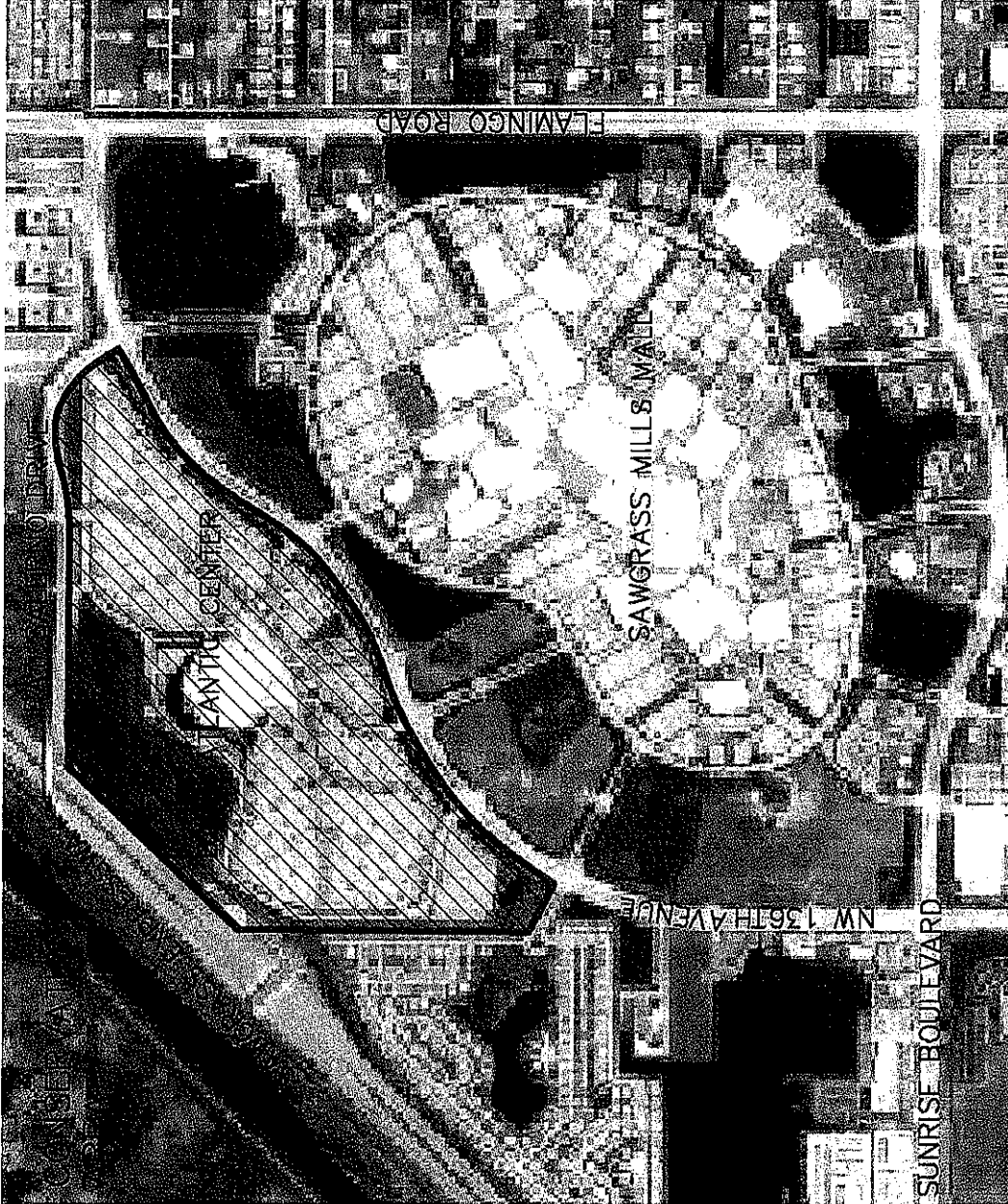


EXHIBIT B

FLORIDA PANTHERS ENTERTAINMENT DISTRICT

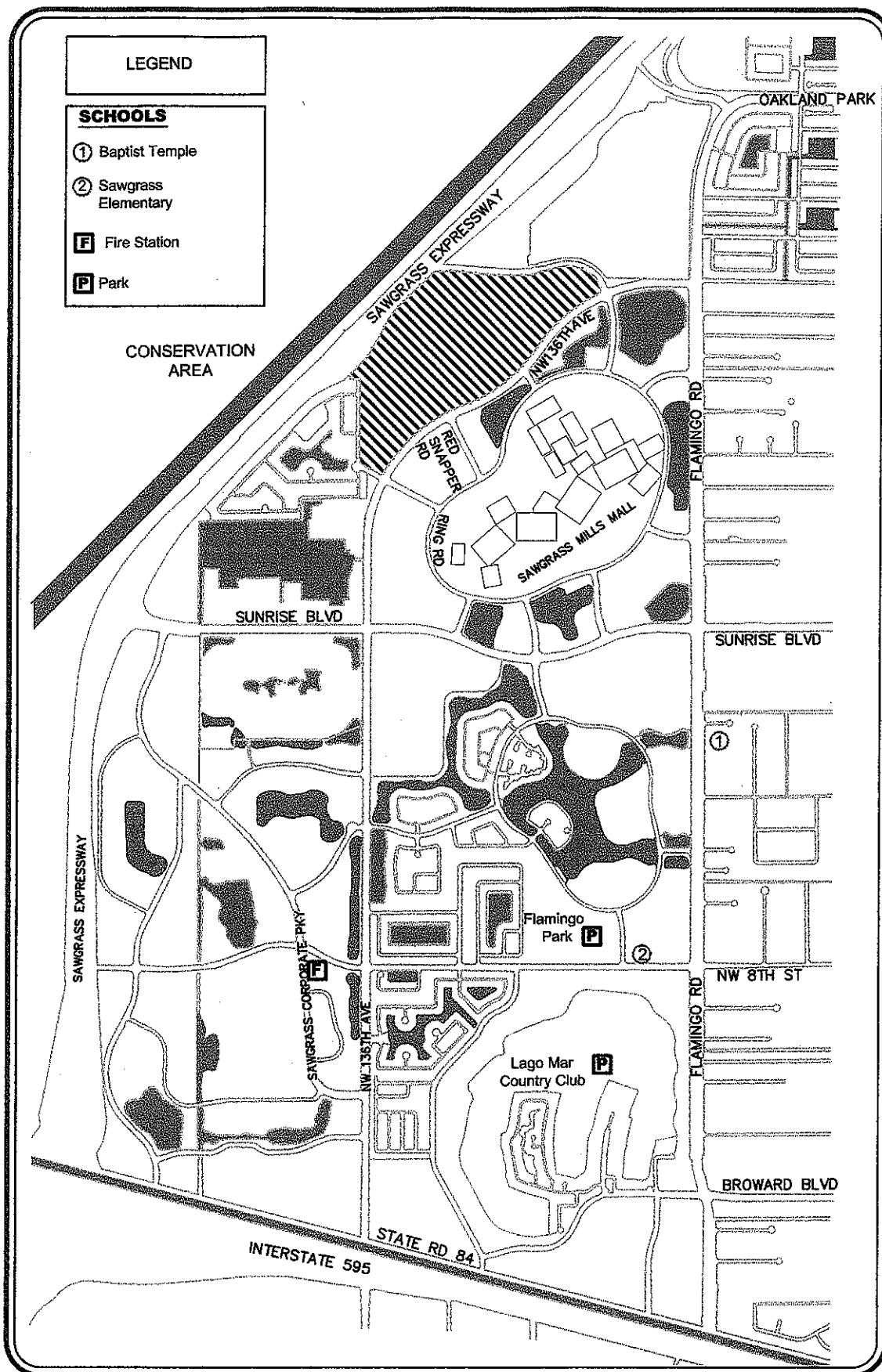


SCALE: 0'-1"=2000'-0"
DATE: JULY 29, 2008

AERIAL MAP

**Leigh Robinson
& Associates, Inc.**

PLANNING-ZONING-LAND USE
808 E. Las Olas Blvd. - Suite 104
Fort Lauderdale, Florida 33301
(954) 467-6308



**FLORIDA PANTHERS
ENTERTAINMENT DISTRICT**

**DEVELOPMENT OF REGIONAL
IMPACT**



**PUBLIC FACILITIES
MAP**

No.	Revision/Issue	Date
Leigh Robinson Kerr & Associates, Inc. PLANNING-DESIGN-CONSTRUCT 100 S. W. 10th Ave., Suite 1000 Fort Lauderdale, FL 33311 (954) 571-2222		

Project	Sheet
2734	C
Date	
02/03/09	
Scale	
1" = 2400'	