



TOWN OF DAVIE
PLANNING & ZONING DIVISION
 6591 ORANGE DRIVE • DAVIE, FLORIDA 33314-3399
 Phone: 954.797.1103 • www.davie-fl.gov

PLANNING REPORT

Project Name	
35 th & Davie Apartments	

Application	
Request/Number:	Variance (V)/15-199
Owner	RAG Davie LLC
Petitioner	RAG Davie LLC
Project Planner	David Abramson
Date of Report	08/18/2015
Date of Public Participation	N/A
Date of Public Notification	N/A
Date of Board Review	08/26/2015
Date of Town Council Review	09/15/2015

Location/Site	
Folio/Identification Number	50-41-23-10-0010/0020
Address	N/A
Nearest North/South Road	Davie Road
Nearest East/West Road	Nova Drive
Size (Approx. Acres)	8
Existing Use	Vacant
Future Land Use	Regional Activity Center
Zoning	RAC-RTE
Council District	1
Redevelopment Area	N/A
Overlay District	N/A
Design Regulation	N/A
Flexibility Zone	97
Planning Area	6
Right-of-way Acquisition	N/A
Utilities Provider	Town of Davie
Drainage District	Tindall Hammock
Nearby Equestrian Trail	N/A
Nearby Recreational Trail	Roberts - Potters Park
Nearby Park	Southwest 36 th Court Park
Nearby Bus Route	Route 9 and 12 (Davie Road/Nova Drive)

Key Points
<ul style="list-style-type: none"> • The proposed variance would allow a 251-unit multi-family development to provide 458 parking spaces (code would normally require 508). The proposed reduction is 10 percent. • The proposed spaces include surface and garage parking for vehicles and motorcycles. • In addition to the parking spaces, the site plan includes 84 bicycle spaces throughout the development.



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- The subject site is generally located on the east side of Davie Road between Nova Drive and Southwest 39th Street.
- In 2013, a previous request on the site was approved for a new student housing development consisting of 219 dwelling units.
- The student housing development also received a reduction to the number of required parking spaces to 384 (a 23% reduction to the Town code requirements).
- The petitioner has fulfilled the citizen participation requirement (refer to the attachments).

History

1. Related Zoning Information:
 - a. Land Use Plan Amendment (LABC 98-1) Regional Activity Center: At the September 17, 1997 Town Council meeting, the Town approved the Regional Activity Center Future Land Use Classification for the area including the subject site.
 - b. Rezoning (ZB 10-1-07) Regional Activity Center: At the February 6, 2008 Town Council meeting, the Town adopted zoning and other land development regulations as part of the implementation of the Regional Activity Center Future Land Use Designation. The subject site was also rezoned from Mobile Home (T-1) District - Broward County to Davie Regional Research and High Tech (RAC-RTE) East District.
2. Previous Request(s):
 - a. Plat (P9-017) I-595 Commerce Center Plat: At the June 17, 2009 Town Council meeting the plat known as the “I-595 Commerce Center Plat” was approved.
 - b. Delegation (DG10-024) I-595 Commerce Center Plat: At the April 4, 2010 Town Council meeting, the amendment to the restrictive note was approved.
 - c. Delegation (DG11-062) I-595 Commerce Center Plat: At the April 5, 2011 Town Council meeting, the amendment to the restrictive note was approved.
 - d. Delegation (DG11-107) I-595 Commerce Center Plat: At the July 13, 2011 Town Council meeting, the amendment to the restrictive note was approved.
 - e. Delegation (DG11-108) I-595 Commerce Center Plat: At the August 3, 2011 Town Council meeting, the amendment to the restrictive note was approved.
 - f. Developers Agreement (DA11-154) I-595 Commerce Center Plat: At the October 5, 2011 Town Council meeting, the execution of the Agreement for Amendment of Notation on Plat was approved.
 - g. Delegation (DG12-057) I-595 Commerce Center Plat: At the March 21, 2012 Town Council meeting, the amendment to the restrictive note was approved.
 - h. Delegation (DG 12-074) I-595 Commerce Center Plat: At the May 2, 2012 Town Council meeting, the amendment to the non-vehicular access line was approved.
 - i. Delegation (DG12-154) I-595 Commerce Center Plat: At the October 3, 2012 Town Council meeting, the amendment to the restrictive note was approved.
 - j. Developers Agreement (DA12-227) I-595 Commerce Center Plat: At the October 17, 2012 Town Council meeting, the execution of the Agreement for Amendment of Notation on Plat was approved.
 - k. Developers Agreement (DA13-004) I-595 Commerce Center Plat: At the March 20, 2013 Town Council meeting, the execution of the Agreement for Amendment of Notation on Plat was approved.



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1. Delegation (DG13-053) I-595 Commerce Center Plat: At the April 3, 2013 Town Council meeting, the amendment to the restrictive note was approved.
- m. Site Plan (SP12-299) Davie Collegiate Housing: At the June 5, 2013 Town Council meeting, this request was approved with conditions.
3. Concurrent Request(s):
 - a. Site Plan (SP15-099) 35th & Davie Apartment: This request is to develop a new multi-family residential community consisting of 251 dwelling units.
 - b. Developers Agreement (DA15-096) 35th & Davie Apartment: This request is to allow the termination of restrictions limiting use of the property to student housing.

Analysis

The following information is staff's analysis (italic font) based on the criteria established in the Town of Davie's Land Development Code, Section 12-309(B)(1) for variance applications:

- (a) There are special circumstances or conditions applying to the land or building for which the variance is sought, which circumstances or conditions are peculiar to such land or building and do not apply generally to land or buildings in the same district, and that said circumstances or conditions are such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of such land or building for which the variance is sought, and that alleged hardship is not self-created by any person having an interest in the property;
The petitioner has provided a parking study that references industry standards for this type of residential development. The study recommends that such project provide between 358 to 415 parking spaces in order to accommodate the demands.
- (b) The granting of the variance is necessary for the reasonable use of the land or building and that the variance as requested is the minimum variance that will accomplish this purpose;
The variance is not necessary for reasonable use of the land the property can be developed meeting code requirements.
- (c) That granting the variance will be in harmony with the general purpose and intent of this chapter and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.
The intent of the Land Development Code is to provide "adequate" parking for this type of use. The provided parking study included indicates that the proposed parking ratio will meet the needs of the use and therefore will not have a negative impact on the neighborhood.

Recommendations

Staff finds the application complete and suitable for further review.



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Attachments
1. Petitioner Documentation
2. Project Maps
3. Noticing Information

1. Petitioner Documentation
2. Project Maps
3. Noticing Information

March 20, 2013

Town of Davie
Planning & Zoning Department
6591 Orange Drive
Davie, FL 33314

Attn: Mr. David Quigley, Planning & Zoning Manager

**Re: 35th & Davie Apartments (F.K.A. – Davie Collegiate Housing)
Letter of Intent**

Dear Mr. Quigley:

RAG Davie, LLC recently acquired the property located on the east side of Davie Road between Signature at Davie and Restaurant Depot ("Property"). We greatly appreciated and enjoyed the opportunity to meet you, your staff and Town Administration during our due diligence period in an effort to determine the most suitable and appropriate development for the Property. Per our discussions, we will be shifting the focus of this development from a student housing project to a Class A Luxury Apartment Community. Specifically, the submittal package included with this letter proposes 251 luxury rental apartments that are highly amenitized to ensure an upscale living environment for future residents ("Project"). The Project has been designed to differentiate itself from other apartment developments serving the South Florida Educational Campus and Central Broward community. Specifically, the look and feel of the Project will offer residents a resort-style lifestyle with all the modern day conveniences of hotel living in the heart of Broward County.

Additional features of the Project will include:

- 251 Class A Luxury Apartments (41 one-bedroom / 170 two-bedroom / 40 three-bedroom)
- Four (4) five-story buildings
- "Breakers" style entrance with lush landscaping and prominent architecture
- 460 parking spaces (376 surface-level spaces / 42 garage spaces / 42 tandem spaces)
- Tandem- 42
- Garage- 42
- Handicap- 9
- Motorcycle- 9
- Compact- 69
- Standard- 289



- Main entrance off of the southern access road, which is a signalized intersection on Davie Road shared with Restaurant Depot
- Emergency access along north property limits
- Fully Secured Site (entrance gates with resident access control and guest call box)
- A +/-13,000 sf two story Clubhouse with leasing office, fitness center, business center, conference and social rooms.
- Courtyard with resort-style pool, pavilions and grilling areas
- Location in the heart of Central Broward County across from the South Florida Educational Campus only minutes from I-595

The application package you are receiving with this letter includes a site plan application, delegation request to amend the note of the face of the I-595 Commerce Center Plat and a development agreement application requesting the release and termination of the student housing restriction recorded against the Property.

RAG Davie is excited to present the Project to the Town for review and looks forward to working with you and your staff during the approval and construction phases of this Project.

Sincerely,

A handwritten signature in blue ink that reads "Alexander S. Rosemurgy, II". The signature is fluid and cursive, with a large initial 'A' and 'R'.

Alexander S. Rosemurgy, II
Manager



Gary S. Dunay
Bonnie Miskel
Scott Backman
Dwayne L. Dickerson
Hope W. Calhoun
Drew Melville
Christina Bilenki
Heather Jo Allen

**35th & Davie Apartments
3400 Davie Road
Parking Variance Justification**

RAG Davie, LLC (“Petitioner”) is the owner of the +/- 8.13 gross acre parcel located at 3400 Davie Road, which is generally located on the east side of Davie Road immediately south of the Signature at Davie residential community and north of Restaurant Depot (“Property”) within the Town of Davie (“Town”). The Property has an underlying land use designation of Regional Activity Center (“RAC”) on the Town’s Future Land Use Map and is zoned Regional Activity Center – Research and Technology District East (“RAC-RTE”). The Property is currently vacant. Petitioner seeks to develop the Property with two hundred fifty one (251) luxury rental apartments that are highly amenitized to ensure an upscale living environment for future residents (“Project”). The Project has been designed to differentiate itself from other apartment developments serving the South Florida Educational Campus and Central Broward community. Specifically, the look and feel of the Project will offer residents a resort-style lifestyle with all the modern conveniences of hotel living in the heart of Broward County. The Project will be fully secured and offers a +/- 13,000 square foot, two-story clubhouse with a leasing office, fitness center, conference and social rooms and a courtyard, resort-style pool with pavilions and grilling areas.

