

Pembroke Meadows DRI Development Order Amendment Application

The Pembroke Meadows Development of Regional Impact (“DRI”) is comprised of approximately 1,473 acres generally located at between Flamingo Road and I-75. The DRI is bound on the north by Sheridan Street and on the south by Pines Boulevard. The DRI is a mixed-use development that currently includes commercial, office, and residential uses.

The (“DRI”) was originally approved in 1986 for the following uses and intensities:

| Land Use | Original Approved Development Intensity |
|-------------------------------------|---|
| Residential | 4,339 dwelling units |
| Office | 1,019,170 square feet |
| Industrial | 3,116,130 square feet |
| Community Commercial | 528,656 square feet |
| Town Center Neighborhood Commercial | 102,000 square feet |
| Hotel | 200,000 square feet |

All the traffic mitigation improvements required for the DRI were based on the uses and intensity described above.

After the last development order amendment, a clerical error was discovered with regard to the commercial square footage. FDOT determined and staff agreed that the allowable commercial square footage should be reflected as 558,417 square feet and not 488,773 as reflected in the development order. This amendment will correct this clerical error. The permitted uses now include:

| Land Use | Current Approved Development Intensity |
|----------------------|--|
| Residential | 3,885 dwelling units |
| Office | 192,000 square feet |
| Industrial | 0 square feet |
| Community Commercial | 558,417 square feet |
| Employment Center | 225,750 square feet |
| Hotel | 130 rooms |

According the site plans approved in the DRI, 532,857 commercial development currently exists in the DRI leaving 25,560 remaining commercial development. The Applicant, Holman Automotive Inc. (“Holman”) is requesting a modification to the DRI in order to accommodate expansion of the existing BMW dealership located in the DRI. The specific request is to increase

the amount of commercial square footage in the DRI by 30,000 square feet for a total of 588,417 square feet. All other permitted uses will remain the same. This change is requested in order to accommodate the proposed expansion of the existing BMW dealership and future redevelopment. The additional 30,000 square feet of commercial use will be allocated to the BMW property. The 25,560 square feet of available commercial square footage will continue to be available to the other commercial developments in the DRI for future expansion.

The most recent changes to Florida Statues Chapter 380.06 includes the following language regarding changes to approved developments of regional impact:

(7) CHANGES.—

(a) Notwithstanding any provision to the contrary in any development order, agreement, local comprehensive plan, or local land development regulation, any proposed change to a previously approved development of regional impact shall be reviewed by the local government based on the standards and procedures in its adopted local comprehensive plan and adopted local land development regulations, including, but not limited to, procedures for notice to the applicant and the public regarding the issuance of development orders. However, a change to a development of regional impact that has the effect of reducing the originally approved height, density, or intensity of the development must be reviewed by the local government based on the standards in the local comprehensive plan at the time the development was originally approved, and if the development would have been consistent with the comprehensive plan in effect when the development was originally approved, the local government may approve the change. If the revised development is approved, the developer may proceed as provided in s. 163.3167(5). For any proposed change to a previously approved development of regional impact, at least one public hearing must be held on the application for change, and any change must be approved by the local governing body before it becomes effective. The review must abide by any prior agreements or other actions vesting the laws and policies governing the development. Development within the previously approved development of regional impact may continue, as approved, during the review in portions of the development which are not directly affected by the proposed change.

As indicated above, the proposed development plan is significantly less square footage than that approved for the original DRI and the analysis below document the reduction in the demand on public facilities between the original approved DRI and the proposed change.

TRAFFIC ANALYSIS

The tables below document that the proposed change to the DRI will result in a 59+/-% reduction in AM Peak Hour traffic and a 48+/-% reduction in PM Peak Hour traffic from the original approved development. All of the traffic improvements that were required for the DRI and constructed by the developer were based on the development scenario in the original DRI. Therefore, the developer built more than enough traffic improvements than are needed to mitigation for the current development plan.

| TABLE 1 Trip Generation Summary Holman Pines (Original DRI) | | | | | | | | |
|---|-----------|-------|--------------|--------------|--------------|--------------|--------------|--------------|
| Land Use | Scale | Units | AM Peak Hour | | | PM Peak Hour | | |
| | | | Total Trips | Inbound | Outbound | Total Trips | Inbound | Outbound |
| Hotel (LUC 310) | 130 | room | 61 | 36 | 25 | 78 | 40 | 38 |
| Retail (LUC 820) | 630,656 | sq ft | 467 | 290 | 177 | 2,123 | 1,019 | 1,104 |
| Office (LUC 710) | 1,019,170 | sq ft | 985 | 847 | 138 | 1,033 | 165 | 868 |
| Industrial (LUC 110) | 3,116,130 | sq ft | 2,181 | 1,919 | 262 | 1,963 | 255 | 1,708 |
| Mid-Rise Residential (LUC 221) | 4,339 | du | 1,562 | 406 | 1,156 | 1,909 | 1,164 | 745 |
| Gross Trips | | | 5,256 | 3,498 | 1,758 | 7,106 | 2,643 | 4,463 |
| Internalization (11%/29%) | | | -334 | -236 | -98 | -1485 | -743 | -743 |
| Driveway Vehicle Trips | | | 4922 | 3262 | 1660 | 5,621 | 1901 | 3720 |
| Pass-by Capture (Retail 34%) | | | -88 | -38 | -50 | -509 | -251 | -258 |
| External Vehicle Trips | | | 4834 | 3224 | 1610 | 5112 | 1650 | 3462 |

