NORTH BAY VILLAGE
PLANNING & ZONING BOARD
PUBLIC MEETING NOTICE

North Bay Village Commission will hold a public meeting on:
Thursday, July 13, 2023 at 6:00 PM
Village Chambers - 1666 Kennedy Causeway, #101
North Bay Village, FL 33141

The meeting agenda is available online at:
https://northbayvillage-fl.gov/agendas-minutes

Elected Officials and Village staff will participate from the physical meeting location. Members of the public may attend the meeting in person at the physical meeting location, or, alternatively, may watch or call in to the meeting by following these instructions:

ATTEND THE MEETING IN PERSON AT THE PHYSICAL MEETING LOCATION: The meeting will be held in person at the physical meeting location stated above. Admission to the physical meeting location is on a first-come, first-serve basis and space is limited. Doors will open 30 minutes prior to the meeting start time. The Village highly encourages those in attendance to wear facial coverings and abide by social distancing as recommended by the CDC.
Watch the Public Meeting: https://northbayvillage-fl.gov/videos TV Channel 661 Facebook Live
Participate in the meeting via Zoom: Meeting ID: 832 2519 9997 Passcode: 353008
Listen via telephone to the Virtual Public Meeting: 1-305-224-1968 or 1-929-205-6099
For technical support during the meeting, please contact: (786) 309-4991

PUBLIC COMMENTS

Public comments will be accepted by the following means:

IN-PERSON COMMENTS: Members of the public may attend the meeting at the physical meeting location stated above and deliver their public comments in person during the public comment portion of the agenda.

VIRTUAL COMMENTS: ***Public comments will also be accepted during the meeting using the virtual meeting platform.***

VIA E-MAIL TO: publiccomment@nbvillage.com

Interested parties or their authorized representatives may address the Commission and/or Board via written or electronic commentary ("e-comments") by emailing the Village Clerk at least two (2) hours prior to the commencement of the meeting. E-comments will not be read during the meeting but will be distributed to the Village Commission or Board prior to the commencement of the meeting. You may send your concerns with the subject line "PUBLIC COMMENT" and the following information in the body of the email: your name, address, if you are a hired Consultant or Village Employee, and/or if you are engaged in lobbying activities and/or representing an organization.

PUBLIC RECORDS

The meeting will be recorded for later viewing and is a public record. Minutes of the meeting will be taken and will be made available.

IN ACCORDANCE WITH THE PROVISIONS OF SECTION 286.0105, FLORIDA STATUTES, ANYONE WISHING TO APPEAL ANY DECISION MADE BY VILLAGE COMMISSION, WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING, WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH RECORD SHALL INCLUDE THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. AGENDA ITEMS MAY BE VIEWED AT THE OFFICE OF THE VILLAGE CLERK, NORTH BAY VILLAGE, 1666 KENNEDY CAUSEWAY. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE VILLAGE CLERK AT 305-756-7171 EXT 45. A COMPLETE AGENDA PACKET IS ALSO AVAILABLE ON THE VILLAGE WEBSITE AT www.northbayvillage-fl.gov.

THIS MEETING IS OPEN TO THE PUBLIC. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, ALL PERSONS THAT ARE DISABLED; WHO NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS MEETING BECAUSE OF THAT DISABILITY SHOULD CONTACT THE OFFICE OF THE VILLAGE CLERK AT 786-224-8070 NO LATER THAN FIVE DAYS PRIOR TO SUCH PROCEEDING. TO REQUEST THIS MATERIAL IN ACCESSIBLE FORMAT, SIGN LANGUAGE INTERPRETERS, INFORMATION ON ACCESS FOR PERSON WITH DISABILITIES, AND/OR ANY ACCOMMODATION TO REVIEW ANY DOCUMENT OR PARTICIPATE IN ANY VILLAGE-SPONSORED PROCEEDING, PLEASE CONTACT 786-224- 8070 FIVE DAYS IN ADVANCE TO INITIATE YOUR REQUEST. TTY USERS MAY ALSO CALL 711 (FLORIDA RELAY SERVICE).

LOBBYING ACTIVITIES

Any person who received compensation, remuneration or expenses for conducting lobbying activities is required to register as a lobbyist with the Village Clerk prior to engaging in lobbying activities per Village Code Sec. 38- 17. ""Lobbyist"" specifically includes the principal, as well as any agent, officer or employee of a principal, regardless of whether the lobbying activities fall within the normal scope of employment of the agent, officer or employee. The term ""lobbyist"" specifically excludes the following persons: lobbyists hired by the Village who are communication with Village personnel in the course of performing under their contracts; attorneys or other representatives retained to represent individuals and corporate entities in quasi-judicial proceedings where the law prohibits ex -parte communications; expert witnesses who only provide scientific, technical or other specialized information or testimony at public meetings; employees of the principal who do not engage in lobbying activities and representatives of non-profit organizations who only appear at publicly noticed meetings, without special compensation or reimbursement for the appearance, whether direct, indirect or contingent, to express support or opposition to any item.

Have questions or need additional information?

E-mail: villageclerk@nbvillage.com

Call: 305-756-7171

North Bay Village

OFFICIAL AGENDA
PLANNING AND ZONING BOARD MEETING
Village Chambers - 1666 Kennedy Causeway, #101 North Bay Village, FL 33141
Meeting ID: 832 2519 9997 Passcode: 353008
Thursday, July 13, 2023
6:00 PM

Decorum: Any person making impertinent or slanderous remarks or who becomes boisterous while addressing the board shall be barred from further appearance before the board by the presiding officer, unless permission to continue or again address the commission is granted by the majority vote of the commission members present. No clapping, applauding, heckling or verbal outbursts in support or opposition to a speaker or his or her remarks shall be permitted. Signs or placards may be disallowed in the commission chamber by the presiding officer. Persons exiting the commission chambers shall do so quietly.

