South
Florida
Regional
Planning
Council

June 4, 2008

Mr. Robert Lochrie, III
Lochrie & Chakas, P.A.
1401 East Broward Blvd., suite 200
Fort Lauderdale, FL 33301

Re: Riverbend Development of Regional Impact (DRI)
Execution of the Agreement to Delete Questions

Dear Mr. Lochrie:

Enclosed, please find three (3) originals of the Agreement to Delete Questions for Riverbend DRI. A draft copy of this agreement, along with a draft pre-application summary was mailed to the DRI distribution list for review and comment on March 25, 2008. The Transportation Methodology was revised in response to agency comments; this was redistributed for agency review on April 24, 2008 and again on May 13, 2008.

Please have all three (3) originals of the agreement signed by an authorized representative of the applicant, then returned to the Council. Once executed by the Council, this will constitute a final Agreement to Delete Questions by which the ADA will be reviewed for sufficiency of information. Council staff will distribute executed originals of the agreement to the applicant and the Department of Community Affairs. A copy of the final agreement will be mailed to the distribution list for their records.

Should you have any questions regarding the enclosed agreement or any other DRI matter, please contact Jo Sesodia of Council staff at (954) 985 - 4416.

Sincerely,

Carolyn A. Dekle
Executive Director

CAD/kal

Enclosures (3)

cc: Eric Silva, City of Fort Lauderdale w/o enclosures
Gerald Goosby, DCA, w/o enclosures
Jack Osterholt, Osterholt Consulting, w/o enclosures
Sonia Shreffler-Bogart, David Plummer & Associates, w/o enclosures

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Broward (954) 985-4416, State (800) 985-4416
FAX (954) 985-4417, email: sfadmin@sfrpc.com, website: www.sfrpc.com

AGREEMENT TO DELETE QUESTIONS

Project Name: Riverbend DRI

Project Location: City of Fort Lauderdale

Applicant/Developer: Broward Barron, Inc

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

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

Part II - Consistency with Comprehensive Plans

A. Local Plan	•	o
B. Regional Plan	•	o
C. State Plan	•	o

Part III - Demographic and Employment Information

The ADA will provide specific input data needed for the REMI and FIAM models that will be used by SFRPC to evaluate the proposed DRI as identified in Exhibit A. Employment data will be provided by NAICs codes (not SIC).

A. Demographic and Employment Tables	•	o

Part IV - Impact Summary

A. Impact on Natural Resources	•	o
B. Public Facility Capital Costs	•	o

11. Revenue Generation Summary	•	o

12. Vegetation and Wildlife

A. Identification of Plant Species	•	o
B. Discussion of Survey Methods	•	o
C. State/Federal Listed Species	•	o
D. Impact to Listed Species	•	o
E. Mitigation for Impacted Species	•	o

13. Wetlands

The ADA will coordinate with SFWMD and provide specific information shown in Exhibit E.

A. Existing Conditions and Proposed Impacts	•	o
B. Creation or Enhancement Plans	•	o

14. Water

A. Existing Hydrologic Conditions	•	o
B. Existing Water Quality	•	o
C. Mitigation Measures	•	o

15. Soils

A. Description of Soils	•	o
B. Site Alteration and Construction Methods	•	o
C. Soil Erosion Control Measures	•	o
D. Fill and Spoil Information	•	o

16. Flood Plains

A. Identification of Flood Prone Areas	•	o
B. FIRM Zone Designations	•	o
C. Flood Hazard Measures	•	o
D. Off-Site Flooding Impacts	•	o

17. Water Supply

A. Potable/Non-Potable Water Demand	•	o
B. Potable/Non-Potable Water Supply	•	o
C. On-Site Wells	•	o
D. Impact to Existing Wells and Aquifer	•	o
E. Operation/Maintenance of Internal Water Supply	•	o

F. Letter from Off-Site Supplier	•	o
G. Conservation Measures	•	o
H. Service Area Boundary	•	o

18. Wastewater Management

A. Projected Generation and Proposed Treatment	•	o
B. Description of Pre-Treatment Techniques	•	o
C. Letter from Off-Site Treatment Authority	•	o
D. Septic Tank Identification	•	o
E. Service Area Boundary	•	o

19. Stormwater Management

A. Existing On-Site Drainage Patterns	•	o
B. Proposed Drainage System	•	o
C. On-Site Drainage Areas	•	o
D. Run-Off Volume and Quality	•	o
E. Identification of Operation/Maintenance Authority	•	o

20. Solid/Hazardous/Medical Waste

A. Solid Waste Generation	•	o
B. Waste Management		
1. Specification of Waste Generated	•	o
2. Separation Measures	•	o
3. Identification of Off-Site Disposal	•	o
4. Applicable Regulations, Permits and Plans	•	o
C. Documentation		
1. Letter from Developer	•	o
2. Letter from Service Provider	•	o

21. Transportation

This question shall be addressed utilizing the methodology shown in Exhibit F and Exhibit G.

A. Existing Conditions	•	o
B. Projection of Vehicle Trips	•	o
C. Estimation of Internal/External Split	•	o
D. Total Peak Hour Directional Traffic	•	o
E. Assignment of Trips Generated	•	o
F. Recommended Improvements	•	o
G. Site Access Plan	•	o
H. Protection of Transportation Corridors	•	o
I. Provisions for Alternative Modes of Transportation	•	o

22. Air Impacts

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

A. Site Preparation and Construction Measures to Minimize Impacts	•	o
B. Structural/Operational Measures to Minimize Impacts	•	o
C. Analysis of Impacted Intersections and Parking Facilities (Table 22-1)	•	o

D. One Hour/Eight Hour Emissions	•	o
E. Identification of Mitigation Measures	•	o

23. Hurricane Preparedness

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

24. Housing

East Central Florida RPC Housing Methodology June 1999, as modified by SFRPC, shall be used to assess the affordable housing impacts of the DRI (Exhibit C).

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

25. Police and Fire Protection

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

26. Recreation and Open Space

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

27. Education

The applicant shall coordinate with the School Board of Broward County to ensure that the data used in the ADA are comparable with those used for public school concurrency. In addition, the ADA will use the new student generation rates provided by School Board.

A. Estimation of Number of School Age Children	•	o
B. Provision of Facilities or Sites	•	o
C. Letter from School Board	•	o

28. Health Care

A. Description of Facilities and Services	•	o
B. Letter from Service Provider	•	o

29. Energy

In response to this question, the applicant shall specifically discuss implementation of LEED standards and opportunities for use of alternative fuels.

A. Projection of Energy Demands	•	o
B. Description of On-Site Electrical Generating Facility	•	o
C. Letter from Off-Site Supplier	•	o
D. Description of Energy Conservation Methods or Devices	•	o

30. Historical and Archaeological Sites

The Applicant shall include discussion of:

a. Proposed changes in structure or use of Broward County historical cultural resource site # 84, the Seaboard airline and Railroad Station, and
b. Proposed development of the portion of the property located immediately adjacent to and within 300 feet if the North Fork New River. This water-route has been relatively unimproved and has potential to yield archaeological information significant to Broward County and regional history, and is identified as a high-probability archaeological zone.