The Property was previously approved for a five hundred and eighty two (582) bed off-campus student housing project known as Davie Student Housing (“Davie Student Housing”). The Town’s Land Development Code (“Code”) required 496 parking spaces for Davie Student Housing, however this project was approved with only three hundred eighty four (384) spaces provided, a twenty-three percent (23%) reduction in the Code required parking. As noted above, the Project now proposes two hundred fifty one (251) luxury rental apartments for the Property. Based on the unit mix for the Project, the Code requires five hundred and eight (508) parking spaces. The Project, however, provides four hundred fifty eight (458), a less than ten percent (10%) reduction in the Code required parking. As such, Petitioner is improving the parking from the previously approved plans. Further, Petitioner has provided a parking analysis (“Parking Analysis”) to justify this reduction. A copy of the Parking Analysis has been attached hereto as Exhibit “A”. While the Town’s Code requires five hundred and eight (508) parking spaces for the Project, industry publications (Dimensions of Parking – Urban Land Institute; Parking Generation Fourth Edition – Institute of Transportation Engineers; Parking – The Eno Foundation; and Shared Parking – Urban Land Institute) recommend rates for this type of multi-family apartment project from 1.43-1.65 parking spaces per unit, and averaging out to 1.58 parking spaces per unit. Based upon these publications only three hundred fifty eight (358) to four hundred fifteen (415) parking spaces are necessary to accommodate the Project’s parking demand. As four hundred fifty eight (458) parking spaces are proposed, the parking provided exceeds the demand of the Project based upon four nationally recognized publications in the parking industry. The Parking Analysis further illustrates the decrease in total daily trips for the Project (1,669 total daily trips) from the approved Davie Student Housing project (1,926 total daily trips). As such, the Project is a less intense use than the current approvals in place for the Property.

The Project seeks to redevelop this vacant lot with a luxury apartment rental use that will serve the community. The proposed Project is compatible with development in the adjacent areas with residential development to the north, the South Florida Educational Campus to the west and retail businesses along Davie Road. Further, it provides access to both I-595 and the Florida Turnpike making it an ideal location for residential development as individual can easily commute from home to work. The Project will help satisfy a community need and is compatible with surrounding residential and commercial development. Lastly, as noted in more detail above, the Project creates more parking than the approved plan for the Property, while creating a less intense use with fewer daily trips. Considering the foregoing, Petitioner respectfully requests the following variance:

Variance from Section 12-208(A)(8) to allow a minimum four hundred fifty eight (458) parking space in lieu of five hundred eight (508) parking spaces required (“Variance”)

In support of the Variance, Petitioner will demonstrate that: (1) there are special circumstances or conditions applying to the Property, which circumstances or conditions are peculiar to the Property and do not apply generally to land or buildings in the same district, and that said circumstances or conditions are such that the strict application of the provisions of this chapter would deprive Petitioner of the reasonable use of the Property, and that alleged hardship is not self-created by any persons having an interest in the Property; (2) granting the Variance is necessary for the reasonable use of Property and that the Variance is the minimum necessary to accomplish this purpose; and (3) granting the Variance will be in harmony with the general purpose and intent of this chapter and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

(1) There are special circumstances or conditions applying to the Property, which circumstances or conditions are peculiar to the Property and do not apply generally to land or buildings in the same district, and said circumstances or conditions are such that the strict application of the provisions of this chapter would deprive Petitioner of the reasonable use of the Property, and the alleged hardship is not self-created by any persons having an interest in the Property.

There are special conditions applying to the Property which do not generally apply to land in the same district. As noted above, the Property is currently approved for Davie Student Housing, a five hundred eighty-two (582) bed off-campus student housing facility. Although the Town’s Code required four hundred ninety six (496) parking spaces for Davie Student Housing, this project was approved with only three hundred eighty four (384) spaces provided, a twenty-three percent (23%) reduction in the Code required parking. Petitioner is improving the parking for a residential development by proposing four hundred fifty eight (458) parking spaces, an increase in seventy six (76) parking spaces and less than a ten percent (10%) reduction in the Code required parking. Further, the Project creates garage spaces providing for a higher quality development than Davie Student Housing. As noted above, the Project also reduces the total number of trips from the current approval Project (1,669 total daily trips are associated with the Project while the approved Davie Student Housing project projected 1,926 total daily trips). Strict application of Section 12-208(A)(8) would deprive Petitioner of the reasonable use of the Property.

Petitioner has presented a Parking Analysis which demonstrates leading industry standards for the Project recommends three hundred fifty eight (358) to four hundred fifteen (415) parking spaces are necessary to accommodate the Project's parking demand. As four hundred fifty eight (458) parking spaces are proposed, the parking provided exceeds the demand of the Project by forty three (43) to one hundred two (102) spaces based upon four nationally recognized publications in the parking industry. As such, there is ample parking to support the Project. Lastly, the hardship is not self-created. As previously mentioned, the approved site plan for the Property has significantly fewer parking spaces and Petitioner is seeking to improve the situation with the addition of seventy six (76) parking spaces, including garages which will enhance the appearance and quality of the residential development. Rather than providing the twenty three percent (23%) decrease in parking, Petitioner is proposing less than a ten percent (10%) decrease which is supported by industry standards. As such, the hardship is not self-created.

(2) Granting the Variance is necessary for the reasonable use of Property and the Variance is the minimum necessary to accomplish this purpose.

Granting the Variance is necessary for the reasonable use of the Property. Petitioner seeks to transform this currently vacant lot into luxury rental apartments that will serve the community. The look and feel of the Project will offer residents a resort-style lifestyle with all the modern conveniences of hotel living in the heart of Broward County. The Project will be fully secured and offers a +/- 13,000 square foot, two-story clubhouse with a leasing office, fitness center, conference and social rooms and a courtyard, resort-style pool with pavilions and grilling areas. In addition to surface parking, garages are proposed which will enhance the appearance and quality of the Project and meet the needs of residents. In order to develop the Project and create these luxury apartments with significant amenities, the Variance is required. The Variance is the minimum necessary to develop the Project. As noted above, Petitioner is seeking to improve the parking from the approved residential development by adding an additional seventy six (76) parking spaces. Rather than seeking a twenty three percent (23%) decrease in parking per the approved plan, Petitioner is seeking less than a ten percent (10%) decrease. Further, as demonstrated by the Parking Analysis, the Project provides more than sufficient parking based upon leading industry publications.

(3) Granting the Variance is in harmony with the general purpose and intent of this chapter and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Granting the Variance is in harmony with the general purpose of Section 12-208. The general purpose of section 12-208 is to ensure sufficient off-street parking is provided to support the use of the occupants, employees, visitors and patrons. As demonstrated through the Parking Analysis, the Project provides well over the recommended parking to support the use based upon leading industry publications. Although the Code requires five hundred eight (508) parking spaces for the Project, leading industry publications recommend three hundred fifty eight (358) to four hundred fifteen (415) parking spaces are necessary to accommodate the Project's parking demand. As four hundred fifty eight (458) parking spaces are proposed, the parking provided exceeds the demand of the Project by forty three (43) to one hundred two (102) spaces based upon four nationally recognized publications in the parking industry.

Further, granting the Variance is not injurious to the neighborhood or otherwise detrimental to the public welfare. As noted above, Petitioner is seeking to improve the parking from the approved residential development by adding an additional seventy six (76) parking spaces. Rather than seeking a twenty three percent (23%) decrease in parking per the approved plan, Petitioner is seeking less than a ten percent (10%) decrease. Further, as demonstrated by the Parking Analysis, the Project provides more than sufficient parking based upon leading industry publications.

Exhibit "A"



JMD ENGINEERING, INC.

May 18, 2015

Alexander S. Rosemurgy II
Chief Executive Officer
Rosemurgy Properties
1201 East Hillsboro Blvd.
Deerfield Beach, FL 33441

RE: Parking Reduction – 35th & Davie Apartments
Davie, Florida

Dear Mr. Rosemurgy:

JMD Engineering, Inc. has performed a parking reduction justification study and traffic impact statement for the proposed 251 unit apartment complex to be located in the Town of Davie, Florida. The subject property is located on the east side of Davie Road adjacent to Nova Southeastern University; Broward College and Florida Atlantic University's campuses in Davie, Florida (see Figure 1).

The site is currently vacant and a 251unit apartment complex (41 one bedroom, 170 two bedroom and 40 three bedroom units) is proposed. Under the current Town of Davie code requirement, 508 spaces are required as shown below:

STANDARD PARKING			
# OF UNITS	UNIT TYPE	RATE	SPACES REQUIRED
41	1 BR	1.50/UNIT	62
170	2 BR	2.0/UNIT	340
40	3 BR	2.0/UNIT	80
	GUEST	1/10 UNITS	26
251		SUBTOTAL	508

The Applicant is an established developer and manager of several multi-family dwelling units in South Florida, and would like to provide a luxury multi-family apartment complex.. This report is to support a reduction in the required parking from 508 spaces to 458 spaces, a 9.8% reduction.



