



DEVELOPMENT SERVICES DEPARTMENT STAFF REPORT

Project Name: Lakes of Carolina

Applicant: Matthew H. Scott, Esquire, Greenspoon Marder, LLP, agent for Alexander S. Rosemurgy II, Rosemurgy Acquisitions, LLC

Project Location: 3011 N Rock Island Road

Application #: 24-400056

Application Type: Rezoning

I. RECOMMENDATION:

CONDITIONAL APPROVAL

II. SUMMARY:

Rosemurgy Acquisitions, LLC ("Applicant") has submitted a rezoning application with the intent of redeveloping the Carolina Club golf course, located at 3011 N Rock Island Road ("Subject Property") to not more than 540 townhouses and 30,000 square feet of commercial, with not less than 65 acres of open space. Applicant has submitted concurrent applications for the consideration of a Development Agreement and Land Use Plan Amendment of the Subject Property. Subject to the approval of the Development Agreement, approval of the concurrently filed Land Use Plan Amendment, complete update of application materials for the revised concept, and satisfaction of DRC comments, staff recommends a conditional approval of the application because the revised concept is consistent with the Comprehensive Plan and applicable land development regulations.

III. ANALYSIS:

General

The Subject Property of this application consists of a 143.5-acre golf course with country club style clubhouse, located at 3011 North Rock Island Road in the City of Margate. The approximately 6-acre portion of the Subject Property where the clubhouse is located has been platted, and located on parcel O-1 of the Holiday Springs East plat (133-49). The remainder of the Subject Property has not been platted.

The Subject Property is generally located south of Sample Road, west of Rock Island Road, east of Holiday Springs Boulevard, and north of Royal Palm Boulevard. The Subject Property encompasses +/- 143.5082 net acres (+/-148.7729 gross acres) in area, and can further be identified by Broward County Property Appraiser ("BCPA") Folio numbers 484123060040 and 484123000020.



[Subject Property Current Condition, 2025 BCPA Aerial]

History

On January 24, 1973, the City Commission of the City of Margate ("City Commission") adopted Ordinance 1500.85 which rezoned the Subject Property into its current zoning designation of Open Space S-2 district.



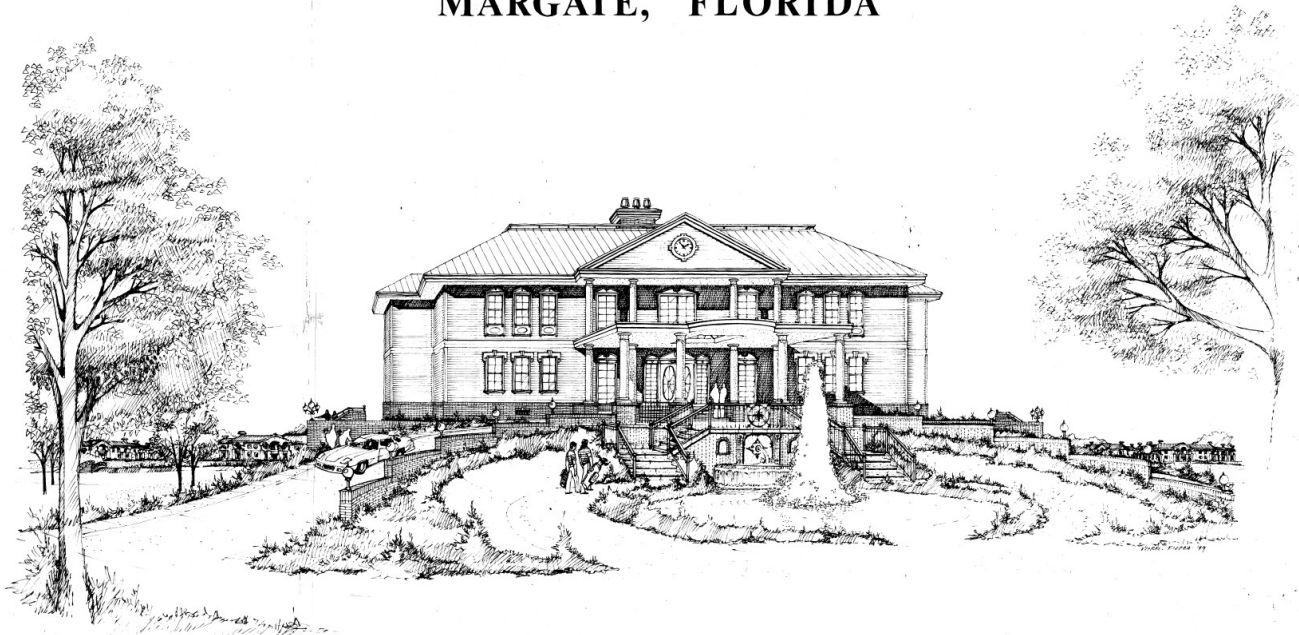
[Aerial Photo of Dashed Line Area "A" dated January 30, 1973]

The above photo depicts the early phases of development of the Subject Property and the surrounding neighborhood. The Holiday Springs Condominiums are seen under construction. A significant portion of the Subject Property has been cleared of vegetation. Some roads, such as Rock Island Road appear incomplete.

On June 6, 1987, the City Commission approved Resolution 5972, providing conditional approval for the Holiday Springs East plat. This plat was recorded in the Public Records of Broward County on March 30, 1988. There was a major redevelopment of the property in 1988-1992, including approval and construction of the country club style clubhouse referenced above, and depicted below. Broward County Property Appraiser (“BCPA”) records indicate that the construction of the clubhouse on the Subject Property was completed in 1992.

CAROLINA CLUB

**3011 ROCK ISLAND ROAD
MARGATE, FLORIDA**



[1990 elevation depicting the Carolina Club Golf Course clubhouse]

Local Business Tax Receipt (“LBTR”) indicate that all business operations ceased in 2022.