A. Description of Sites	•	o
B. Protection/Mitigation Measures	•	o
31. Airports		
A. Existing Conditions	•	o
B. Copy of Layout Plan	o	•
C. Copy of FAA Application	o	•
D. Identification of Flight Patterns	•	o
E. Identification of Subsidiary Development	o	•
F. Description of Passenger Circulation System	o	•
32. Attractions and Recreation Facilities		
A. Projection of Attendance		
1. Daily High, Low and Average	o	•
2. Figure 32.1 - Monthly Distribution	o	•
3. Figure 32.2 - Daily Distribution	o	•
4. Figure 32.3 - Hourly Distribution	o	•
B. Identification of Alternative Transportation Systems	o	•
C. Identification of Transportation System Interface	o	•
33. Hospitals		
A. Specification of Proposed Facility	o	•
B. Identification of Related Facilities	o	•
C. Copy of Certificate of Need	o	•
34. Industrial Plants and Parks		
A. Identification of Types of Operations	o	•
B. Identification of Support Industry	o	•
C. Transportation Requirements	o	•
D. Specification of Work Shifts	o	•
35. Mining Operation		
A. Description of Operation	o	•
B. Water Use Requirements	o	•
C. Impact on Aquifer	o	•
D. Maintenance and Inspection Requirements	o	•
E. Description of On-Site Processing Operation	o	•
F. Identification of Radioactive Material	o	•
G. Reclamation Plan	o	•
H. Identification of Mineral Destination	o	•
I. Identification of Shipping Modes	o	•
J. Transportation Requirements	o	•
36. Petroleum Storage Facilities		
A. Description of Existing Facilities	o	•
B. Description of Proposed Development	o	•
C. Identification of Transport Methods	o	•
D. Vapor Emission and Spillage Response	o	•

37. Port and Marina Facilities

A. Existing Conditions	o	•
B. Conceptual Plan	o	•
C. Commodity and Passenger Statistics	o	•
D. Transportation System Expansion Requirements	o	•
E. Dredge and Fill Requirements	o	•
F. Oil Spill Clean-Up	o	•
G. Description of Subsidiary Development	o	•
H. Discussion of Increased Shipping Activity	o	•

38. Schools

A. Description of Proposed Development and Program	o	•
B. Enrollment Impact Area	o	•
C. Identification of Design Population	o	•

39. Other (as specified below)	•	o

A. File the ADA within one year of the pre-application meeting (by March 1, 2009) or within a lesser time if required by the Preliminary Development Agreement. If the ADA is not filed in a timely manner the Applicant shall schedule a new pre-application conference.

B. Distribute all necessary copies of the ADA to all review agencies as indicated below:

Agency	Application		Transportation Appendix		Housing Appendix	
	CD-ROM	Binder	CD-ROM	Binder	CD-ROM	Binder
SFRPC	3	2	2	1	2	1
DCA	1	1	1	1	1	1
FDOT District IV	2	3	2	3	0	0
FDOT Turnpike District	1	1	1	1	0	0
FDEP (Air Quality)	2	3	2	0	0	0
SFWMD	1	3	1	1	0	0
Broward County - DEPGM/PSD	1	3	1	1	1	1
Broward County- DEPGM/Air	3	0	3	0	0	0
Broward County-DEPGM/DMD	1	1	1	1	0	0
Broward County - MPO	1	0	1	0	0	0
Broward County - BCT	1	1	1	1	0	0
Broward County- Historical Com.	0	1	0	0	0	0
City of Fort Lauderdale	3	3	3	3	1	1
City of Lauderhill	1	1	1	0	1	0
City of Plantation	3	3	3	1	1	1
Broward School Board	2	0	0	0	0	0
South Florida RTA	1	1	1	1	0	0

C. Include copies of all relevant executed agreements with the ADA (e.g. Section 380.032 Development Agreement; Final Bifurcation Agreement(s)/Approval(s); Final Agreement to Delete Questions; etc.).

D. Provide display graphics for presentation at all Council meetings.

E. All materials submitted on CD-ROM shall comply with the minimum standards as shown in Exhibit D.

Prepared on this____day of_____ 2008.

By:

_____	_____
Signature	Signature
_____	Carolyn A. Dekle, Executive Director
for the APPLICANT (Print Name)	for the SOUTH FLORIDA REGIONAL
Broward Barron, Inc	PLANNING COUNCIL (Print Name)
Date: _____ 2008	Date: _____ 2008

DRI Economic and Fiscal Impact Analysis Needed Information Check List

A) Information needed for the Economic Impact Analysis

The model we use for economic impact analysis is designed to work with employment and investment data for each land use in the project, specified by 3-digit NAICS[1] sector. It will be sufficient to provide the total employment and total investment at this level of detail for us to complete our analysis. Where the known characteristics of the project are not sufficient to specify the employment and investment directly by 3-digit sector, county averages should be used to allocate from higher levels to relevant sub-sectors at the 3-digit level. If the project is known to have characteristics that make it different from county averages, we can make adjustments in the impact analysis. For example, if the payroll for any sector in the project is expected to be higher or lower than the county average for the sector, the total wage bill should be provided for each 3-digit employment level specified. If projections of revenue or sales are known, by sector, we can use them to make adjustments to the economic impact. If investment can be broken down between the construction cost and equipment and furnishings, or if operating costs have been estimated, we can make adjustments to reflect project specifics.

For Existing Development to Be Demolished (if any)

1. Complete employment profile by sector
2. * Compensation[2] rate for each type of employment by sector
3. * Total revenue (sales) by sector
4. * Operating cost by sector
5. Current property value of the existing structure (land value excluded)

For New Development

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

B) Information Needed for the Fiscal Impact Analysis

For Existing Development to Be Demolished (if any)

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

For New Development

1. Employment by land use type: office, retail, hotel, industrial land etc.
2. Per unit/'000 sq. ft. property sales value for each type of land use: single family, multifamily, condominium, office building, retail, hotel, industrial land etc.
3. Impact fees for each type of land use
4. Property tax (Ad Valorem) millage rates
5. Developer's contribution

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

[2] Includes wages and benefits.

For Underlying Assumptions (optional)

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

Note:
*: optional.

EXHIBIT B

Development of Regional Impact Air Quality Requirements

Required

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

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

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

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

Recommended

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

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

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

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

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

Housing Methodology for Riverbend DRI

1. The methodology to be utilized is the "ECFRPC Housing Methodology", dated June 1999, further revised by the substitute spreadsheets dated 2006 for Broward County and Miami-Date County (Housing Demand Calculation Model and Housing Affordability Calculation Model).