Alternative Parking Generation Rates

In researching an appropriate parking rate for this multi-family apartment project, we reviewed the recommended apartment parking rates in four nationally recognized publications in the parking industry. These four publications are:

1. DIMENSIONS OF PARKING – URBAN LAND INSTITUTE
2. PARKING GENERATION FOURTH EDITION- INSTITUTE OF TRANSPORTATION ENGINEERS
3. PARKING –THE ENO FOUNDATION
4. SHARED PARKING – URBAN LAND INSTITUTE

These informational reports were generated based upon from research by transportation engineering, parking and planning professionals. The recommended rates for each of these publications are as follows:

<u>REFERENCE</u>	<u>RATE</u>
DIMENSIONS OF PARKING - ULI	1.65 PER UNIT
PARKING – ENO FOUNDATION	1.58 PER UNIT
PARKING GENERATION 4 th ED. - ITE	1.43 PER UNIT
<u>SHARED PARKING - ULI</u>	<u>1.65 PER UNIT</u>
AVERAGE	1.58 PER UNIT

As shown above, the average parking rate per unit is 1.58 spaces with a minimum of 1.43 spaces per unit and a maximum of 1.65 spaces per unit. The resulting parking required based on each publication’s recommended parking rate is calculated below:

<u>SCENARIO</u>	<u>DESCRIPTION</u>	<u>SPACES</u>
1A	ULI SHARED PARKING RATE	415
1B	ITE PARKING GENERATION RATE	359
1C	ENO FOUNDATION RATE	397
1D	DIMENSIONS OF PARKING RATE	415

Traffic Impact Evaluation

The traffic impact evaluation addresses the trip generation associated with the proposed 251 unit apartment complex as compared to the previously approved 582 bedroom student housing project,

Trip Generation

The trip generation for the proposed residential development was based on information provided in the Institute of Transportation Engineer’s (ITE) *Trip Generation* manual (9th Edition) and trip generation for the previously approved



Davie Student Housing complex was based on off-campus student housing rates previously approved for off-campus student housing at the Main FAU campus in Boca Raton, Florida. This information was derived from off-campus student housing trip generation studies in Auburn, Alabama.

Table 1 documents the trips generated by proposed 35th and Davie Apartment complex as compared to the previously approved Davie Student-Housing project.

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Current Approval								
Student Housing	582 beds	1,926	105	22	83	233	117	116
<i>Subtotal</i>		1,926	105	22	83	233	117	116
Proposed Development								
Apartments	251 units	1,669	128	26	102	156	101	55
<i>Subtotal</i>		1,669	128	26	102	156	101	55
Net New Trips for Evaluation		(257)	23	4	19	(77)	(16)	(61)
Notes: Trip generation was calculated using the following data:								
Daily Traffic Generation								
Apartment	ITE	T = 6.65 trips per unit.						
*Student Housing	[Auburn]	T = 3.31 trips per bed						
AM Peak Hour Traffic Generation								
Manufacturing	ITE	T = 0.51 trips / unit (20% in, 80% out)						
*Student Housing	[Auburn]	T = 0.18(X) (21% in, 79% out)						
PM Peak Hour Traffic Generation								
Manufacturing	ITE	T = 0.62 trips / unit (65% in, 35% out)						
*Student Housing	[Auburn]	T = 0.40(X) (50% in, 50% out)						
*Peak Hour trip gen from Auburn Student Housing Trip Generation Studies.								
24 hour is based on ITE Apartment per person rate as Apartment per person pm rate is same as student housing pm rate (0.40)								

As indicated in Table 1, the new residential trips associated with the proposed 251 unit apartment complex when compared to the previously approved student housing project will be 257 less daily trips, 23 more AM peak hour trips and 77 less PM peak hour trips. Therefore, the new trips anticipated to be generated by the subject apartment development are considered minimal from a traffic standpoint.

Access Evaluation

As requested by the Town of Davie Engineer, an intersection capacity/level of service analysis was conducted for the future project driveway off of Davie Road. The analysis was undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. For this analysis, existing PM peak hour (worse peak period) traffic counts were used as base conditions. Future trips associated with the proposed 35th and Dave Apartment project were included in order to develop future traffic conditions for the study driveway intersection.

The results of the capacity/level of service analysis indicate that the proposed access driveway is projected to function adequately with the lane geometry



depicted in the site plan contained in Attachment A. The existing traffic counts, future traffic projections, and the computer printout of the intersection capacity/level of service analysis are contained in Attachment B.

CONCLUSION

Based upon the analysis undertaken, the proposed site plan will provide an adequate supply of parking to accommodate the proposed project. The proposed site plan provides for 458 parking spaces, a 9.8% reduction from the code required 508 spaces. As summarized in this parking reduction justification analysis demand study, the projected peak parking demand is 415 spaces. Taking into account the demand scenarios and the unique characteristics of this site and use, the 458 parking spaces provided on site will be adequate for the proposed apartment development.

In addition, the proposed 251 unit 35th & Davie Apartment project will generate less daily and PM peak hour traffic (worse peak period) than the previously approved 582 bed student housing project and the adjacent signal at Davie Road will continue to operate at Level of Service "C" with the existing signal timings and lane geometry.

If you have any questions, please do not hesitate to contact me at (561) 383-5595.

Sincerely,

JMD ENGINEERING, INC.

John M. Donaldson, P.E.
President

Florida Registration
Number 40568
Engineering Business
Number 00009514

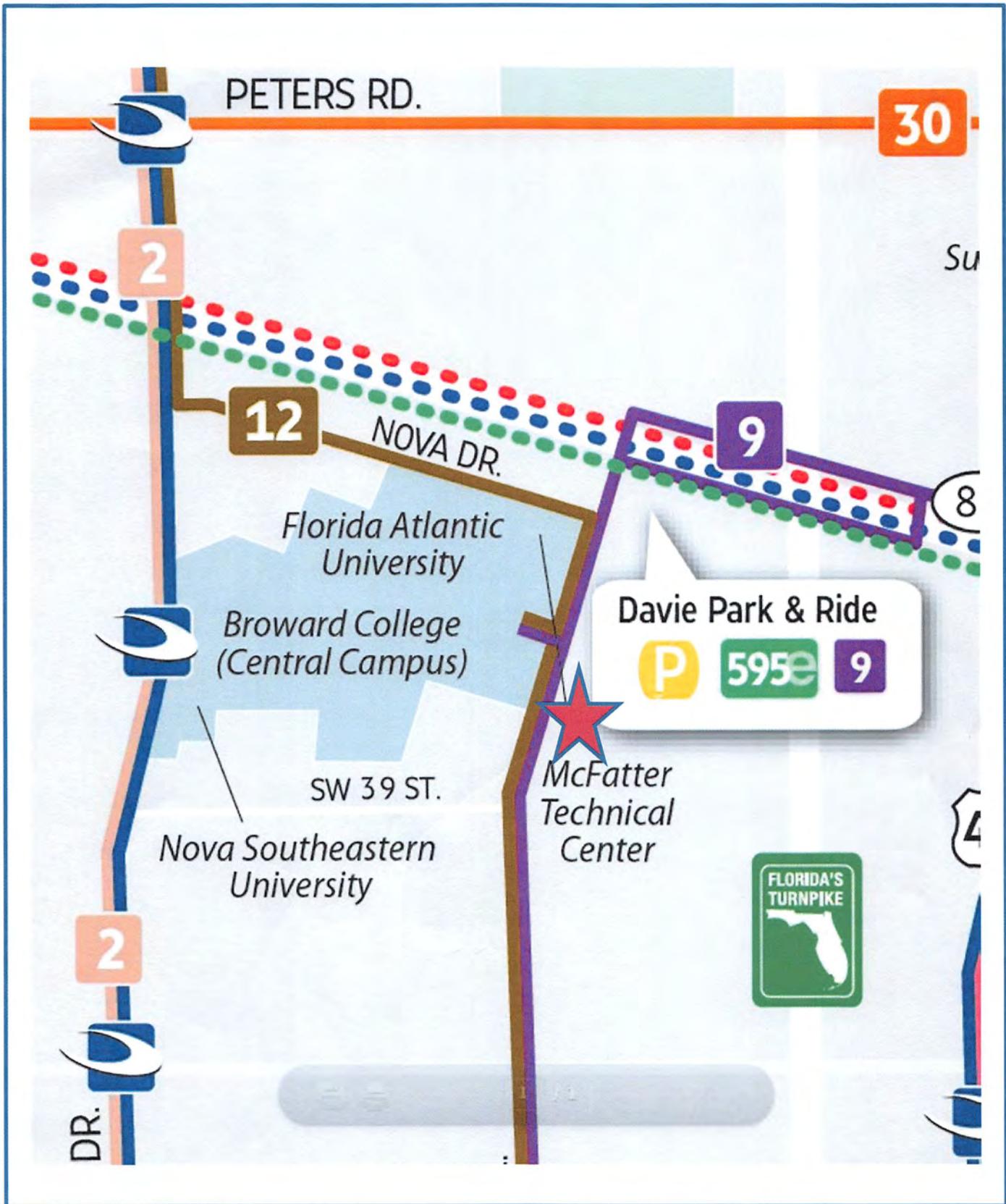




ENGINEERING, INC.