[Google Maps Streetview image of Subject Property dated December 2024]

Zoning

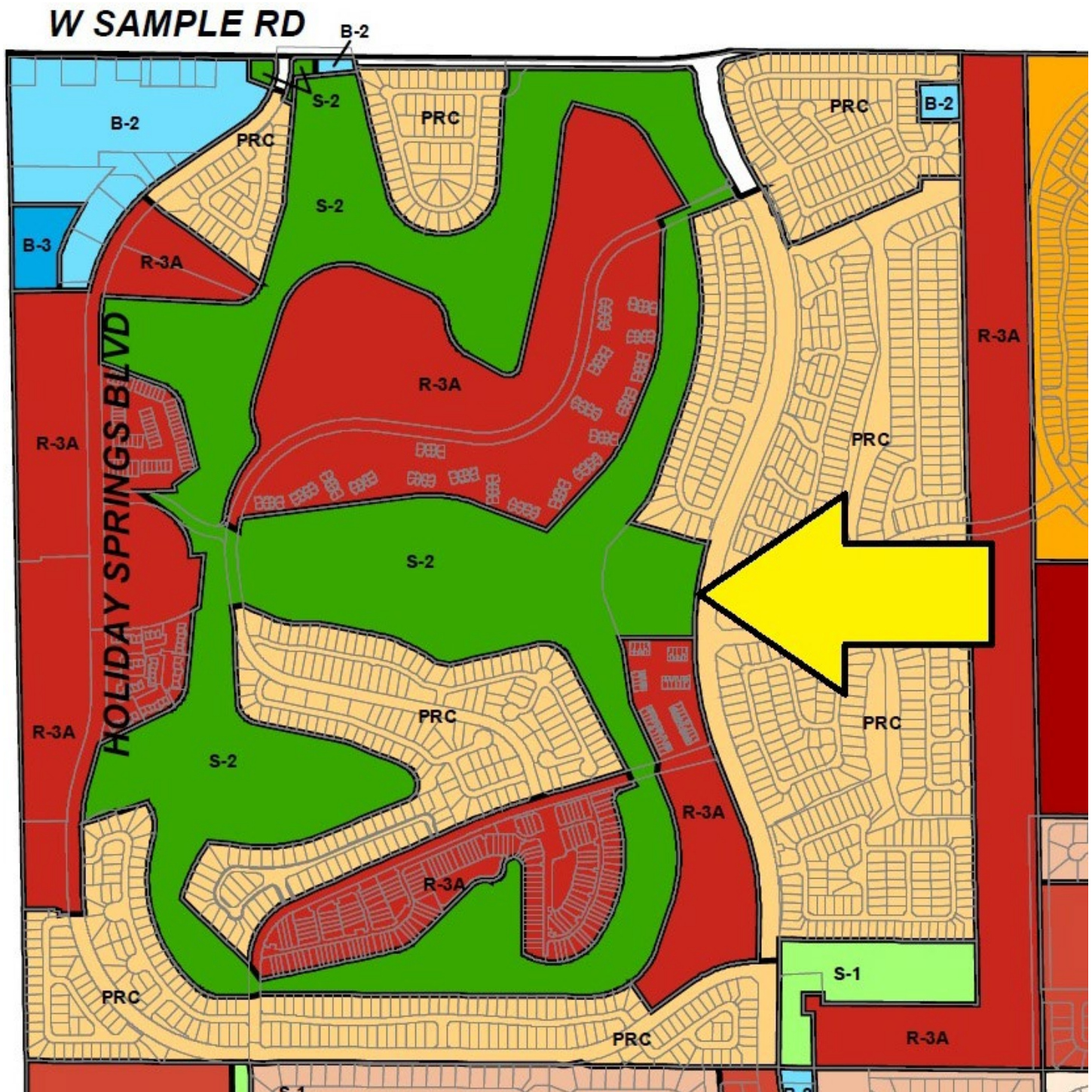
The Subject Property is located in the Open Space S-2 zoning district, with an underlying land use designation of Commercial Recreation, which is consistent with the City of Margate Comprehensive Plan. The Subject Property is not located within the Margate Community Residential Agency (“CRA”) boundary, nor is it within Margate’s Central Business District.

Section 40.542(A) of the Margate Unified Land Development Code (“ULDC”) provides that, “the S-2 open space district is intended to preserve areas designated or used for active or passive recreation and to preserve areas designated or used for active or passive recreational needs of the people and to preserve open space.” The current golf course use of the Subject Property is consistent with the purpose and intent of the S-2 zoning district. Both golf course and country club uses are permitted by right in this district, per Section 40.542(B) ULDC.

The table below identifies the zoning designations and brief descriptions of abutting developments:

<u>RELATION</u>	<u>NAME</u>	<u>DEVELOPMENT TYPE</u>	<u>Zoning</u>
North	Fairway Pointe	Single Family, detached	PRC
Northwest	Enclave 3	Single Family, detached	PRC
Northwest	Holiday Springs Condominiums	Multifamily, 4-story	R-3A
West	Holiday Springs Condominiums	Multifamily, 4-story	R-3A
West	Villas on the Green	Multifamily, low-rise	R-3A
West	Holiday Springs Condominiums	Clubhouse	R-3A
West	Golf Side	Multifamily, low-rise	R-3A
Central (north)	Pinebrook Pointe	Multifamily, low-rise	R-3A
Central (north)	Coral Key Condominiums	Multifamily, low-rise	R-3A
Central (south)	Fairway Estates	Single Family, detached	PRC
Central (south)	The Greens IV	Single Family, detached	PRC

Central (south)	The Highlands at Carolina	Single Family, detached	R(7)
Central (south)	Fairway Views	Townhouses	R(10)
East	Juniper Glen	Single Family, detached	R(10)
East	The Greens I	Single Family, detached	R(7)
East	Crestwood	Townhouses	R(20)
East	Fairways at Carolina	Multifamily, low-rise	R(20)
Southwest	The Greens III	Single Family, detached	PRC
Southwest	Enclave 2	Single Family, detached	PRC
Southeast	Enclave 1	Single Family, detached	PRC
South	The Greens II	Single Family, detached	R(7)



[Current zoning designations of Subject Property and surrounding area]

Applicant's Request

Applicant's proposal includes the subdivision of the Subject Property into Parcels A – H.. A legal description with sketch exhibit has been provided for each of the proposed parcels. Applicant's rezoning request, however, applies only to Pods A, B, and C. The remaining Pods D – H are intended to preserve the current zoning designation of S-2.