2. Instead of utilizing SIC codes, the NAICS codes will be utilized and must be consistent with the codes utilized for other questions included in the ADA.

3. See the Table below for the income ranges to be utilized; the income ranges listed on page 22 of the Pre-Application Summary are from 2006. The income ranges are the median incomes issued by the U.S. Housing and Urban Development Department for Fiscal Year 2008.

MEDIAN INCOME	VERY LOW INCOME (less than 50% of Median Income)	LOW INCOME (51-80% of Median Income)	MODERATE INCOME (81-120% of Median Income)
Broward County			
$64,000	$32,000	$32,001 – $51,200	$51,201 – $76,800
Miami-Dade County			
$49,200	$24,000	$24,001 - $39,360	$39,361 - $59,040

4. A map to delineate the housing supply area must be included in the ADA and provide sufficient detail to determine what is included in the housing supply area. If the Housing Supply Area is based on a commutation time at peak hour, the average of five trips should be used and cannot be done all in one week.

5. The first 5% of vacant rental and owner units must be deleted from the available housing supply, not just the first 5% of rental units, as stated on page 23.

6. The insurance rate information must be sufficient to determine if it is current must be able to be verified; sources of information must be provided.

7. Housing units projected in the proposed project should be included in the housing supply analysis.

8. The housing supply analysis must clearly describe how the maximum caps are being applied to available efficiency and 1 bedroom housing units.

9. The housing methodology on page 23 (7th bullet) states that based on a conversation with me homeowner/condominium fees will not be factored into the housing analysis. The methodology should be revised to state that the Council does not object to the homeowner/condominium fees not being factored into the housing analysis.

10. The ADA must specify if any of the residential units to be built will be for low-and moderate-income residents. If the units are for low-and moderate-income residents, the ADA must provide a phasing schedule for their construction and how affordability will be maintained.

EXHIBIT D

Minimum Standards for the Submittal of DRI Applications in Digital Format

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

1. Disk Format: Digital files must be submitted on CD-ROM disks. PDF files must be readable in Adobe Reader Version 6.0 and higher. All disks must be clearly labeled with DRI Project Name, Date and Type of Submittal (ADA, SIN Response etc). Files must be burned as read-only CDs. (Please do not create using "drag and drop" and do not use rewritable media, as these disks are frequently unreadable by other computers.)

2. File Naming: Each ADA question must be saved as a separate PDF file, containing all text, maps and correspondence submitted for that question in the paper binder. File names must include the ADA question number. Questions 1 thru 8 may be combined into a single PDF file.

3. File Size: Files must not exceed 50 mb in size. If necessary, due to file size, questions may have two or more PDF files, for example Q9_MAPS_file 1.pdf, Q9_MAPS_file 2.pdf, etc.

4. Content: Digital content must exactly match the content of the paper binder:
   - PDF files may be scanned images or printed/exported from original text document, as long as they exactly duplicate the content of the paper binder (including revision dates, footnotes, pagination etc.);
   - Attachments or exhibits which are included within the paper document must be included in same location within the PDF file (not as submitted as separate files);
   - Maps may not be submitted as individual PDF files;
   - All maps and graphics shall be legible and in color (if the corresponding paper copy is in color); and,
   - Scanned maps and graphics should have a minimum resolution of 300 dpi (suitable for local printing).

5. Supplemental Data Files: Data files for the Transportation and Housing appendices may be submitted in other file formats on separate CD-ROMs labeled "Supplemental Data Files For Question # ___. These files are for use with _____ software".

6. Transmittal: Incomplete, damaged or unreadable disks delay the review process, therefore the applicant must:
   - Verify that all CD-ROM disks, and all files therein, are readable before transmitting the disks;
   - Send disks in protective mailers;
   - Include a paper copy of the Table of Contents from the ADA or SIN Response annotated to show the digital file names corresponding to each line item; and,
   - Include a contact name and number in the event that a disk is faulty.

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

Wetlands/ Environmental Issues for Riverbend DRI

Section E of the Pre-Application document references permits obtained for the project listed in Appendix D, which includes a Broward County Surface Water License issued June 16, 2006. However, it is unclear whether Broward County issued a permit on behalf of the District under the delegation agreement with the County. While no specific information is provided regarding the scope of work, it appears the project will require an Environmental Resource Permit (ERP) from this agency, which must address both surface water management as well as wetland impacts, if any. If the project involves more than 1.0 acre of work in, on or over wetlands or other surface waters, an Individual ERP (as opposed to a Standard General ERP) will be required.

The Pre-Application document states that no wetlands or wetland areas were identified during initial reconnaissance surveys but states that the project area adjacent to the North Fork of the New River will be targeted for additional specific field analysis. The results of that analysis should be made part of the permit application and should address any work that may be proposed in the water and any sovereignty submerged lands authorization that may be required.

Any proposed direct, secondary and potential cumulative wetland impacts will need to be addressed as part of the permitting process. In addition, a detailed alternatives analysis will be required which demonstrates that all feasible project alternatives and modifications have been investigated and implemented to reduce and eliminate wetland impacts to the greatest extent practicable before mitigation can be considered. Any remaining impacts will require submittal of a complete mitigation proposal that offsets any loss of wetland function.

District 4 FDOT - OMD DRI Review Checklist for Question 21(i) (3/28/07)

Comprehensive Plan Consistency
- Is the proposed project consistent with other affected local governments' comprehensive plans?
- Does the proposed project further relevant planning studies or charrettes?

Intergovernmental Coordination
- Is the proposed project consistent with other affected organizations' (development authorities, RTA, MPOs, Turnpike, school boards, etc.) plans relevant to ensuring the development of an interconnected multimodal transportation system?
- Will the project affect public facilities (roads, schools, etc.) in neighboring jurisdictions?

Attainable/Affordable Housing
- If residential development is a component of the project, will a diversity of housing types be provided?
- Is this housing located in close proximity with convenient access to travel choice options?

Sustainability
- Are land use and design guidelines proposed, consistent with the Master Plan, to ensure the project develops in a manner that maximizes infrastructure capacity, travel choices, and public investment in the transportation system?

Adequacy of transportation facilities (Roadways)
- Does the roadway network further the local or regional thoroughfare and long range transportation plans? (# lanes, r/w, etc.)
- Is there connectivity for multiple choice routes?
- How is land use oriented to optimize mobility?
- Is access management addressed?

Adequacy of transportation facilities (Transit)
- Does transit serve the site? If not, does the master plan support transit ready communities?
- Are land use patterns supportive of transit over the short and long term horizons?
- Are bus stop/transit shelters located for convenient access to adjacent uses?
- Should the roadway network incorporate the use of bus bays?
- Is an intermodal facility needed and optimally located to serve the public need?
- Does the overall transit strategy support an increase in use by "choice" riders?

