

10. GENERAL PROJECT DESCRIPTION

PART I: SPECIFIC PROJECT DESCRIPTION

- A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five YEARS), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.**

Riverbend DRI is a mixed-use development which will include transit-oriented development (TOD) design principles in a location that will become the regional transportation hub of Broward County. At buildout, Riverbend DRI will include 3,381,000 square feet of Class A office, 427 residential units, 1,146,000 square feet of retail uses and 550 hotel rooms. The Project will be developed in a single phase over a 10 year period with full buildout in 2018.

The Riverbend DRI is located in the City of Fort Lauderdale, Florida. The site which encompasses over 60 acres is directly west of I-95 and east of SW 27th Avenue, is bifurcated by Broward Boulevard and includes three sites owned by the Florida Department of Transportation (FDOT). The FDOT sites are located west of I-95 and adjacent to the privately owned property within the Riverbend DRI. Recognizing the regional transportation importance of the three sites, FDOT issued a request for proposals for the joint public/private development of the sites. The applicant was the selected responder and is negotiating the terms of a lease with FDOT. The redevelopment of the FDOT sites will result in a new intermodal facility which will serve as the hub between Tri-Rail and the future planned Central Broward East/West Transit which will connect to downtown Ft. Lauderdale.

The development will include a main street which will serve as the center of the office park. Transit oriented amenities such as retail and food service will be located on the transit platforms. When completed, the system will allow easy access by car, foot, or trolley to mass transit facilities along the tri-rail line as well as car access to Broward Boulevard, NW 27th Avenue, and the dedicated ramps to and from I-95 that serve the adjacent park and ride lots.

- B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of The Florida Land Use and Cover Classification System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the pre-application conference. See Table below.**

TABLE 10.1 EXISTING AND PROPOSED LAND USES									
Land Use	NON-RESIDENTIAL (Specify by CH.28-24 F.A.C. Land Use Type)		RESIDENTIAL				OTHER	TOTAL	
	Acres	GSF/Units	Acres	D.U.	Net Density	Gross Density	Acres	Acres	D.U./GSF
Existing									
Office	--	65,000 sf	--	--	--	--	--	--	--
Proposed									
Office:	--	3,381,000 sf	--	--	--	--	--	--	--
Retail:	--	1,146,000 sf	--	--	--	--	--	--	--
Hotel:	--	550 Rooms	--	--	--	--	--	--	--
Residential:	--	--	--	427 du	--	--	--	--	--

*Proposed office includes the existing office space.

C. Briefly describe previous and existing activities on site. Identify any constraints or special planning considerations that these previous activities have with respect to the proposed development.

The site is a redevelopment site which will include residential/retail/office/hotel uses. The proposed plan introduces those uses in an urban design compatible with the planning initiatives of the City of Fort Lauderdale and Broward County.

D. If the development is proposed to contain a shopping center, describe the primary and secondary trade areas which the proposed shopping center will serve.

The primary and secondary market areas for the proposed retail space within the Riverbend DRI will be defined by 1-mile and 3-mile radii, respectfully. Support for the proposed retail development within the project will also be derived from the nearly 13,492 people who will be employed on-site and thousands upon thousands of people that will pass by it each day on Interstate 95 and Broward Boulevard or that will pass through the proposed regional transit hub.

E. Describe, in general terms, how the demand for this project was determined.

The marketability of the proposed Riverbend DRI is predicated on four primary factors:

- o Its superior location astride Broward County's existing roadway and proposed transit systems. With respect to roadways, the project is located at the intersection of Interstate 95 and Broward Boulevard, the "gateway" to Downtown Ft. Lauderdale, and within a mile of the intersection of Interstate 95 and Interstate 595, which is the major east-west connector in Broward County to Ft. Lauderdale-Hollywood International Airport and Port Everglades as well as to the growing residential communities in the southwestern and west central portions of Broward County. It will also be at the northern terminus of the express commuter lanes that are being installed on Interstate 95 between Downtown Ft. Lauderdale and Downtown Miami. At buildout, the project is expected to become the County's regional transit hub, which will provide connection between Tri-rail, the

- o proposed East-West rail system and a myriad of bus routes.
- o The excellent accessibility that its location will provide to businesses locating within the project's proposed office space and guests at its proposed hotels to a number of other major economic centers within Broward County including Downtown Ft. Lauderdale, Ft. Lauderdale-Hollywood International Airport, Port Everglades, the Cypress Creek Road area and the Sawgrass Area. The site will also be highly accessible for the nearly 13,492 people who will be employed at the Riverbend DRI. Finally, large numbers of people will either pass by or through the site on a daily basis, providing support for the proposed retail space.