Pod A is proposed to be rezoned from S-2 to Community Business B-2 district. Section 40.521(B) ULDC describes the intent of the B-2 district as, "The B-2 community business district is intended to provide a full range of office, retail and service uses. The location of this district may be along major and minor arterials in close proximity to residential districts. The permitted uses are relatively free of objectionable influences in their operation and appearance and exclude heavy commercial uses." Pod A is located at the southwest corner of two arterial roadways; Sample Road and Rock Island Road. To the west, Pod A is proposed to be contiguous to two parcels designated R-3A. To the south, Pod A is contiguous to a development designated Planned Residential Community PRC.

Pods B and C are proposed to be rezoned to Multiple Dwelling R-3A. Section 40.513(A) ULDC describes the intent of the R-3A zoning district as, "This zoning district is intended for those parcels which have been designated as residential, with a density no greater than twenty-five (25) dwelling units per acre, by the Future Land Use Element of the Margate Comprehensive Plan."

The concurrently filed Land Use Plan Amendment (Application 24-400057) proposed to designate Pod A as Commercial, and Pods B and C as residential with a density of 10 dwelling units per acre on the Margate Future Land Use Element. The proposed districts are consistent with the stated intent of each of the requested zoning district designations.

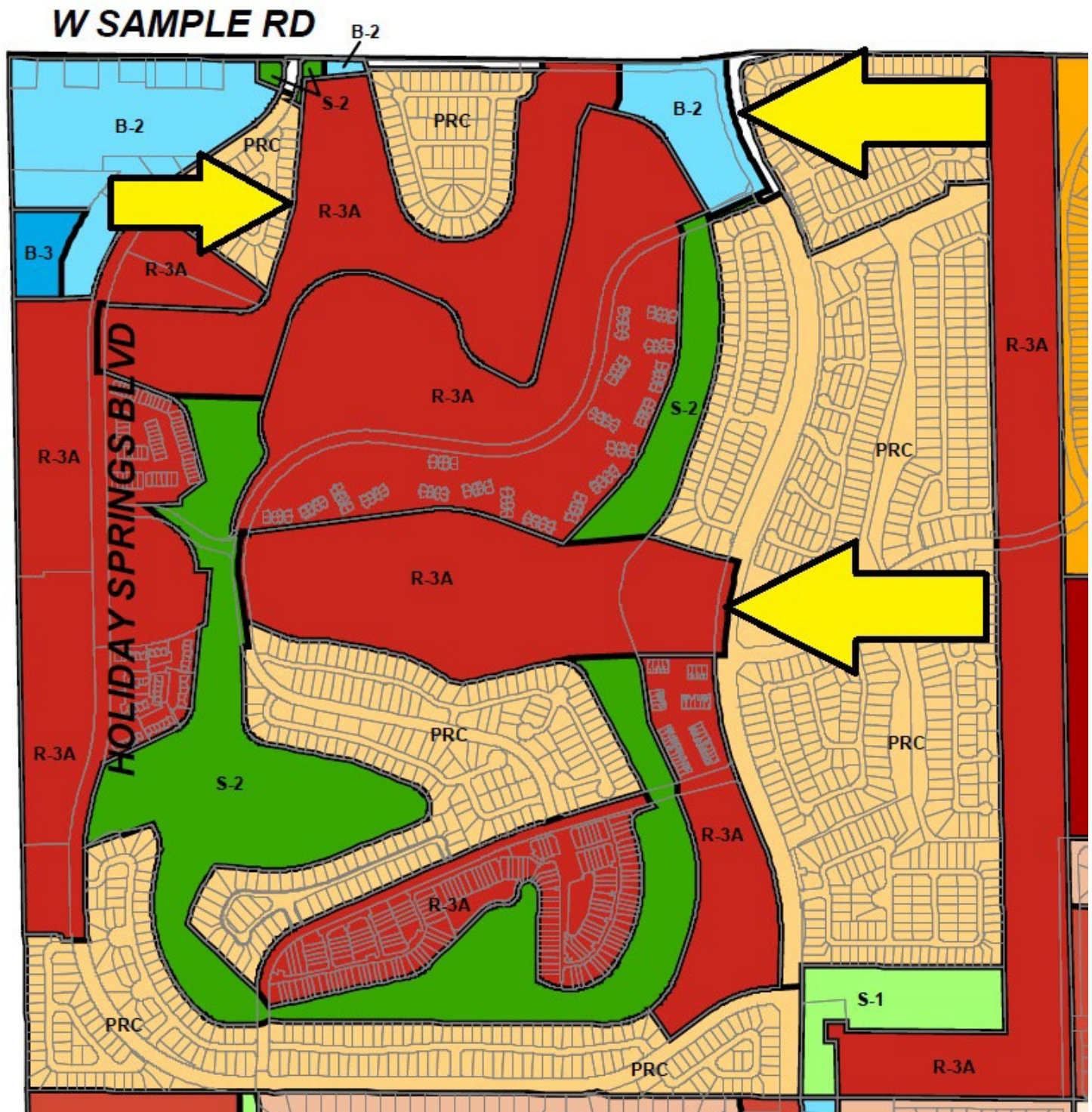
§163.3164, Florida Statutes, provides the following definitions:

"(15) "Development order" means any order granting, denying, or granting with conditions an application for a development permit.

(16) "Development permit" includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land."

§163.3164, Florida Statutes, provides that, "A development order or land development regulation shall be consistent with the comprehensive plan if the land uses, densities or intensities, and other aspects of development permitted by such order or regulation are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government."

The rezoning application submitted by Applicant is a Development Permit, and an affirmative action by the City Commission would be a Development Order. Thus, this rezoning can only be approved if the concurrently filed Land Use Plan Amendment is approved, as this amendment provides consistency between the proposed zoning designations and the Comprehensive Plan.



[Proposed zoning designations of Subject Property]

This image above which depicts proposed zoning designations shows that each of the proposed R-3A Pods are abutting existing R-3A lands and well as PRC which is another residential district.

This application was reviewed by the Margate Development Review Committee (“DRC”) twice. The first review cycle led to a meetings with the DRC on May 13, 2025, and on August 26, 2025. The result

of both meetings was a recommendation to resubmit the application with more information to resolve staff comments (Exhibit “A”). The Department of Environmental and Engineering Services (“DEES”) has unresolved comments pertaining to public facility concurrency. Many of these issues can be resolved through the Development Agreement, which defers most of the requested analyses to site planning and permitting.

