

Village at Gulfstream Park Impact Evaluation Statement

December 2006

Hallandale Beach, Florida

Prepared for:

The Village at Gulfstream Park, LLC
Terminal Tower
50 Public Square, Suite 1000-B
Cleveland, OH 44113-2267
United States of America

Prepared by:
Kimley-Horn and Associates, Inc.
601 21st Street, Suite 300
Vero Beach, Florida 32960

December 7, 2006

Via Federal Express Standard Overnight/ (954) 457-1378

Mrs. Christy Dominguez
City of Hallandale Beach, City Hall
Planning and Zoning Division
400 S. Federal Highway
Hallandale Beach, FL 33009

Dear Mrs. Dominguez:

Kimley-Horn and Associates is pleased to re-submit this Impact Evaluation Statement for the Village at Gulfstream Park, Hallandale Beach, Florida. A response to the impact evaluation submission requirements as set forth in Article V. Section 32-788 follows.

Please feel free to contact us regarding any comments, questions, or concerns you may have regarding the findings in this document.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Melibe Tardaewether
Project Manager

Peter Van Rens, P.E.
Associate

Enclosures:
Impact Evaluation Statement Response

A: Scope

City of Hallandale Beach Code of Ordinances 32-788

(a) Scope. Impact evaluation shall relate primarily to the overall effect or impact of a proposed development on its surrounding neighborhood and the overall community. A uniform impact data matrix, to be provided by the director, may be utilized by the applicant in determining certain impacts and submitted in conjunction with the impact evaluation statements required in this section. This matrix should be constantly revised to represent the current professional planning and engineering measurements of the specified impacts reflecting local characteristics. The applicant may submit different or modified calculations or measurements of these impacts applicable to his project, provided they are supported and documented by competent and substantial professional planning and engineering judgments and opinions. All of the following areas of impact concern shall be addressed by the applicant as accurately and completely as possible, utilizing qualified professional assistance as recommended in section 32-785.

Scope

General Project Description:

The Village at Gulfstream Park is part of the approximately 250-acre Gulfstream Park racetrack facility located near the southeast corner of Hallandale Beach Boulevard and Federal Highway. The applicant, owner of Gulfstream Park, has enhanced the horse racing facility and is proposing to construct a large-scale, mixed-use project on an 60.8 acre portion of the property that is currently used as surface parking for the racing facilities. The applicant would provide structured parking to supplement the surface lots and construct a mixed-use project comprised of retail and residential land uses, which is the subject of this impact evaluation statement. The ultimate buildout of the Village at Gulfstream Park also includes hotel, office and movie theater uses; however they are not a part of this Phase I submittal.

Table A-1 provides a breakdown of the proposed land uses on the site for Phase I.

**Table A-1
Development Program**

Use	Anticipated Development for 2010 (Phase 1)
Retail	260,000 s.f.
Restaurant	120,000 s.f.
Office	70,000 s.f.
Residential*	0 units
Hotel	0 rooms
Movie Theater	0 seats

*High-rise one and two or more bedroom apartments.

Phase I development for this project, as indicated in Table A-1 above, is expected to begin after project approval and completed by 2010, according to the approved Development of Regional Impact (DRI) Ordinance No. 2006-24.

Pursuant to the guidelines and standards in Chapter 28-24, F.A.C., the proposed land uses and amounts of total development proposed for Phase I of the project are identified in Table A-2:

**Table A-2
DRI Threshold**

Use	Development Program Land Use
Retail/Restaurant	750,000 s.f.
Office	140,000 s.f.
Residential*	1,500 units
Hotel	500 rooms
Movie Theater	2,500 seats
Open Space	1.2 acres

*High-rise one and two or more bedroom apartments.

Existing Land Use:

The property is and has been utilized as a paved surface parking lot for the adjacent Gulfstream Park horse racing facility, as indicated in Map D. Previous and existing activities on site do not present constraints to the proposed development.

Village at Gulfstream Park

Existing Land Uses

Map D

- 112 Mobile Home Units - Low density
 - 121 Fixed Single Family Units - Medium Density
 - 122 Mobile Home Units - Medium Density
 - 131 Fixed Single Family Units - 6 or More D.U./Acre
 - 133 Multiple Dwelling Units - Low Rise (2 Stories or Less)
 - 134 Multiple Dwelling Units - Low Rise (3 Stories or More)
 - 141 Retail Sales and Services
 - 147 Mixed Commercial and Services
 - 175 Governmental
 - 183 Race Tracks (Horse, Dog, Car, Motorcycle)
 - 185 Parks and Zoos
 - 186 Community Recreational Facilities
 - 510 Streams and Waterways
 - 814 Roads and Highways
-  Right-of-Way
 -  Utility Easements - Florida Power & Light
 -  Drainage Easements
 -  DRI Boundary

*Land use codes obtained from the Florida Land Use, Cover and Pattern Classification System




**Kimley-Horn
and Associates, Inc.**
042250000 March 23, 2004



Primary and Secondary Trade Areas Retail Centers Will Serve:

The proposed mixed-use development for the Village at Gulfstream Park envisions the phased development to ultimate buildout of up to 750,000 square feet of retail and restaurant space, of which 260,000 square feet of retail and 120,000 square feet of restaurant are proposed for development in the project's first phase.

One objective of the proposed project is to "bring horse racing into the 21st Century" by surrounding the existing race track facility with retail and restaurant uses that will make a visit to the property by the traditional track customer a more varied and, hopefully, more extended experience while giving people who come to the property primarily for the new uses exposure to the beauty and pageantry of horse racing. However, the project is also designed to tap into underserved retail and multi-family residential markets by providing for the development of those uses along with office space and hotels in a high quality urban environment.

Primary market support for the retail and restaurant space being proposed for development at the Village of Gulfstream Park is expected to come from the area surrounding the property defined by a 10-mile radius (Figure 10.1-1). Given the location of the property in Broward County just north of its boundary with Miami-Dade County, the primary market area contains portions of both Counties including a number of affluent communities. Within Miami-Dade County, these include the Cities of Aventura and Miami Shores and all or portions of the the barrier island municipalities of Golden Beach, Sunny Isles Beach, Bal Harbour, Bay Harbor Islands and Miami Beach. Within Broward County, the Primary Market Area includes the generally affluent coastal areas of Hallandale, Hollywood and Fort Lauderdale as well as the Emerald Hills area. There are currently considerable amounts of development and redevelopment activity --- much of it upscale in market orientation --- occurring in some of these areas.

In conventional analysis, a secondary market area is typically defined by 20- to 30-mile radius or by driving times within the 1-hour range. However, as a result of the high quality horse racing that occurs at Gulfstream Park including important races leading to the annual "triple crown" series and on occasion, the Breeder's Cup, it is a regional attraction. Accordingly, the retail and restaurant space to be developed as part the proposed project is likely to draw secondary market support from a far wider geographic area than is typical, potentially encompassing all of South Florida.

According to market research commissioned by the Applicant in 2002, the Village at Gulfstream Park's Primary Market Area is currently populated by approximately 900,000 people who comprise households in which the average income approximates \$60,000 annually. It is served by two major shopping centers with a total of approximately 2.1 million square feet of space, including the 1.55 million square foot Aventura Mall and the 480,000 square foot Bal Harbour Shops.

The above-referenced market research further estimated that the regional malls in the Primary Market Area have the potential to capture approximately \$1.8 billion in annual

sales revenues, inclusive of inflow demand from the secondary market area. This estimate was based on an analysis of retail spending patterns both nationally and in South Florida that indicate that:

- Approximately 55 to 60 percent of household income will be spent on retail goods;
- Approximately 70 to 75 percent of all retail sales will not be auto-related;
- Approximately 35 percent of non-auto retail sales will be for general merchandise, apparel, furniture and home furnishings and other (GAFO); and
- Regional malls will capture 45 to 55 percent of GAFO expenditures, with the remainder going to the community and other small centers serving a community.

Finally, the market research indicated that the two existing malls in Village at Gulfstream Park's Primary Market Area have recorded sales only approximating 65 to 75 percent of their estimated potential despite the fact they produce sales per square foot numbers in the upper 5 percent of all regional shopping facilities nationally. In this regard, the market research noted that there is a segment of shoppers within the Primary Market Area of the Village of Gulfstream Park who do not regularly shop at the two regional malls, either because of the ultra-luxury orientation of the Bal Harbour Shops and/or the enclosed nature of Aventura Mall.

Evidence that a market area comprised of fewer than 1 million people can potentially support more than 2.1 million square feet of regional mall space can be found no further away than in the Western portion of Broward County --- i.e. the area west of the Turnpike. That area also has a population comprised of somewhat less than 1 million people, with an average household income reasonably consistent with that of the households living in the Village at Gulfstream Park's Primary Market Area. West Broward supports approximately the 3 million square feet of super regional mall space at Pembroke Lakes Mall, Broward Mall and Coral Square Mall, a quantity of space approximately 1.5 times that currently existing in the Village at Gulfstream Park's Primary Market Area. It should also be noted that the population living in West Broward not only provides viability to the three super regional malls just enumerated but also provides substantial market support for the 2.7 million square foot Sawgrass Mills project that is also located in the area and contemplating further expansion.

Finally, when considering the results of the market analysis set forth above, it should be remembered the business of retailing is not a "zero sum" game. If it were, it is unlikely that a major retailer like Federated Department Stores would place two of its affiliates, Bloomingdale's and Burdine's, in the same center as is the case at Aventura Mall. Further, when those two stores were added to Aventura Mall, the sales of the existing stores went up, not down. The retail "pie" can be cut into smaller pieces because this is off-set by expansion of the pie. Similarly, the creation of a node of shopping that includes both Aventura Mall and the Village of Gulfstream Park is likely to increase the in-flow factor

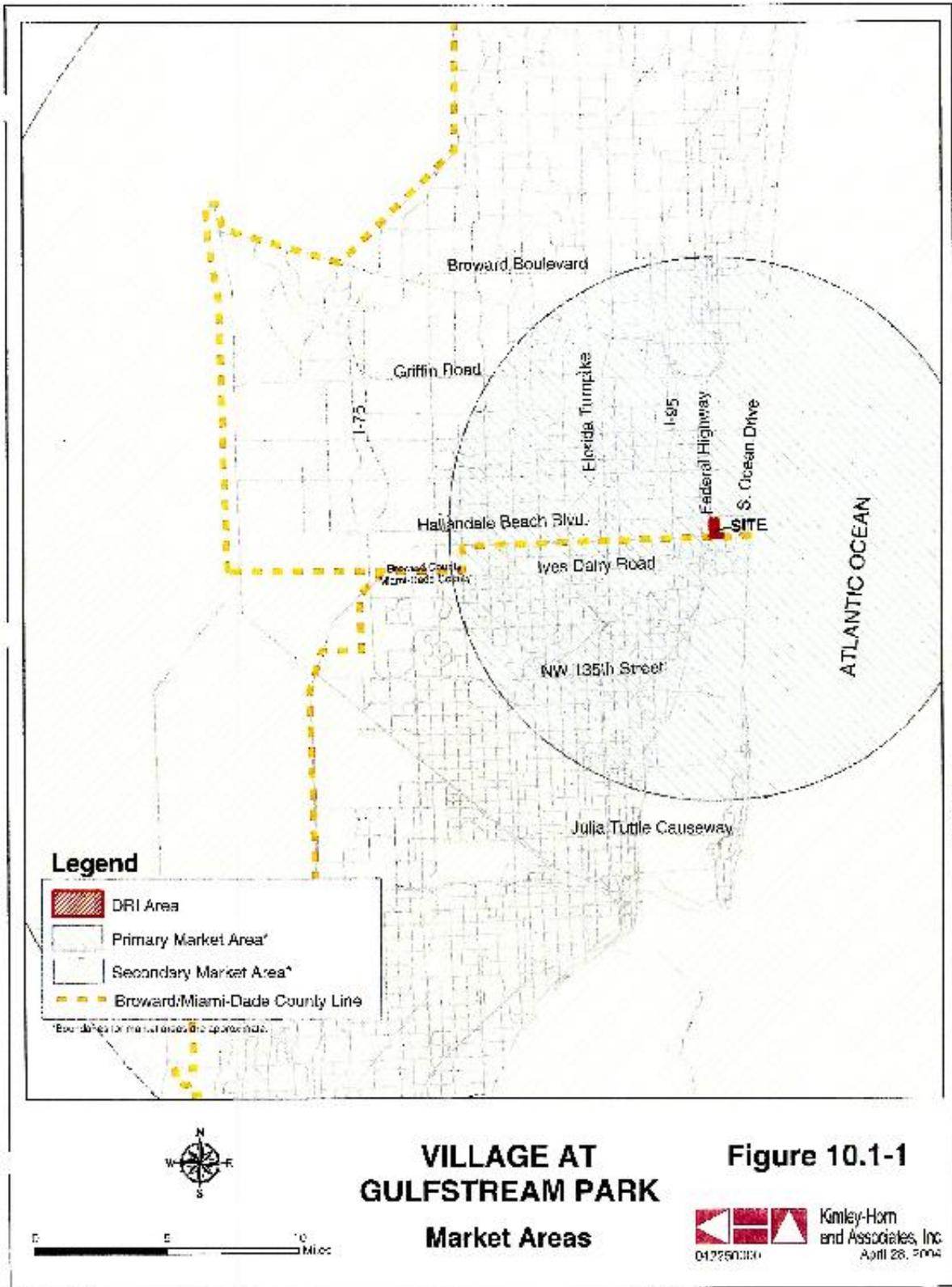
into market area because it will make it more worthwhile for people who live in the secondary market area to travel there.

Consistent with idea of expanding the pie, efforts will be made to differentiate the proposed project from Aventura Mall. Most significant in this regard will be the fact that it will not rely on department stores anchors as the basis for market penetration although department stores may be components of its tenant mix. Rather, it will emulate successful projects such as Sawgrass Mills by using a theme to establish its identity. In the case of Sawgrass Mills, the theme is “value-shopping”; for the Village at Gulfstream Park, it will be “lifestyle”.

The “lifestyle” theme will not be original to the Village at Gulfstream Park. As the Urban Land Institute reported in the February 2004 edition of its “Urban Land” magazine, it is a theme utilized by other projects across the United States including Cady’s Landing in the Georgetown area of Washington, D.C. and New Roc City in New Rochelle, New York. It is also being used to re-position Old Hyde Park in Tampa.

The entertainment aspects of the proposed project including the race track as well as its potential future movie theater and restaurants will be important to establishing the lifestyle theme. The theme will be reinforced by a tenant mix inclusive of both mini-anchors and in-line shops that cater to other lifestyle issues such as furniture and furnishings, health and fitness, specialty foods, electronics, sports, hobbies, etc. Intermingled with these stores within the merchandising mix will apparel, jewelry and such retailers.