Two other factors that are expected to contribute to the success of the project are as follows:

- o The Riverbend DRI is located in a State-designated Enterprise Zone, which will provide prospective tenants with a variety of fiscal benefits if they employ residents of the Zone. This is expected to be an inducement for a variety of prospective tenants including particularly those expected to occupy the proposed retail space.
- o The project's well-conceived master plan that address the integration of the proposed mixture of uses and transit at a level of sophistication to date unprecedented in South Florida and at a time when fuel costs are causing area residents to consider the use of transit at levels that are also unprecedented.

F. Economic Disparity

The Riverbend DRI will be a substantial benefit to the community, providing more than 6,000 construction jobs (FTE's) during the development period and nearly 13,500 new permanent jobs when fully completed. Given the nature of these jobs, they will variously be accessible to people with a wide range of skills and training.

The South Florida Regional Planning Council has established as a goal the elimination of extreme economic disparity among the segments of South Florida's diverse population. The Applicant recognizes that the high level of job creation both during the construction period and once the Riverbend DRI is completed provides an opportunity to make steps toward the achievement of the Council's goal and will use its best efforts to realize that opportunity as discussed below.

The new construction will be undertaken by one or more general contractors who will be responsible for completing the project within the parameter of a guaranteed maximum price. The Applicant will use its best efforts to select a firm or firms with a strong track record of using minority/woman-owned subcontractors and/or non-minority/woman-owned subcontractors that have demonstrated fair hiring practices. It will also encourage it/them to award work to subcontractors with similar attributes to the extent that doing so does not compromise the general contractor's ability to complete construction at the requisite level of quality and within the parameter of the guaranteed maximum price.

When construction is completed, the responsibility of hiring the on-site workforce will reside with the retail and office tenants occupying space and the management companies selected to operate the proposed hotels. The Applicant will encourage its lessees and hotel operators to be inclusive in their hiring practices and will use its best efforts to make them aware of small and minority resource organizations active in the

community. It will also make sure that they are aware that the Riverbend DRI is located in a State-designated Enterprise Zone, which means that firms that hire Zone residents can take advantage of a number of tax-saving provisions.

G. Project Cost Table

Table 10.G.1
Riverbend DRI
Project Cost Table
(Millions of 2008 Constant Dollars)

Item	Project Costs	Amount Spent in Region	Percent Spent in Region
Land	\$ *	\$ *	*
Labor	375.4	375.4	100
Materials	375.4	300.3	80
Interest	59.7	29.9	50
Planning **	37.4	29.9	80
Other ***	194.1	184.4	95
Total	\$1,042.0	\$ 919.9	88

* Since the property is already owned by the applicant, no land acquisition funds will be expended during the development period.

** Includes planning, architecture and engineering.

*** Includes permits and fees, general and administrative, marketing, leasing expense, sales and leasing commissions, legal, accounting and developer fees.

Table 10.G.2 distributes the overall project costs by use and shows the year in which they will be made.

TABLE 10.G.2*
Riverbend DRI
Project Cost Table by Use and Year
(Millions of 2008 Constant Dollars)