Adequacy of transportation facilities (TOD/POD)
Do the master plan or design guidelines address:
- building design
- building scale
- density/intensity
- street patterns
- street widths
- landscaping
- activity centers that are attractive, pedestrian-friendly, and serve surrounding neighborhood-level residential areas
- parking
- activity nodes with higher density/intensity
- healthy mix of uses within easy walking distance of each other

- sidewalks
- pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1,350 ft)
- traffic calming measures

Adequacy of transportation facilities (Bicycle/Pedestrian)

- Does the project identify a pedestrian network of sidewalks and pathways/trails with connectivity throughout the development and to adjacent uses?
- Are typical sections for thoroughfares provided that are inclusive of facilities for bicycles?

Transportation Demand Management (TDM)

- Does the applicant commit to the development and implementation of transportation demand management strategies to reduce project-related peak hour automobile trips?

The intent of this transportation methodology is to discuss and agree with the review agencies on the parameters that will be used as the basis for preparing Question 21 – Transportation, of the Application of Development Approval (ADA) for this Project.

STUDY AREA / EXISTING ROADWAY NETWORK

For traffic analysis purposes, the preliminary study area for the Project will be bound by West McNab Road on the north, Stirling Road on the south, SR A-1A on the east, and North Pine Island Road on the west. The preliminary study area appears to fall within four of Broward County's Transportation Oriented Concurrency districts. Ultimately, the boundaries of the final study area will be shaped by determination of significant impact. According to DRI rules, "significant impact" is measured as development traffic volumes consuming 5% or more of the roadway's Service Volume (as described in the corresponding section). The preliminary study area, along with the existing number of lanes, is shown in **Exhibit 6 Map J – Existing Transportation Network & Study Area.**

For roadways (and intersections) under study, the following conditions will be analyzed:

- Existing Conditions
- Future Conditions without the project
- Future Conditions with the project

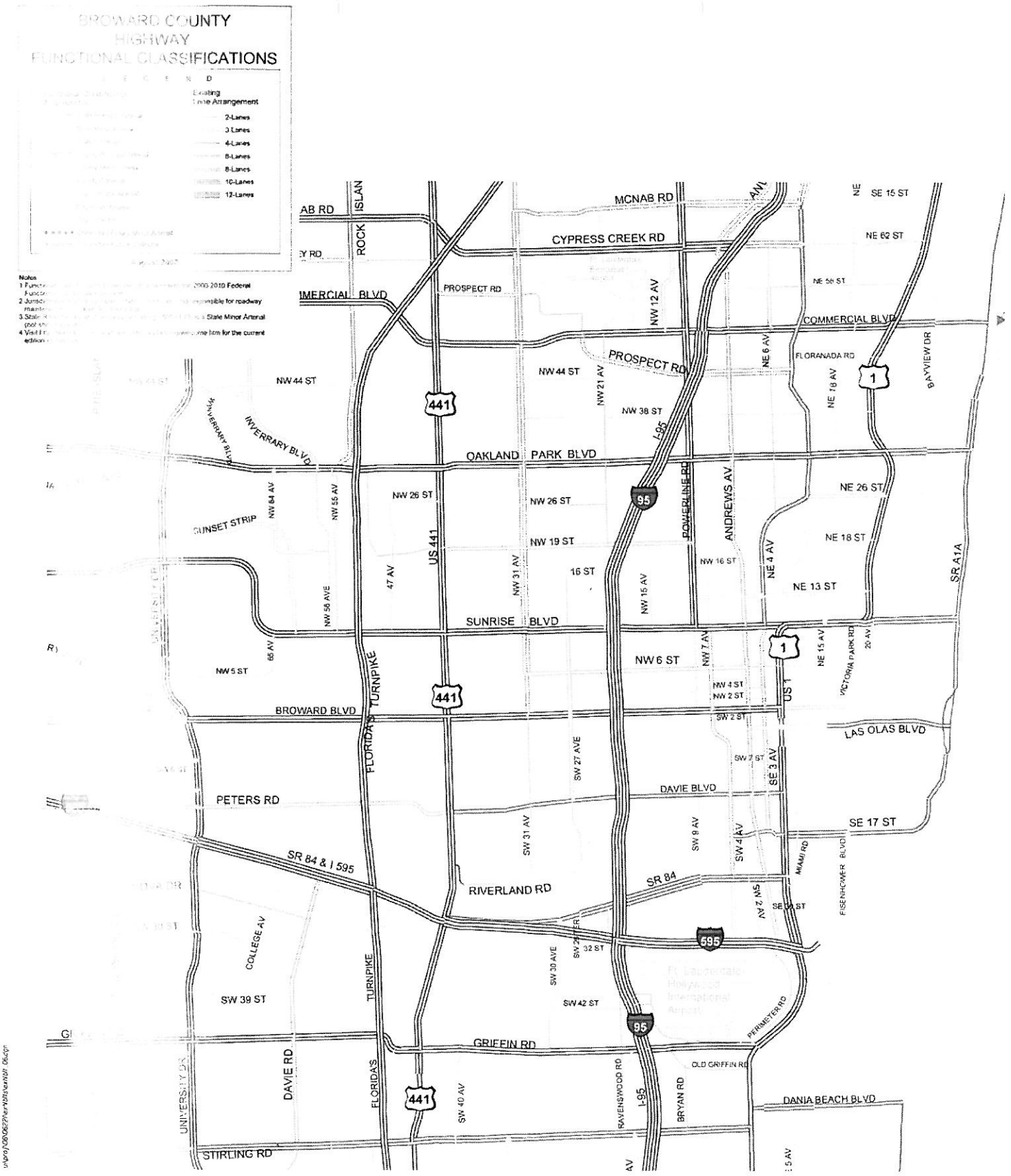
EXISTING TRAFFIC CONDITIONS

1. Existing Traffic Counts

Consistent with the adopted practices of the Broward County Comprehensive Plan, 100th highest hour PM peak hour traffic conditions will be analyzed for all scenarios. For purposes of this study, 2008 will represent existing traffic conditions. Existing traffic counts will be obtained from the latest available Broward County and Florida Department of Transportation (FDOT) traffic count volume data, recent transportation studies in the area, and, where necessary, 24-hour machine counts and/or peak hour intersection turning movement counts to be taken by David Plummer and Associates. K_{100} and D factors, taken from FDOT permanent count stations representative of the area, will be applied to AADT for the determination of 100th highest hour traffic volumes. Separate K_{100} and D factors will be used for I-95 and/or the Florida Turnpike, which is representative of permanent count stations data located on these freeways exclusively. Counts taken between 2006 and 2007 will be adjusted to 2008 conditions using the area background traffic growth rate.

2. Level of Service Standards

The Level of Service (LOS) standards adopted by the corresponding local jurisdiction (city or county) will be considered the required minimum LOS for all non-SIS/FIHS (Strategic Intermodal System/Florida Intrastate Highway System) roadways. SIS/FIHS standards (as established by FDOT) will be used for any significantly impacted SIS/FIHS roadways.