PROJECT LOCATION MAP

FIGURE 1
38TH & DAVIE
APARTMENTS



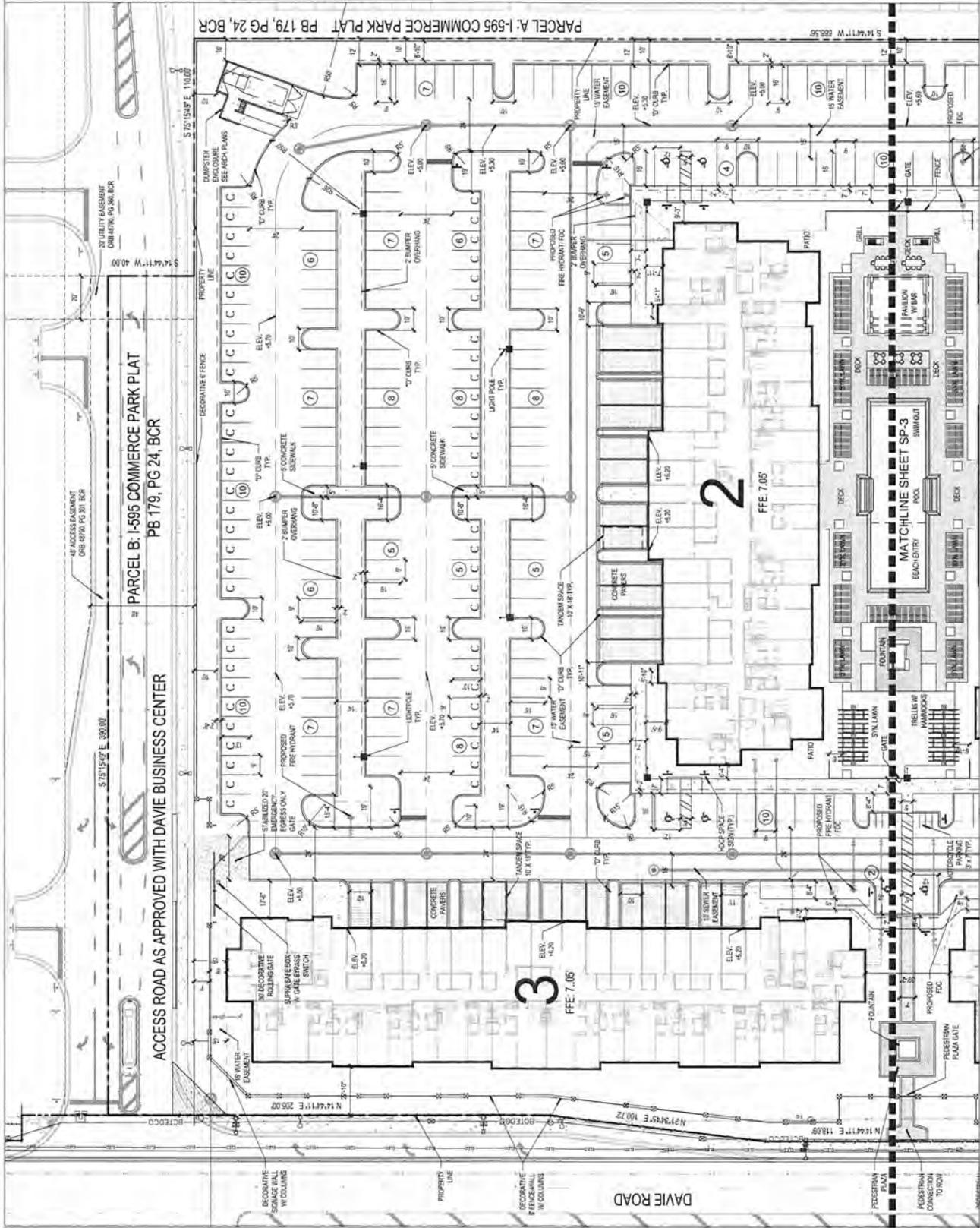
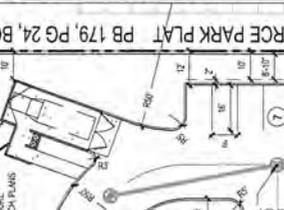
ENGINEERING, INC.

BCT ROUTE MAP

38TH & DAVIE APARTMENTS

ATTACHMENT A

DATE	BY	DESCRIPTION
03-20-15	DKM	DATE
	APPROVED BY:	
	CHK'D BY:	
	DESIGN BY:	
	DATE:	



ATTACHMENT B

EXISTING

3:

5/24/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	513	0	140	17	0	43	145	712	121	50	998	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frnt		0.850			0.850				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1583	0	1770	1583	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.121			0.250		
Satd. Flow (perm)	3433	1583	0	1770	1583	0	225	3539	1583	466	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		317			226				132			174
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		657			848			694			608	
Travel Time (s)		14.9			19.3			10.5			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	558	0	152	18	0	47	158	774	132	54	1085	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	558	152	0	18	47	0	158	774	132	54	1085	233
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	5.0	5.0	4.0	5.0	5.0
Minimum Split (s)	43.0	43.0		18.0	18.0		25.0	69.0	69.0	25.0	69.0	69.0
Total Split (s)	43.0	43.0		18.0	18.0		25.0	74.0	74.0	25.0	74.0	74.0
Total Split (%)	26.9%	26.9%		11.3%	11.3%		15.6%	46.3%	46.3%	15.6%	46.3%	46.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	36.0	36.0		11.0	11.0		85.0	67.0	67.0	85.0	67.0	67.0
Actuated g/C Ratio	0.22	0.22		0.07	0.07		0.53	0.42	0.42	0.53	0.42	0.42

EXISTING

3:

5/24/2015

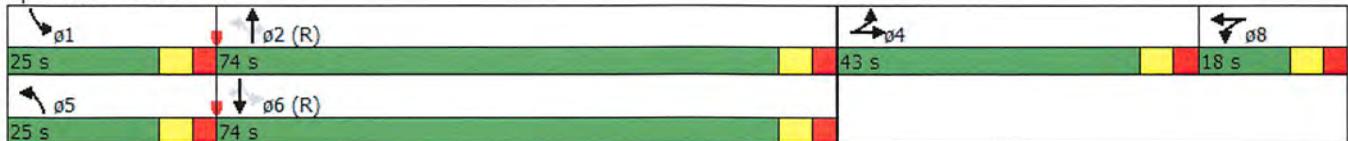


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.72	0.25		0.15	0.15		0.54	0.52	0.18	0.14	0.73	0.30
Control Delay	63.6	1.0		73.2	1.0		25.9	36.2	4.8	16.0	42.6	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	1.0		73.2	1.0		25.9	36.2	4.8	16.0	42.6	9.3
LOS	E	A		E	A		C	D	A	B	D	A
Approach Delay		50.2			21.0			30.7			35.9	
Approach LOS		D			C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 155
 Control Type: Pretimed
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 37.1
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 3:



EXISTING + PROJECT

3:

5/24/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	513	41	140	32	20	63	145	712	141	90	998	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Fr _t		0.884			0.887				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1647	0	1770	1652	0	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.121			0.250		
Satd. Flow (perm)	3433	1647	0	1770	1652	0	225	3539	1583	466	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			68				153			174
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		657			848			694			608	
Travel Time (s)		14.9			19.3			10.5			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	558	45	152	35	22	68	158	774	153	98	1085	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	558	197	0	35	90	0	158	774	153	98	1085	233
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	5.0	5.0	4.0	5.0	5.0
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	43.0	43.0		18.0	18.0		25.0	74.0	74.0	25.0	74.0	74.0
Total Split (%)	26.9%	26.9%		11.3%	11.3%		15.6%	46.3%	46.3%	15.6%	46.3%	46.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	36.0	36.0		11.0	11.0		85.0	67.0	67.0	85.0	67.0	67.0
Actuated g/C Ratio	0.22	0.22		0.07	0.07		0.53	0.42	0.42	0.53	0.42	0.42

EXISTING + PROJECT

3:

5/24/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.72	0.44		0.29	0.51		0.54	0.52	0.20	0.25	0.73	0.30
Control Delay	63.6	29.6		77.4	34.0		25.9	36.2	4.5	17.2	42.6	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	29.6		77.4	34.0		25.9	36.2	4.5	17.2	42.6	9.3
LOS	E	C		E	C		C	D	A	B	D	A
Approach Delay		54.7			46.1			30.2			35.4	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 152 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 38.4
 Intersection Capacity Utilization 78.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 3:

φ1 25 s	φ2 (R) 74 s	φ4 43 s	φ8 18 s
φ5 25 s	φ6 (R) 74 s		

INTERSECTION SHEET
38th & DAVIE APARTMENTS

FAU/BCC ACCESS & DAVIE ROAD

<u>PM Peak Hour</u>												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (3/17/15)	145	712	121	50	998	214	513	0	140	17	0	43
<i>Project Traffic</i>	<i>0</i>	<i>0</i>	<i>20</i>	<i>40</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>41</i>	<i>0</i>	<i>15</i>	<i>20</i>	<i>20</i>
Total	145	712	141	90	998	214	513	41	140	32	20	63

Crossroads Engineering

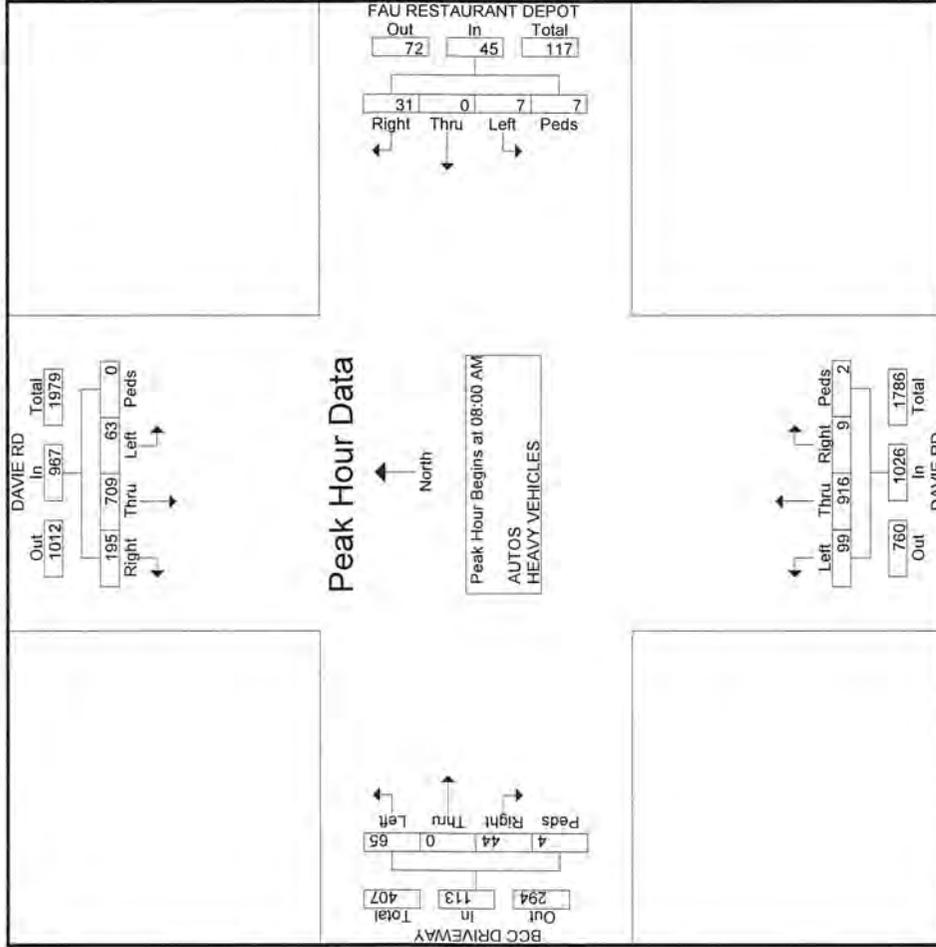
8320 SW 90th Street
Miami, FL 33186
786-236-2857