Use	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Condominium/Rental Units											
Land	*	*	*	*	*	*	*	*	*	*	*
Labor	0.0	0.0	7.0	14.0	6.8	0.0	0.0	0.0	0.0	0.0	27.8
Materials	0.0	0.0	7.0	14.0	6.8	0.0	0.0	0.0	0.0	0.0	27.8
Interest	0.0	0.0	1.1	2.2	1.1	0.0	0.0	0.0	0.0	0.0	4.4
Planning	0.0	0.0	0.7	1.4	0.7	0.0	0.0	0.0	0.0	0.0	2.8
Other	0.0	0.0	1.1	3.6	1.8	0.0	0.0	0.0	0.0	0.0	6.5
Total	0.0	0.0	16.9	35.2	17.2	0.0	0.0	0.0	0.0	0.0	69.3
Single Family Attached											
Land	*	*	*	*	*	*	*	*	*	*	*
Labor	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Materials	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Interest	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Planning	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Other	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.8
Office											
Land	*	*	*	*	*	*	*	*	*	*	*
Labor	16.3	22.7	27.1	27.1	27.1	21.7	21.7	21.7	21.7	21.7	228.8
Materials	16.3	22.7	27.1	27.1	27.1	21.7	21.7	21.7	21.7	21.7	228.8
Interest	2.6	3.6	4.3	4.3	4.3	3.5	3.5	3.5	3.5	3.5	36.6
Planning	1.6	2.2	2.6	2.6	2.6	2.1	2.1	2.1	2.1	2.1	22.1
Other	9.0	12.5	14.9	14.9	14.9	12.0	12.0	12.0	12.0	12.0	126.2
Total	45.8	63.7	76.0	76.0	76.0	61.0	61.0	61.0	61.0	61.0	642.5
Retail											
Land	*	*	*	*	*	*	*	*	*	*	*
Labor	4.8	3.6	31.1	15.2	15.2	0.0	1.2	0.0	0.0	0.0	71.1
Materials	4.8	3.6	31.1	15.2	15.2	0.0	1.2	0.0	0.0	0.0	71.1
Interest	0.8	0.6	5.2	2.5	2.5	0.0	0.2	0.0	0.0	0.0	11.8
Planning	0.5	0.4	3.5	1.7	1.7	0.0	0.1	0.0	0.0	0.0	7.9
Other	2.6	2.0	17.3	8.5	8.5	0.0	0.7	0.0	0.0	0.0	39.6
Total	13.5	10.2	87.2	43.1	43.1	0.0	3.4	0.0	0.0	0.0	201.5
Hotel											
Land	*	*	*	*	*	*	*	*	*	*	*
Labor	0.0	0.0	0.0	27.0	0.0	0.0	8.1	0.0	0.0	8.1	43.2
Materials	0.0	0.0	0.0	27.0	0.0	0.0	8.1	0.0	0.0	8.1	43.2
Interest	0.0	0.0	0.0	4.3	0.0	0.0	1.2	0.0	0.0	1.2	6.7
Planning	0.0	0.0	0.0	2.7	0.0	0.0	0.9	0.0	0.0	0.9	4.5
Other	0.0	0.0	0.0	13.5	0.0	0.0	4.0	0.0	0.0	4.0	21.5
Total	0.0	0.0	0.0	74.5	0.0	0.0	22.3	0.0	0.0	22.3	119.1

* See Footnotes for Table 10.G.1

H. Inputs for Economic and Fiscal Impact Models

Economic Model

- A. For Existing Development to be Demolished, if any – Not Applicable
- B. For New Development
 - 1. Complete employment by sector (permanent jobs only) – See Question 10, Part III
 - 2. Compensation rate for each type of employment by sector – See Question 10, Part III
 - 3. Total revenues (sales) by sector – Use model defaults
 - 4. Operating Costs by sector – Use model defaults
 - 5. Complete investment profile by land use – For construction costs, see Question 10, Part 1G, Table 10.G.2. For furnishing and equipment spending, use model defaults

Fiscal Model

- A. For Existing Development to be Demolished, if any – Not Applicable
- B. For New Development
 - 1. Employment by land use
 - Office: 11,087 (See Question 10, Part III for additional detail)
 - Retail: 2,112 (See Question 10, Part III for additional detail)
 - Hotel: 293 (See Question 10, Part III for additional detail)
 - 2. Total Taxable Value by land use - See Question 11, Table 11.5
 - 3. Impact fees by land use – See Question 11 discussion of impact fees
 - 4. Property tax (Ad Valorem) millage rates – See Question 11 discussion of Ad Valorem taxes
 - 5. Developer’s Contribution – Will not be known until development agreement negotiated
- C. For Underlying Assumptions – No inputs will be provided.

PART II: CONSISTENCY WITH COMPREHENSIVE PLANS

- A. Demonstrate how the proposed project is consistent with the local comprehensive plan and land development regulations. Indicate whether the proposed project will require an amendment to the adopted local comprehensive plan, including the capital improvements element. If so, please describe the necessary changes.**

The proposed project does not require a comprehensive plan amendment. All development will comply with the City's Land Development Regulations.