Source: Broward Metropolitan Planning Organization

Exhibit 6: Map J

Existing Transportation Network & Study Area

Riverbend DRI

3. Maximum Service Volumes

The directional peak hour maximum Service Volume for roadways analyzed will be obtained from Broward County's adopted Service Volumes (reflected in either the concurrency management system (TOC) LOS standards or the long range transportation planning LOS standards stated in the adopted Comprehensive Plan; or FDOT's 2002 Quality Level of Service Handbook and the supplemental Level of Service Issues – 2002 QLOS Handbook Addendum – May 2007). The maximum Service Volume will be a function of the adopted LOS standard and the roadway characteristics.

a. Intersection Analysis

Intersection analysis will be performed where the adjacent link is projected to operate below the adopted level of service and project traffic consumption of the adopted maximum service volume is 5% or more (significant impact) or project traffic consumption is more than 90% of the link capacity. The most current Highway Capacity Software, HCS+ (based on the 2000 Highway Capacity Manual (HCM) Update) will be used for the intersection capacity analysis and ramps/interchange capacity analysis. AM and PM peak hour analysis will be conducted for the I-95 interchange including ramps to Broward Boulevard, Broward Boulevard from I-95 to the W 27 Avenue intersection

COMMITTED TRANSPORTATION IMPROVEMENTS

The most recent, adjusted Broward County Transportation Improvement Program (TIP) will be reviewed to determine which roadways in the study area are programmed for improvements in the study area. Programmed improvements scheduled for the next 3 years will be used for all roadways, except for SIS/FIHS roadways, where the next 5 years of improvements will be included (this will be based on the most recent DCA Rules and Florida Statutes). The appropriate agency(ies) will be contacted to confirm the status of these improvements. A preliminary list of improvements is provided in **Exhibit 8 – Committed Transportation Improvements**.

If applicable, Development Orders (DOs) for approved Developments of Regional Impacts (DRIs) will be reviewed to determine if there are roadway improvements required by developers in addition to any required roadway improvements from non-DRI projects. The improvements will also be incorporated into the traffic study, given that the timing coincides with the proposed buildout dates for the project.

Planned improvements within the study area will be researched in Broward County's Long Range Transportation Plan. These improvements will be provided for informational purposes only. Therefore, confirmation of these improvements will not be requested.

BACKGROUND TRAFFIC GROWTH

Background traffic will be developed by applying growth rates to existing traffic in order to reflect the project's buildout year. The growth rate will be determined as follows:

- Available Average Daily Traffic (ADT) counts on all roadway sections within the study area will be reviewed for the most recent five years of data to determine historical trends. This analysis will be based on readily available data from Broward County and FDOT.

Historic increases in traffic comprise a number of components, including existing development traffic, normal increases or decreases in traffic volumes due to motorist travel behavior, and traffic generated by new development. The proposed analysis would specifically account for committed development projects. Therefore, it is anticipated that the compounded background traffic growth rate (excluding committed developments) will be smaller than the historic growth rate. Therefore, the determined background traffic growth rate to be used in this analysis (excluding committed developments) will be reduced to half of the calculated rate. Separate growth rates will be determined for I-95 and the Florida Turnpike. Growth rates from the LRTP will be considered for the Florida Turnpike. This is consistent with the methodology described in the FDOT Site Impact Handbook. The growth rate between existing and future traffic conditions without project should at least amount to the historic background growth rate in the study area.

Exhibit 8
Committed Transportation Improvements

TIP Number	Page	Facility Name	Limits/Location	Description	Construction Year
FPN 406094-4		Florida Turnpike	Peters Rd to Sunrise Blvd	Add NB Lanes and Reconstruct	2009
FPN 406095-1		Florida Turnpike	H.E.F.T. (SR 821) to N of Johnson St	Add Lanes and Reconstruct	2011
FPN 406097-1		Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add SB Lanes and Reconstruct	2010
FPN 406097-4		Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add NB Lanes and Reconstruct	2009
FPN 406150-1		Florida Turnpike	I-595/Tpke Ramps & Turnpike Mainline	Add Lanes and Reconstruct	2010
504	96	East/West Connector Shuttle	West Central Broward to Downtown	New transit service	Underway
1118	99	SE/SW 2nd Street	Between NW 6 Avenue and US-1	Transit improvments	Underway
1122	99	Beach Transit Shuttle	Downtown/Beach Shuttle Routes	New shuttle service	Underway
1137	100	Sistrunk Blvd	Sistrunk Blvd	Urban Corridor Improvement	Underway
1369	102	Downtown Transit Circulator	City of Fort Lauderdale	Community/Regional transit link	Underway
1421	103	Transit Regional Network	Regional	Transit centers/Infrastructure	Underway
1280	115	TCRA Feeder Bus	Districtwide	Urban Corridor Improvements /Feeder Bus	2008-2011
819	38	I-595	W of Davie Rd to SR-7 / FTPK Interchange	Major Interchange Improvement	2010-2011
1310	39	I-595	E of University Dr to E of the FTPK Interchange	Major Interchange Improvement	2010-2011
1311	39	I-595	E of University Dr to W of Davie Rd (WB)	Add 1L, reconstruct 8L (9LD)	2010-2011
271	53	Pine Island Rd	I-595 to Nova Dr	Add 2L (6LD)	2010-2011
918	58	SR-7	.6 M S of Griffin Rd to .3 M S of Griffin Rd	Add 2L, reconstruct 4L (6LD)	2007-2008
1023	71	Bailey Rd	SR-7 to NW 64 Ave	Add 2L (4L)	Prior
206	83	NW 21 Ave	NW 19 St to Oakland Park Blvd	Add 1L (3LD)	Prior
154	85	Pine Island Rd	Oakland Park Blvd to Commercial Blvd	Add 2L (6LD)	Prior
813	86	Ravenswood Rd	Griffin Rd to Stirling Rd	Add 2L (4LD)	Prior

Sources:
Broward County Transportation Improvement Program (TIP), Major Highway Improvement Projects (2007-2012)
Florida's Turnpike Enterprise Tentative Five-Year Work Program Overview (11/06/07)

PLANNED AND COMMITTED DEVELOPMENTS

Consistent with the DRI guidelines, committed developments are approved projects generating 400 or more net new external trips during the PM peak hour. A list of approved developments generating 400 or more net new external trips during the PM peak hour was received from Broward County as well as one from the South Florida Regional Planning Council (SFRPC). The lists have been summarized and are provided in Attachment A. The committed development projects used to

establish the future background traffic will be limited to this list.