For these two DRC review cycles, the Rezoning application consisted of the following request:

PARCEL	ACREAGE*	PROPOSED ZONING	PROPOSED DEVELOPMENT
A	7.6180	B-2	57,500 sqft Commercial, max height 40ft
B	37.8922	R-3A	377 Townhouses
C	36.2337	R-3A	507 Midrise Apartments, 6-story
D – H	67.029	S-2	Drainage Lakes with Rec Trail

* Gross Acreage

Following the second DRC review, Applicant decided to proceed to public hearings. Upon the scheduling of the City’s Planning and Zoning Board public hearing on September 11, 2025, Applicant requested to defer the hearing to October 7, 2025. During this time, Applicant met with the community to discuss the proposed project. Following the neighborhood meetings, Applicant submitted a revised concept with a lower intensity development requested, which provides as follows:

PARCEL	ACREAGE*	PROPOSED ZONING	PROPOSED DEVELOPMENT**
A	7.6180	B-2	30,000 sqft Commercial, max height 40ft
B	37.8922	R-3A	290 Townhouses
C	36.2337	R-3A	250 Townhouses
D – H	67.029	S-2	Drainage Lakes with Rec Trail

* Gross Acreage

** Restricted by Development Agreement and Restrictive Covenants

To bring forward the revised concept, Applicant submitted a revised Conceptual Master Plan, a revised FLUM exhibit, a memorandum to explain the new concept, and a revised Development Agreement. The remainder of the application and its exhibits have not been updated. The DRC has not had the benefit of reviewing the new concept; however, it is a lower intensity, which represents a lower demand for public services.

Process and Criteria

Section 40.322 of the ULDC establishes the Margate Development Review Committee (“DRC”) and provides the role of this committee. Part (B) of this section provides that the DRC shall meet on a regular basis for the purpose of reviewing and submitting to the Planning and Zoning Board a report on all applications for any proposed rezonings.

The following portion of this report provides reviews of the application against the ULDC criteria. The considerations with staff commentary denoted with “→” are provided below:

In the context of a rezoning application, Section 40.303(B) ULDC provides that the Planning and Zoning Board shall hold its public hearing and shall make a recommendation upon the application to the City Commission, based upon its consideration of, where applicable, **whether or not**:

- a. The proposed change is contrary to the adopted comprehensive plan, as amended, or any element or portion thereof;
 - Applicant filed a concurrent Land Use Plan Amendment (“LUPA”). This rezoning will be consistent with the adopted Comprehensive Plan, if the concurrent LUPA is adopted and recertified by the Broward County Planning Council. This rezoning application is contingent upon adoption and recertification of the LUPA.
- b. The proposed change would create an isolated zoning district unrelated and incompatible with adjacent and nearby districts;
 - The proposed rezoning would not create an isolated zoning district. Several properties adjacent or contiguous to the Subject Property currently have the same R-3A zoning designation.
- c. Existing zoning district boundaries are illogically drawn in relation to existing conditions on the property proposed for change;
 - Staff raised concern over this consideration during the DRC review process. The Subject Property was operated as a golf course for over 50 years. Although the Subject Property is currently shuttered, the golf course use is consistent with the S-2 zoning designation, and therefore the zoning district boundaries are logically drawn.
- d. The proposed change will adversely affect living conditions in the neighborhood;
 - Staff raised concern regarding this consideration during the DRC review process. The proposed six-story midrise development contiguous to single-family detached dwellings had the potential to adversely affect living conditions. The revised concept which consists of townhouses with lower density and intensity, however, being contiguous to developments consisting of single-family detached dwellings allows staff to find compatibility in the proposal.
- e. The proposed change will create or excessively increase automobile and vehicular traffic congestion, above that which would be anticipated with permitted intensities or densities of the underlying land use plan designation, or otherwise affect public safety;
 - The Subject Property was developed as a golf course and has an underlying land use designation of Commercial Recreation. This is a relatively low traffic generator, per acre. However, in the context of the Subject Property being located within Dashed Line Area “A” of the Future Land Use Map (“FLUM”), and as explained in the Land Use Plan Amendment application review, there are currently 1,070 unbuilt dwelling units approved on the FLUM in this area. The proposal to build roughly half the number of dwelling units that are vested on the FLUM does not appear to create or excessively increase

automobile and vehicular traffic congestion, above that which would be anticipated with permitted intensities or densities of the underlying land use plan.

f. The proposed change will adversely affect other property values;

→ Staff has no objections or concerns with this consideration. Construction of new housing inventory typically elevates other property values.

g. The proposed change will be a deterrent to the improvement or development of other property in accordance with existing regulations;

→ Staff has no objections or concerns with this consideration. With the exception of the FPL easement, the remainder of this dashed line area is already built out. The majority of residential development in the vicinity of the Subject Property was subdivided and either sold fee simple or is part of a condominium. As a result, it appears unlikely that redevelopment of the adjacent residential properties will occur with or without this rezoning. Conversely, a significant investment in the area is likely to be a catalyst for the improvement of existing property, including the existing nonresidential properties within this neighborhood.

h. The proposed change will constitute a grant of special privilege to an individual owner as contrasted with the welfare of the general public;

→ Staff has no objections or concerns with this consideration. As previously stated above, the underlying FLUM has 1,070 dwelling units that are vested in the area.

i. There are substantial reasons why the Subject Property cannot be used in accord with existing zoning;

→ Staff raised concern over this consideration during the DRC review process. Staff questioned Applicant's position that the rezoning is required due to changing conditions in the golf industry, and that golf is no longer a viable use of the Subject Property. New golf courses continue to be built in the State of Florida. If the sport is popular enough to support the investment needed to develop new golf courses, it is illogical to assume that golf is no longer a viable use.

j. The proposed zoning designation is the most appropriate designation to enhance the City's tax base given the site location relative to the pattern of land use designations established on the future land use plan map, appropriate land use planning practice, and comprehensive plan policies directing land use location.

→ Staff has no objections or concerns with this consideration. The proposed development would very likely enhance the City's tax base, and as previously stated above, the underlying FLUM has 1,070 dwelling units that are vested in the area.