The proposed development meets the following goals of the City's Comprehensive Plan:

OBJECTIVE 6: REDEVELOPMENT AND REVITALIZATION OF BLIGHTED AREAS

Continue to redevelop and revitalize blighted areas of the City.

POLICY 6.1: Facilitate desirable redevelopment activities through innovative land development regulation techniques.

The proposed development promotes the development and revitalization of blighted areas by redeveloping in an area currently underutilized and underperforming. The proposed project will serve as a catalyst for the area's revitalization, and will promote employment opportunities and economic vitality through its uses.

OBJECTIVE 10: NORTHWEST REGIONAL ACTIVITY CENTER (NORTHWEST-RAC) REDEVELOPMENT EFFORTS

Encourage redevelopment and expansion of employment and housing opportunities for very low, low and moderate-income households within the Northwest-RAC through the establishment of alternate levels of service on portions of the roadway network serving the area.

POLICY 10.1: Levels of service for that portion of the roadway network serving the area, which is not located within the Transportation Concurrency Exception Area (TCEA) and is within a designated urban infill, urban redevelopment or downtown revitalization area may vary from those established in the Broward County Comprehensive Plan and City Comprehensive Plan. In addition, proposals with a de minimus impact shall be exempt from established levels of service.

The project is located within a Transit Oriented Development Area.

POLICY 10.2: Coordinate with the Broward County Mass Transit Division to evaluate the feasibility of City operations of shuttle bus service that connects the Redevelopment Area with Broward County transit routes.

The location of the proposed project is situated such that the project connects with Broward County transit routes along Broward Boulevard

thereby establishing connectivity between the redevelopment area and Broward County transit routes. In addition, per the ADA process, it is required that the proposed project be coordinated with Broward County Mass Transit where applicable.

POLICY 10.3: By 2005, the City shall evaluate housing and employment figures in the Northwest-RAC to determine whether the alternate levels of service are achieving the objective of expanding opportunities for low and moderate-income households.

Per the ADA process, it is required that housing and employment figures be evaluated and reviewed by agencies, including the City. As a result, the City is provided the opportunity to evaluate the degree to which the proposed project achieves the objectives of the Northwest-RAC as it relates to housing and employment opportunities for low and moderate-income households.

POLICY 10.4: Implement Development Review Committee policies addressing traffic and neighborhood compatibility and the adopted Safe Neighborhoods Plan to stabilize and preserve the Northwest-RAC neighborhoods.

The project will further these policies and objectives.

POLICY 10.5: Continue to work with Broward County to improve and promote the Broward Boulevard Corridor to revitalize Broward Boulevard into a thriving regional center of commercial, residential and cultural activities.

The proposed project promotes the revitalization of the Broward Boulevard corridor by developing residential, retail, office, and mixed-uses of regional significance along the corridor and at the heart of the County's transportation network. At buildout, the project is expected to become the County's regional transit hub.

OBJECTIVE 18: PARCEL ASSEMBLY IN SPECIFIED AREAS

Encourage parcel aggregation to result in larger parcels for redevelopment, except in the Central Beach and other coastal high hazard areas of the City.

POLICY 18.2: Utilize standards for residential properties along major thoroughfares, as necessary, to encourage higher densities, which will in turn serve as a buffer between major roadways and low-density neighborhoods and support use of public transit.

The proposed project is based upon the assembly of approximately 75 acres.

OBJECTIVE 20: PROTECTION OF RESIDENTIAL NEIGHBORHOODS

Protect residential neighborhoods from impacts created by adjacent non-residential uses.

POLICY 20.1: The City shall continue to maintain, through the ULDR, buffering provisions, which are necessary to protect residential areas from adjacent commercial developments.

Per the City's requirements, the proposed project will be adequately buffered from adjacent residential areas.

POLICY 20.2: Non-residential uses adjacent to residential areas shall be planned with setbacks and buffer landscaping and traffic patterns leading away from residential areas.

Per the City's requirements, the project will be planned with setbacks and buffer landscaping and traffic patterns leading away from residential areas.

POLICY 20.6: Continue to utilize intensity criteria contained in the Future Land Use Element to ensure that commercial development is compatible with adjacent residential land uses.

The project is consistent with the City's intensity standards.