Traffic generated and assigned by un-built portions of the developments on Attachment A coincident with project buildout, will be obtained from previously approved traffic studies. If these are not available, projects within two miles of the project site will be consolidated by TAZ and trip generation will be established using the latest ITE trip generation rates and/or equations and then collectively assigned to the roadway network. For projects more than two miles from the project site, the corresponding TAZ's will be combined logically and trip generation will be established using the latest ITE trip generation rates and/or equations and then collectively assigned to the roadway network.

The Riverbend DRI project has a FDOT transit park-n-ride component. However, traffic to the park-n-ride lot is not part of the Riverbend project traffic. The traffic generated by this component will be applied to the future volumes as a committed development.

PROJECT TRAFFIC

1. Existing Uses on Site

The applicant has filed a Preliminary Development Agreement for a portion of the project north of Broward Boulevard between NW 22 Avenue and NW 25 Terrace which is currently under construction. All land within the DRI boundary south of Broward Boulevard has been cleared of all structures, excluding the three parcels owned by the Florida Department of Transportation (FDOT).

2. Trip Generation

Trip generation will be estimated using rates and/or equations (as applicable) published in ITE *Trip Generation*, 7th Edition. Trip Generation will be estimated individually for the proposed land uses in both the North and South parcels of the project as well as the proposed land uses within the FDOT parcels. All ITE Land Use Codes utilized for each of the proposed land uses for this DRI will be identified. ITE prescribed adjustments to the trip generation are described in the following sections. A Land Use / Trip Exchange flexibility matrix will be provided in the DRI. The minimum and maximum size will be included for each land use. A sample matrix is provided in Attachment B.

3. Internal Trips

ITE recognizes that data obtained to establish trip generation rates and/or equations is collected at single-use, free-standing sites, and that mixed-use developments provide a potential for interaction of trips within the site, which must be accounted for separately. ITE's *Trip Generation Handbook*, published in March 2001, provides guidelines for establishing internal capture for mixed-use developments. These guidelines will be followed in determining the potential for trip interactions within the site on both sides of Broward Boulevard. Internal shuttle service, to increase the internalization potential, will be provided within the Riverbend project limits north and south of Broward Boulevard as well as to the FDOT transit locations. The unique roadway connections under the I-95 interchange will allow the shuttle vehicles to provide service without traveling on Broward Boulevard although some of the internal trips will be north/south crossing of Broward Boulevard thru the signalized intersection. Therefore, there will be both pedestrian internal trips with internal shuttle trips as well. An internalization matrix reflecting the project development program will be provided in the DRI. A sample internalization matrix is provided in Attachment C.

4. Pass-by Trips

Research shows that a percentage of retail trips to and from retail centers are *pass-by* trips. ITE describes *pass-by* as trips *attracted from traffic passing the site on an adjacent street. Pass-by* trips are already using the existing roadway network. ITE has established that pass-by varies for different sizes of retail. ITE provides an equation for calculating pass-by for retail establishments. Consistent with ITE's recommendations in the *Trip Generation Handbook*, deductions for *pass-by trips* will be taken after *internal trips* are deducted, and will be assigned at project driveways. In addition, consistent with the procedures established in FDOT's *Site Impact Handbook*, the number of pass-by trips will not exceed 10% of the traffic passing-by on any of the adjacent street(s) or 25% of the final aggregate retail component.

5. Diverted Linked Trips

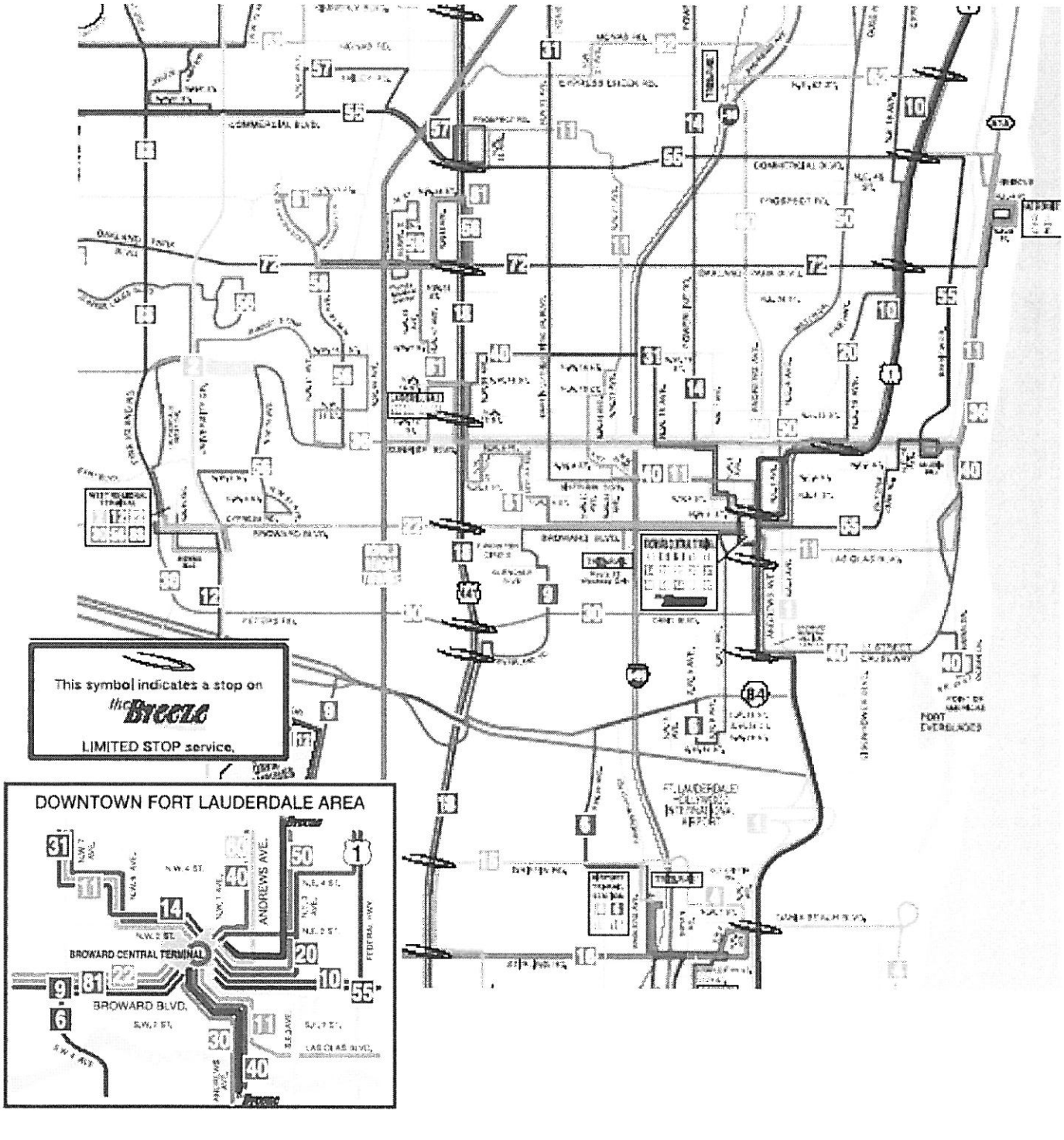
ITE also recognizes that diverted linked trips are a characteristic of retail. ITE describes these as *trips attracted from the traffic volume on roadways within the vicinity of the generator but which require a diversion from that roadway to another roadway to gain access to the site.* Diverted linked trips are already using roads in the area, but would deviate from those roads to access the project. Because of the proximity of the proposed project to major area thoroughfares, the potential for diverted linked trips should also be considered. Diverted Linked trips will be estimated using the data provided by ITE for the retail components in each section of the project. Diverted Linked Trips will not exceed 5% of the volume on the I-95 ramps from which they are diverted.