CLIENT: TRAFTECH
JOB NO.: 2015-016
PROJECT: FAU RESTAURANT DEPOT
COUNTY: BROWARD

File Name : DAVIE RD @ FAU RESTAURANT DEPOT
Site Code : 00000000
Start Date : 3/17/2015
Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	DAVIE RD From North				FAU RESTAURANT DEPOT From East				DAVIE RD From South				BCC DRIVEWAY From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	43	83	11	0	4	0	0	0	0	151	10	0	2	0	3	1	308
07:15 AM	50	90	5	0	8	1	0	0	1	194	27	0	2	0	5	0	383
07:30 AM	73	127	12	0	5	0	1	0	0	189	29	0	6	0	5	4	451
07:45 AM	116	129	10	0	4	0	0	2	2	222	47	1	6	0	10	0	549
Total	282	429	38	0	21	1	1	2	3	756	113	1	16	0	23	5	1691
08:00 AM	42	154	14	0	8	0	1	0	2	233	20	0	9	0	9	1	493
08:15 AM	43	154	12	0	4	0	2	2	2	196	21	0	10	0	8	0	454
08:30 AM	46	211	18	0	13	0	1	1	3	257	36	0	15	0	26	1	628
08:45 AM	64	190	19	0	6	0	3	4	2	230	22	2	10	0	22	2	576
Total	195	709	63	0	31	0	7	7	9	916	99	2	44	0	65	4	2151
*** BREAK ***																	
04:00 PM	33	221	11	0	15	0	4	3	1	201	19	0	27	0	78	5	618
04:15 PM	42	281	11	0	8	0	4	1	29	172	24	1	24	0	98	53	748
04:30 PM	65	208	10	0	9	0	9	3	91	127	25	0	36	0	123	3	709
04:45 PM	63	219	14	1	9	0	4	4	0	198	68	0	51	0	117	2	750
Total	203	929	46	1	41	0	21	11	121	698	136	1	138	0	416	63	2825
05:00 PM	44	290	15	0	17	0	0	2	1	215	28	1	29	0	175	2	819
05:15 PM	42	259	7	0	12	0	2	2	1	225	22	1	22	0	63	0	658
05:30 PM	53	303	10	0	8	0	5	2	1	240	29	0	16	0	38	3	708
05:45 PM	65	255	4	0	7	0	0	2	1	210	44	1	21	0	57	0	667
Total	204	1107	36	0	44	0	7	8	4	890	123	3	88	0	333	5	2852
Grand Total	884	3174	183	1	137	1	36	28	137	3260	471	7	286	0	837	77	9519
Approch %	20.8	74.8	4.3	0	67.8	0.5	17.8	13.9	3.5	84.1	12.2	0.2	23.8	0	69.8	6.4	
Total %	9.3	33.3	1.9	0	1.4	0	0.4	2.8	1.4	34.2	4.9	0.1	3	0	8.8	0.8	
AUTOS	872	3069	179	1	130	1	35	28	131	3158	448	7	276	0	825	77	9237
% AUTOS	98.6	96.7	97.8	100	94.9	100	97.2	100	95.6	96.9	95.1	100	96.5	0	98.6	100	97
HEAVY VEHICLES	12	105	4	0	7	0	1	0	6	102	23	0	10	0	12	0	282
% HEAVY VEHICLES	1.4	3.3	2.2	0	5.1	0	2.8	0	4.4	3.1	4.9	0	3.5	0	1.4	0	3



Crossroads Engineering

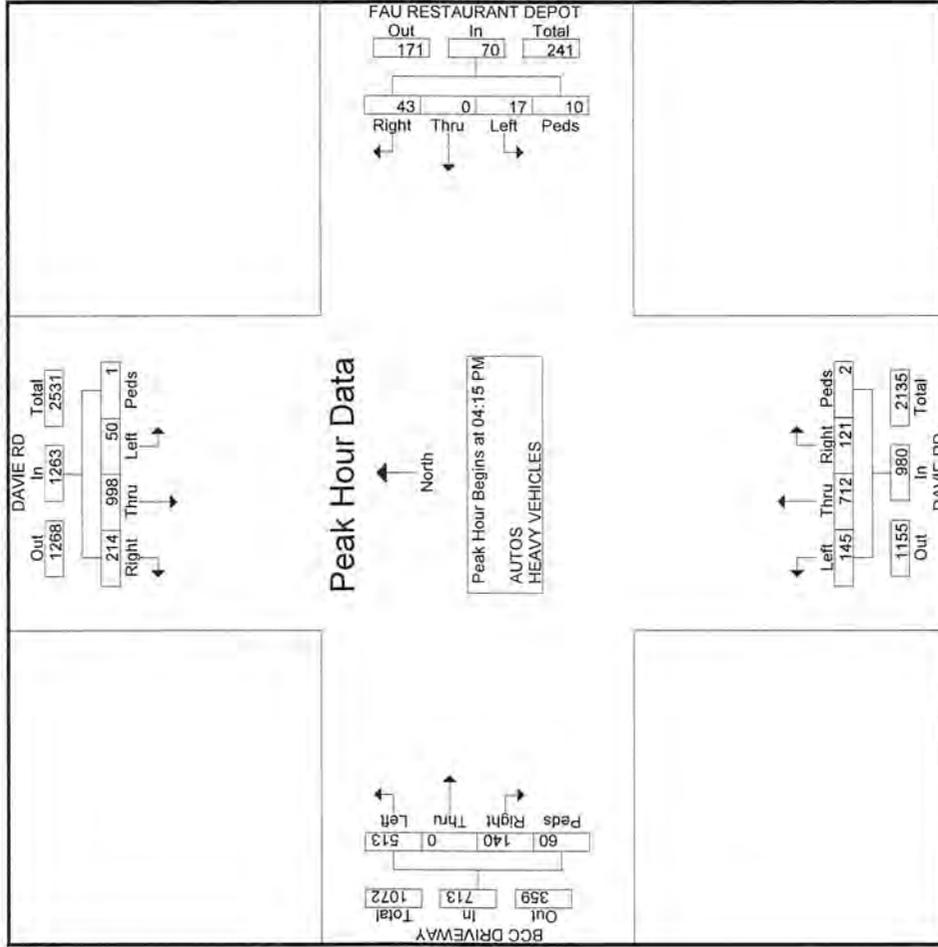
8320 SW 90th Street
Miami, FL 33186
786-236-2857

CLIENT: TRAFTECH
JOB NO.: 2015-016
PROJECT: FAU RESTAURANT DEPOT
COUNTY: BROWARD

File Name : DAVIE RD @ FAU RESTAURANT DEPOT
Site Code : 00000000
Start Date : 3/17/2015
Page No : 4

Start Time	DAVIE RD From North				FAU RESTAURANT DEPOT From East				DAVIE RD From South				BCC DRIVEWAY From West							
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds				
04:15 PM	42	281	11	0	8	0	4	1	13	29	172	24	1	226	24	0	98	53	175	748
04:30 PM	65	208	10	0	9	0	9	3	21	91	127	25	0	243	36	0	123	3	162	709
04:45 PM	63	219	14	1	9	0	4	4	17	0	198	68	0	266	51	0	117	2	170	750
05:00 PM	44	290	15	0	17	0	0	2	19	1	215	28	1	245	29	0	175	2	206	819
Total Volume	214	998	50	1	43	0	17	10	70	121	712	145	2	980	140	0	513	60	713	3026
% App. Total	16.9	79	4	0.1	61.4	0	24.3	14.3	12.3	72.7	14.8	0.2		19.6	0	71.9	8.4			
PHF	.823	.860	.833	.250	.632	.000	.472	.625	.833	.332	.828	.533	.500	.921	.686	.000	.733	.283	.865	.924

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3313	Initial Operation Date	8/22/83
Controller Type	2070 LN	System Number	3313
Modification Number	13	Modification Date	09/31/2013
Drawing/Project No	144617000	FPL Grid Number	87077470100
Intersection	DAVIE ROAD and BROWARD COLLEGE/NW 35 STREET		
Municipality	DAVIE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	4, 7	8	5	6		
Direction	SBL	NB	EB	WB	NBL	SB		
Initial Green(MIN)	4	10	6	6	4	10		
Vehicle Ext.(GAP)	1.5	3.0	2.5	2.0	1.5	3.0		
Maximum Green I	15	50	35	20	18	50		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	3.0	3.0	3.0	3.0	3.0	3.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay			20-RT	20-RT				
Walk		7	7			7		
Pedestrian Clearance		28	20			28		
Permissive	YES				YES			
Flash Operation		YELLOW	RED	RED		YELLOW		
Green Return								

Attachment

Channel/Drop / IP Address

NOTES:

1. IP: 010.192.007.022, MASK: 255.255.255.192, GWAY: 010.192.007.001, PORT: 5020
2. FLASH OPERATION: 2300-0600, 7 DAYS.
3. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
4. MOD. 13 UPDATES TIMING VALUES FOR PHASES 3 & 5.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

5/21/2015 6:58:42 AM

Station : 3313 - Davie Rd & BCC Entrance (Standard File)

Phase	1 (SL)	2 (NT)	3 (ET)	4 (WT)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7			7										
Ped Clearance		28	20			28										
Min Green	4	10	6	6	4	10										
Gap Ext	1.5	3	2.5	2	1.5	3										
Max1	15	50	35	20	18	50										
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	3	3	3	3	3	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON				ON										
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
*Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				