OBJECTIVE 21: ENCOURAGING MIXED USE DEVELOPMENT

Encourage mixed-use developments to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

POLICY 21.1: The City shall maintain and recommend amendments, as necessary, to land use categories, which permit mixed-use developments.

The proposed project furthers the City's realization of mixed-use development as the project includes residential, retail, office, and mixed-uses.

OBJECTIVE 38: ECONOMIC DEVELOPMENT

Support a competitive and diversified economy.

POLICY 38.1: The City will participate in public and private efforts to identify and implement the best ways to retain and strengthen the existing job base as well as to expand job and training opportunities in the City so as to support a competitive and diversified economy.

The proposed project will serve as a catalyst for the area's revitalization, and will promote employment opportunities and economic vitality through its uses. At buildout, it is projected that the project will accommodate employers generating nearly 13,492 jobs.

OBJECTIVE 39: COORDINATION OF TRANSPORTATION AND LAND USE PLANNING

Coordinate City land use planning with transportation planning activities of the City, County and State to ensure that regional roadway network levels of service are met.

POLICY 39.1: For those portions of the Regional Roadway network located within the City of Fort Lauderdale, the City shall adopt levels of service and concurrency management consistent with the Broward County Transportation Element.

The project will be consistent with the adopted levels of service.

POLICY 39.2: The City of Fort Lauderdale shall use the highway capacity methodology endorsed by the Broward County Metropolitan Planning Organization (MPO) and the Broward County Commission to determine capabilities and levels of service on the Regional Roadway Network.

The City complies with these standards.

POLICY 39.3: The City of Fort Lauderdale shall continue to consider the individual and cumulative impacts of land use amendments on the existing and planned transportation facilities within the County.

Per the requirements of the ADA process, the impacts of the project on existing and planned transportation facilities are considered.

B. Describe how the proposed development will meet goals and policies contained in the appropriate Regional Comprehensive Policy Plan.

South Florida Regional Planning Council:

Goal 1 Invest in the youth and workforce of the region by providing quality education, workforce training, and targeted job creation.

The proposed project will provide a significant work force opportunity for the City of Fort Lauderdale. Many of the entities that will operate from the facility will provide work force training and job creation for all ages in the area.

Goal 2 Increase employment opportunities and support the creation of jobs with better pay and benefits for the region's workforce.

As noted above and in the ADA, there are significant increased employment opportunities that will support the creation of jobs with better pay and benefits for the region's work force.

Goal 3 Promote the health, safety, and welfare of South Florida's residents.

The proposed Riverbend DRI promotes the health, safety and welfare of

South Florida residents. All required fire rescue safety issues will be coordinated with the City of Fort Lauderdale.

Goal 4 Enhance the economic and environmental sustainability of the region by ensuring the adequacy of its public facilities and services.

The project will provide adequate public facilities and services, which are required by the City of Fort Lauderdale and Broward County Comprehensive Plans. All required water and sewer facilities, as well as traffic facilities, will be provided to support the proposed project.

Goal 5 Overcome school overcrowding on the region.

As part of the Comprehensive Plan, the Applicant will pay school impact fees or enter into an agreement for mitigation of school impact fees, if needed.

Goal 6 Ensure the availability and equitable distribution of adequate, affordable housing for very low, low, and moderate-income households within the region.

A study prepared for the City demonstrates that the City of Fort Lauderdale has an adequate amount of affordable housing.

Goal 7 Protect, conserve, and enhance the Region's water resources.

The region's water resources will be protected by the planned development. The plan incorporates the water retention requirements of the City of Fort Lauderdale, as well as the South Florida Water Management District.

Goal 8 Enhance the region's mobility, efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.

Improvements will be made to the mass transit and road system to mitigate the project. This will enhance the region's mobility, efficiency, safety, and quality of life. It will also promote economic health to the area by providing increased job opportunities and tax revenues for the City of Fort Lauderdale and Broward County. The project's street system will allow easy access by car, foot or trolley to mass transit facilities along the tri-rail line, as well as car access to Broward Boulevard, NW 27th Avenue, and the dedicated ramps to and from I-95 that were constructed to serve the adjacent park and ride lots.

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

Riverbend will incorporate, to the greatest extent possible, energy efficient systems within the development that will help promote a sustainable, clean and energy efficient transportation system.