6. Other Modes of Transportation

A review of transit availability in the vicinity of the project site indicates that numerous bus routes serve the area within 2 miles of the site (see **Exhibit 9 Map K - Existing Transit Service**).

One of the main objectives is to design a project that incorporates the strong transit potential in the immediate vicinity. This project will include the Broward Boulevard Park and Ride facilities through a pending FDOT lease. It will be the ultimate transit oriented project in Broward County. The design controls, improvements, and other requirements will exceed the transit intent of Broward County. Elements will include Tri-Rail, Central Broward Transit System, internal shuttles (no trips added to Broward Boulevard), pedestrian and bicycle facilities, and commuter bus service, a full transit service.

The Broward County FSUTMS model will be consulted for projected transit ridership and/or other modes of transportation in this area. Broward County will be consulted regarding existing transit ridership in the vicinity of the project. However, implementation of additional transit services and mobility strategies in the area will result in an increased modal split. The model will be adjusted to reflect a 5% minimum use of other modes of transportation, including mass transit, pedestrians, bicyclists, etc. Documentation will be either provided in the form of existing transit ridership or proposed transit implementation by the project to support the transit ridership used in the study and other analysis such as load factors, headways, bicycle/pedestrian circulation % mode split, location of existing and future transit infrastructure, parking strategy to achieve mode split and TDM strategies (for example incorporating on-site childcare/pre-school/elementary school facilities). A Sample Trip Generation Summary Table reflecting the general project land uses is provided in Attachment D.



Source: Broward County Transit

Exhibit 9: Map K

Existing Transit Service

Riverbend DRI

7. Trip Distribution and Assignment

Model Selection
The traffic assignment percent of total project trips by road segment will be based on a select-zone run using the the2030 Broward County Florida Standard Urban Transportation Model Structure (FSUTMS).

Representative Zone
The subject site is in Broward County's Traffic Analysis Zones (TAZ) 282, 346, and 349. The existing TAZ system will be modified creating a new TAZ for each section and properly reflect the amount of future project development levels. Project traffic will be assigned to these zones as a special generator, and then tracked via a select-zone analysis, using the2030 Broward County FSUTMS model, and then replaced with updated peak-hour project traffic values based on project trip generation rates using adjusted ITE's Trip Generation, 7th Edition, instead of FSUTMS based trip attractions. Assigned project trips will be checked to ensure that they will reflect at least 98% of the net new external trips obtained from the adjusted trip generation as described in sections 1 through 7 above.

The Broward County FSUTMS model network will be reviewed in order to verify that only committed roadway improvements listed in the first three (3) years of the Capital Improvement Program (CIP) and the Transportation Improvement Program (TIP), the next 5 years of programmed improvements for SIS/FIHS roadways, as well as any committed improvements by private approved developments within the time frame of this DRI, are incorporated into the model for the study area (this will be based on the most recent DCA Rules and Florida Statutes). Any non-SIS/FIHS roadway improvement within the current 2030 Broward County FSUTMS model network, which is not included in the first three (3) years of the CIP/TIP, will be removed from the model network in the study area.

FUTURE TRAFFIC CONDITIONS

Future traffic conditions will be established using existing traffic conditions as a base, applying a traffic growth rate through project buildout, and adding traffic generated by the committed developments, as described in the corresponding section above. Project traffic will be assigned using the output from the current 2030 Broward County FSUTMS model.

Link analysis will be performed where the proposed project's net new external PM peak hour trips are found to be significant, i.e., equal to or greater than 5% of the applicable LOS standard maximum service volume. The link analysis will consist of comparing pm peak hour directional traffic volumes against the directional peak hour volume thresholds. Link analysis and/or mitigation will be recommended for links predicted to operate below the adopted LOS standard where the net new external pm peak hour project traffic is significant.

Interchange analysis will be performed during the AM and PM peak hours for I-95 at Broward Boulevard, Broward Boulevard from I-95 to the W 27 Avenue intersection and project driveways/site connections. Link analysis will be performed for both the AM and PM peak hours on Broward Boulevard from the project site east to US-1.

FUTURE ROADWAY NETWORK

Based on the future traffic volumes projected as described above, a recommended roadway network to support all area development coincident with Project buildout will be recommended. Roadways with Project trips that represent 5% or more of the service volume consumption will be considered to be significantly impacted by the Project. Roadways that operate beyond the adopted LOS standard and meet or exceed the 5% service volume consumption by the Project will be considered to be significantly and adversely impacted by the Project. The adopted roadway LOS standard for Broward County, local municipalities and/or SIS/FIHS facilities will be applicable, with state law as appropriate. Mitigation of regional transportation facilities will be pursuant to Rule 9J2.045 of the Florida Administrative Code and shall include a mitigation / proportionate share schedule based on project trips.

NUMBER AND LOCATION OF ACCESS POINTS TO THE PROJECT SITE

A conceptual site plan showing the proposed access points to and from the project will be provided. These driveways will be described in the ADA, and in the permitting portion of this process. Consideration will be given to ways to minimize their impacts on the adjacent roadway network.

PROVISIONS TO ENCOURAGE OTHER MODES OF TRANSPORTATION

As mentioned under "Other Modes of Transportation", one of the main objectives is to design a project that incorporates the strong transit potential in the immediate vicinity. This project will include the Broward Boulevard Park and Ride facilities through a pending FDOT lease. It will be the ultimate transit oriented project in Broward County. The design controls, improvements, and other requirements will exceed the transit intent of Broward County. Elements will include Tri-Rail, Central Broward Transit System, internal shuttles, pedestrian and bicycle facilities, and commuter bus service, a full transit service.

CONCURRENCY/COMPREHENSIVE PLANS

Separate from this DRI analysis, a Broward County transit concurrency analysis will be performed as part of their final review, as well as traffic studies for a Comprehensive Plan update.