The Margate Planning and Zoning Board reviewed Applicant's rezoning application, consistent with the above referenced consideration, at the October 7, 2025 public hearing. In accordance with Section 40.324(D) ULDC, the Planning and Zoning Board recommended approval of the rezoning with a 2-1 vote.

Section 40.303(A) ULDC provides an overview of the rezoning process and criteria as follows:

A change in zoning shall be permitted after a determination has been made by the City Commission that services are available to serve the development permitted in the zoning district which is being petitioned. A determination that services are available shall be made when the City Commission approves a report submitted by the Development Review Committee which indicates the conditions contained in Division 5, Concurrency Management System of this Code have been met.

- Although there are a number of unresolved DRC comments pertaining to service availability, the draft Development Agreement provides a path forward for the analysis and provision of public infrastructure, generally linked to site plan review where there will be sufficient detail provided to conduct an accurate review of the actual impact of development.

Element II: Transportation

Policy 2.2.1: The City of Margate adopted in 1994 and since then maintains a concurrency management system that assures substantial conformity with both the Margate and Broward Comprehensive Plans when assessing all development activities. Further, a development order may be issued within an impacted roadway exceeds its adopted LOS standard only if one or more of the following mitigation measures apply:

- d. The necessary improvements for the applicable LOS are provided for in an enforceable development agreement and will be available prior to certificates of occupancy that require those facilities. An enforceable development agreement may include, but is not limited to, development agreements pursuant to section 163.3220, Florida Statutes; or

Staff comments indicate that Level of Service (LOS) D is not met. Policy 2.2.1 of Element II: Transportation provides an option to approve a development order within an impacted roadway that falls below minimum LOS if the improvements necessary to meet LOS are provided for in an enforcement Development Agreement. The Development Agreement provided with this Application will require the Applicant to provide the necessary roadway improvements to meet the LOS if the Application is approved.

The Future Land Use Element of the Margate Comprehensive Plan provides applicable policies to guide development related decision-making, such as this rezoning application.

Policy 2.1.1 Residential neighborhoods should be preserved and protected by rezoning existing districts that conflict with adopted land use categories. New residential districts

should not be permitted adjacent to an existing non-compatible use district, nor should a new non-compatible use district be permitted adjacent to an existing residential district.

- The new residential districts proposed by this Application do not cause Staff to have any objections or concerns. The Applicant proposes R-3A contiguous to other residential districts, such as PRC and R-3A. The proposed development would very likely enhance the City's tax base, and as previously stated above, the underlying FLUM has 1,070 dwelling units that are vested in the area.

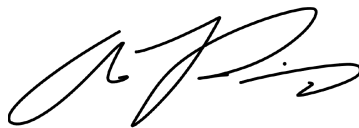
Policy 3.2.2 All proposed development, shall be compatible with adjacent land uses. Compatibility determination shall include consideration of factors such as, but not limited to, operational characteristics and intensity of use (ex: hours of business, indoor vs outdoor activities, traffic generation, etc.), noise, glare, odor and other externalities, and adequacy of buffering.

- The Community Business B-2 district proposed for Pod A is at the intersection of two roads classified as Arterial by the Broward County Trafficways Plan. This is an appropriate location for commercial use, which will benefit from the high traffic counts on these roadways. The commercial development will also provide a physical buffer between those roads and the new and existing residential developments behind it. The new residential districts proposed are of a comparable density and intensity of adjacent developments and therefore offer compatibility.

Staff finds this rezoning application consistent with the Comprehensive Plan, provided that the concurrently filed Land Use Plan Amendment is approved.

Conclusion

Subject to the approval of the Development Agreement, approval of the concurrently filed Land Use Plan Amendment, a complete update of application materials for the revised concept, and satisfaction of DRC comments, staff recommends a conditional approval of the application because the revised concept is consistent with the Comprehensive Plan and applicable land development regulations.



Andrew Pinney, AICP
Senior Planner
Development Services Department
City of Margate

STAFF REPORT EXHIBITS

Exhibit A: DRC Staff Review Comments – Application 24-00400056

Exhibit A: DRC Staff Review Comments – Application 24-00400056

Project Name: 24-00400056

Project Description: Carolina Club_Rezoning

Review Comments List Date: 8/19/2025

Ref. # 22, Building, Richard Nixon, 4/15/25 11:13 AM, Cycle 1, Info Only

Comment: Documents were not reviewed for Florida Building Code compliance. Permits and plans will be required.

Ref. # 10, Engineering, Paula Fonseca, 2/13/25 4:12 PM, Cycle 1, Info Only

Comment: During the review process, provided information may be requested to be updated or changed. Also, additional documentation may be requested to be included as exhibits if required to complement the submitted documents.

Ref. # 12, Engineering, Paula Fonseca, 2/13/25 4:35 PM, Cycle 1, Info Only

Markup: Changemark note #01-ENG, 3_RZ Application Text_October 2024.pdf

Where is the engineering analysis demonstrating how the site will be drained and impact on surrounding properties? Provide analysis of proposed drainage and its impact on neighboring properties and roads currently discharging into the existing lakes/properties.

Reviewer Response: Paula Fonseca - 3/24/25 4:10 PM

This task to be completed during site plan approval.

Responded by: LINDSAY MURPHY - 3/13/25 9:01 PM

Per conference with Curt Keyser, David Tolces, Cale Curtis, and DSD staff, the detailed analyses will be provided during the site plan phase of this entitlement process. The submitted LUPA provides a Drainage analysis demonstrating drainage capacity/concurrency for the proposed project.

Ref. # 13, Engineering, Paula Fonseca, 2/13/25 4:35 PM, Cycle 1, Info Only

Markup: Changemark note #02-ENG, 3_RZ Application Text_October 2024.pdf

Demonstrate that the existing water distribution system has enough capacity to serve the proposed development including fire flow requirements.

Reviewer Response: Paula Fonseca - 3/24/25 4:10 PM

This task to be completed during site plan approval.

Responded by: LINDSAY MURPHY - 3/13/25 9:01 PM

Per conference with Curt Keyser, David Tolces, Cale Curtis, and DSD staff, the detailed analyses will be provided during the site plan phase of this entitlement process. The submitted LUPA provides a Potable Water analysis demonstrating water capacity/concurrency for the proposed project.