Broward County

Timing Sheet

5/21/2015 6:58:42 AM

Station : 3313 - Davie Rd & BCC Entrance (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 4											Easy																

Broward County

Timing Sheet

5/21/2015 6:58:42 AM

Station : 3313 - Davie Rd & BCC Entrance (Standard File)

Coordination

NB NB NB NB NB

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seque	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16	
Day Plan 1											Easy																
6		25	255																								
	6	2	2	160	159	2	1	10	50		29	70	41	20	29	70											
	9	3	3	160	26	3	1	10	50		23	67	50	20	23	67											
	15	4	4	160	152	4	1	10	50		25	74	43	18	25	74											
	20	3	3	160	26	3	1	10	50		23	67	50	20	23	67											
	23	25	255																								
Day Plan 2											Easy																
	6		25	255																							
	6		100	254																							
	6	30	3	3	160	26	3	1	10	50	23	67	50	20	23	67											
	23		25	255																							
Day Plan 3											Easy																
	6		25	255																							
	6		100	254																							
	6	30	3	3	160	26	3	1	10	50	23	67	50	20	23	67											
	23		25	255																							

Dwell Cyc Ped3							
Dwell Cyc Ped4							
Dwell Cyc Ped5							
Dwell Cyc Ped6							
Dwell vPed7							
Dwell Cyc Ped8							
Exit 1							
Exit 2							
Exit 3							
Exit 4							

Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

approval. If in the opinion of the City Engineer, the proposed adjustment factors will not accurately reflect traffic conditions that would be in place during school operations, traffic count data will not be accepted and will require collection during those periods when the educational facilities are in operation.

In most cases, the actual completion of developments will occur at some time in the future. As part of the TIS, an annual growth rate of adjacent roadways and intersections will be developed. Growth rates utilized in the preparation of a TIS must be based on historical traffic growth, use of a regional travel demand model or other methods as approved by the City Engineer. Application of traffic growth shall be applied for buildout conditions and other interim development levels as required and approved by the City Engineer.

4.2.4 Intersection and Approach Level of Service

As a minimum, A.M. and P.M. peak hour intersection and approach Levels of Service (LOS) shall be determined for the existing signalized and unsignalized intersections at all study intersections and roadways. Additional intersections should be included in the analysis where post development conditions are considered by the City to be significant. The analysis shall use procedures as described in the *Highway Capacity Manual*, latest edition. Capacity analyses for intersections shall be based on individual approach LOS whereas impacts on roadways shall be based on daily traffic volumes and the specific roadway classification.

4.2.5 Trip Generation Rate

Trip generation rates utilized for conducting TIS in the City should be from the ITE Trip Generation Manual, latest edition. When data is not available for a proposed land use or for a land use unique to the Auburn area (University housing served by transit, etc.) is proposed, the Applicant must conduct a local trip generation study following procedures prescribed in the ITE Trip Generation Handbook and provide sufficient justification for the proposed generation rate. This rate must be approved by the City Engineer prior to its use in the TIS.

Dr. Brian Bowman, a professor at Auburn University, has conducted several studies to determine trip generation rates based on existing off-campus student housing within the City. The analysis included counting ingress and egress trips at existing developments and obtaining information about the ridership of Tiger Transit service to develop rates for student housing with transit service. The rates for apartment developments with no transit service were derived from the same developments, based on the assumption that if no transit service were available each transit rider would generate one (1) trip. The trip generation rates summarized in Table 4.2 "Trip General Rates for Off-Campus Student Apartments in Auburn" are based on previous studies from 2001 – 2006 and may be used as trip generation rates for student apartment developments within the City. Trip generation rates must be approved by the City Engineer prior to use in the TIS.

TABLE 4.2
Trip Generation Rates for Off-Campus Student Apartments in Auburn

Description	Trip Generation Rates*					
	Total	AM Peak % In	% Out	Total	PM Peak % In	% Out
<i>Apartment development with no transit service</i>	0.24	17%	83%	0.49	54%	46%
<i>Apartment development with Tiger Transit service</i>	0.18	21%	79%	0.40	50%	50%

* Trip Generation Rates based on number of beds in the Apartment development

If, in the opinion of the City Engineer, trip generation rates found in the ITE *Trip Generation Handbook*, latest edition, or other industry publications accurately reflect the trip generation characteristics of a particular land use proposed, that trip generation rate may be used in forecasting traffic to be generated by a development.

The ITE *Trip Generation Handbook* reports the weighted average rate and minimum and maximum observed rates, in addition to fitted curve equations for the various land uses. Typically, either the weighted average rate or the fitted curve equation is utilized. The development intensity should be compared to the minimum and maximum values to ensure the data falls within the range of information in the ITE *Trip Generation Handbook*, latest edition. The guidance provided by the ITE *Trip Generation Handbook* (2004) for selecting between the average rate and equation are summarized below.

Use the fitted curve equation when:

- A fitted curve equation is provided;
- The independent variable is within the range of data; or
- Either the data plot has at least twenty (20) points or the correlation coefficient R^2 is greater than or equal to 0.75, equation falls within the data cluster in the plot, and standard deviation is greater than one hundred ten (110%) percent of the weighted average rate.

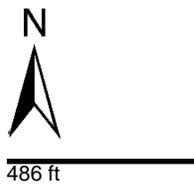
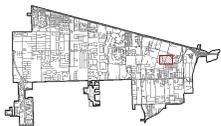
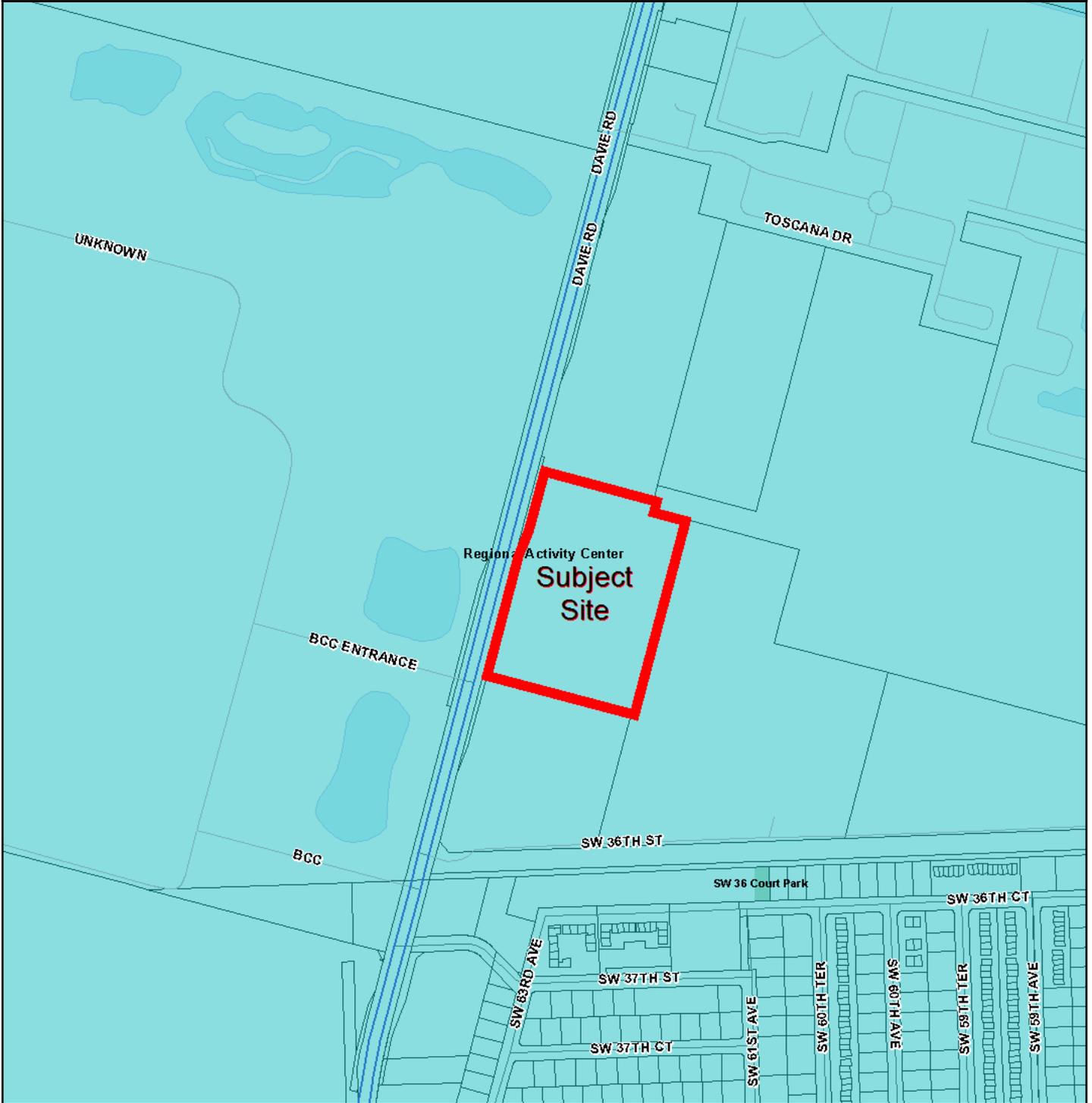
Use the weighted average rate when:

- There are at least three (3) (preferably six (6)) data points;
- The independent variable is within the range of data;
- The standard deviation is less than or equal to one hundred ten (110%) percent of the weighted average rate;
- R^2 is less than 0.75 or no equation is provided; or
- The weighted average rate falls within the data cluster in the plot.