The formulation of the “lifestyle” orientation for the Village at Gulfstream Park is based on psychographic research performed by the project’s market researchers. Using PRIZM, an analytical tool that segments population by lifestyle orientation, the researchers identified that significant portion of the people living in the Primary Market Area have not only the incomes but age, education and interest profiles that will make the merchandise mix described above appealing to them. The researchers also identified a total of 450 retailers already operating in South Florida that would represent potential tenants that are not found at Aventura Mall.



Determination of Demand for This Project:

The focal element of the Village at Gulfstream Park will be the “lifestyle” retail and entertainment center, the market basis for which was discussed above. As discussed above, Urban Land magazine featured lifestyle retailing in its February 2004 issue. In the lead article, it indicated that the concept is generally most successful when integrated into an urban setting comprised of a mixture of uses including housing. The overall development program for the Village at Gulfstream Park is designed to establish such an environment.

The full build-out for the Village at Gulfstream Park anticipates the development of up to 1,500 residential units. Portions of the units in both phases of the project are expected to qualify as workforce housing. Several factors indicate that demand for the proposed residential units will exist including the fact that Broward County’s supply of land for “green field” development is rapidly depleting. As a result, more in-fill development will be required to accommodate the County’s future population growth. The City of Aventura immediately south of the project, which has represented a strong sector of Miami-Dade County’s multi-family housing market for several decades, is also nearly depleted in terms of land for new development. Given the accessibility of Interstate 95 from the project and that road’s connection to the regional highway system, the Village at Gulfstream Park represents an excellent location to live regardless of where in the Broward/Miami-Dade County area one may work and it could be particularly attractive to 2-worker households in which one member works in Broward and the other in Miami-Dade. Finally, there may be people living in single-family homes in the vicinity of the project who have decided to change their mode of living now that their children may no longer be at home but want to stay close to existing friends and relationships.

The future build-out of the Village at Gulfstream Park also anticipates the development of 140,000 square feet of office space and 500 hotel rooms. It is anticipated that the 500 hotel rooms and 140,000 square feet of office space will be developed in the latter years of the project’s second phase. Given the time frame in which such development is expected to occur, it is not presently possible to precisely predict demand. However, with respect to the proposed office use, it is noted that Aventura has historically represented a small but strong sector of the Miami-Dade County office market. While recent development has elevated its vacancy rate to a level not conducive for further new development at this time, a lack of land availability will limit the amount of future development in the City after the currently vacant space has been absorbed. It is also noted that Aventura Hospital has historically been underserved in terms of proximate office space. Support for the proposed hotel rooms will be substantially derivative of the success of the other uses programmed for development at the Village at Gulfstream.

Economic Disparity:

Job creation is a major challenge in South Florida Region. The Village at Gulfstream Park will be a substantial benefit to the community, providing significant numbers of construction jobs during the development period and up to 5,000 permanent jobs when

completed. The permanent jobs that will exist at the project after it is fully developed will be diverse in terms of the educational and skill levels required.

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 Village of Gulfstream Park with its high level of job creation both during the development period and once 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.

Construction hiring will likely be the responsibility of one or more general contractors and many sub-contractors. The Applicant will encourage the general contractor(s) to award work to minority-owned contractors at significant levels to that extent that doing so does not compromise his/their ability to complete the Project within budget and in accordance with specifications.

When construction is completed, the responsibility of hiring the on-site workforce will lie with the businesses that occupy the proposed office and retail and restaurant space and that operate the movie theater and hotels. The Applicant will encourage these businesses to be inclusive in their hiring practices and will use its best efforts to make them aware the small and minority business resource organizations active in the community.

Project Cost Table:

Table A-3
PROJECT COST TABLE
(Millions of 2004 Constant Dollars)

Item	Project Costs	Amount Spent in Region	Percent Spent in Region
Land	\$ *	\$ *	*
Labor	434.8	434.8	100
Materials	531.5	425.2	80
Interest	75.0	37.5	50
Planning **	75.0	60.0	80
Other ***	125.0	118.8	95
Total	\$1,241.3	\$ 1,076.3	87

* The project will involve the redevelopment of property already owned by the applicant.

** Includes architecture and engineering.

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

Impact on Natural Resources:

The project is not expected to have any impacts on natural resources.

B: Groundwater Quality

City of Hallandale Beach Code of Ordinances 32-788

(b) Groundwater Quality. A description of existing on-site groundwater quality and the impact of the proposed development on groundwater quality and what measures will be employed to minimize or reduce any adverse effects, including but not limited to:

- (1) Sedimentation and siltation from any excavation, dredge and/or fill operations;**
- (2) Erosion; and**
- (3) Surface runoff; is required.**

Groundwater Quality

Geology and Hydrology:

The site is situated within the Atlantic Coastal Ridge Physiographic Region. The average elevation along the ridge is between 8 to 10 feet above msl. The ridge is characterized by shallow marine deposits (limestone, sandstone, sand, shell and silt) of varying permeabilities. Within Broward County, the ridge is chiefly underlain by permeable sand and limestone.

Two major aquifer systems are present within Broward County – the surficial aquifer and the Floridan aquifer. Within the county, the Floridan aquifer occurs at depths of greater than 900 feet. The aquifer is artesian and yields chloride concentrations in excess of 1,500 parts per million (ppm). Because of the elevated mineral and chloride concentrations, the Floridan aquifer is not used as a principal source of potable water. Historically, Floridan aquifer water has been used for industrial cooling and air conditioning. Additionally, wells drilled into the Floridan aquifer within Broward County have historically been used for municipal and industrial waste disposal.

The Floridan aquifer is overlain by an intermediate confining unit containing sediments belonging to the Hawthorn Formation. Overlying the intermediate confining unit is the surficial aquifer. The surficial aquifer is comprised of all materials from the water table to the top of the intermediate unit. The surficial aquifer system includes the Biscayne aquifer, which is the principal aquifer in the County and has been declared as a sole-source aquifer.

Fish (1988) has defined the Biscayne aquifer as that part of the surficial aquifer comprised of the following Pleistocene aged lithologic units (in descending order): the Pamlico Sand, Miami Oolite, Anastasia Formation, Key Largo Limestone, the Fort Thompson Formation and the contiguous highly permeable beds of the Tamiami Formation where at least ten feet of the section is highly permeable (horizontal hydraulic conductivity of 10,000 feet/day or greater). The permeability requirement is used to define the boundaries of the Biscayne aquifer where the lithologic units grade into less-permeable facies.

Considerable variations in the lithology of the surficial aquifer occur within the eastern half of the Broward County. Additionally, the surficial aquifer thickens to the coast (eastward). The base of the surficial aquifer within the vicinity of the site occurs at a depth of 260 to 280 feet below msl. Correspondingly, the base of the Biscayne aquifer within the vicinity of the site occurs at a depth of 140 to 160 feet below msl. The transmissivity of the surficial aquifer within the Hallandale/Hollywood area reportedly exceeds 1,000 ft²/day.

Ground water flow through the surficial aquifer is generally in the direction of the lowest potentiometric head. The surface water bodies and ground water system in Broward County are well connected. As such, surface water levels and ground water levels are comparable under most circumstances. A network of man-made canals traverses the County. The canals were originally designed to alleviate flooding in urban and agricultural areas by retarding overland flow from the Everglades. The canals have a significant effect on the ground water levels within the surficial aquifer. They have short-circuited the natural direction of ground

water flow through the surficial aquifer. A series of locks and pump stations are situated along each of the canals which control elevation and flow of water through the canals. Because of the close interactions between surface water and ground water, the ground water elevations of the surficial aquifer are also dictated by the canal systems. The canals are used to maintain ground water elevations in the aquifer to meet pumping demands and impede saltwater intrusion.

The principal sources of recharge to the surficial aquifer in Broward County are through the infiltration of rainfall into the water table and the seepage of water from the canals into the aquifer. The primary discharges from the surficial aquifer include evapotranspiration, intra-aquifer discharge to adjacent counties and the ocean; and pumping from wells.

The prominent surface water feature within the immediate vicinity of the site is the lake associated with the Gulfstream Park Racetrack which adjoins the site to the east. The lake reportedly accepts stormwater runoff. Approximately 2,000-feet east of the site are a series of canals and lagoons within a residential area that flow into the Intracoastal Waterway. Canal C-11, which trends east-west, is located approximately 5 miles north of the site.

Surface Water Quality:

A 22.68-acre storm water pond is present on the Gulfstream Park property. The pond receives stormwater runoff from approximately a 258-acre area. Water from the stormwater impoundment discharges into the 14th Avenue Canal. A Surface water sample was collected from the stormwater pond on May 12, 2004. The sample was analyzed for the following parameters:

- Total Coliform
- Fecal Coliform
- pH
- Temperature
- Turbidity
- Dissolved Oxygen
- Total Nitrogen
- Free Residual Chlorine
- Biochemical Oxygen Demand (BOD)

Ground Water Quality :

Along the Atlantic Coast, one of the principal ground water quality concerns is that of saltwater intrusion. The lowering of the water table within the surficial aquifer increases the potential for saltwater intrusion into the aquifer. The Hallandale wellfield referenced by Fish (1988) suggests that specific conductance increases with depth. This indicates the potential of elevated chloride concentrations within the lower portion of the aquifer (>250 feet below land surface). Additionally, the hydraulic conductivity of the surficial aquifer reportedly decreases with depth. During the rainy season, fresh water within the permeable portion of the aquifer is capable of flushing the saltwater from the aquifer. Within the areas of lower permeability, such freshwater flushing is impeded.

The surficial aquifer is susceptible to surface and subsurface contamination by regulated substances. As such, ground water impacts may be present in localized areas.

In January 2004, a Phase I Environmental Site Assessment (ESA) was completed for the subject site by Kimley-Horn and Associates, Inc. Recognized environmental conditions (RECs) were identified that posed a concern with respect to potential ground water impacts. These RECs included leaking underground storage tanks located on and within the vicinity of the subject site. A subsequent Phase II ESA was completed in May 2004 in which soil and ground water samples were collected from the site. No soil or ground water impacts were identified on the subject site.

Releases from two gasoline stations located northwest of the site reportedly resulted in impacts to the ground water. Both facilities are located along North Federal Highway. Given the impact to the ground water and their close proximity to the subject site, the facilities were identified as recognized environmental concerns (REC) in the Phase I ESA.

The proposed development includes the use of public water. Therefore, no wells will be installed for potable purposes. An existing water use permit (06-00954-W), through the South Florida Water Management District, will be used and/or modified to provide irrigation water to the site utilizing two existing wells with withdrawal from the Biscayne Aquifer. The existing permit allocates the annual use of 43.45 MG (132,274 gallons per day) ground water for the irrigation of 16.5 acres of vegetation and a 15 acre dirt track.

Run off generated by the development will be required to meet State water quality limits as a condition of issuance of the SFWMD Environmental Resource Permit. Additionally during construction, the development will be required to meet National Pollutant Discharge Elimination System criteria for Construction permitting by both the U.S. Environmental Protection Agency and the Florida Department of Environmental Protection. The proposed development site shall incorporate the use of storm water collection systems which prevent increased pollutant loading to existing surface water bodies. Additionally, the collection system shall be designed to facilitate recharge to the underlying aquifer systems.

Any and all construction activities will be cognizant of the potential for pre-existing ground water impacts. As such, it may be necessary to perform ground water monitoring during dewatering activities. Proper disposal of the ground water generated during the dewatering activities may be required. This may include containerizing the ground water for off-site disposal. Depending on the size and extent of the dewatering activities it may be possible to discharge the water into the sanitary sewer system for disposal.

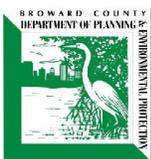
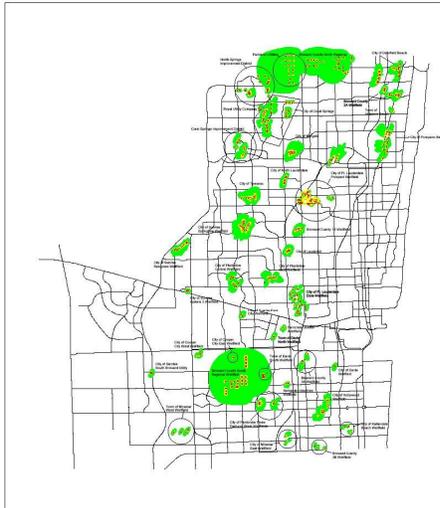
A copy of the Broward County Wellfield Map is attached. The closest public water supply wellfields are located northwest of the subject site within Township 50S, Range 42E, Section 21.

Broward County Wellfield Map

As approved by the Broward County Board of County Commissioners on 11/14/00 and approved by the State of Florida Department of Community Affairs' final order on 2/16/01



Wellfield Name Legend



Prepared by:
 Pollution Prevention and Remediation Division
 (Jeffery Halsey, 954-519-1468, jhalsey@broward.org)
 BROWARD COUNTY DEPARTMENT OF PLANNING AND ENVIRONMENTAL PROTECTION
 (Print Date: February 27, 2001)



C: Wastewater

City of Hallandale Beach Code of Ordinances 32-788

(c) Wastewater.

(1) A description of the amount, type, and physical and chemical composition of wastewater to be generated by the proposed development and how connections to municipal systems are to be accomplished, including the practicality of such connections and the capability of the system to accommodate the generation, is required.

(2) All impacted wastewater collection, transmission and treatment facilities shall be identified and evaluated in order to determine their current capacity, peak hour utilization, level and treatment and any problems affecting treatment capacity.

Wastewater

The amount of anticipated wastewater flow for Phase I of this development is outlined below in Table C. All wastewater is anticipated to be domestic. No hazardous or industrial wastes are anticipated to be generated by the proposed development.

Table C
Projected Wastewater Generation

<i>Phase/Land Use</i>	<i>Wastewater Generation (MGD)¹</i>	<i>On-Site Wastewater Treatment (MGD)</i>	<i>Off-Site Wastewater Treatment (MGD)¹</i>
Phase I			
<i>260,000 SF Retail (Shopping Center)</i>	<i>0.026</i>	<i>-</i>	<i>0.026</i>
<i>120,000 SF Retail (Restaurant)</i>	<i>0.108</i>		<i>0.108</i>
<i>70,000 SF Office</i>	<i>0.014</i>	<i>-</i>	<i>0.014</i>
<i>0 Units -Residential</i>	<i>0.000</i>	<i>-</i>	<i>0.000</i>
<i>0 Rooms - Hotel</i>	<i>0.000</i>	<i>-</i>	<i>0.000</i>
<i>0 Seats – Movie Theater</i>	<i>0.000</i>	<i>-</i>	<i>0.000</i>
<i>Phase I Total</i>		<i>-</i>	<i>0.148</i>

¹Demand based on Section 27-201 Broward County Code
 Shopping Centers/Retail - 0.1 gal/day/sf
 Restaurant – 30 gal/day/seat at 3 seats/100 sf
 Office building – 0.20 gal/day/sf
 Residential, multiple family – 250 gal/day/unit
 Hotels & Motels – 150 gal/day/room
 Theaters and Auditoriums – 5 gal/day/seat

At this time, a gravity sanitary collection system is proposed for Phase I of the Village at Gulfstream Park. The gravity sewer system will flow to an on site lift station. A force main is proposed to tie the on site lift station to the future City of Hallandale Beach Pump Station Number 8.