Ref. # 14, Engineering, Paula Fonseca, 2/13/25 4:35 PM, Cycle 1, Info Only

Markup: Changemark note #03-ENG, 3_RZ Application Text_October 2024.pdf

Demonstrate the existing lift stations, force main system and/or gravity system serving the proposed improvements have enough capacity to handle the additional flow.

Reviewer Response: Paula Fonseca - 3/24/25 4:10 PM

This task to be completed during site plan approval.

Responded by: LINDSAY MURPHY - 3/13/25 9:01 PM

Per conference with Curt Keyser, David Tolces, Cale Curtis, and DSD staff, the detailed analyses will be provided during the site plan phase of this entitlement process. The submitted LUPA provides a Sanitary Sewer analysis demonstrating capacity/concurrency for wastewater anticipated to be generated by the proposed project.

Ref. # 24, Engineering, Paula Fonseca, 5/1/25 1:04 PM, Cycle 1, Unresolved

Comment:

TRAFFIC

Introduction

The conceptual plan will need to be revised to include an actual site plan for the purposes of the traffic study review. This is required for traffic circulation, intersection analyses, and any proposed improvements.

Full site plan including overall layout, building, structures, entrances/exits driveway locations, access roads, direction of traffic, pavement markings, signage, traffic circulations, parking areas, loading areas, number of parkings, speed bumps, pedestrian traffic, emergency access, access to public transportation, queuing space for vehicles, etc. shall be included to properly evaluate the traffic component for this development.

Reviewer Response: Paula Fonseca - 8/15/25 4:59 PM

Pod A will have 2 access locations: 1 from Sample Rd (which will require FDOT approval) and 1 from Pine Walk Drive. Pod B, a gated community, has 1 access location from Holiday Springs Blvd and a roadway connection Pine Walk Drive with no connection to Pod B provided. How will the access from Pine Walk Drive to Pod B be configured as it is gated? Pod B is also shown in the figures and tables to have a connection to Sample Road. There is no driveway connection to Pod B provided at this location. How will the access from Pine Walk Drive to Pod B be configured as it is gated? Pod C has 1 access from Pine Walk Drive.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

A Vehicular Access Plan has been added to the Rezoning application as Exhibit B.2. The exhibit provides proposed lanes and turning movements at the access points to each Pod. The Applicant is only requesting approval of a Land Use Plan Amendment and Rezoning and has provided the required analysis for those applications. The Applicant intends to prepare and submit a full Site Plan as part of a future application.

Ref. # 25, Engineering, Paula Fonseca, 5/1/25 1:05 PM, Cycle 1, Unresolved

Comment:

TRAFFIC

The methodology provided in Appendix A does not match the study and does not appear to be approved by the City.

Reviewer Response: Paula Fonseca - 8/15/25 4:59 PM

The methodology trip generation still includes the golf course which was requested to be removed. Please revise.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

The methodology was originally prepared and provided to the City in January 2024, prior to the City engaging a review consultant. The methodology has been updated per discussions at the review meeting with the City and the updated version is included in the study appendix.

Ref. # 37, Engineering, Paula Fonseca, 5/1/25 1:10 PM, Cycle 1, Unresolved

Comment:

Project Traffic

The calculations for the internal capture do not match the trip generation.

a. For example, Residential is shown as 93 entering and 93 exiting. Table 1 shows 99 entering and 270 exiting.

b. Please revise after the trip generation land uses and calculations are revised.

c. Please provide the trip generation and internal capture information for discussion and approval prior to completing the study.

Reviewer Response: Paula Fonseca - 8/15/25 5:01 PM

The trip generation and internal capture were not provided for discussion and approval prior to being included in the study. As the residential pods are gated with no internal connection to the commercial area, the intent of internal capture for a mixed-use development on a single site has not been met. Vehicles must leave the commercial site to access the residential pods. Please remove the internal capture from the trip generation table.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

a. *Response: The internal capture has been updated, and internal calculations have been included in Appendix D.* b. *Response: The study has been updated accordingly.* c.

Response: Trip generation rates and internal capture calculations have been included in Appendix D.

Ref. # 38, Engineering, Paula Fonseca, 5/1/25 1:11 PM, Cycle 1, Unresolved

Comment:

Project Traffic

Pass-By Capture

a. Please include the tables from ITE that support all the reductions. There are no Daily Pass-By rate tables in the ITE supporting documentation.

b. Please revise after the trip generation calculations are revised.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

As there are no ITE pass-by rates for Daily traffic, please remove the Daily pass-by rate from the table.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

a. *Response: Pass-By rates provided by ITE have been included in Appendix D. Because ITE does not provide daily Pass-By rates, they were estimated by averaging AM and PM peak hour Pass-By rates.* b. *Response: Trip generation calculations have been revised accordingly.*

Ref. # 39, Engineering, Paula Fonseca, 5/1/25 1:12 PM, Cycle 1, Unresolved

Comment:

Project Traffic

Distribution

a. A Site Plan with the project access locations needs to be provided to confirm the distribution percentages.

b. Please clarify Figures 5, 6 and 7. These are examples:

i. Figure 5 shows 32% on Rock Island Rd between Royal Palm Blvd and Hidden Springs Blvd. The movements at the intersection of Rock Island Rd and Royal Palm Blvd show 6% NBR entering and 3% NBT, 6% WBL exiting, 6% through exiting, 5% SB exiting. There should not be northbound to eastbound entering traffic, WB to SB exiting, etc. The percentages should add up to the link percentages.

ii. Holiday Springs Blvd has 4% EBT exiting and 8% WB entering though Figure 5 has no percentage on the link east of Rock Island Road.

iii. Pinewalk Dr S has 10% WBR as inbound traffic, this is an existing residential area and should not have inbound project traffic.

iv. The intersection of Pinewalk Dr and Pinewalk Dr N is shown with project traffic. Without a site plan, showing roadway connections to the new development areas, the project traffic is not able to be verified. Pod E would have to connect through the existing residences to have trips at that intersection.

c. Please include global percentages coming from the north, south, east, and west.

d. The distribution will be reviewed further when the movements are clarified, and the project traffic comments are addressed. Please provide distribution information for discussion and approval prior to completing the study.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