Goal 10 Increase awareness of the region's green infrastructure, its significance to the region's economy, and the public's role in access and use that is compatible with long-term sustainability.

Riverbend proposes an integrated plan of green infrastructure.

Goal 11 Encourage and support the implementation of development proposals that conserve the region's natural resources, rural and agricultural lands, green infrastructure, and:

- Utilizes existing and planned infrastructure where most appropriate in urban areas;
- Enhances the utilization of regional transportation systems;
- Incorporates mixed-land use developments;
- Recycles-existing developed sites; and
- Provides for the preservation of historic sites.

Riverbend provides many elements to support the goals and objectives of conserving the region's natural resources. Riverbend will utilize existing and planned infrastructure. It will also enhance utilization of the regional transportation system and the project is a mixed-use development. The project's street system will allow easy access by car, foot or trolley to mass transit facilities along the tri-rail line, as well as car access to Broward Boulevard, NW 27th Avenue, and the dedicated ramps to and from I-95 that were constructed to serve the adjacent park and ride lots.

Goal 12 Encourage the retention of the Region's rural lands and agricultural economy.

The subject site is not rural or agricultural.

Goal 13 Preserve, restore and rehabilitate South Florida's historic structures, landmarks, districts, neighborhoods, and archaeological sites.

The Department of State, Division of Historical Resources has been contacted. There are no historic or archaeological sites on the property. See Question 30 for more information.

Goal 14 Preserve, protect and restore Natural Resources of Regional Significance.

There are no Natural Resources of Regional Impact affected by the project.

Goal 15 Restore and protect the ecological values and functions of the Everglades Ecosystem by increasing habitat area, increasing regional water storage, and restoring water quality.

Water quality will be maintained within the standards of the City of Fort Lauderdale and the South Florida Water Management District.

Goal 16 Enhance and reserve natural system values of South Florida's shorelines, estuaries, ethnic communities, fisheries, and associated habitats, including but not limited to, Florida Bay, Biscayne Bay, tropical hardwood hammocks, and the coral reef tract.

None of these habitats apply to the subject site.

Goal 17 Maintain a competitive, diversified, and sustainable regional economy

The proposed project will go far to support a competitive, diversified and sustainable regional economy. It provides significant employment, as identified in the ADA. The Riverbend plan is a diversified plan with a mix of uses of residential, retail, hotel, and office and will further the ability to maintain a sustainable regional economy.

Goal 18 Ensure regional coordination, preparation, and response to emergencies.

The proposed project will meet with the police and fire officials to address emergency matters.

Goal 19 Direct future development away from areas most vulnerable to storm surges.

The amendment site is not near a storm surge area.

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

Riverbend will achieve sustainable development patterns that will provide needed housing, transportation facilities and employment opportunities.

Goal 21 Enhance regional cooperation, multi-jurisdictional cooperation, and multi-issue regional planning to ensure the balancing of competing needs and long-term sustainability of our natural, developed, and human resources.

The proposed project has and will continue to cooperate with regional and multi-jurisdictional entities as needed to ensure the balancing of competing needs and a long term sustainability of the natural development of human resources. The project ensures protection and enhancement of the natural environment. The project will have the highest architectural standards. Human resources will be adequately addressed through the employment opportunities within the project.

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.

The proposed project is and will be sensitive to cultural diversity. A variety of job opportunities will be offered within the project.

C. Describe how the proposed development will meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and agriculture.

State Comprehensive Plan:

187.201 (8) (b) 10 Protect surface and groundwater quality and quantity in the state.

Riverbend will provide a surface water plan in accordance with the South Florida Water Management District and City of Fort Lauderdale to ensure the protection of the quantity and the quality of surface and ground waters.

187.201 (12) (b) 3 Improve the efficiency of traffic flow on existing roads.

This multi-use project includes residential uses which will enhance the utilization of mass transit and improve efficiency of existing roads through traffic enhancements.

187.201 (16) (a) Goal – In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Infrastructure is in place to provide water, sewer and mass transit.

187.201 (16) (b) 3 Enhance the livability and character of urban areas through the encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Riverbend provides for a mixed-use living, working and shopping environment in an attractive and functional design.

187.201 (16) (b) 6 Consider, in land use planning and regulation, the impact of land use on water quality and quantity; the availability of land, water and natural resources to meet demands; and the potential for flooding.