Pump Station Number 8 has not yet been constructed, but should be completed prior to Phase I construction completion. Pump Station Number 8 will direct wastewater flows to the City of Hollywood Southern Regional Wastewater Treatment Plant. According to the Broward County Development Review Report and Notification of Readiness letter for Plat No. 072-MP-06, the City of Hollywood Southern Regional Wastewater Treatment Plant has sufficient capacity for the projected wastewater demands that would be generated by the proposed development at the Village at Gulfstream Park.

D: Potable Water

City of Hallandale Beach Code of Ordinances 32-788

(d) Potable Water. A description of the amount of potable water to be consumed by the proposed development and how connections to municipal systems are to be accomplished, including the practicality of such connections and the capability of the system to accommodate the demand, is required.

Potable Water

A summary of the projected average daily potable and non-potable water demands is provided in Table D. Potable water will be used to satisfy the domestic demands associated with typical commercial land uses. Non-potable water will be used to satisfy landscape irrigation demands for the same land uses.

Table D
Summary of Potable and Non-Potable Water Demands

<i>Phase/Land Use</i>	<i>Potable Water Demand (MGD)¹</i>	<i>Non-Potable Water Demand (MGD)</i>		<i>Total</i>
		<i>Irrigation²</i>	<i>Other</i>	
Phase I				
<i>260,000 SF Retail (Shopping Center)</i>	<i>0.026</i>	-	-	<i>0.026</i>
<i>120,000 SF Retail (Restaurant)</i>	<i>0.108</i>			<i>0.108</i>
<i>70,000 SF Office</i>	<i>0.014</i>	-	-	<i>0.014</i>
<i>0 Units -Residential</i>	<i>0.000</i>	-	-	<i>0.000</i>
<i>0 Rooms - Hotel</i>	<i>0.000</i>		-	<i>0.000</i>
<i>0 Seats – Movie Theater</i>	<i>0.000</i>	-	-	<i>0.000</i>
<i>Open Space (24.5 Ac)</i>	-	<i>0.062</i>		<i>0.062</i>
Phase I Total				0.210

¹Demand based on Section 27-201 Broward County Code

Shopping Centers/Retail - 0.1 gal/day/sf

Restaurant – 30 gal/day/seat at 3 seats/100 sf

Office building – 0.20 gal/day/sf

Residential, multiple family – 250 gal/day/unit

Hotels & Motels – 150 gal/day/room

Theaters and Auditoriums – 5 gal/day/seat

²Proposed irrigation will utilize surface non-potable water from the existing onsite reverse osmosis treatment plant. Irrigation use is calculated based on 1 inch per week over the irrigated area.

A domestic watermain is proposed to be looped throughout the project. Two connections to the City of Hallandale Beach water system are proposed, one on an existing 16” watermain at the south property line and one on the western edge of the property in the right-of-way of US-1. According to the Broward County Development Review Report and Notification of Readiness letter for Plat No. 072-MP-06, the City of Hallandale Beach Potable Water Plant has sufficient capacity for the projected water demands that would be generated by the proposed development at the Village at Gulfstream Park.

E: Solid Waste

City of Hallandale Beach Code of Ordinances 32-788

(e) Solid Waste. A description of the amount of solid waste to be generated by the proposed development and methods to be employed in collection, disposal, and resource recovery operations is required.

Solid Waste

A summary of the projected average daily volumes of solid waste generated by the proposed development is shown in Table E.

Table E
SOLID WASTE GENERATION

<i>Phasing</i>	<i>Area (SF)</i>	<i>Units (#)</i>	<i>Domestic Solid Waste</i>		<i>Industrial, Hazardous, Medical or Other Special Wastes</i>
			<i>CY/DAY¹</i>	<i>TONS/DAY²</i>	
Phase I					
<i>Retail (Shopping Center)</i>	<i>260,000</i>	<i>-</i>	<i>6.34</i>	<i>1.90</i>	<i>0</i>
<i>Retail (Restaurant)</i>	<i>120,000</i>	<i>-</i>	<i>14.02</i>	<i>4.20</i>	<i>0</i>
<i>Office</i>	<i>70,000</i>	<i>-</i>	<i>0.81</i>	<i>0.24</i>	<i>0</i>
<i>Residential</i>	<i>-</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>	<i>0</i>
<i>Hotel</i>	<i>-</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>	<i>0</i>
<i>Movie Theater</i>	<i>-</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>	<i>0</i>
Phase I Total			<i>21.17</i>	<i>6.34</i>	<i>0</i>

¹Based on 600LB/CY (Truck Compaction)

²Based on SWA 1995 Commercial Annual Waste Generation Study and SWA 1997 Residential Waste Generation Study

<i>Shopping Center/Retail</i>	<i>5.34 lbs/sf/yr</i>
<i>Restaurant</i>	<i>25.58 lbs/sf/yr</i>
<i>Residential</i>	<i>0.63 tons/unit/yr</i>
<i>Office</i>	<i>2.52 lbs/sf/yr</i>
<i>Hotel</i>	<i>2.0 tons/room/yr</i>
<i>Movie Theatre</i>	<i>8.46 lbs/sf/yr</i>

All solid wastes generated on-site will be disposed of off-site at a suitable site for domestic non-hazardous wastes. For recycling services, the City of Hallandale Beach is served by the Reuter Recycling Plant. Non-recyclable waste is taken to the Chambers Landfill in Okeechobee. Per the Infrastructure Element of the City of Hallandale Beach Comprehensive Plan, the projected 2010 solid waste demand can be adequately met by the off-site solid waste companies. A letter has been requested from the utility provider and from the developer to verify the above information. Copies will be forwarded when received.

No hazardous or industrial wastes are anticipated to be generated by the proposed development.

F: Other Utilities

City of Hallandale Beach Code of Ordinances 32-788

(f) Other Utilities. A description of the impact of the proposed development on other utilities and evidence of the abilities of appropriate utility companies to accommodate the development, including electricity, telephone and gas services, is required.

Other Utilities

All other utilities are available and can be provided to the proposed development. Service availability letters from Florida Power and Light, Bellsouth, Comcast, and TECO Gas are provided. The utility providers did not supply specific information regarding excess capacities and prior commitments. Tables F-1 and F-2. list the estimated energy demands for Phase I.

**Table F-1
PROJECTED ELECTRICAL ENERGY DEMANDS**

Use	Development Units	Cumulative Total Daily Demand (KWH)	Cumulative Total Peak Hour Demand (KWH)
Phase I			
Retail	260,000 sf	14,057	1,180
Restaurant	120,000 sf	12,975	1,090
Office	70,000 sf	3,785	318
Residential	-	-	-
Hotel	-	-	-
Movie Theatre	-	-	-

**Table F-2
PROJECTED NATURAL GAS DEMANDS**

Use	Development Units	Cumulative Total Daily Demand (cubic feet)	Cumulative Total Peak Hour Demand (cubic feet)
Phase I			
Hotel	-	-	-
Retail	260,000 sf	15,429	4,000
Restaurant	120,000 sf	14,242	3,692

There are no onsite electrical generating facilities proposed beyond those which could be implemented as emergency back-up for power outages. These systems, if implemented, would likely be emergency generators powered for short durations.

Standard energy conservation practices are based on the Florida Building Code. These practices include, but are not limited to:

- insulation,
- high efficiency HVAC systems,
- variable frequency drive pump motors,
- use of florescent lighting in place of incandescent,
- thermal energy storage for off-peak demand use,
- window tinting,
- placement of landscaping,

- natural gas heating in place of electric and
- heat recovery systems for HVAC systems.



Florida Power & Light Company

December 3, 2003

Alan Kirkland
601 21st Street, Suite 400
Vero Beach, Florida 32980
Tel: 772-562-7981
Fax: 772-562-9689

Via fax @ 772-562-9689

Re: Gulfstream Park
Renovation/Expansion Project
Utility Availability Request

Dear Mr. Alan Kirkland:

This is to confirm that, at the present time, FPL has sufficient capacity to provide electric service to the above captioned property. This service will be furnished in accordance with applicable rates, rules and regulations.

Please provide the final site plan, site survey, and electrical load data as soon as possible so the necessary engineering can begin (full set of electrical and civil plans).

Early contact with FPL is essential so that resources may be scheduled to facilitate availability of service when required. I am the Project Manager for the area so please do not hesitate to contact me at (954) 442-6380 should you need additional assistance.

Sincerely,

Alex Byron-Exorcis
Project Manager

Cc: Phillip Gonzalez

an FPL Group Company



8001 W SUNRISE BLVD
Plantation, FL 33322

November 26, 2003

Mr. Alan Kirkland
Kimberly-Horn and Associates
Suite 400
601 21st St
Vero Beach, FL, 32960

RE: Service Availability for proposed Gulfstream Park renovation/expansion project

Dear Mr. Kirkland,

This is in response to your request for a service availability letter for the above referenced project.

BellSouth will complete the necessary work to make telephone service available once construction of the building has begun. However, this is contingent upon final grading, suitable easements, entrance conduit, support structures, equipment space and intra-building distribution facilities being provided by the building owner.

Please comply with all of these requests so that we can work towards providing you with telephone service in a timely manner. BellSouth address is 8601 W Sunrise Blvd., Room 1202, Plantation, FL 33322

If you have any questions or concerns, please contact me at (954) 423-6296

Sincerely,

A handwritten signature in cursive script that reads 'Evan R. Bewry'.

Evan R. Bewry
Specialist - Outside Plant Engineering - BellSouth Telecommunications

11/26/03 WED 11:38 [TX/RX NO 5348]

comcast

November 25, 2003

VIA FACSIMILE 772-562-9689 and US Mail

Mr. Alan Kirkland
601 21st Street, Ste 400
Vero Beach, Florida 32960

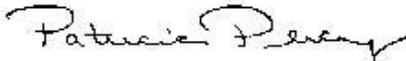
RE: Gulf Stream Park

Dear Mr. Kirkland

Comcast Cable is the Franchise Cable Operator for Gulf Stream Park located in Hallandale Beach, Fl. In order for me to provide you with a cost for wiring, I will need a complete set of site plans for the property.

I will be your Account Executive through out the process of wiring your property. If you have any questions or comments, please call me at any time 954-266-6511 or 954-605-1076.

Sincerely,



Patricia Percy
Account Executive
Comcast Cable



Via FACSIMILE
772-562-9689

November 26, 2003

Kirley-Horn
And Associates, Inc.
601 21 Street Suite 400
Vero Beach, FL 32960
Phone: 772-794-0055

Attn: Mr. Alan Kirkland

RE: **Gulfstream Park**
Renovation/Expansion Project
Utility Availability Request

TECO Peoples Gas has natural gas service in the vicinity of the above-mentioned property and we welcome the opportunity to service your client with natural gas. Feasibility for extending gas service to the location can be determined once we have more information about your client's gas requirements.

The representative for your area is Juan Llavrena and he can be reached at 786-412-9821. He will be in touch with you shortly. In the meantime, should you need further assistance, you can contact me by calling 305-970-0919.

Sincerely,

A handwritten signature in dark ink, appearing to read "Raymond Lavoie", is written over a light-colored background.

Raymond Lavoie C.E.R., C.F.S.P.
Technical Sales Support

Cc: Juan Llavrena

5101 N.W. 21st Ave. Suite 460 Fort Lauderdale, FL 33309

11/30/03 SUN 21:06 TX/RX NO 55811

G: Traffic

City of Hallandale Beach Code of Ordinances 32-788

(g) Traffic. A description of vehicular traffic to be generated by the proposed development and its impact on both an average daily and peak hour basis as related to both current roadway usage, projected roadway usage, and design capacities at:

- (1) Vehicular access points to the site; and**
- (2) Street intersections within a 1,000-foot radius of the site; is required. Measures that will be taken by the developer to reduce any adverse traffic impact generated by the development on or off the site shall be indicated, including such improvements as additional rights-of-way dedications, improved traffic signalization, and acceleration or deceleration lanes.**

Traffic

Comprehensive traffic analyses have been undertaken for this site as a part of the Development of Regional Impact (DRI) evaluation process. Included in these analyses are evaluations of project traffic on the surrounding roadways and intersections as well as the project access points. Required mitigation measures to offset traffic impacts related to this site have been already identified through this process, and the DRI Development Order contains mandatory conditions for the applicant to fulfill in order to offset the traffic impacts from this site.

Listed below is the section from the DRI study that addresses the transportation resource impacts.

PART IV. TRANSPORTATION RESOURCE IMPACTS

QUESTION 21 -TRANSPORTATION

- A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including “K” factor, directional “D” factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.**

Preliminary Study Area

The preliminary study area was defined as the geographic area bounded by the following:

- North: Stirling Road
- East: S.R. A1A (Ocean Drive)
- South: S.R. 826
- West: S.R. 7/U.S. 441

Roadway segments within those boundaries that are classified by Broward and Miami-Dade Counties as collector or arterial roadways are included in the preliminary study area.

Adopted Level of Service standards for these roadway segments were obtained from Broward County and from Miami-Dade County. For roadway segments in Broward County, Level of Service D threshold volumes were used for all roadway links. For roadway segments in Miami-Dade County, the adopted level of service volume as published by the Miami-Dade County Public Works Department (MDCPWD) was applied. Tables 21-1A and 21-1B summarize these roadway segments, the existing laneage, applicable roadway classification and generalized capacity based on generalized service volumes published in the Florida Department of Transportation (FDOT) 2002 *Quality/Level of Service Handbook*.

Final Study Area

The final study area was determined to include all roadway segments within the preliminary study area on which project traffic will ultimately contribute five percent or more of the adopted level of service volume. This determination was made for two distinct phases of development: Phase I (2010) and Phase II (2014). The derivation of project traffic and the determination of the percent of project impacts for these uses is described in the responses to questions 21-B, 21-C, and 21-D. Table 21-1A summarizes the directional project volumes and the corresponding percent impact for Phase I and Table 21-1B summarizes this information for Phase II of development.