4.2.6 Preliminary Land Use Assumptions

The trip generation values contained in studies submitted prior to the establishment of a site development plan shall be based on the maximum number of dwelling units permitted by the Zoning Ordinance for the approved land uses, and/or the maximum trip generation rates for the nonresidential development proposed land use action. When a TIS is being

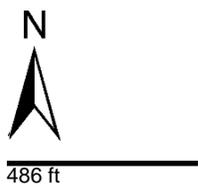
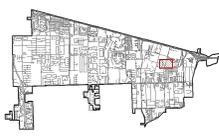
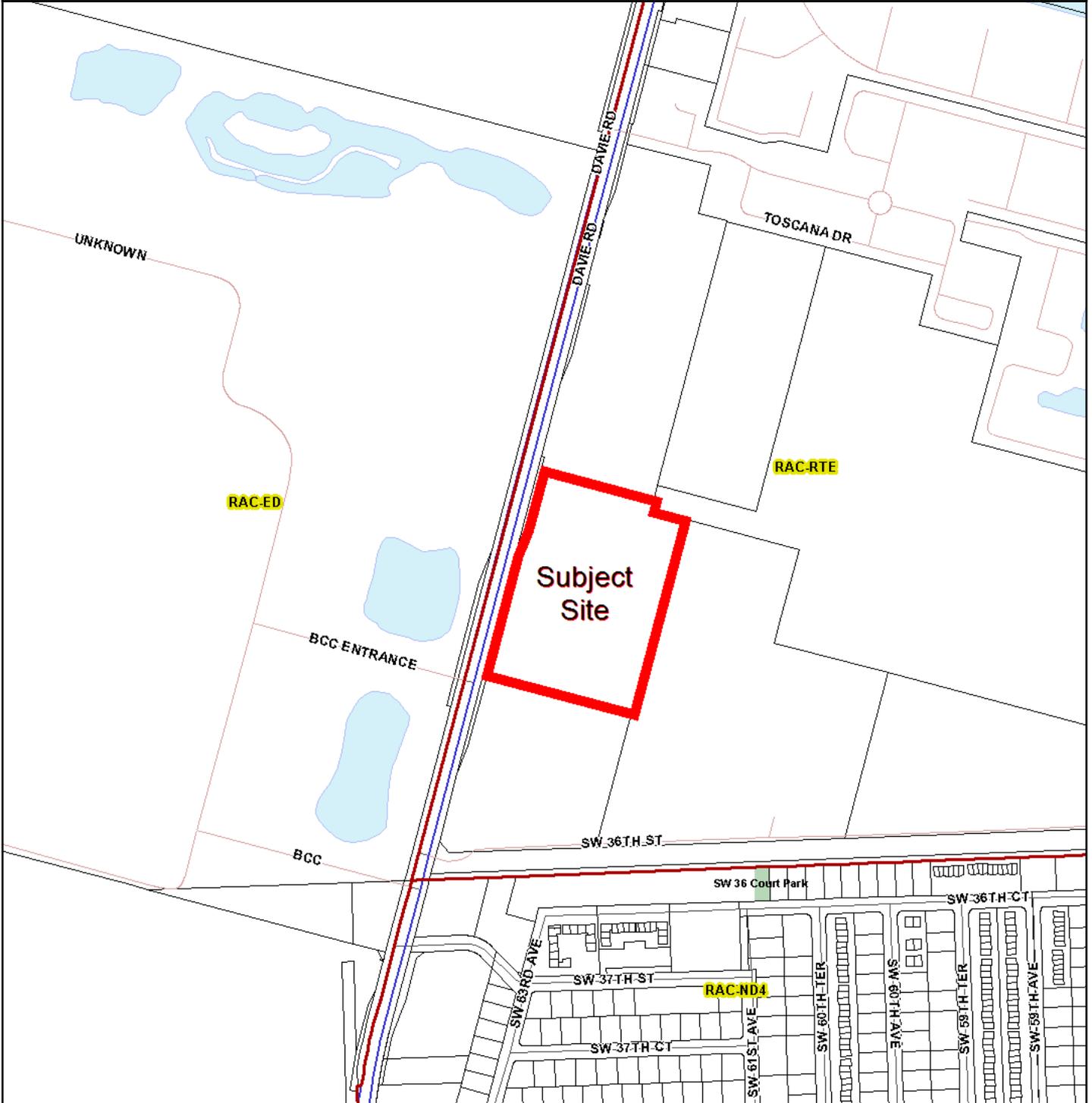
Land Use Map



GIS MAP DISCLAIMER

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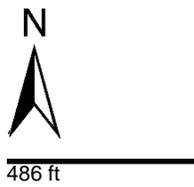
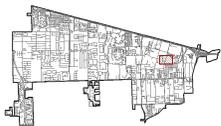
Zoning Map



GIS MAP DISCLAIMER

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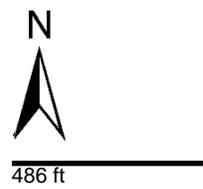
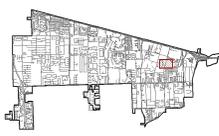
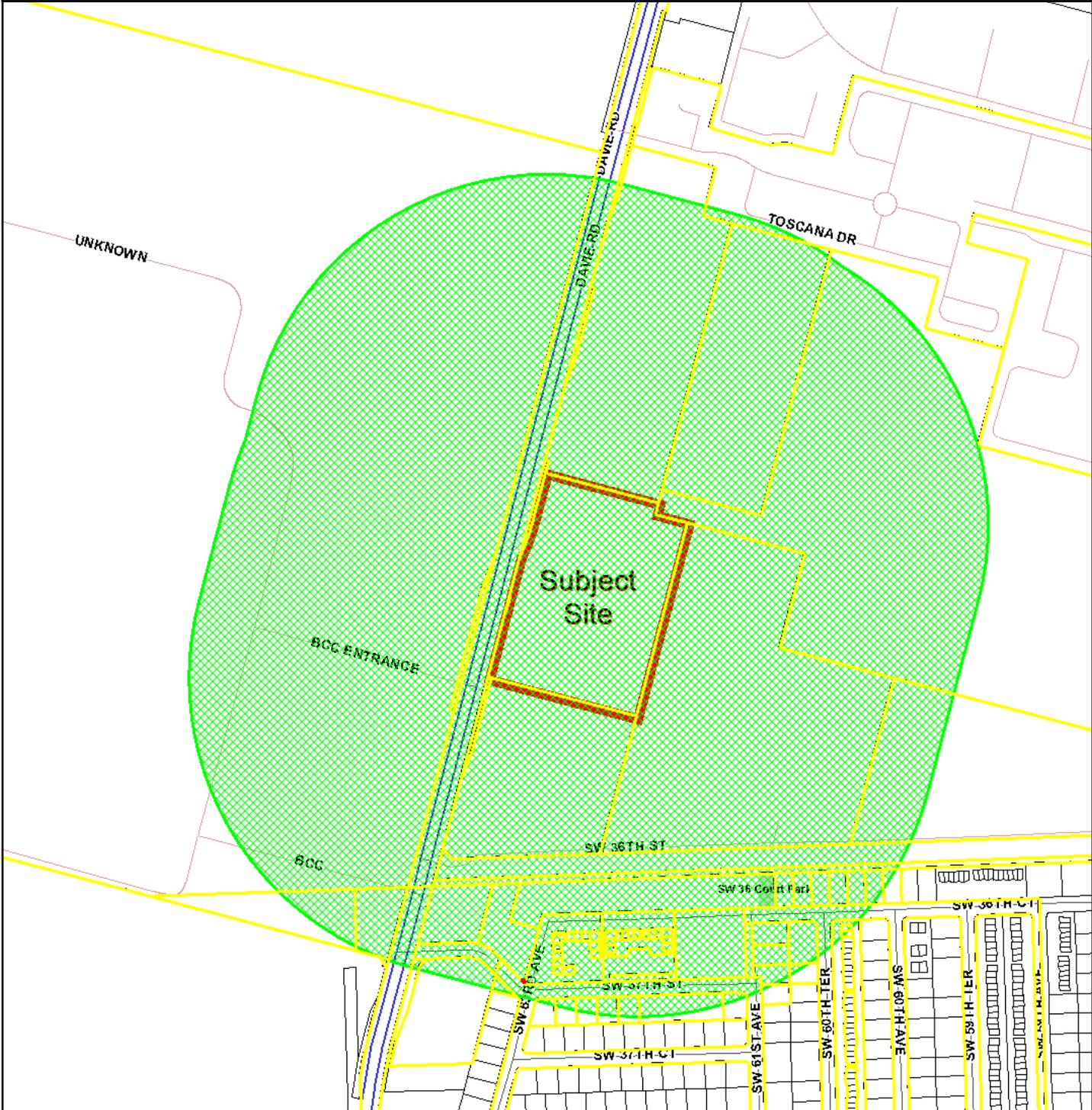
Aerial Map