Riverbend provides for the consideration of impacts on water quantity and quality and the availability of land, water and natural resources, as well as the protection of the property as it relates to potential flooding.

187.201 (22) (b) 10 Provide for nondiscriminatory employment opportunities.

The employment opportunities for Riverbend will provide for non-discriminatory policies.

187.201 (25) (b) 8 Encourage innovative arrangements such as onsite daycare facilities and flexible hours of employment to increase the access of working parents to the job market.

Riverbend plans on encouraging its office tenants to provide on-site daycare facilities and flexible hours of employment to increase access for working parents.

PART III: DEMOGRAPHIC AND EMPLOYMENT INFORMATION

A. Complete the following Demographic and Employment Information tables.

**TABLE 10.3.1
Riverbend DRI
Project Population**

Phase	Total Dwelling Units*		Persons Per HH **		Total Population	Children Per HH**		Total School Age Population	Elderly Per HH***		Total Elderly
	MF	SF	MF	SF		MF	SF		MF	SF	
Total Project	397	30	1.5	2.0	656	0.004	0.227	8	0.2	0.2	131

Source: Broward County; Miami Economic Associates, Inc.

* SF includes townhouse units.

** Based on data contained in Section 5-182 of the Broward County Ordinances.

*** According to the 2000 U.S. Census, approximately 20 percent of the households in Broward County residents are 60 years of age or older.

**Table 10.3.2
Riverbend DRI
Estimated Employment by Income Range
(Constant 2008 Dollars)**

Phase	\$14,123 *	\$14,124 - 14,999	\$15,000 - 24,999	\$25,000 - 34,999	\$35,000 - 49,999	\$50,000 or more	Total
Construction**	19	35	673	2,396	2,630	309	6,062
Non-Construction***	431	383	1,260	1,158	2,876	7,384	13,492

Source: ES-202 Report, 4th Quarter 2007; Miami Economic Associates, Inc.

* Minimum wage

** Income distribution based on average income shown in ES 202-report for 4th Quarter 2007 for Broward County construction workers (NAICS Code 234), who earned an average wage of \$61,924 per year.

*** The distribution of workers added annually by NAICS Code will be as follows:

NAICS	Use	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
234	Office	37	53	63	63	63	51	51	51	51	51	534
334	Office	36	53	63	63	63	51	51	51	51	51	533
336	Office	36	53	63	63	63	51	51	51	51	51	533
517	Office	72	99	117	117	117	95	95	95	95	95	997
518	Office	73	99	117	117	117	95	95	95	95	95	998
522	Office	66	93	111	111	111	89	89	89	89	89	937
523	Office	66	93	111	111	111	89	89	89	89	89	937
524	Office	66	93	111	111	111	89	89	89	89	89	937
531	Office	66	93	111	111	111	89	89	89	89	89	937
541	Office	179	247	295	295	295	237	237	237	237	237	2,496
621	Office	89	123	147	147	147	119	119	119	119	119	1,248
721	Hotel	0	0	0	187	0	0	53	0	0	53	293
442	Retail	13	10	87	43	43	0	4	0	0	0	200
443	Retail	8	6	52	26	26	0	2	0	0	0	120
445	Retail	12	10	82	40	40	0	4	0	0	0	188
446	Retail	6	5	39	19	19	0	2	0	0	0	90
448	Retail	16	12	105	51	51	0	5	0	0	0	240
451	Retail	7	6	48	24	24	0	2	0	0	0	111
452	Retail	45	35	294	144	144	0	13	0	0	0	675
453	Retail	8	6	49	24	24	0	2	0	0	0	113
722	Retail	17	13	109	53	53	0	5	0	0	0	250
812	Retail	8	6	55	27	27	0	2	0	0	0	125

PART IV: IMPACT SUMMARY

A. Summarize the impacts this project will have on natural resources.

The property was previously cleared and the water management system established. Accordingly, there will be no additional impacts to natural resources.

B. Summarize public facility capital costs associated with project impacts using the following table:

Limited public facility costs, if any, will be provided by the City. All such construction costs will be borne by the Applicant. Water and sewer services will be provided by the City of Fort Lauderdale and sufficient capacity exists. Please refer to the infrastructure section of ADA.