Table 21-1A VILLAGE AT GULFSTREAM PARK PHASE 1 (2010) SUMMARY OF SIGNIFICANCE DETERMINATION												
Roadway From	To	Adopted LOS	Number Of Lanes	Committed Number Of Lanes	Directional Peak Hr Capacity	Project			Percent of LOS		Significant Impact ???	
						Percent Assignment	Traffic NB/EB SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
SR 826 (NE 163rd Street/NE 167th Street)												
Golden Glades Intchg	NE 6th Avenue	E+50	6LD	6LD	5730	0%	0	0	0.00%	0.00%	No	No
	NE 6th Avenue	E+50	6LD	6LD	5730	0%	0	0	0.00%	0.00%	No	No
	NE 10th Avenue	E+20	6LD	6LD	3250	1%	10	9	0.31%	0.28%	No	No
	NE 19th Avenue	E+20	6LD	6LD	3250	3%	31	28	0.95%	0.86%	No	No
	U.S. 1	E+20	8LD	6LD	4200	0%	0	0	0.00%	0.00%	No	No
	Collins Ave (SR A1A)	E+20	8LD	6LD	4200	0%	0	0	0.00%	0.00%	No	No
Miami Gardens Drive (NE 186th Street)												
SR 7	NE 6th Avenue	HE	4LD	4LD	1800	4%	41	38	2.28%	2.11%	No	No
	NE 6th Ave	E	4LD	4LD	1800	5%	52	47	2.89%	2.61%	No	No
	NE 10th Avenue	E	4LD	4LD	1800	6%	62	57	3.44%	3.17%	No	No
William Lehman Causeway (NE 192 Street)												
US 1	SR A1A	E+20	6LX	6LX	7380	1%	9	10	0.12%	0.14%	No	No
203 rd St (Ives Dairy Road)												
US 441/ SR 7	I-95	D	6LD	6LD	3245	5%	52	47	1.60%	1.45%	No	No
I-95	US 1/Federal Highway	E+50	6LD	6LD	4065	14%	145	132	3.57%	3.25%	No	No
SR 858 (Hallandale Beach Blvd)												
US 441/ SR 7	SW 56th AVE	D	4LD	4LD	1710	7%	72	66	4.21%	3.86%	No	No
SW 56th AVE	I-95	D	4LD	4LD	1710	10%	103	95	6.02%	5.56%	Yes	Yes
I-95	Dixie Hwy	D	6LD	6LD	2570	24%	248	227	9.65%	8.83%	Yes	Yes
Dixie Hwy	US 1/Federal Highway	D	6LD	6LD	2570	30%	310	284	12.06%	11.05%	Yes	Yes
US 1/Federal Highway	Ocean Dr	D	6LD	6LD	2570	13%	123	134	4.79%	5.21%	No	Yes
Pembroke Road												
US 441/ SR 7	SW 56th Ave	D	6LD	6LD	2570	4%	41	38	1.60%	1.48%	No	No
SW 56th Ave	Park Rd	D	6LD	6LD	2570	4%	41	38	1.60%	1.48%	No	No
Park Rd	I-95	D	6LD	6LD	2570	5%	52	47	2.02%	1.83%	No	No
I-95	Dixie Hwy	D	4LU	4LU	1710	9%	93	85	5.44%	4.97%	Yes	No
Dixie Hwy	US 1/Federal Highway	D	4LU	4LU	1710	8%	83	76	4.85%	4.44%	No	No
Washington St												
US 441/ SR 7	SW 56th Ave	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
SW 56th Ave	Park Rd	D	COL 2	COL 2	530	1%	10	9	1.89%	1.70%	No	No
Hollywood Blvd												
US 441/ SR 7	SW 56th Ave	D	6LD	6LD	2570	1%	10	9	0.39%	0.35%	No	No
SW 56th Ave	N 46th Ave	D	6LD	6LD	2570	1%	10	9	0.39%	0.35%	No	No
N 46th Ave	Park Rd	D	6LD	6LD	2570	2%	21	19	0.82%	0.74%	No	No
Park Rd	I-95	D	6LD	6LD	2570	2%	21	19	0.82%	0.74%	No	No
I-95	Dixie Hwy	D	4LU	4LU	1710	0%	0	0	0.00%	0.00%	No	No
Dixie Hwy	US 1/Federal Highway	D	4LD	4LD	1860	0%	0	0	0.00%	0.00%	No	No
US 1/Federal Highway	Ocean Dr	D	4LU	4LU	1860	1%	9	10	0.48%	0.54%	No	No
Johnson St												
US 441/ SR 7	SW 56th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
SW 56th Ave	N 46th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
N 46th Ave	Park Rd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Park Rd	Dixie Hwy	D	COL 2	COL 2	530	1%	10	9	1.89%	1.70%	No	No
Dixie Hwy	US 1/Federal Highway	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Taft St												
US 441/ SR 7	SW 56th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
SW 56th Ave	N 46th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
N 46th Ave	Park Rd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Park Rd	Dixie Hwy	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Dixie Hwy	US 1/Federal Highway	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Sheridan St												
US 441/ SR 7	SW 56th Ave	D	6LD	6LD	2570	1%	10	9	0.39%	0.35%	No	No
SW 56th Ave	N 46th Ave	D	6LD	6LD	2570	1%	10	9	0.39%	0.35%	No	No
N 46th Ave	Park Rd	D	6LD	6LD	2570	1%	10	9	0.39%	0.35%	No	No
Park Rd	I-95	D	6LD	6LD	2570	2%	21	19	0.82%	0.74%	No	No
I-95	Dixie Hwy	D	6LD	6LD	2570	0%	0	0	0.00%	0.00%	No	No
Dixie Hwy	US 1/Federal Highway	D	4LD	4LD	1710	0%	0	0	0.00%	0.00%	No	No
US 1/Federal Highway	Ocean Dr	D	4LU	4LU	1710	0%	0	0	0.00%	0.00%	No	No
Stirling Road												
US 441/ SR 7	SW 56th Ave	D	6LD	6LD	2750	0%	0	0	0.00%	0.00%	No	No
SW 56th Ave	N 46th Ave	D	6LD	6LD	2750	0%	0	0	0.00%	0.00%	No	No
N 46th Ave	Park Rd	D	6LD	6LD	2750	0%	0	0	0.00%	0.00%	No	No
Park Rd	I-95	D	6LD	6LD	2330	1%	10	9	0.43%	0.39%	No	No
I-95	US 1/Federal Highway	D	6LD	6LD	2330	1%	10	9	0.43%	0.39%	No	No
Park Road												
Pembroke Road	Washington St	D	COL 4	COL 4	1140	1%	9	10	0.79%	0.88%	No	No
Washington St	Hollywood Blvd	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
Hollywood Blvd	Johnson St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
Johnson St	Taft St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
Taft St	Sheridan St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Sheridan St	Stirling Road	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
N 46th Ave												
Hollywood Blvd	Johnson St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
Johnson St	Taft St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
Taft St	Sheridan St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
Sheridan St	Stirling Road	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No

Table 21-1A (CONTINUED)
VILLAGE AT GULFSTREAM PARK
PHASE 1 (2010) SUMMARY OF SIGNIFICANCE DETERMINATION

Roadway From	To	Adopted LOS	Number Of Lanes	Committed Number Of Lanes	Directional Peak Hr Capacity	Project			Percent of LOS		Significant Impact ???			
						Percent Assignment	Traffic		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
							NB/EB	SB/WB						
SW 56th Ave														
County Line	Hallandale Beach Blvd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Hallandale Beach Blvd	Pembroke Rd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Pembroke Rd	Washington St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Washington St	Hollywood Blvd (SR 822)	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Hollywood Blvd (SR 822)	Johnson St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Johnson St	Taft St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Taft St	Sheridan Street	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
Sheridan Street	Stirling Road	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
US 441/ SR 7														
Golden Glades Intchg	Miami Gardens Drive	E	6LD	6LD	3330	2%	21	19	0.63%	0.57%	No	No		
Miami Gardens Drive	203rd St (Ives Dairy Rd)	E	6LD	6LD	3330	1%	10	9	0.30%	0.27%	No	No		
203rd St (Ives Dairy Rd)	County Line	E	6LD	6LD	3330	0%	0	0	0.00%	0.00%	No	No		
County Line	Hallandale Beach Blvd	D	4LD	4LD	1860	2%	21	19	1.13%	1.02%	No	No		
Hallandale Beach Blvd	Pembroke Rd	D	4LD	4LD	1860	3%	28	31	1.51%	1.67%	No	No		
Pembroke Rd	Washington St	D	4LD	4LD	1860	2%	19	21	1.02%	1.13%	No	No		
Washington St	Hollywood Blvd (SR 822)	D	4LD	4LD	1860	2%	19	21	1.02%	1.13%	No	No		
Hollywood Blvd (SR 822)	Johnson St	D	4LD	4LD	1710	1%	9	10	0.53%	0.58%	No	No		
Johnson St	Taft St	D	4LD	4LD	1710	1%	9	10	0.53%	0.58%	No	No		
Taft St	Sheridan Street	D	4LD	4LD	1710	1%	9	10	0.53%	0.58%	No	No		
Sheridan Street	Stirling Road	D	4LD	4LD	1860	1%	9	10	0.48%	0.54%	No	No		
Dixie Hwy/West Dixie Highway														
SR 826	Miami Gardens Drive	D	5LD	5LD	1510	3%	31	28	2.05%	1.85%	No	No		
Miami Gardens Drive	203rd St (Ives Dairy Rd)	D	5LD	5LD	1510	3%	31	28	2.05%	1.85%	No	No		
203rd St (Ives Dairy Rd)	County Line	D	5LD	5LD	1510	4%	41	38	2.72%	2.52%	No	No		
County Line	Hallandale Beach Blvd	D	5LD	5LD	1510	3%	31	28	2.05%	1.85%	No	No		
Hallandale Beach Blvd	Pembroke Rd	D	5LD	5LD	1510	3%	28	31	1.85%	2.05%	No	No		
Pembroke Rd	Hollywood Blvd (SR 822)	D	5LD	5LD	1510	1%	9	10	0.60%	0.66%	No	No		
Hollywood Blvd (SR 822)	Johnson St	D	6LD	6LD	1510	0%	0	0	0.00%	0.00%	No	No		
Johnson St	Taft St	D	6LD	6LD	1510	0%	0	0	0.00%	0.00%	No	No		
Taft St	Sheridan Street	D	6LD	6LD	1510	0%	0	0	0.00%	0.00%	No	No		
Sheridan Street	Stirling Road	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No		
US 1/Federal Highway														
SR 826	Miami Gardens Drive	E+50	8LD	8LD	4995	11%	114	104	2.28%	2.08%	No	No		
Miami Gardens Dr	192nd St (Lehman Cswy)	E+50	8LD	8LD	4995	15%	155	142	3.10%	2.84%	No	No		
192nd St (Lehman Cswy)	203rd St (Ives Dairy Road)	E+50	8LD	8LD	4995	17%	176	161	3.52%	3.22%	No	No		
203rd St (Ives Dairy Road)	County Line	D	6LD	6LD	3870	39%	403	369	10.41%	9.53%	Yes	Yes		
County Line	Project Dwy	D	6LD	6LD	2570	39%	403	369	15.68%	14.36%	Yes	Yes		
Project Dwy	Hallandale Beach Blvd	D	6LD	6LD	2570	40%	378	413	14.71%	16.07%	Yes	Yes		
Hallandale Beach Blvd	Pembroke Rd	D	4LD	4LD	1510	15%	142	155	9.40%	10.26%	Yes	Yes		
Pembroke Rd	Hollywood Blvd (SR 822)	D	4LD	4LD	1510	7%	66	72	4.37%	4.77%	No	No		
Hollywood Blvd (SR 822)	Johnson St	D	4LD	4LD	1710	5%	47	52	2.75%	3.04%	No	No		
Johnson St	Taft St	D	4LD	4LD	1710	5%	47	52	2.75%	3.04%	No	No		
Taft St	Sheridan Street	D	4LD	4LD	1710	5%	47	52	2.75%	3.04%	No	No		
Sheridan Street	Stirling Road	D	4LD	4LD	1710	4%	38	41	2.22%	2.40%	No	No		
Ocean Dr														
SR 826	Miami Gardens Drive	E+20	4LD	4LD	1810	2%	21	19	1.16%	1.05%	No	No		
Miami Gardens Dr	192nd St (Lehman Cswy)	E+20	4LD	4LD	1810	3%	31	28	1.71%	1.55%	No	No		
192nd St (Lehman Cswy)	County Line	E+20	4LD	4LD	1810	4%	41	38	2.27%	2.10%	No	No		
County Line	Hallandale Beach Blvd	D	6LD	6LD	2570	5%	52	47	2.02%	1.83%	No	No		
Hallandale Beach Blvd	Hollywood Blvd	D	6LD	6LD	2330	2%	19	21	0.82%	0.90%	No	No		
Hollywood Blvd	Sheridan Street	D	6LD	6LD	2330	1%	9	10	0.39%	0.43%	No	No		
Sheridan Street	Stirling Road	D	6LD	6LD	2330	0%	0	0	0.00%	0.00%	No	No		
I-95														
SR 826	Miami Gardens Drive	D	8LX	8LX	9090	10%	103	95	1.13%	1.05%	No	No		
Miami Gardens Dr	203rd St (Ives Dairy Rd)	D	8LX	8LX	9090	10%	103	95	1.13%	1.05%	No	No		
203rd St (Ives Dairy Rd)	County Line	D	10LX	10LX	12470	1%	10	9	0.08%	0.07%	No	No		
County Line	Hallandale Beach Blvd	D	10LX	10LX	9340	1%	10	9	0.11%	0.10%	No	No		
Hallandale Beach Blvd	Pembroke Rd	D	10LX	10LX	9340	13%	123	134	1.32%	1.43%	No	No		
Pembroke Rd	Hollywood Blvd	D	10LX	10LX	9340	17%	161	176	1.72%	1.88%	No	No		
Hollywood Blvd	Sheridan Street	D	10LX	10LX	9340	14%	132	145	1.41%	1.55%	No	No		
Sheridan Street	Stirling Road	D	10LX	10LX	9340	12%	113	124	1.21%	1.33%	No	No		

