



January 14, 2016

Mr. David Huizenga  
Broward County Highway Construction & Engineering Division  
1 N. University Drive, 2<sup>nd</sup> Floor  
Plantation, FL 33324

**Re: Sheridan Station Phasing Agreement (Taft Street Improvements)**

Dear Mr. Huizenga,

This letter is in reference to the installation of required improvements (Taft Street) associated with the approved Sheridan Station Plat (City of Hollywood), a copy of the executed Phasing Agreement is attached for reference. Specifically, we are formally requesting to revise the required installation date of all the improvements listed in Exhibit B to within 90 days after the completion of FDOT railroad right-of-way (ROW) improvements and post initial certificate of occupancy within Parcel B or D. The completion of these improvements (Exhibit B) are the responsibility of the developer and we have a general contractor mobilized and prepared to complete the work as soon as possible. However, separate and in addition to our improvements are required FDOT ROW improvements that must precede the completion of Exhibit B items.

This additional scope of work is under the direct control and supervision of South Florida Regional Transportation Authority (SFRTA), not the developer. It entails widening the Taft Street railroad crossing from an existing two lane condition to three, and relocation of rail crossing safety gate arms (including all associated infrastructure). This specialty work must be performed by SFRTA's designated third party engineer, VTMI, but is not expected to be completed until sometime in March of this year. The estimated completion date by SFRTA is extremely problematic given the current construction progress and schedule for the Sheridan Station project (residential & City park components). The approved Phasing Agreement language states that "All Improvements listed shall be completed prior to issuance of the first certificate of occupancy within Parcel B or D." However, the residential and public park components also have anticipated first (not final) certificate of occupancy this coming March, but there will not be enough time to complete the Exhibit B improvements after VTMI's work and prior to the scheduled initial project occupancy. This is the reasoning for our request.

Despite our best efforts to avoid this current situation, the request to modify the timing of the required improvements in the Phasing Agreement is the result of circumstances beyond our (developer) control. In consideration of our request, which is strongly supported by Jonathan Vogt (City of Hollywood City Engineer/Deputy Director of Public Works) I have provided a brief but important background summary of the situation.

Background History: In the summer of 2014, while processing the site plan application for the overall Sheridan Station project (336 apartments & 6 acre City park), our civil engineer began coordination of the Taft Street improvements with CSX and its designated 3<sup>rd</sup> party engineering firm based in Pennsylvania. At that time, the current FDOT ROW in question was managed and controlled by them (CSX) not SFRTA. After spending the rest of the summer of 2014 through January 2015, and almost completing the necessary process/design approvals through CSX, this project was recklessly put on hold by them unbeknownst to us.

Apparently, there was a transitioning of management and control of the railroad corridor between CSX and SFRTA that was in progress while we were trying to close out the process. Afterwards, we were eventually notified of this official change by CSX's engineer. We immediately contacted SFRTA about the status of the project, and discovered that there were no records or information transferred from CSX (or their engineer) to SFRTA. Consequently, we spent the next 10 months trying to re-engage, re-educate and re-process everything necessary to enable the Taft Street rail crossing work to be reviewed, approved and completed by the responsible parties. We were essentially forced to start 10 months of "process" all over again.

Now, after diligently working with FDOT, SFRTA, VTMI and the City, formal agreements amongst the agencies/parties have been signed, and we have pre-funded the entire cost (\$420k) of the Taft Street rail crossing work to the City per those agreements. We are still waiting on SFRTA to complete their additional procurement documentation and commit to a firm date for this specific work to be completed by their third party engineer, VTMI. Unfortunately, we have absolutely no control over the required parties needed to complete the FDOT ROW improvements. We funded this specific obligation months ago. Due to the delays mentioned, there is simply not enough time for us to complete the required Taft Street improvements (Exhibit B) that are adjacent to the FDOT ROW before projected occupancy (CO permits) of the initial apartments and City park. As such, I kindly ask that you consider our request to modify the Phasing Agreement (attached) language to allow for the Taft Street improvements (controlled by us) to be completed within 90 days after the FDOT ROW improvements are completed by VTMI and more importantly, after the first certificate of occupancy within Parcel B or D.

Sincerely,



Eran B. Landry  
Director of Development  
Ram Realty Services

Cc: Hugo Pacanins, Managing Director (Ram)  
Jonathan Vogt, City of Hollywood Deputy Director of Public Works

**EXHIBIT "B"**

**LIST OF IMPROVEMENTS AND SCHEDULE**

<u>Improvement</u>	<u>Completion Date</u>
✓ SR 13: Removal of all driveways in any locations not consistent with the approved 60-foot opening in the Non Vehicular Access line along the south plat limit and the construction of curb, gutter and sidewalk in these openings when necessary to complete the required improvement.	All Improvements listed hereon (staff recommendations 13, 16, 17, 18, 20, 21 and 26) shall be completed prior to issuance of the first certificate of occupancy within Parcel B or D.
✓ SR 16: A westbound right turn lane on Taft Street at the 60 foot opening with 150 feet of storage and 100 feet of transition. The length of the turn lane storage is measured from the end of the taper (transition) to the point of curvature of the driveway radius.	
✓ SR 17: A southbound left turn lane in the 60 foot opening on Taft Street at the 60 foot opening with 75 feet of storage and 50 feet of transition. Median opening design to include acceptable vehicular turning radii. The length of the turn lane storage is measured from the end of the taper (transition) to the point of curvature of the median opening.	
✓ SR 18: An eastbound left turn lane on Taft Street at the 60 foot opening by completing the remaining construction of a 3-lane pavement on Taft Street (approximately 490 linear feet), providing a continuous left turn lane beginning at North 31 Road and extending east to the 60 foot opening.	
✓ SR 20: Sidewalk construction along Taft Street adjacent to this plat.	
SR 21: An 8 foot by 40 foot long expanded sidewalk for the bus landing pad on Taft Street commencing 90 feet west of the east plat limits and continuing west for 40 feet. The design must extend to the face of the curb and gutter and is subject to review by the County transportation Department and the Paving & Drainage Section of the Highway Construction & Engineering Division.	
SR 26: Pavement Markings and Signs associated with above improvements.	

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