The percentages have been revised to account for the correct direction of project traffic, though they are not assigned to all access locations. There is project traffic assigned to the intersection of Rock Island Road and NW 30 Street as connecting to Pod C, yet there is no new driveway connection to Pod C at this location which includes the Pod C trips. There is project traffic assigned to the intersection of Sample Road and Pod B Road which has a roadway connecting to Pod A, yet there are no new driveway connections to Pod A or Pod B with project trips. As the Pod are all separate with the residential being gated communities, 100% of each pods traffic shall be assigned the each pod's driveway connection. Holiday Springs Blvd and Sample Road has 5% EBR, 5% SBT and 10% WBL, yet only 10% entering Pod B. Where is the other 10%? The distribution shall match how the project trips are accessing their locations and shall be accounted for at all access locations. The distribution was not provided for discussion and approval prior to being included in the study.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

a. Response: The Conceptual Master Plan has been included in Appendix A. b. Response: Figures 5, 6, and 7 have been updated to correctly reflect the project distribution. c. Response: Figure 5 shows the trip distribution on surrounding roadway links. d. Response: The trip distribution was updated accordingly with the reviewer's comments and figures in the study have been updated. CHRIS TO ANSWER

Ref. # 40, Engineering, Paula Fonseca, 5/1/25 1:13 PM, Cycle 1, Unresolved

Comment:

Total Future Traffic

The Volume Development Worksheets are in Appendix E, not F.

The future volumes will be reviewed after the other items have been addressed and the values will change.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

As the project volumes are not complete at all of the intersections, the future voumes do not represent the total future traffic conditions.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

Response: The Volume Development Worksheets have been moved into Appendix E and comments from the reviewer have been addressed.

Ref. # 41, Engineering, Paula Fonseca, 5/1/25 1:13 PM, Cycle 1, Unresolved

Comment:

Intersection Analysis

For the intersection analyses, please include the Level of Service, Delay, and Queue for all movements, approaches, and overall intersection for all locations, including driveway connections.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

Comment not addressed: Intersection turning movements are not included in the tables.

Please revise to include each movement for each approach for all locations, including driveway connections. As such any required improvements are not able to be evaluated at this time.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

Response: The Level of Service, Delay, and Queue for all movements, approaches, and overall intersection for all locations, have been included in the updated traffic study.

Ref. # 42, Engineering, Paula Fonseca, 5/1/25 1:14 PM, Cycle 1, Unresolved

Comment:

Intersection Analysis

Synchro Analysis

- a. The site plan will be required for this review. Some of the intersections are shown using the driveway volumes (Woodside Dr/Sample Road) and some use the net new volumes. Please clarify in the text.
- b. Proposed Residential access roadways will need to show all the project trips for those areas.
- c. Intersections 6, 7 and 8 will need to be included in the analysis.
- d. Pedestrian and bicycle volumes need to be included in the analysis for all intersections.
- e. The Synchro analyses will be reviewed when the other comments are addressed as the volumes will change.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

Comment Not Addressed: a. Vehicular access exhibit does not include all the access information. b. All project trips are not shown at the driveway access locations. c. Study intersections and traffic count intersections are different yet share the same intersection numbers. Intersection #8 is both Pod C Road/Pinewalk Drive North and Pinewalk Drive South/Rock Island Road. Please provide consistent numbering for all locations. d. Pedestrian and bicycle volumes have not been included. Sample Road/Rock Island Road has over 500 pedestrians at the intersection that have not been accounted for. e. The Synchro analysis is missing information to identify any potential issues and corrections. As such any required improvements are not able to be evaluated at this time.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

a. Response: The Conceptual Masterplan has been included in Appendix A for reference. Intersections in the Total Future Scenario include the future background traffic volumes as the baseline, with net new project traffic assigned at each of the study intersections. b. Response: Project trips have been shown at residential access roadways. c. Response: Intersection 8 has been included in all scenarios and intersections 6 and 7 have been included in the Total Future scenarios. d. Response: Pedestrian and bicycle volumes have been included in the analysis for all intersections.

Ref. # 43, Engineering, Paula Fonseca, 5/1/25 1:14 PM, Cycle 1, Unresolved

Comment:

Local Roadway LOS Analysis

Please provide documentation for the calculations for Table 5.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

Table 5 is now Table 7 and has changed for Peak Hour data to a calculated AADT data. The two-way 2030 volumes do not match the volumes shown in the Future Traffic figure.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

Response: Two-way 2030 volumes were derived using the intersection Volume Development Worksheets.

Ref. # 44, Engineering, Paula Fonseca, 5/1/25 1:14 PM, Cycle 1, Unresolved

Comment:

Local Roadway LOS Analysis

C3R parameters include having a 45-mph speed limit, 4% Heavy Vehicle, 5 signals in 2.57 miles. This is not applicable to the roadways in the neighborhood.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

Pinewalk Drive North should not be considered a collector road as a collector road connects two (2) arterial roadways. It is also not shown on the Broward County Trafficways map as a collector roadway. Pinewalk Drive South is not an arterial or a collector roadway, it is a local road. In addition, please provide the justification for using the maximum threshold for the Generalized Service Volumes for these roads. Based on these roadways as isolated residential roadways, the minimum volume would be more appropriate.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

Response: The analysis has been updated to be based upon local roadway LOS Service volume data published in the Broward County Land Development Code.

Ref. # 45, Engineering, Paula Fonseca, 5/1/25 1:15 PM, Cycle 1, Unresolved

Comment:

TRAFFIC - GENERAL COMMENT

Access management for the proposed new connections will need to be provided and coordinated with Broward County and Florida Department of Transportation (FDOT). Provide documentation of Broward County and FDOT meetings and letters accepting or rejecting the proposed connections.

Reviewer Response: Paula Fonseca - 8/15/25 5:02 PM

The proposed turn lane on Sample Road also includes a Broward County Transit (BCT) bus stop. This will need to be coordinated and approved by both FDOT and BCT for the design of the proposed turn lane and bus stop. In the event there are changes to the proposed lane configuration which are currently provided in the traffic study, the analysis will need to be revised.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

Response: Documentation of FDOT conceptual approval will be provided upon receipt under separate cover. No new connections to Broward County Roadways are being contemplated.