**Table 21-1B
VILLAGE AT GULFSTREAM PARK
PHASE 2 (2014) SUMMARY OF SIGNIFICANCE DETERMINATION**

Roadway From	To	Adopted LOS	Number Of Lanes	Committed Number Of Lanes	Directional Peak Hr Capacity	Project			Percent of LOS		Significant Impact ???	
						Percent Assignment	Traffic		NB/EB	SB/WB	NB/EB	SB/WB
							NB/EB	SB/WB				
SR 826 (NE 163rd Street/NE 167th Street)												
Golden Glades Intchg	NE 6th Avenue	E+50	6LD	6LD	5730	0%	0	0	0.00%	0.00%	No	No
	NE 6th Avenue	E+50	6LD	6LD	5730	0%	0	0	0.00%	0.00%	No	No
	NE 10th Avenue	E+20	6LD	6LD	3250	1%	13	14	0.40%	0.43%	No	No
	NE 19th Avenue	E+20	6LD	6LD	3250	3%	38	42	1.17%	1.29%	No	No
	U.S. 1	E+20	8LD	6LD	4200	0%	0	0	0.00%	0.00%	No	No
	NE 35th Avenue	E+20	8LD	6LD	4200	0%	0	0	0.00%	0.00%	No	No
Miami Gardens Drive (NE 186th Street)												
SR 7	NE 6th Avenue	HE	4LD	4LD	1800	4%	50	55	2.78%	3.06%	No	No
	NE 6th Avenue	E	4LD	4LD	1800	5%	63	69	3.50%	3.83%	No	No
	NE 10th Avenue	E	4LD	4LD	1800	6%	75	83	4.17%	4.61%	No	No
William Lehman Causeway (NE 192 Street)												
US 1	SR A1A	E+20	6LX	6LX	7380	1%	14	13	0.19%	0.18%	No	No
203 rd St (Ives Dairy Road)												
US 441/ SR 7	I-95	D	6LD	6LD	3245	5%	63	69	1.94%	2.13%	No	No
	US 1/Federal Highway	E+50	6LD	6LD	4065	14%	175	194	4.31%	4.77%	No	No
SR 858 (Hallandale Beach Blvd)												
US 441/ SR 7	SW 56th Ave	D	4LD	4LD	1710	7%	88	97	5.15%	5.67%	Yes	Yes
	SW 56th Ave	D	4LD	4LD	1710	10%	125	139	7.31%	8.13%	Yes	Yes
	I-95	D	6LD	6LD	2570	24%	300	333	11.67%	12.96%	Yes	Yes
	Dixie Hwy	D	6LD	6LD	2570	30%	375	416	14.59%	16.19%	Yes	Yes
	US 1/Federal Highway	D	6LD	6LD	2570	13%	180	163	7.00%	6.34%	Yes	Yes
Pembroke Road												
US 441/ SR 7	SW 56th Ave	D	6LD	6LD	2570	4%	50	55	1.95%	2.14%	No	No
	Park Rd	D	6LD	6LD	2570	4%	50	55	1.95%	2.14%	No	No
	Park Rd	D	6LD	6LD	2570	5%	63	69	2.45%	2.68%	No	No
	I-95	D	4LU	4LU	1710	9%	113	125	6.61%	7.31%	Yes	Yes
	Dixie Hwy	D	4LU	4LU	1710	8%	100	111	5.85%	6.49%	Yes	Yes
Washington St												
US 441/ SR 7	SW 56th Ave	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Park Rd	D	COL 2	COL 2	530	1%	13	14	2.45%	2.64%	No	No
Hollywood Blvd												
US 441/ SR 7	SW 56th AVE	D	6LD	6LD	2570	1%	13	14	0.51%	0.54%	No	No
	N 46th Ave	D	6LD	6LD	2570	1%	13	14	0.51%	0.54%	No	No
	N 46th Ave	D	6LD	6LD	2570	2%	25	28	0.97%	1.09%	No	No
	Park Rd	D	6LD	6LD	2570	2%	25	28	0.97%	1.09%	No	No
	I-95	D	4LU	4LU	1710	0%	0	0	0.00%	0.00%	No	No
	Dixie Hwy	D	4LU	4LU	1710	0%	0	0	0.00%	0.00%	No	No
	US 1/Federal Highway	D	4LD	4LD	1860	0%	0	0	0.00%	0.00%	No	No
	Ocean Dr	D	4LU	4LU	1860	1%	14	13	0.75%	0.70%	No	No
Johnson St												
US 441/ SR 7	SW 56th AVE	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	N 46th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	N 46th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	Park Rd	D	COL 2	COL 2	530	1%	13	14	2.45%	2.64%	No	No
	Dixie Hwy	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	US 1/Federal Highway	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Taft St												
US 441/ SR 7	SW 56th AVE	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	N 46th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	N 46th Ave	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	Park Rd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	Dixie Hwy	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	US 1/Federal Highway	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Sheridan St												
US 441/ SR 7	SW 56th AVE	D	6LD	6LD	2570	1%	13	14	0.51%	0.54%	No	No
	N 46th Ave	D	6LD	6LD	2570	1%	13	14	0.51%	0.54%	No	No
	N 46th Ave	D	6LD	6LD	2570	1%	13	14	0.51%	0.54%	No	No
	Park Rd	D	6LD	6LD	2570	2%	25	28	0.97%	1.09%	No	No
	I-95	D	6LD	6LD	2570	0%	0	0	0.00%	0.00%	No	No
	Dixie Hwy	D	4LD	4LD	1710	0%	0	0	0.00%	0.00%	No	No
	US 1/Federal Highway	D	4LU	4LU	1710	0%	0	0	0.00%	0.00%	No	No
	Ocean Dr	D	4LU	4LU	1710	0%	0	0	0.00%	0.00%	No	No
Stirling Road												
US 441/ SR 7	SW 56th AVE	D	6LD	6LD	2750	0%	0	0	0.00%	0.00%	No	No
	N 46th Ave	D	6LD	6LD	2750	0%	0	0	0.00%	0.00%	No	No
	Park Rd	D	6LD	6LD	2750	0%	0	0	0.00%	0.00%	No	No
	Park Rd	D	6LD	6LD	2330	1%	13	14	0.56%	0.60%	No	No
	I-95	D	6LD	6LD	2330	1%	13	14	0.56%	0.60%	No	No
	US 1/Federal Highway	D	6LD	6LD	2330	1%	13	14	0.56%	0.60%	No	No
Park Road												
Pembroke Road	Washington St	D	COL 4	COL 4	1140	1%	14	13	1.23%	1.14%	No	No
	Hollywood Blvd	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Hollywood Blvd	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Johnson St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Taft St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	Sheridan St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
	Stirling Road	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
N 46th Ave												
Hollywood Blvd	Johnson St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Johnson St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Taft St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No
	Sheridan St	D	COL 4	COL 4	1140	0%	0	0	0.00%	0.00%	No	No

Table 21-1B (CONTINUED)
VILLAGE AT GULFSTREAM PARK
PHASE 2 (2014) SUMMARY OF SIGNIFICANCE DETERMINATION

Roadway From	To	Adopted LOS	Number Of Lanes	Committed Number Of Lanes	Directional Peak Hr Capacity	Project			Percent of LOS		Significant Impact ???	
						Percent Assignment	Traffic		NB/EB	SB/WB	NB/EB	SB/WB
							NB/EB	SB/WB				
SW 56th Ave												
County Line	Hallandale Beach Blvd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Hallandale Beach Blvd	Pembroke Rd	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Pembroke Rd	Washington St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Washington St	Hollywood Blvd (SR 822)	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Hollywood Blvd (SR 822)	Johnson St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Johnson St	Taft St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Taft St	Sheridan St	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
Sheridan St	Stirling Road	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
US 441/ SR 7												
Golden Glades Intchg	Miami Gardens Drive	E	6LD	6LD	3330	2%	25	28	0.75%	0.84%	No	No
Miami Gardens Drive	203rd St (Ives Dairy Rd)	E	6LD	6LD	3330	1%	13	14	0.39%	0.42%	No	No
203rd St (Ives Dairy Rd)	County Line	E	6LD	6LD	3330	0%	0	0	0.00%	0.00%	No	No
County Line	Hallandale Beach Blvd	D	4LD	4LD	1860	2%	25	28	1.34%	1.51%	No	No
Hallandale Beach Blvd	Pembroke Rd	D	4LD	4LD	1860	3%	42	38	2.26%	2.04%	No	No
Pembroke Rd	Washington St	D	4LD	4LD	1860	2%	28	25	1.51%	1.34%	No	No
Washington St	Hollywood Blvd (SR 822)	D	4LD	4LD	1860	2%	28	25	1.51%	1.34%	No	No
Hollywood Blvd (SR 822)	Johnson St	D	4LD	4LD	1710	1%	14	13	0.82%	0.76%	No	No
Johnson St	Taft St	D	4LD	4LD	1710	1%	14	13	0.82%	0.76%	No	No
Taft St	Sheridan St	D	4LD	4LD	1710	1%	14	13	0.82%	0.76%	No	No
Sheridan St	Stirling Road	D	4LD	4LD	1860	1%	14	14	0.75%	0.75%	No	No
Dixie Hwy/West Dixie Highway												
SR 826	Miami Gardens Drive	D	5LD	5LD	1510	3%	38	42	2.52%	2.78%	No	No
Miami Gardens Drive	203rd St (Ives Dairy Road)	D	5LD	5LD	1510	3%	38	42	2.52%	2.78%	No	No
203rd St (Ives Dairy Road)	County Line	D	5LD	5LD	1510	4%	50	55	3.31%	3.64%	No	No
County Line	Hallandale Beach Blvd	D	5LD	5LD	1510	3%	38	42	2.52%	2.78%	No	No
Hallandale Beach Blvd	Pembroke Rd	D	5LD	5LD	1510	3%	42	38	2.78%	2.52%	No	No
Pembroke Rd	Hollywood Blvd (SR 822)	D	5LD	5LD	1510	1%	14	13	0.93%	0.86%	No	No
Hollywood Blvd (SR 822)	Johnson St	D	6LD	6LD	1510	0%	0	0	0.00%	0.00%	No	No
Johnson St	Taft St	D	6LD	6LD	1510	0%	0	0	0.00%	0.00%	No	No
Taft St	Sheridan Street	D	6LD	6LD	1510	0%	0	0	0.00%	0.00%	No	No
Sheridan Street	Stirling Road	D	COL 2	COL 2	530	0%	0	0	0.00%	0.00%	No	No
US 1/Federal Highway												
SR 826	Miami Gardens Drive	E+50	8LD	8LD	4995	11%	138	153	2.76%	3.06%	No	No
Miami Gardens Dr	192nd St (Lehman Cswy)	E+50	8LD	8LD	4995	15%	188	208	3.76%	4.16%	No	No
192nd St (Lehman Cswy)	203rd St (Ives Dairy Road)	E+50	8LD	8LD	4995	17%	213	236	4.26%	4.72%	No	No
203rd St (Ives Dairy Road)	County Line	D	6LD	6LD	3870	39%	488	541	12.61%	13.98%	Yes	Yes
County Line	Project Dwy	D	6LD	6LD	2570	39%	488	541	18.99%	21.05%	Yes	Yes
Project Dwy	Hallandale Beach Blvd	D	6LD	6LD	2570	40%	555	500	21.60%	19.46%	Yes	Yes
Hallandale Beach Blvd	Pembroke Rd	D	4LD	4LD	1510	15%	208	188	13.77%	12.45%	Yes	Yes
Pembroke Rd	Hollywood Blvd (SR 822)	D	4LD	4LD	1510	7%	97	88	6.42%	5.83%	Yes	Yes
Hollywood Blvd (SR 822)	Johnson St	D	4LD	4LD	1710	5%	69	63	4.04%	3.68%	No	No
Johnson St	Taft St	D	4LD	4LD	1710	5%	69	63	4.04%	3.68%	No	No
Taft St	Sheridan Street	D	4LD	4LD	1710	5%	69	63	4.04%	3.68%	No	No
Sheridan Street	Stirling Road	D	4LD	4LD	1710	4%	55	50	3.22%	2.92%	No	No
Ocean Dr												
SR 826	Miami Gardens Drive	E+20	4LD	4LD	1810	2%	25	28	1.38%	1.55%	No	No
Miami Gardens Dr	192nd St (Lehman Cswy)	E+20	4LD	4LD	1810	3%	38	42	2.10%	2.32%	No	No
192nd St (Lehman Cswy)	County Line	E+20	4LD	4LD	1810	4%	50	55	2.76%	3.04%	No	No
County Line	Hallandale Beach Blvd	D	6LD	6LD	2570	5%	63	69	2.45%	2.68%	No	No
Hallandale Beach Blvd	Hollywood Blvd (SR 822)	D	6LD	6LD	2330	2%	28	25	1.20%	1.07%	No	No
Hollywood Blvd (SR 822)	Sheridan St	D	6LD	6LD	2330	1%	14	13	0.60%	0.56%	No	No
Sheridan St	Stirling Road	D	6LD	6LD	2330	0%	0	0	0.00%	0.00%	No	No
I-95												
SR 826	Miami Gardens Drive	D	8LX	8LX	9090	10%	125	139	1.38%	1.53%	No	No
Miami Gardens Dr	203rd St (Ives Dairy Rd)	D	8LX	8LX	9090	10%	125	139	1.38%	1.53%	No	No
203rd St (Ives Dairy Rd)	County Line	D	10LX	10LX	12470	1%	13	14	0.10%	0.11%	No	No
County Line	Hallandale Beach Blvd	D	10LX	10LX	9340	1%	13	14	0.14%	0.15%	No	No
Hallandale Beach Blvd	Pembroke Rd	D	10LX	10LX	9340	13%	180	163	1.93%	1.75%	No	No
Pembroke Rd	Hollywood Blvd	D	10LX	10LX	9340	17%	236	213	2.53%	2.28%	No	No
Hollywood Blvd	Sheridan St	D	10LX	10LX	9340	14%	194	175	2.08%	1.87%	No	No
Sheridan St	Stirling Road	D	10LX	10LX	9340	12%	166	150	1.78%	1.61%	No	No

Existing Conditions

Existing conditions on the study roadways within the final study area were quantified. The evaluation of the facilities was conducted for the existing 100th highest hourly volume conditions using the existing geometric and operational conditions of the facilities.

Roadway Conditions

Peak direction hourly volumes for roadway segments in Broward County were determined from actual 2002 count data provided by Broward County. Peak direction hourly roadway volumes in Miami-Dade County were determined by applying a D-factor published by the Florida Department of Transportation (FDOT) to two-way peak hour volumes published by MDCPWD.

Existing peak hour directional volumes were compared to the generalized roadway level of service volume adopted by Broward County and Miami-Dade County. The roadway volumes and associated generalized levels of service are shown in Table 21-2. Relevant roadway traffic count data is included in Appendix 21-A of the ADA.