Source: ITE Trip Generation Manual (10th Edition) - NOTE: Internal Capture excludes Industrial Use

| TABLE 2 Trip Generation Summary Holman Pines (Proposed DRI) | | | | | | | | |
|---|---------|-------|--------------|--------------|--------------|--------------|--------------|--------------|
| Land Use | Scale | Units | AM Peak Hour | | | PM Peak Hour | | |
| | | | Total Trips | Inbound | Outbound | Total Trips | Inbound | Outbound |
| Hotel (LUC 310) | 130 | room | 61 | 36 | 25 | 78 | 40 | 38 |
| Retail (LUC 820) | 588,417 | sq ft | 446 | 277 | 169 | 2,017 | 968 | 1,049 |
| Employment Ctr (LUC 710) | 225,750 | sq ft | 239 | 206 | 33 | 247 | 40 | 207 |
| Office (LUC 710) | 192,000 | sq ft | 207 | 178 | 29 | 212 | 34 | 178 |
| Industrial (LUC 110) | 0 | sq ft | 0 | 0 | 0 | 0 | 0 | 0 |
| Mid-Rise Residential (LUC 221) | 3,885 | du | 1,399 | 364 | 1,035 | 1,709 | 1,042 | 667 |
| Gross Trips | | | 2,352 | 1,061 | 1,291 | 4,263 | 2,123 | 2,140 |
| Internalization (12%/25%) | | | -283 | -214 | -69 | -1075 | -538 | -538 |
| Driveway Vehicle Trips | | | 2069 | 847 | 1222 | 3,188 | 1586 | 1602 |
| Pass-by Capture (Retail 34%) | | | -84 | -34 | -50 | -522 | -268 | -254 |
| External Vehicle Trips | | | 1985 | 813 | 1172 | 2666 | 1318 | 1348 |

Source: ITE Trip Generation Manual (10th Edition) - NOTE: Internal Capture excludes Industrial Use

| | AM Peak Hour | | | PM Peak Hour | | |
|----------------------------|----------------|---------------|-------------|----------------|-------------|--------------|
| | Total Trips | Inbound | Outbound | Total Trips | Inbound | Outbound |
| Difference (Trips): | -2,849 | -2,411 | -438 | -2,446 | -332 | -2114 |
| Difference (%): | -58.94% | | | -47.85% | | |

POTABLE WATER and SANITARY SEWER

The tables below indicate that the proposed change to the DRI results in a net decrease of 113,939 gpd in the demand for water and sewer service. Therefore, the proposed change does not increase the demand for water and sewer service.

| Land Use | Original Approved Development Intensity | Generation Rate | Demand |
|-------------------------------------|---|----------------------|---------------------------------|
| Residential | 4,339 dwelling units | 250 gpd/unit | 1,084,750 gpd |
| Office | 1,019,170 square feet | .2 gpd/1,000 sq. ft. | 204 gpd |
| Industrial | 3,116,130 square feet | .1 gpd/1,000 sq. ft. | 311 gpd |
| Community Commercial | 528,656 square feet | .1 gpd/1,000 sq. ft. | 52.9 gpd |
| Town Center Neighborhood Commercial | 102,000 square feet | .1 gpd/1,000 sq. ft. | 10.2 gpd |
| Hotel | 200,000 square feet (130 rooms) | 150 gpd/room | 19,500 gpd |
| | | | TOTAL: 1,104,828 gpd |

| Land Use | Proposed Development Intensity | Generation Rate | Demand |
|----------------------|---------------------------------|----------------------|-------------------------------|
| Residential | 3,885 dwelling units | 250 gpd/unit | 971,250 gpd |
| Office | 192,000 square feet | .2 gpd/1,000 sq. ft. | 38.4 gpd |
| Industrial | 0 square feet | .1 gpd/1,000 sq. ft. | 0 gpd |
| Community Commercial | 588,417 square feet | .1 gpd/1,000 sq. ft. | 55.8 gpd |
| Employment Center | 225,750 square feet | .2 gpd/1,000 sq. ft. | 45.15 gpd |
| Hotel | 200,000 square feet (130 rooms) | 150 gpd/room | 19,500 gpd |
| | | | TOTAL: 990,889 gpd |