Ref. # 46, Engineering, Paula Fonseca, 5/1/25 2:23 PM, Cycle 1, Unresolved

Comment: The development fails to meet the zone change requirement "The proposed change will create or excessively increase automobile and vehicular traffic congestion, above that which would be anticipated with permitted intensities or densities of the underlying land use plan designation, or otherwise affect public safety" as the traffic report indicates that LOS D is not met.

Reviewer Response: Paula Fonseca - 8/18/25 10:35 AM

Address comments from Traffic Engineer regarding LOS analysis and reevaluate statement.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

The proposed change does not create any new adverse LOS E or LOS F conditions at any of the major signalized intersections. Any of these intersections that operate at LOS E or LOS F will do so with or without this project. The overall changes to average driver delay at these intersections is a few seconds or less; therefore, impacts to congestion are relatively low.

Ref. # 55, Engineering, Paula Fonseca, 8/15/25 4:58 PM, Cycle 2, Unresolved

Comment:

Based on submitted documents under this application, the applicant fails to demonstrate that adequate capacity will be available at the adopted level standards established in the Margate Comprehensive Plan Policy 3.1.2.b. for surface water management, solid waste collection and disposal, potable water supply and distribution; and wastewater collection and disposal; since no Site Plan, Civil Engineering Plans, and/or study reports (e.g., drainage evaluation, potable water hydraulic analysis, sewer hydraulic report, analysis of existing lift stations impacted, evaluation of gravity sewer system, expected solid waste generation and methodology to address it, etc.) were submitted to address each one of the required disciplines. Additionally, there is no adequate mitigation plan to address existing environmental contamination as reported in Phase 1 and phase 2 ESA which poses unacceptable risks to public health.

Ref. # 9, Planning, Andrew Pinney, 2/13/25 8:21 AM, Cycle 1, Info Only

Comment: Many planning comments made on the LUPA (24-00400057) are also applicable on this application. (Narrative and exhibits, such as park inventory, pedestrian network plan, etc.)

Responded by: LINDSAY MURPHY - 3/26/25 1:42 PM

Comment is noted and understood.

Responded by: LINDSAY MURPHY - 3/13/25 9:01 PM

Comment is noted and understood.

Ref. # 23, Planning, Andrew Pinney, 4/30/25 5:51 PM, Cycle 1, Unresolved

Comment:

The rezoning does not satisfy all of the criteria described in Sec. 40.303(B)1 ULDC

c. Existing zoning district boundaries are illogically drawn in relation to existing conditions on the property proposed for change;

d. The proposed change will adversely affect living conditions in the neighborhood;

e. The proposed change will create or excessively increase automobile and vehicular traffic congestion, above that which would be anticipated with permitted intensities or densities of the underlying land use plan designation, or otherwise affect public safety;

i. There are substantial reasons why the property cannot be used in accord with existing zoning;

Resolve issues through the Development Agreement.

Responded by: LINDSAY MURPHY - 7/10/25 2:03 PM

The submitted Rezoning application provides the Applicant's response to the rezoning criteria described in Sec. 40.303(B)1, a. through j. The draft Development Agreement has been revised to provide additional commitments regarding the development of the project area.

Ref. # 47, Planning, Andrew Pinney, 5/6/25 5:49 PM, Cycle 1, Info Only

Comment: If relying on vested rights of this property, please follow the process described in Sec. 40.343 ULDC.

Ref. # 48, Traffic, Lisa Bernstein, 8/15/25 1:42 PM, Cycle 2, Unresolved

Comment:

TRAFFIC

Please provide a figure with the existing and proposed lane geometry at all study intersections, including all project driveways

Ref. # 49, Traffic, Lisa Bernstein, 8/15/25 1:50 PM, Cycle 2, Unresolved

Comment:

TRAFFIC

Please include the appropriate project trip totals in the Volume Development Worksheets and on the project trips figure. All project traffic, 100%, for each use shall be assigned at the Pod Driveway locations for both entering and exiting trips for both the AM and PM Peak Hours.

Ref. # 50, Traffic, Lisa Bernstein, 8/15/25 2:01 PM, Cycle 2, Unresolved

Comment:

TRAFFIC - Synchro

In the existing Synchro intersection sheets, the PHF does not match what is provided in the count data. Please verify all PHF values match the count data sheets.

Ref. # 51, Traffic, Lisa Bernstein, 8/15/25 2:07 PM, Cycle 2, Unresolved

Comment:

TRAFFIC - Synchro

In the Synchro analysis sheets, the Minimum Green time and Splits do not match the Broward County Signal Timing Sheets. The Walk/Don't Walk timing values are also not provided in the timing data. In addition, there is no data entered for the number of pedestrians and bicycles or the number of pedestrian calls..

Ref. # 52, Traffic, Lisa Bernstein, 8/15/25 2:14 PM, Cycle 2, Unresolved

Comment:

TRAFFIC

Figure 7, does not represent the Pods being proposed or all of the access locations for each pod. Pod A only shows one access driveway from Pinewalk Drive North, with no access from Sample Road. The driveway locations, lanes, volumes, and measures of effectiveness (LOS, Delay, Queues) are needed in order to determine the impact to the existing community and any potential improvements that may need to be provided. This applies to Figure 8 as well, in order to determine the overall impacts to the existing community and any potential improvements that may need to be provided.

Ref. # 53, Traffic, Lisa Bernstein, 8/15/25 2:27 PM, Cycle 2, Unresolved

Comment:

TRAFFIC

Per an email from Sergeant Mary Crabtree, Margate Police Department (MPD), there are traffic issues on Rock Island Road from Sample Road past Pinewalk Drive North, all the way to Royal Palm Blvd in the AM and PM Peak Hours that inhibit the east and west side residents from exiting onto Rock Island Road efficiently and safely.

A more detailed site plan of the access locations and the total project trips impacting the intersections are needed in order to determine the changes in Levels of Service, Delay, Queues, that will occur at the intersection lane movements. Solutions to the MPD concerns, that may be required of the developer, cannot be provided with the current information provided in the study.

Ref. # 54, Traffic, Lisa Bernstein, 8/15/25 2:33 PM, Cycle 2, Info Only

Comment: The traffic study may not be fully evaluated at this time as there is missing information required to evaluate the impacts to the surrounding community. A more detailed site plan shall be provided, especially for the project access locations, as well as addressing all of the previous and current comments.