**Table 21-2
Peak Hour Roadway Conditions**

Roadway From To		Committed		Existing Volume PM Peak		Adopted LOS Standard	Adopted LOS Volume -Peak Hr Directional	Existing LOS	
		Lanes	Class	NB/EB	SB/WB			NB/EB	SB/WB
SR 858 (Hallandale Beach Blvd)									
US 441/ SR 7	SW 56th Avenue	4LD	Art	1269	1642	D	1710	C	D
SW 56th Avenue	I-95	4LD	Art	1874	2426	D	1710	F	F
I-95	Dixie Hwy	6LD	Art	2454	2709	D	2570	D	E
Dixie Hwy	US 1/Federal Highway	6LD	Art	1270	2181	D	2570	C	D
US 1/Federal Highway	Ocean Dr	6LD	Art	1898	1958	D	2570	C	C
Pembroke Road									
I-95	Dixie Hwy	4LU	Art	1869	1538	D	1710	F	D
Dixie Hwy	US 1/Federal Highway	4LU	Art	840	1022	D	1710	C	C
US 1/Federal Highway									
Ives Dairy Road (NE 203)	County Line	6LD	Art	1496	1362	E+50	3870	D	D
County Line	Project	6LD	Art	2104	1832	D	2570	C	C
Project	Hallandale Beach Blvd	6LD	Art	2104	1832	D	2570	C	C
Hallandale Beach Blvd	Pembroke Rd	4LD	Art	1543	1885	D	1510	E	F
Pembroke Rd	Hollywood Blvd (SR 822)	4LD	Art	1494	1174	D	1510	D	D

To determine the future expected peak hour of traffic in the vicinity of the site, roadway traffic count data was collected on segments of U.S. 1 and Hallandale Beach Boulevard in the vicinity of the site on weekdays during which racing occurred at the Gulfstream racetrack and on a Saturday and Sunday during which racing occurred at the racetrack. This count data is included in Appendix 21-A of the ADA. Based on this data, the weekday p.m. peak period during a racing event was selected as the baseline for analysis purposes.

Intersection Conditions

As agreed upon in the study methodology, the study area also includes a total of fourteen intersections within the boundaries of the preliminary study area. These intersections are listed as follows:

- Pembroke Road & I-95 ramps
- Pembroke Road & U.S. 1
- Hallandale Beach Boulevard & I-95 Ramps
- Hallandale Beach Boulevard & Dixie Highway
- Hallandale Beach Boulevard & N.E./S.E. 1st Avenue
- Hallandale Beach Boulevard & U.S. 1
- Hallandale Beach Boulevard & N.E. 10th Avenue(Gulfstream Park North Entrance)
- S.E. 3rd Street (Gulfstream Park Entrance) & U.S. 1
- S.E. 7th Street (Gulfstream Park Entrance) & U.S. 1
- S.E. 9th Street (Gulfstream Park Entrance) & U.S. 1
- Ives Dairy Road (N.E. 203rd Street) & I-95 Ramps
- Ives Dairy Road (N.E. 203rd Street) & U.S. 1
- William Lehman Causeway & U.S. 1
- Miami Gardens Drive & U.S. 1

Table 21-3 summarizes the existing level of service conditions at the study intersections. Appendix 21-A of the ADA includes intersection turning movement count data. Appendix 21-B includes the intersection volume development summary worksheets that include adjustments to peak season conditions. Appendix 21-D includes summary intersection analysis worksheets.

**Table 21-3
Existing PM Peak Hour
Intersection Level of Service**

	Intersection	Date Counted	Intersection LOS	Intersection Delay (sec)
1a	Pembroke Road / I-95 SB Ramps <i>Signalized</i>	01/08/04	F	230.5
1b	Pembroke Road / I-95 NB Ramps <i>Signalized</i>	01/08/04	D	53.0
2	Pembroke Road / Moffett / US 1 <i>Signalized</i>	01/15/04	F	105.5
3a	Hallandale Beach Blvd / I-95 SB Ramps <i>Signalized</i>	01/08/04	F	357.2
3b	Hallandale Beach Blvd / I-95 NB Ramps <i>Signalized</i>	01/08/04	F	101.8
4	Hallandale Beach Blvd / Dixie Highway <i>Signalized</i>	01/15/04	C	31.6
5	Hallandale Beach Blvd / NE/SE 1st Ave <i>Signalized</i>	01/14/04	C	29.9
6	Hallandale Beach Blvd / US 1 <i>Signalized</i>	01/14/04	F	281.1
7	Hallandale Beach Boulevard / NE 10th Ave/Gulfstream Park <i>Signalized</i>	01/14/04	C	21.7
8	SE 3rd Street/Gulfstream Park / US 1 <i>Signalized</i>	01/14/04	F	106.0
9	SE 7th Street/Gulfstream Park / US 1 <i>Unsignalized</i>	01/15/04	-	-
10	SE 9th Street/ Gulfstream Park US 1 <i>Unsignalized</i>	01/15/04	B	19.7
11a	Ives Dairy Rd / I-95 SB Ramps <i>Signalized</i>	03/11/04	F	178.7
11b	Ives Dairy Rd / I-95 NB Ramps <i>Signalized</i>	03/11/04	F	167.3
12	Ives Dairy Rd / US 1 (Upper Level) <i>Signalized</i>	01/15/04	D	39.1
13	William Lehman Causeway / US 1 <i>Signalized</i>	03/11/04	F	130.8
14	Miami Gardens Drive / US 1 <i>Signalized</i>	03/11/04	F	142.4

Programmed improvements

A review of the current Transportation Improvement Programs adopted by the Broward County Metropolitan Planning Organization and the Miami-Dade County Metropolitan Planning Organization was undertaken. No significant roadway improvements have been funded for construction within the study area. Relevant information from the adopted Transportation Improvement Programs (TIPs) for Broward and Miami-Dade Counties are included in Appendix 21-E of the ADA.

- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the preapplication conference stage.**

The expected trip generation for the subject project was determined in accordance with the agreed upon study methodology. Trips were calculated using the equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition with the exception of the movie theater use, which is based upon local data combined with data published by ITE. The project trip generation was calculated for five types of project land uses: cinema, office, hotel, residential/condos, commercial retail, for the two proposed phases. The specific land use codes and independent variables used for the trip generation calculations are listed in Table 21-4.

**Table 21-4
Basis of Trip Generation Calculations**

Land Use	Independent Variable	Land Use Code
Cinema	Seats	Combined Rate based on: ITE 445 Multiplex Cinema and Independent Study
Office	1,000 square feet gross floor area	ITE 710 General Office Building
Hotel	Rooms	ITE 310 Hotel
Residential/Condos	Dwelling Units	ITE 230 Residential Condominium/Townhouses
Commercial Retail	1,000 square feet gross leasable area	ITE 820 Shopping Centers

The project driveway volumes are calculated for 2010 and 2014 conditions are based on the intensities shown in Table 21-5.

**Table 21-5
Development Intensities by Phase**

Buildout Years	Land use Type				
	Cinema (seats)	Office (sq. ft.)	Hotel (rooms)	Residential / Condos (dwelling units)	Commercial Retail (sq. ft.)
2010 (Phase I)	3,000	40,000	-	1,000	1,050,000
2014 (Phase II)	5,500	300,000	500	1500	1,300,000

The total trips generated during the buildout years are shown in Table 21-6.

**Table 21-6
Summary of Trips Generated**

Buildout Years	Daily	P.M. Peak Hour		
		Enter	Exit	Total
2010 (Phase I)	40,705	1,837	1,819	3,656
2014 (Phase II)	56,063	2,409	2,629	5,038

The total trips generated represent the total vehicular demand for the project land uses and comprises internal trips, external pass-by capture, external diverted trips, and external new trips. Details of the trip generation calculations as well as the components of the trip generation are shown in Appendix 21-F of the ADA.

- C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.**

The proposed ultimate buildout of the Village at Gulfstream Park includes a mix of cinema, office, hotel, residential, and retail uses. All of the uses are internally connected through roadway and pedestrian connections. Vehicles can travel among the land uses without accessing the adjacent roadway network and several of the uses on site are expected to share parking facilities. Interaction among the proposed DRI land uses was determined based on data and procedures established in the Institute of Transportation Engineers Trip Generation Handbook. This data demonstrates that

many of the uses proposed for this development tend to be complementary and may share common patrons.

In addition, capture of trips is expected to occur between the existing racetrack that is adjacent to the proposed development. Internal pedestrian and vehicular connections plus the sharing of parking facilities will result in the capture of some trips between the racetrack and proposed DRI uses. Following is a summary of the capture percentages that were used for this calculation, based upon the study methodology:

- Between racetrack and retail: 20%
- Between racetrack and cinema: 0%
- Between racetrack and office: 0%
- Between racetrack and residential: 10%
- Between racetrack and hotel: 20%

Using these percentages, capture between the racetrack and these uses was calculated as a part of the overall internal capture “matrix” for both 2010 – Phase I and 2014 – Phase II. A summary of this matrix is included in Appendix 21-F of the ADA.

In addition, a credit of 3% for transit and non-vehicular trips was applied to account for the number of patrons and employees of the development that are expected to use alternate modes of transportation to travel to and from the site. The internal trips and transit/non-vehicular trips were subtracted from the generated volumes to determine the driveway trips for the three buildout years. Table 21-7 summarizes the reductions taken for both internal capture and transit/non-vehicular modes of transportation.

**Table 21-7
Summary of External Trips**

Land Use	Daily	P.M. Peak		
		Enter	Exit	Total
2010				
Generated Volume	40,705	1,837	1,819	3,656
Internal	15,378	562	562	1,124
Transit/non-vehicular	<u>760</u>	<u>38</u>	<u>38</u>	<u>76</u>
Driveway Trips	24,567	1,237	1,219	2,456
2014				
Generated Volume	56,063	2,409	2,629	5,038
Internal	23,484	916	916	1,832
Transit/non-vehicular	<u>977</u>	<u>45</u>	<u>51</u>	<u>96</u>
Driveway Trips	31,602	1,448	1,662	3,110

Pass-by capture is the component of traffic that enters and exits a project without altering its travel path on the roadway network between different origins and destinations. The effect of pass-by capture is limited to external traffic. Therefore, the pass-by capture associated with the retail components of the project was applied only to the external trips, which are summarized in Table 21-8.

Only the commercial retail land use is expected to generate pass-by traffic. To determine the pass-by capture percentage for the commercial retail development, the methodology mentioned in the Trip Generation Handbook is used. Table 21-8 shows the pass-by percentage used in the calculations for the two phases of development.

**Table 21-8
Pass-By Capture for Commercial Retail**

Year	Percentage	Daily	P.M. Peak Hour		
			Enter	Exit	Total
2010	20%	5,018	204	274	478
2014	18%	5,066	197	275	472

Pass-by capture was deducted from the driveway volumes to determine the actual net new external traffic generation resulting from the proposed development. The result is summarized in Table 21-9. Details of the trip generation calculations are included in Appendix 21-F of the ADA.

**Table 21-9
New Trip Generation**

Land Use	Daily	P.M. Peak Hour		
		Enter	Exit	Total
2010 – Phase I				
Driveway Volumes	24,567	1,237	1,219	2,456
Pass-By Capture	<u>5,018</u>	<u>204</u>	<u>274</u>	<u>478</u>
Net External	19,549	1,033	1,045	1,978
2014 – Phase II				
Driveway Volumes	31,602	1,448	1,662	3,110
Pass-By Capture	<u>5,066</u>	<u>197</u>	<u>275</u>	<u>472</u>
Net External	26,536	1,251	1,387	2,638

- D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.**

Two phases of development were analyzed for 2010 – Phase I and 2014 – Phase II, respectively. Background traffic volumes were determined for both of the phase end years based on an overall historic growth rate and, if applicable, actual committed development traffic volumes. Following is a summary of calculations that were undertaken.

Background Growth

An average annual growth rate was determined based on the increase in traffic volumes over a five-year period (1997 through 2002). Regression analysis was used to determine the average annual growth rate for each individual roadway link over the analysis period. An overall growth rate was calculated as a weighted average of increases in traffic volumes on roadway links within the study area. For the purposes of this calculation, the growth rate for I-95 was calculated separately from that of surface streets. Following are the growth rates that were determined:

- surface streets: 1.9%
- I-95: 3.7%

Growth rate data and the summary calculations are included in Appendix 21-C of the ADA.

Committed Developments

Committed development information was supplied by the City of Aventura and the City of Hallandale Beach for major projects that have recently been approved or are pending approval. Following is a list of committed developments that were considered in the analysis:

- Hallandale Beach:
 - Ocean Marine Yacht Club (283 dwelling units)
 - Aquamarina (147 dwelling units)
 - Beach Club (1300 dwelling units)
 - Diplomat Mall (400 dwelling units)
 - Cornerstone (211 dwelling units)
 - Regency Spa (132 hotel rooms)
 - Gulfstream Promenade (60,000 s.f. retail/office)
- Aventura:
 - Gulfstream Residential (35 dwelling units/acre)
 - Turnberry Village (455 dwelling units)
 - Parc at Turnberry Isle (110 condominiums)
 - Hochstein Office (60,000 s.f. office)
 - N.E. 188th Street (447 dwelling units)
 - Aventura Landings (405 dwelling units)
 - The Venture (500 dwelling units)
 - Aventura Corporate Center (96,000 s.f. office)
 - Greenfield Office (103,400 s.f. office)

- Aventura Marina (378 dwelling units)
- Bella Mare (210 dwelling units)

Traffic volumes associated with these developments were determined for each of the roadway links within the final study area. Figures in Appendix 21-C of the ADA illustrates the assignment of traffic to and from these committed developments.

To determine background traffic volumes, the increase in traffic resulting from the application of the growth rate was compared to the increase in traffic that would result from the committed development traffic plus half of the same growth rate. The larger of the two numbers was used in order to determine the overall background traffic increase.

Project Traffic

Project traffic distribution and assignment was determined using the 2025 validated Southeast Florida Regional Planning Model V (SERPM V). A unique traffic analysis zone (TAZ) was created to represent the proposed project. Socio-economic data representing the proposed buildout plan of development was added to this TAZ. Program language from TRANPLAN was used to isolate project traffic on the roadway network and determine the percent assignment to roadway links.

Project traffic was assigned to the roadway network consistent with the model output, with the exception that some of the traffic shown using Hallandale Beach Boulevard to access I-95 to and from the north was reassigned to use Pembroke Road instead. This reassignment was based on observations during race events that some drivers used this route to travel to and from I-95.

Relevant model output plots are included in Appendix 21-G of the ADA.

Tables 21-11 and 21-12 summarize the assignment of project traffic to the roadway links within the final study area for years 2010 – Phase I and 2104 – Phase II, respectively.