GIS MAP DISCLAIMER

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Mailout Map



GIS MAP DISCLAIMER

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PROPERTIES LIST

NAME	NAME LINE1	ADDRESS	CITY	STATE	ZIP
6150 SW 37TH LLC		6150 SW 37 ST APT 20	DAVIE	FL	33314
ALVAREZ,LAZARO		6211 SW 37 ST UNIT 103	DAVIE	FL	33314
AMMAZZOLORSO,MAURICIO DELLI R & ANDREWS,CHRISTOPHER	DE DELLI ROCILI,MARIA LORENA C	AV 10 72 Y 73 ALOHA APT0 6A	*MARACAIBO	VE	
AYALA,HELVER	VIVAS,LISBET	1012 SPANISH TRAIL	ROANOKE	TX	76262
BORECKI,BARTOSZ		6211 SW 37 ST # 107	DAVIE	FL	33314
BROWARD COUNTY	BOARD OF COUNTY COMMISSIONERS	7085 NOVA DR #120	DAVIE	FL	33317
BSD REALTY HOLDINGS LLC		115 S ANDREWS AVE RM 326	FORT LAUDERDALE	FL	33301
BURGOS,EULISES & NORMA		9200 S DADELAND BLVD STE 410	MIAMI	FL	33156
CANARD INVESTMENT INC & CAROLINA TERRACCIANO REV TR	BROW-CAN INVESTMENTS INC	2930 OSLO AVE	HOLLYWOOD	FL	33026
CC DAVIE II LLC	TERRACCIANO,CAROLINA TRSTEE	70 BOND ST SUITE 200	*TORONTO ON	CA	M5B 1
CC DAVIE LLC	% ARES MANAGEMENT LLC	6313 SW 33 ST	MIRAMAR	FL	33023
CHANGSELAKE,LERN & SOMCHIN		135 SAN LORENZO AVE STE 750	CORAL GABLES	FL	33146
CONSIGLIO,ANDREW JR		TWO MANHATTANVILLE RD #203	PURCHASE	NY	10577
COSCIA,MICHAEL	LOPEZ,LOURDES	6061 SW 36 CT	DAVIE	FL	33314
DARLENE SMYTH REV LIV TR	SMYTH,DARLENE TRSTEE	1 CAROLYN CT	NORTH HAVEN	CT	06473
DAVIE A LLC	% INDUSTRIAL DEV INTL INC	10060 SW 17 CT	DAVIE	FL	33324
DAVIE COLLEGIATE LLC		465 WILLOW GLEN WAY #319	SAN JOSE	CA	95125
DIST BRD OF TRS BRWD JR COLLEGE	% JAYSON IROFF	1100 PEACHTREE ST STE 1100	ATLANTA	GA	30309
DIST BRD OF TRS BRWD JR COLLEGE	% FACILITIES MANAGEMENT	6105 TRANSIT RD STE 140	EAST AMHERST	NY	14051
DIVERSIFIED INDUSTRIAL FUND C	LLC % INDUSTRIAL DEVELOPMENTS	225 E LAS OLAS BLVD	FORT LAUDERDALE	FL	33301
DUEY,JUANITA H/E	DUEY,ELIZABETH	3501 SW DAVIE RD BLDG 23	DAVIE	FL	33314
DZIUBA,CHESTER S & ALICE R		1100 PEACHTREE ST STE 1100	ATLANTA	GA	30309
EMMERSON A LLC		3652 SW 60 TER 41	DAVIE	FL	33314
ERANDAN,EMINE ESRA		780 SAND CREEK CIR	WESTON	FL	33327
G&D DUPLEX INC		10465 GROVE LN	COOPER CITY	FL	33328
GAUDIO,CARISSA ANGELA		19510 W OAKMONT DR	HIALEAH	FL	33015
GIBBINGS,EASTLYN		2640 SW 155 LN	DAVIE	FL	33331
GREEN ROOF APARTMENTS INC		17805 SW 1 STREET	PEMBROKE PINES	FL	33029
HYE,SHAKEEL	FARIDI,FARIHA	5821 SW 53 TER	DAVIE	FL	33314
I DELWOOD WEST CONDO ASSN INC	II DELWOOD WEST CONDO ASSN ETAL	3651 SW 58 TER	DAVIE	FL	33314
JMDH REAL ESTATE OF DAVIE LLC		16189 NW 8 DR	PEMBROKE PINES	FL	33028
JOHN,IDICULLA & MARIAMMA		6201 SW 37 ST APT 211	DAVIE	FL	33314
JW DUPLEX INC		15-24 132 ST	COLLEGE POINT	NY	11356
KEDZIORA,SUSAN B		2011 NW 104 AVE	PEMBROKE PINES	FL	33026
LAVIOLETTE,GEORGE & MICHELLE		5300 SW 135 AVE	SOUTHWEST RANCHES	FL	33330
LEWIS,BEVERLY		3650 SW 60 TER APT 42	DAVIE	FL	33314
LOZADA,CYNTHIA		2083 BILTMORE PT	LONGWOOD	FL	32779
LUCAS,THEODORE L & MELANIE C		6211 SW 37 ST #101	DAVIE	FL	33314
MELUNY,RALPH		6211 SW 37 ST #111	DAVIE	FL	33314
METSCHER,JAMES & MARTA		47 CORNTASSLE RD	DANBURY	CT	06811
MURRAY,H MARTIN & INEZ P		6201 SW 37 ST APT 211	DAVIE	FL	33314
NOTARINO,ANTHONY & ANN		222 MOUNTAIN PARK DR	MARS HILL	NC	28754
OSBORNE,LUNEAL		6031 SW 20 ST	PLANTATION	FL	33317
PEREZ,JOSE & XIOMARA		130 CLOUDLAND RD	NORTH HAVEN	CT	06473
PUBLIC LAND	% TOWN OF DAVIE	6211 SW 37 ST #108	DAVIE	FL	33314
STANLEY R COHEN REV LIV TR	COHEN,STANLEY TRSTEE ETAL	6211 SW 37 ST UNIT 109	DAVIE	FL	33314
TINDALL HAMMOCK IRRIGATION	SOIL CONSERVATION DISTRICT	6591 ORANGE DR	DAVIE	FL	33314
TOWN OF DAVIE		14330 NW 11 ST	PEMBROKE PINES	FL	33028
VAN BRUNT,GLENN ALLEN JR		1323 SE 3 AVE	FORT LAUDERDALE	FL	33316
VARSITY SQUARE LLC	% FLORIDA TRUST REALTY	6591 ORANGE DR	DAVIE	FL	33314
VOYTEK,ALBERT PAUL JR & WALTER B MEARS FAMILY REV LIV TR	SMITH,DEBRA LYNN	PO BOX 267277	WESTON	FL	33326
WILLYHEIN LLC	MEARS,WALTER B TRSTEE	210 N UNIVERSITY DR STE 200	CORAL SPRINGS	FL	33071
YIP'S INC		160 KEELER RD	BRIDGEWATER	CT	06752
		6500 GRIFFIN ROAD	DAVIE	FL	33314
		6325 SW 37 ST	DAVIE	FL	33314
		3651 SW 58 TER	DAVIE	FL	33314

ADDRESSES LIST

NAME	ADDRESS_1	ADDRESS_2	CITY STATE ZIP
CURRENT OCCUPANT	2330 SW 87 TER		DAVIE FL 33314
CURRENT OCCUPANT	3300 DAVIE RD		DAVIE FL 33314
CURRENT OCCUPANT	3350 DAVIE RD		DAVIE FL 33314
CURRENT OCCUPANT	3500 DAVIE RD		DAVIE FL 33314
CURRENT OCCUPANT	3501 DAVIE RD		DAVIE FL 33314
CURRENT OCCUPANT	3501 SW 64 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3650 SW 60 TER		DAVIE FL 33314
CURRENT OCCUPANT	3650 SW 64 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3651 SW 60 TER		DAVIE FL 33314
CURRENT OCCUPANT	3651 SW 60 TER	UNIT 1	DAVIE FL 33314
CURRENT OCCUPANT	3651 SW 60 TER	UNIT 2	DAVIE FL 33314
CURRENT OCCUPANT	3651 SW 60 TER	UNIT 3	DAVIE FL 33314
CURRENT OCCUPANT	3651 SW 60 TER	UNIT 4	DAVIE FL 33314
CURRENT OCCUPANT	3660 SW 64 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3670 SW 61 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3670 SW 61 AVE	UNIT 1	DAVIE FL 33314
CURRENT OCCUPANT	3670 SW 61 AVE	UNIT 2	DAVIE FL 33314
CURRENT OCCUPANT	3670 SW 61 AVE	UNIT 3	DAVIE FL 33314
CURRENT OCCUPANT	3670 SW 61 AVE	UNIT 4	DAVIE FL 33314
CURRENT OCCUPANT	3670 SW 64 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3671 SW 60 TER		DAVIE FL 33314
CURRENT OCCUPANT	3671 SW 60 TER	UNIT 1	DAVIE FL 33314
CURRENT OCCUPANT	3671 SW 60 TER	UNIT 2	DAVIE FL 33314
CURRENT OCCUPANT	3671 SW 60 TER	UNIT 3	DAVIE FL 33314
CURRENT OCCUPANT	3671 SW 60 TER	UNIT 4	DAVIE FL 33314
CURRENT OCCUPANT	3672 SW 61 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3672 SW 61 AVE	UNIT 1	DAVIE FL 33314
CURRENT OCCUPANT	3672 SW 61 AVE	UNIT 2	DAVIE FL 33314
CURRENT OCCUPANT	3672 SW 61 AVE	UNIT 3	DAVIE FL 33314
CURRENT OCCUPANT	3672 SW 61 AVE	UNIT 4	DAVIE FL 33314
CURRENT OCCUPANT	3680 SW 61 AVE		DAVIE FL 33314
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CURRENT OCCUPANT	3680 SW 61 AVE	UNIT 2	DAVIE FL 33314
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CURRENT OCCUPANT	3680 SW 61 AVE	UNIT 3D	DAVIE FL 33314
CURRENT OCCUPANT	3680 SW 61 AVE	UNIT 4	DAVIE FL 33314
CURRENT OCCUPANT	3680 SW 61 AVE	UNIT 4D	DAVIE FL 33314
CURRENT OCCUPANT	3680 SW 64 AVE		DAVIE FL 33314
CURRENT OCCUPANT	3681 SW 60 TER		DAVIE FL 33314
CURRENT OCCUPANT	3690 DAVIE RD		DAVIE FL 33314
CURRENT OCCUPANT	3690 SW 64 AVE		DAVIE FL 33314
CURRENT OCCUPANT	6011 SW 36 CT	UNIT A	DAVIE FL 33314
CURRENT OCCUPANT	6011 SW 36 CT	UNIT B	DAVIE FL 33314
CURRENT OCCUPANT	6021 SW 36 CT	UNIT A	DAVIE FL 33314
CURRENT OCCUPANT	6021 SW 36 CT	UNIT B	DAVIE FL 33314
CURRENT OCCUPANT	6031 SW 36 CT	UNIT A	DAVIE FL 33314

ADDRESSES LIST

CURRENT OCCUPANT	6211 SW 37 ST	UNIT 202	DAVIE FL 33314
CURRENT OCCUPANT	6211 SW 37 ST	UNIT 203	DAVIE FL 33314
CURRENT OCCUPANT	6211 SW 37 ST	UNIT 204	DAVIE FL 33314
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CURRENT OCCUPANT	6275 SW 36 CT		DAVIE FL 33314
CURRENT OCCUPANT	6325 SW 37 ST		DAVIE FL 33314
CURRENT OCCUPANT	8690 SW 18 ST		DAVIE FL 33314