ATTACHMENT A

ESTABLISHED COMMITTED DEVELOPMENT PROJECTS FOR BACKGROUND TRAFFIC[1]

(GENERATE MORE THAN 400 NET NEW EXTERNAL PM PK HR TRIPS)

- ALANDCO
- COASTAL FUELS
- CYROSE
- DESIGN CENTER OF THE AMERICAS
- FORT LAUDERDALE-HOLLYWOOD INT AIRPORT
- HEADWAY OFFICE PARK
- LAUDERHILL CITY CENTER
- LIGHTSPEED BROWARD
- NORTHPORT
- REDEVCO-DAVIE
- ROLLING HILLLS
- SPECTRUM
- THE FIRST PLACE
- HERMAN CORN (PLAT 1)
- DIXIE LANDMARK PLAT
- STAR OF DAVID MEMORIAL GARDENS II
- SABAL PALM BY PRESTIGE
- BAYTREE OF INVERRARY
- STILES PLANTATION
- NOVA UNIVERSITY (PLAT 1)
- MOSS PLAZA
- NEW DAWN DAVIE
- TROTTERS CHASE
- DOWNTOWN DAVIE
- N.E. 7TH AVENUE FLL AIRPORT PLAT (PLAT 9)
- PORT EVERGLADES COMMERCE CENTER
- DANIA JAI-ALAI PLAT
- COMMERCE CENTER OF DANIA
- SAN-MAR PLAT
- DUKE & DUKE SUBDIVISION
- AIRPORT COMMERCE CENTER PLAT
- RAVENSWOOD COMMERCIAL FLL AIRPORT PLAT (PLAT 1)
- MIRO CORNERS
- PORT EVERGLADES INDUSTRIAL PARK SECTION THREE
- CYPRESS CREEK ROAD (PLAT 2)
- FDOT PARK-N-RIDE LOTS WITHIN LIMITS OF PROJECT

[1]Traffic generated by un-built portions of these developments and coincident with project buildout will be included to establish background traffic.

ATTACHMENT B

Sample Flexibility Matrix

Two-Way PM Peak Hour ITE Trip Generation

Riverbend DRI

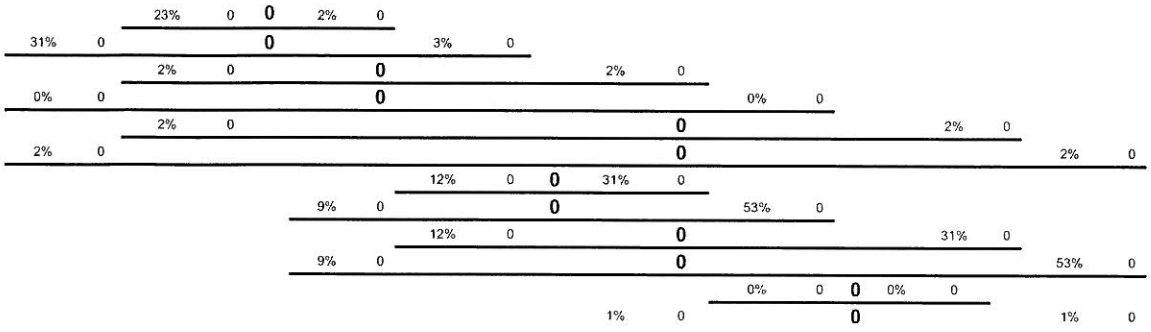
	Office 0.000	Retail 0.000	Residential 0.000	Government Office 0.000	Hotel 0.000	Industrial (Warehousing) 0.000
Office 0.000	1	0.000	0.000	0.000	0.000	0.000
Retail 0.000	0.000	1	0.000	0.000	0.000	0.000
Residential 0.000	0.000	0.000	1	0.000	0.000	0.000
Government Office 0.000	0.000	0.000	0.000	1	0.000	0.000
Hotel 0.000	0.000	0.000	0.000	0.000	1	0.000
Industrial (Warehousing) 0.000	0.000	0.000	0.000	0.000	0.000	1

Note:
Multiply "from" land use units times the appropriate factor found under the "to" land use to obtain equivalent units of exchange development.

ATTACHMENT C

Unconstrained Internalization Demand
(SAMPLE)
PM Peak Hour of the Adjacent Street
Riverbend DRI

Office		Retail		Residential Condominium		Hotel		TOTAL	
Land Use 710		Land Use 820		Land Use 230		Land Use 310			
3,265,448		992,040		1,250		850			
*Trips=1.121*1,000 SF+79.295*		*Ln(Trips)=0.660 Ln(1,000 SF)+3.403*		*Ln(Trips)=0.827 Ln(DU)+0.309*		*Ln(Trips)=1.212 Ln(rooms)-1.763*			
In	Out	In	Out	In	Out	In	Out		
0	0	0	0	0	0	0	0	0	ITE Trip Generation
17%	*83%*	*48%*	*52%*	*67%*	*33%*	*53%*	*47%*		



Balanced Internalization Demand - Proposed Uses Grand Total of Buildout

Office		Retail		Residential Condominium		Hotel		TOTAL	
Land Use 710		Land Use 820		Land Use 230		Land Use 310			
3,265,448		992,040		1,250		850			
*Trips=1.121*1,000 SF+79.295*		*Ln(Trips)=0.660 Ln(1,000 SF)+3.403*		*Ln(Trips)=0.827 Ln(DU)+0.309*		*Ln(Trips)=1.212 Ln(rooms)-1.763*			
In	Out	In	Out	In	Out	In	Out		
0	0	0	0	0	0	0	0	0	ITE Trip Generation
								0%	Adjustment Factors
								0%	
								0%	
								0%	
								0%	
								0%	
0	0	0	0	0	0	0	0	0	External Trips
	0.00%		0.00%		0.00%		0.00%	0.00%	
0	0	0	0	0	0	0	0	5.0%	Transit Ridership
		0	0					25%	Pass-by
		0	0					5.0%	Diverted Linked Trips
0	0	0	0	0	0	0	0	0	Net External Trips

ATTACHMENT D

PROJECT TRIP GENERATION SUMMARY
(SAMPLE)
PM PEAK HOUR

Land Use	ITE LU Code	Size	Unit	Enter	Exit	Total
General Office Building	710	0	GSF	0	0	0
Retail	820	0	GLA[1]	0	0	0
Residential Condominium	230	0	Dwelling Units	0	0	0
Hotel	310	0	Rooms	0	0	0
Public Facilities Building	730	0	GSF	0	0	0
Public Facilities Storage	150	0	GSF	0	0	0
Gross Project Trips				**0**	**0**	**0**
Internal Trips[2]			10%	0	0	0
Transit Trips[3]			5%	0	0	0
Pass-By Trips[2] (Retail Only)			25%	0	0	0
Diverted Linked Trips[2] (Retail Only)			5%	0	0	0
Total Net External Project Trips				**0**	**0**	**0**

[1] Conversion factor for GLA to GSF will be provided in DRI

Source: David Plummer & Associates

[2] Based on ITE Trip Generation Handbook March 200'

[3] Minimum of 5%; Final mode split to be determined during DRI analysis