Roadway From	To	Adopted LOS	Number Of Lanes	Existing Volume PM Peak		Committed Number Of Lanes	Directional Peak Hr Capacity	Project Traffic		Significant Impact ???		Area Wide Avg Growth Rate	Committed Development Traffic		Background Traffic 2010		Total Traffic 2010		Under Capacity ???		
				NB/EB	SB/WB			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
SR 858 (Hallandale Beach Blvd)																					
US 441/ SR 7	SW 56th Ave	D	4LD	1269	1642	4LD	1710	103	95	Yes	Yes	1.90%	0	0	1462	1892	1565	1987	Yes	No	
SW 56th Ave	I-95	D	4LD	1874	2426	4LD	1710	248	227	Yes	Yes	1.90%	0	0	2159	2795	2407	3022	No	No	
I-95	Dixie Hwy	D	6LD	2454	2709	6LD	2570	248	227	Yes	Yes	1.90%	45	91	2827	3121	3075	3348	No	No	
Dixie Hwy	US 1/Federal Highway	D	6LD	1270	2181	6LD	2570	310	284	Yes	Yes	1.90%	122	123	1489	2513	1799	2797	Yes	No	
US 1/Federal Highway	Ocean Dr	D	6LD	1898	1958	6LD	2570	123	134	No	Yes	1.90%	144	120	2186	2256	2309	2390	Yes	Yes	
Pembroke Road																					
I-95	Dixie Hwy	D	4LU	1869	1538	4LU	1710	93	85	Yes	No	1.90%	0	0	2153	1772	2246	1857	No	No	
US 1/Federal Highway																					
203rd St (Ives Dairy Road)	County Line	D	6LD	1362	1496	6LD	3870	403	369	Yes	Yes	1.90%	328	356	1794	1966	2197	2335	Yes	Yes	
County Line	Project Dwy	D	6LD	2104	1832	6LD	2570	403	369	Yes	Yes	1.90%	146	170	2424	2141	2827	2510	No	Yes	
Project Dwy	Hallandale Beach Blvd	D	6LD	1543	1885	6LD	2570	378	413	Yes	Yes	1.90%	194	252	1854	2280	2232	2693	Yes	No	
Hallandale Beach Blvd	Pembroke Rd	D	4LD	1543	1885	4LD	1510	142	155	Yes	Yes	1.90%	89	110	1778	2172	1920	2327	No	No	

Roadway From	To	Adopted LOS	Number Of Lanes	Existing Volume PM Peak		Committed Number Of Lanes	Directional Peak Hr Capacity	Project Percent Assignment	Project Traffic		Significant Impact ???		Area Wide Avg Growth Rate	Committed Development Traffic		Total Traffic 2014		Under Capacity ???			
				NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
SR 858 (Hallandale Beach Blvd)																					
US 441/ SR 7	SW 56th AVE	D	4LD	1269	1642	4LD	1710	7.0%	88	97	Yes	Yes	1.90%	0	0	1646	2113	Yes	No		
SW 56th AVE	I-95	D	4LD	1874	2426	4LD	1710	10.0%	125	139	Yes	Yes	1.90%	0	0	2426	3118	No	No		
I-95	Dixie Hwy	D	6LD	2454	2709	6LD	2570	24.0%	300	333	Yes	Yes	1.90%	45	91	3314	3660	No	No		
Dixie Hwy	US 1/Federal Highway	D	6LD	1270	2181	6LD	2570	30.0%	375	416	Yes	Yes	1.90%	122	123	1935	3094	Yes	No		
US 1/Federal Highway	Ocean Dr	D	6LD	1898	1958	6LD	2570	13.0%	180	163	Yes	Yes	1.90%	144	120	2511	2567	Yes	Yes		
Pembroke Road																					
I-95	Dixie Hwy	D	4LU	1869	1538	4LU	1710	9.0%	113	125	Yes	Yes	1.90%	0	0	2408	2014	No	No		
Dixie Hwy	US 1/Federal Highway	D	4LU	840	1022	4LU	1710	8.0%	100	111	Yes	Yes	1.90%	0	0	1132	1366	Yes	Yes		
US 1/Federal Highway																					
203rd St (Ives Dairy Road)	County Line	D	6LD	1362	1496	6LD	3870	39.0%	488	541	Yes	Yes	1.90%	328	356	2333	2564	Yes	Yes		
County Line	Project Dwy	D	6LD	2104	1832	6LD	2570	39.0%	488	541	Yes	Yes	1.90%	146	170	3072	2791	No	No		
Project Dwy	Hallandale Beach Blvd	D	6LD	1543	1885	6LD	2570	40.0%	555	500	Yes	Yes	1.90%	194	252	2468	2852	Yes	No		
Hallandale Beach Blvd	Pembroke Rd	D	4LD	1543	1885	4LD	1510	15.0%	208	188	Yes	Yes	1.90%	89	110	2103	2503	No	No		
Pembroke Rd	Hollywood Blvd (SR 822)	D	4LD	1494	1174	4LD	1510	7.0%	97	88	Yes	Yes	1.90%	0	0	1932	1530	No	No		

- E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/ total peak hour directional trips and in terms of peak hour directional DRI trips/ existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

Tables 21-11 and 21-12 summarize the project traffic assignment, in percent, on roadway links and segments within the study area for Phase I and Phase II, respectively. Additionally, information related to facility type and number of lanes is included in both tables. A summary level of service has been determined for each of the roadway links considering total future traffic volumes for both phase buildout years in comparison to generalized level of service standards.

As indicated in these tables, several of the roadway links do not meet the generalized level of service capacities for the adopted roadway level of service standard. For these roadway links, more detailed arterial analyses were performed using the FDOT ART-PLAN software. A summary of these roadway links and the resulting level of service based on ART-PLAN analyses is included in Tables 21-13 and 21-14 for Phase I (2010) and Phase II (2014) conditions, respectively.

TABLE 21-13
Phase I (2010) PM Peak Hour
Arterial Level of Service

Roadway		Direction	LOS
From	To		
Federal Highway (US 1)			
Ives Dairy Road	Hallandale Beach Boulevard	NB	C
Hallandale Beach Boulevard	Ives Dairy Road	SB	C
Hallandale Beach Boulevard	Washington Street	NB	D
Washington Street	Hallandale Beach Boulevard	SB	F
Hallandale Beach Boulevard			
SR 7	I-95	EB	C
I-95	SR 7	WB	F
I-95	Federal Highway (US 1)	EB	E
Federal Highway (US 1)	I-95	WB	E
Pembroke Road			
I-95	Dixie Highway	EB	D
Dixie Highway	I-95	WB	B

TABLE 21-14
Phase II (2014) PM Peak Hour
Arterial Level of Service

Roadway		Direction	LOS
From	To		
Federal Highway (US 1)			
Ives Dairy Road	Hallandale Beach Boulevard	NB	C
Hallandale Beach Boulevard	Ives Dairy Road	SB	C
Hallandale Beach Boulevard	Hollywood Boulevard	NB	D
Hollywood Boulevard	Hallandale Beach Boulevard	SB	F
Hallandale Beach Boulevard			
SR 7	I-95	EB	E
I-95	SR 7	WB	F
I-95	Federal Highway (US 1)	EB	F
Federal Highway (US 1)	I-95	WB	F
Pembroke Road			
I-95	Dixie Highway	EB	D
Dixie Highway	I-95	WB	C

Additionally, several intersections in this corridor were analyzed for total future traffic volumes as agreed upon in the study methodology. Tables 21-14 and 21-15 summarize the result of these analyses for Phase I (2010) and Phase II (2014) conditions, respectively.

**Table 21-15
Phase I (2010) PM Peak Hour
Intersection Level of Service**

Intersection		Non-Project		With Project	
		Intersection LOS	Intersection Delay (sec)	Intersection LOS	Intersection Delay (sec)
1a	Pembroke Road / I-95 SB Ramps <i>Signalized</i>	F	344.9	F	343.6
1b	Pembroke Road / I-95 NB Ramps <i>Signalized</i>	F	230.2	F	242.0
2	Pembroke Road / Moffett / US 1 <i>Signalized</i>	E	65.4	E	78.0
3a	Hallandale Beach Blvd / I-95 SB Ramps <i>Signalized</i>	F	525.0	F	593.8
3b	Hallandale Beach Blvd / I-95 NB Ramps <i>Signalized</i>	F	177.6	F	196.4
4	Hallandale Beach Blvd / Dixie Highway <i>Signalized</i>	E	60.2	F	105.2
5	Hallandale Beach Blvd / NE/SE 1st Ave <i>Signalized</i>	E	49.6	F	97.0
6	Hallandale Beach Blvd / US 1 <i>Signalized</i>	F	300.0	F	320.1
7	Hallandale Beach Boulevard / NE 10th Ave/Gulfstream Park <i>Signalized</i>	C	25.5	C	28.6
8	SE 3rd Street/Gulfstream Park / US 1 <i>Signalized</i>	F	281.6	F	330.4
9	SE 7th Street/Gulfstream Park / US 1 <i>Unsignalized</i>	-	-	-	-
10	SE 9th Street/ Gulfstream Park US 1 <i>Unsignalized</i>	F	129.7	F	163.3
11a	Ives Dairy Rd / I-95 SB Ramps <i>Signalized</i>	F	370.7	F	432.6
11b	Ives Dairy Rd / I-95 NB Ramps <i>Signalized</i>	F	306.8	F	337.2
12	Ives Dairy Rd / US 1 (Upper Level) <i>Signalized</i>	D	54.0	E	64.7
13	William Lehman Causeway / US 1 <i>Signalized</i>	E	64.7	E	69.3
14	Miami Gardens Drive / US 1 <i>Signalized</i>	F	119.6	F	122.8

**Table 21-16
Phase 2 (2014) PM Peak Hour
Intersection Level of Service**

Intersection		Non-Project		With Project	
		Intersection LOS	Intersection Delay (sec)	Intersection LOS	Intersection Delay (sec)
1a	Pembroke Road / I-95 SB Ramps <i>Signalized</i>	F	420.4	F	433.9
1b	Pembroke Road / I-95 NB Ramps <i>Signalized</i>	F	285.1	F	295.2
2	Pembroke Road / Moffett / US 1 <i>Signalized</i>	E	79.3	F	103.8
3a	Hallandale Beach Blvd / I-95 SB Ramps <i>Signalized</i>	F	647.4	F	728.1
3b	Hallandale Beach Blvd / I-95 NB Ramps <i>Signalized</i>	F	237.5	F	260.1
4	Hallandale Beach Blvd / Dixie Highway <i>Signalized</i>	F	85.1	F	161.6
5	Hallandale Beach Blvd / NE/SE 1st Ave <i>Signalized</i>	E	70.7	F	147.8
6	Hallandale Beach Blvd / US 1 <i>Signalized</i>	F	309.8	F	343.7
7	Hallandale Beach Boulevard / NE 10th Ave/Gulfstream Park <i>Signalized</i>	C	28.1	C	33.5
8	SE 3rd Street/Gulfstream Park / US 1 <i>Signalized</i>	F	292.7	F	361.6
9	SE 7th Street/Gulfstream Park / US 1 <i>Unsignalized</i>	-	-	-	-
10	SE 9th Street/ Gulfstream Park US 1 <i>Unsignalized</i>	F	141.3	F	185.4
11a	Ives Dairy Rd / I-95 SB Ramps <i>Signalized</i>	F	481.7	F	494.5
11b	Ives Dairy Rd / I-95 NB Ramps <i>Signalized</i>	F	400.6	F	441.8
12	Ives Dairy Rd / US 1 (Upper Level) <i>Signalized</i>	E	59.3	F	84.0
13	William Lehman Causeway / US 1 <i>Signalized</i>	E	73.3	E	79.5
14	Miami Gardens Drive / US 1 <i>Signalized</i>	F	128.0	F	135.0

F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

The proposed development is located within the Broward County Traffic Concurrency Exception Area (TCEA). Because of right-of-way constraints along roadways and intersections within this area, traditional capacity enhancements, such as roadway widening and the addition of turn lanes, are not possible to construct. All of the roadway segments that are impacted by 5% or more of the project traffic are all within the limits of the Broward County and Miami-Dade County TCEAs. Recognizing this, traffic impacts within the TCEA are mitigated through the assessment of transit impact fees in order to increase and enhance transit service. Question 21-I identifies existing and future transit service on corridors adjacent to the site.

Table 21-17 summarizes the proposed turn lane improvements that are proposed for the project site entrances. Geometric improvements that represent proposed changes from the existing conditions are highlighted in bold in this table. Additionally, the currently unsignalized intersection of S.E. 9th Street & U.S. 1 is proposed for signalization, pending approval from the Florida Department of Transportation.

**Table 21-17
Summary of Lane Geometry at Project Access Points**

Intersection	Existing												Proposed													
	Northbound			Southbound			Eastbound			Westbound			Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
US 1 / S.E. 3 rd Street	1	3	1	2	3	<	>	1	1	1	1	1	2	1	3	1	2	3	<	>	1	1	1	1	1	2
US 1 / S.E. 7 th Street	1	3	<	0	3	<	>	1	<	0	0	2	1	3	1	0	3	<	>	1	<	0	0	2	2	
US 1 / S.E. 9 th Street	1	3	1	1	3	<	>	1	<	1	1	1	1	3	1	2	3	<	>	1	<	1	1	1	1	
US 1 / S.E. 11 th Street	1	3	<	0	3	<	>	1	<	0	0	1	1	3	1	1	3	<	>	1	<	0	0	2	2	

An additional enhancement proposed for the east side of U.S. 1 adjacent to the site is the consolidation of existing bus stops into a transit “superstop”. Buses that currently reduce capacity on US 1 by blocking vehicles in the right most through lane will instead pull into the superstop and out of the traveled right-of-way. This subject is further addressed in Question 21-I.

- G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.**

The project is proposed to include a total of seven access points, several of which are currently existing and utilized by the horse racetrack. These access points are summarized as follows:

- Hallandale Beach Blvd & north project driveway – existing full access signalized
- U.S. 1 & 2nd Street –existing right-in/right-out/left out access; proposed for right-in/right-out unsignalized access
- U.S. 1 & 3rd Street – existing full-access signalized
- U.S. 1 & 7th Street – existing directional (NB-only left turn) access point
- U.S. 1 & 9th Street – existing directional access point; proposed full-access signalized access point
- U.S. 1 & 11th Street – existing right-in/right-out access point; proposed directional access point
- N.E. 213th Street & south access driveway – currently left-in/right-in/right-out access point

To minimize impacts to the external roadway network, the access point modifications as described above are planned to be implemented according to spacing and design criteria defined in currently adopted FDOT access management guidelines for the appropriate roadway classifications. Information provided in Appendix 21-K of the ADA outlines the required spacing criteria and the proposed spacing of access points.

- H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as inter-local agreements, right-of-way dedication, building set-backs, etc.**

The project will complement the protection of existing transportation corridors by providing building setbacks along Federal Highway. However, the City of Hallandale Beach Comprehensive Plan recommends that any improvements to Federal Highway consider alternative approaches to widening as right-of-way acquisition costs may present significant obstacles due to existing development. Therefore, no additional commitments have been made by the applicant.

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

The applicant will comply with applicable bicycle and pedestrian regulations in the City of Hallandale Beach's land development regulations. The development will provide a safe and continuous pedestrian network between the various land uses within the development and the adjacent public right-of-ways.

As described previously, the proposed DRI is located within the Broward County Transportation Concurrency Exception Area (TCEA). Within the limits of the TCEA, transportation improvements are focused on the enhancement of transit capacity and service.

The Broward County Comprehensive Plan has determined a current modal split of 1.23 percent for trips using transit on a countywide basis. The corridors adjacent to the site are served by a number of transit providers, including Broward County Transit, Miami-Dade County Transit and the City of Hallandale Beach. In the future, transit service enhancements are expected to occur within the TCEA. Therefore, the trip generation analysis that was performed considers future transit service and ridership. Based on output obtained from the SERPM V model output for this traffic analysis zone (TAZ), future transit and non-vehicular trips were projected to be 3% of the trips to and from the site.

Following is information on present and planned capacities for the transit service adjacent to the site.

Broward County Transit

The following Broward County Transit bus routes currently serve the area of the proposed cinema:

- **Route 1**, generally a north/south route, offers service between Hallandale Beach and the Downtown Fort Lauderdale Bus Terminal. This route accesses Hallandale Beach via Federal Highway from the north and operates seven days a week. Headways are kept at 15 minutes during weekdays and 30 minutes on Saturdays and Sundays.
- **Route 5** is generally an east/west route that enters Hallandale Beach from the west via Pembroke Road to Federal Highway and continues south on Federal Highway. Route 5 operates seven days a week with service provided every 60 minutes.
- **Route 28** travels along Hallandale Beach Boulevard, directly north of the amendment site, from Southwest 148th Avenue (Royal Palm Avenue) eastward to State Road A1A. Route 28 operates seven days a week with service provided every 30 minutes Monday through Saturday, and every 45 minutes on Sunday.

Miami-Dade Transit

The following Miami Dade Transit bus routes currently serve the area of the proposed cinema:

- **Route 3** offers service from Downtown Miami to the Diplomat Mall in Hallandale Beach. This route travels along Federal Highway and Hallandale Beach Boulevard. Route 3 operates seven days a week with 20 minute headways Sunday through Friday and 15 minute headways on Saturday.
- **Route V** offers service from North Miami Beach to Hallandale Beach. This route travels along Hallandale Beach Boulevard and Federal Highway, terminating at Southeast 3rd Street and Old Federal Highway directly west of the amendment site. Route V offers limited service Monday through Friday between the hours of 8:00 AM and 6:00 PM, operating on 60 minute headways.

City of Hallandale Beach Minibus Service

The City of Hallandale Beach provides a local circulation minibus system for its residents. All of the minibuses are oriented to destinations within the City with connections to Broward County Transit and Miami Dade Transit routes for higher order, regional trips at the Diplomat Mall. Three routes (1, 2, and 3) serve the area with Route 2 providing direct access to the proposed cinema. Service on Route 2 is provided Monday through Saturday with headways kept at 30 minutes. The City monitors ridership on the routes monthly and continuously evaluates potential methods to improve upon the service provided to not only ensure the most efficient use of City financial resources, but also to enhance the service provided by both Broward County and Miami-Dade County.

In addition to current transit service within the area, the following improvements are targeted by Broward County Transit and Miami-Dade Transit to better serve the general area of the proposed cinema.

Broward County Transit

The priority in the Broward County Long Range Transportation Transit Element and shorter range Transit Development Plan is to enhance existing BCT fixed-route local bus service and identify new premium commuter rail transit routes for commuter service, including the FEC rail corridor located three blocks to the west of the amendment site that links the County's historical downtown areas. Specific improvements in the vicinity of the site include:

- Service improvements targeted for fixed route service including reduction in headways for Route 1 from 15 minutes to 10 minutes and for Route 5 from 60 minutes to 30 minutes
- Promote land use planning and urban design practices that facilitate transit service and access

- New and/or expanded express transit service planned along the heavily traveled transit corridor of Federal Highway.

Miami-Dade County Transit

Transit improvements in Miami-Dade County are tied to the *Peoples Transportation Plan*. Introduced in 2002, the plan will introduce major transit improvements throughout Miami-Dade County with funding from the half-cent sales tax referendum approved by Miami-Dade County voters.

Bus service improvements identified for implementation before 2008 include:

- Add of mid-day, Saturday and Sunday services within 30 days of approval of a dedicated funding source using existing buses
- Provide 15-minute or better bus service during rush hour, 30-minute service or better during other periods and 24-hour service in certain major corridors
- Expand the bus shelter program

Under the Peoples Transportation Plan, MDT service to the site is expected to increase in the short term planning horizon.

Because the site is located within the TCEA, it will be subject to transit impact fees. These fees will be used in part to fund some of the improvements listed above. In addition, considerations will be provided within the site to provide transit and pedestrian connections to allow multiple components of the site to be visited by patrons without using an automobile as a mode of travel.

H: Public Safety

City of Hallandale Beach Code of Ordinances 32-788

(h) Public Safety. A description of the impact of the proposed development on existing police, fire and rescue services, including personnel requirements, distance to stations, response times, and equipment needs and what measures are proposed to alleviate any demands and problems to be created by the development is required.

Public Safety

As part of the conditions of the DRI approval, Ordinance No. 2006-24, the Applicant shall ensure the adequate provision of fire/rescue services necessary to serve the Development, to the City's satisfaction. Each Project Developer shall submit site plans to the City Manager for review to identify unique space, equipment and/or facilities impacts the project may generate.

The Applicant shall ensure adequate provisions of police services for the Village at Gulfstream Park, to the City's satisfaction and the Applicant shall meet with the City's Police Department to discuss those services. A letter has previously been provided from the City of Hallandale Police Chief, James Scarberry, concerning the impact that this project may have on their ability to provide police services. The letter from the City of Hollywood Police Department is provided below. The Applicant shall continue to coordinate with the City of Hollywood Police Department to ensure that necessary police services may be appropriated for this project.

Also as part of the DRI conditions of approval, the Applicant shall provide a mini- or sub-station within the Development which shall provide a location for Police and EMS service personnel to staff during peak periods of operation within the Development. Said mini- or sub-station shall not be included as part of and reduced from any portion of the approved development program. Upon selection to the satisfaction of the City of space to be allocated to this use, the Applicant shall report this allocation as part of its Biennial Report.



CITY of HOLLYWOOD, FLORIDA

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Jim Scarberry
Chief of Police

December 02, 2005

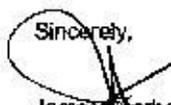
Mr. Britt L. Stephens
Kimley-Horn and Associates, Inc.
801 21st St. Suite 300
Vero Beach, Florida 32960

Dear Mr. Stephens;

I am in receipt of your packet of information regarding the proposed commercial and residential development at the Village at Gulfstream Park. Your request for a Scope of Impact Statement from the City of Hollywood Police Department has been considered by my Office after carefully reviewing the information. In addition I have discussed with Hallandale Beach P.D. their proposed plans for handling the increased traffic and other related issues that can certainly be anticipated with the increase of business and people attracted to the project upon completion. At this time, I am not prepared to predict what may or may not occur concerning the City of Hollywood, specifically the impact on the Police Department and its responsibilities.

If I can be of any additional assistance, please do not hesitate to contact my Office.

Sincerely,


James Scarberry
Chief of Police

Cc: Cameron Benson, City Manager
Virgil Fernandez, Fire Chief

An Equal Opportunity and Service Provider
www.hollywoodpolice.org

I: School Facilities

City of Hallandale Beach Code of Ordinances 32-788

(i) School Facilities. A description of the impact of the proposed development on school facilities, including both preschool and school-age population generated, distance to and current enrollment levels and capacities of existing schools which would serve the development, and what measures are proposed to alleviate any problems to be created by the development is required.

School Facilities

Estimates of school age children expected to reside in the development were determined using student generation rates for “High-rise apartment”, as provided by the Broward County School Board for a mix of one bedroom and two or more bedroom apartments. For the generation rates, the School Board references the Broward County Land Development Code which defines “High-rise” in Article IV, Division 6, Section 5-201 as “four (4) or more attached dwelling units in a building with four (4) or more stories.” The resulting estimates are shown in Table I.

**Table I
Student Generation**

Phase	Dwelling Units	Elementary	Middle	High	Total
		0.033 students/d.u.*	0.006 students/d.u.*	0.008 students/d.u.*	0.047 students/d.u.*
Existing	0	0	0	0	0
Maximum Development	1,500	50	9	12	71

*Source: Broward County School Board, Student Generation Rates

No school facilities will be dedicated or provided on the site. It is expected that the additional student demand identified above, will be accommodated by the existing educational facilities serving the proposed development area.

A letter has been requested from the School Board of Broward County verifying the estimated school age population identified above, and identifying any necessary capital improvement adjustments to accommodate the student demand. A copy of the letter will be provided upon receipt.

As part of the DRI conditions of approval, Ordinance No. 2006-24, prior to requesting the first building permit for a residential structure within the Development, the Developer shall file a Declaration of Restrictive Covenant, to enable legal enforcement of its \$2,000,000 commitment to the School Board of Broward County for school improvements within the City of Hallandale Beach and within the school feeder pattern serving City residents, which may include Hallandale Elementary School and Nichols Middle School. Prior to issuance of the first certificate of occupancy for a residential structure within the Development, the Developer must enter into a tri-party agreement with the School Board of Broward County and the City of Hallandale Beach to specify how the funds will be utilized, timed and dispersed in a manner that addresses the impacts created by the Development through buildout.

J: Parks and Open Space

City of Hallandale Beach Code of Ordinances 32-788

(j) Parks and Open Space. A description of the impact of the proposed development on parks and open space, including the number, type, size, capacity and current usage of, and distance to park, recreational and open space facilities currently available, and what measures are proposed to alleviate any problems to be created by the development, is required.

Parks and Open Space

Open space and public areas are integral to the conceptual development plan. As previously mentioned, the proposed land use program includes a total of 1500 residential dwelling units, which emphasizes a development pattern that celebrates public open space throughout the project in the form of plazas, fountains, arcades, and pedestrian-friendly streetscapes. Combined with commercial, office, and hotel land uses proposed for the site, the Gulfstream Local Activity Center would become an integrated neighborhood of residential and non-residential uses spatially programmed on the five minute walk with connections to public transit along Federal Highway for higher order trips. It is estimated that approximately 16.1% of the project site will be public space, not including areas directly associated with the specific land use elements of the development mentioned above. Approximately 29.2% of the site will be landscaped and irrigated area. The applicant has made a commitment to provide a minimum of 1.2 acres of on-site open space upon ultimate site buildout, as outlined in the the DRI conditions of approval, Ordinance No. 2006-24.

The proposed development will not remove any access lands or waters previously used by residents of the region for hunting, fishing, boating or other recreation uses. These activities are not present on the existing site. The project will not impact any designated recreational trails.

No parks and open space will be dedicated to the city or county at this time. Parks and open space provided by the project are expected to be maintained by the property owners.

The recreation and open space component of the development will meet the requirements of the City of Hallandale Beach Comprehensive Plan, Recreation and Open Space Element, which identifies a level of service (LOS) standard of 3.0 acres per 1,000 population for the City of Hallandale Beach. This is consistent with the requirement identified in the Broward County Land Use Plan. At the present time, the City's required area for recreation and open space is 102.87 acres based on a Census 2000 population of 34,282. Currently, there are 58.76 acres of public parks and open space, and 106.68 acres of public waterways totaling 165.44 acres of recreation and open space available within the City, therefore providing a surplus of 62.57 available acres. The 165.44 acres of recreation and open space does not include the Gulfstream Park racing facilities or the subject development site.

K: Community Facilities

City of Hallandale Beach Code of Ordinances 32-788

(k) Community Facilities. A description of the impact of the proposed development on existing community facilities, such as libraries, cultural attractions and houses of worship, including the number, type, size, capacity and current usage of and distance to such facilities, and what measures are proposed to alleviate any problems to be created by the development, is required.

Community Facilities

The exact impact that the residential and commercial development will have on neighboring community facilities is not yet known. However, in keeping with the objectives of the proposed project the development will seek to create a higher quality urban environment than what already exists. In creating such an environment, it can be expected that the net result on the neighboring community facilities to this project will be positive.

L: Historical Aspects

City of Hallandale Beach Code of Ordinances 32-788

(l) Historical Aspects. A description of any known historical or archeological sites existing on the site, their importance and what measures will be employed to protect them both during and after construction is required.

Historical Aspects

There are no known historical or archeological sites existing on the site. No impact on historical or archeological sites is expected.

M: Scenic Vistas

City of Hallandale Beach Code of Ordinances 32-788

(m) Scenic Vistas. A description of the impact of the proposed development on existing scenic vistas from or through the site and what measures are to be taken to ensure the preservation of such vistas is required.

Scenic Vistas

There will be no impact by the proposed development on existing scenic vistas from or through the site.

The focal element of the Village at Gulfstream Park will be the “lifestyle’ retail and entertainment center, the market basis for which was discussed earlier. As discussed previously in Section – A, such a development is generally most successful when integrated into an attractive urban setting. The overall development program for the Village at Gulfstream Park is designed to ensure the establishment of such an attractive urban environment that will generally enhance the overall land and streetscapes of the area.

N: Low – and Moderate – Priced Housing

City of Hallandale Beach Code of Ordinances 32-788

(n) Low – and Moderate – Priced Housing. A description of the proposed development's contribution, if any, to the city's inventory of low- and moderate-priced housing units (sale or rental), and what measures are to be taken to ensure the permanency of such housing is required.

Low and Moderate Priced Housing

As part of the DRI conditions of approval, Ordinance No. 2006-24, the Applicant shall construct or cause the construction of a minimum of 225 “affordable housing” and/or “workforce housing” units within the City of Hallandale Beach and in accordance with the City of Hallandale Beach’s applicable affordable and workforce housing regulations and procedures, the provision of which is equivalent to 15% of the proposed residential units. A minimum of 75 Affordable/Workforce Housing Units will be built on site. These Affordable/Workforce Housing Units shall be completed in accordance with the following schedule or as otherwise agreed upon in accordance with the terms and conditions of the Development Agreement with the City of Hallandale Beach.