Any person who received compensation, remuneration or expenses for conducting lobbying activities is required to register as a lobbyist with the Village Clerk prior to engaging in lobbying activities per Village Code Sec. 38-17. "Lobbyist" specifically includes the principal, as well as any agent, officer or employee of a principal, regardless of whether the lobbying activities fall within the normal scope of employment of the agent, officer or employee. The term "lobbyist" specifically excludes the following persons: lobbyists hired by the Village who are communication with Village personnel in the course of performing under their contracts; attorneys or other representatives retained to represent individuals and corporate entities in quasi-judicial proceedings where the law prohibits ex-parte communications; expert witnesses who only provide scientific, technical or other specialized information or testimony at public meetings; employees of the principal who do not engage in lobbying activities and representatives of non-profit organizations who only appear at publicly noticed meetings, without special compensation or reimbursement for the appearance, whether direct, indirect or contingent, to express support or opposition to any item.

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1. Call to Order/Roll Call

2. Approval of Meeting Minutes

2A. Approval of the June 21, 2023 Meeting Minutes

06.21.2023 DRAFT.docx

3. Public Hearings (Quasi-Judicial)

Please be advised that the following items are quasi-judicial in nature. If you wish to object or comment upon any of these items, please inform the Chair when he requests public comments. An opportunity for persons to speak on each item will be made available after the applicant and staff have made their presentations on each item. All testimony, including public testimony and evidence, will be made under oath or affirmation. Additionally, each person who gives testimony may be subject to cross-examination. If you refuse either to be cross-examined or to be sworn, your testimony will be given its due weight. The general public will not be permitted to cross-examine witnesses, but the public may request the Board to ask questions of staff or witnesses on their behalf.

Persons representing organizations must present evidence of their authority to speak for the organization. Further, details of the quasi-judicial procedures may be obtained from the Village Clerk.

4. Applications

4A. A Resolution To Consider a Site Plan Review Application for Mixed-Use Project at 1872 79th Street Causeway Submitted by Shoma North Bay Village - Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP, LEED AP)

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, PURSUANT TO SECTION 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") [APPROVING/APPROVING WITH CONDITIONS/DENYING] A SITE PLAN APPLICATION BY SHOMA NORTH BAY VILLAGE, LLC, PURSUANT TO SECTION 5.8 OF THE ULDC, TO MODIFY THE SITE PLAN PREVIOUSLY APPROVED PURSUANT TO RESOLUTION NO. 2021-046 IN A MANNER EXCEEDING THE SCOPE OF MODIFICATIONS ALLOWED UNDER SECTION 5.9 OF THE ULDC, TO PROVIDE FOR DEVELOPMENT OF A 24-STORY (253 FT., 10 INCHES TALL) MIXED-USE PROJECT THAT WILL ENCOMPASS UP TO 333 DWELLING UNITS WITH COMPLEMENTARY RESIDENT AMENITIES; 750 PARKING SPACES; 52,929 SQ. FT. OF COMMERCIAL SPACE; TO BE LOCATED ON AN APPROXIMATELY 2.8-ACRE PARCEL OF LAND IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Staff Report_Shoma Site Plan Approval_PZB 071323.pdf
Attachment_5_Resolution_Shoma_NBV_Site_Plan_1872_79th_Street_Cswy_071323.docx
Attachment 1_Shoma NBV_Boundary and Topo Survey.pdf
Attachment 2_Shoma NBV Reso No. 2021-046 (original approval).pdf
Attachment 3a_Shoma NBV Site Plan Application_PZB_071323.pdf
Attachment 3b_Shoma NBV Site Plan and Arch Plans.pdf
Attachment 3c_Shoma NBV Engineering Plans.pdf
Attachment 3d_Shoma NBV_Landscape Plans.pdf
Attachment 3e_Shoma NBV__Green Building Program Compliance.pdf
Attachment_3f_Shoma_NBV_Traffic_Study_June_2023pdf
Attachment 3g_Shoma NBV-Gravity Sewer Capacity Analysis-Final.pdf
Attachment 4_Shoma NBV Site Plan_Comments and Responses_070323.pdf
DBR 06.29.23-.pdf

5. Ordinances

5A. An Ordinance Amending the Zoning of Certain Parcels to "South Kennedy Special Area Plan" and Amending the ULDC to Create "Appendix B, South Kennedy Special Area Plan" - Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP, LEED AP)

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, WITH ATTACHMENT(S), PURSUANT TO SECTION 4.2 OF CHAPTER 4, "ADMINISTRATION AND ENFORCEMENT," AND SECTION 15.2.G. OF CHAPTER 15, "FORM-BASED CODE" OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), AMENDING THE ZONING OF CERTAIN PARCELS IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, COMPRISING APPROXIMATELY 2.8 ACRES, FROM T6-24 TRANSECT TO "SOUTH KENNEDY SPECIAL AREA PLAN"; AMENDING THE CODE TO CREATE "APPENDIX B, SOUTH KENNEDY SPECIAL AREA PLAN" TO PROVIDE SPECIFIC TRANSECT ZONE REGULATIONS THAT ARE APPLICABLE TO THE SUBJECT PARCELS; PROVIDING FOR CONFLICTS; MAKING FINDINGS OF FACT AND STATING CONCLUSIONS OF LAW; PROVIDING FOR BINDING EFFECT; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: To forward the Ordinance to the Village Commission with a recommendation of approval with conditions as presented by Staff.

Staff Report_South Kennedy Special Area Plan_Shoma (PZB_071323).pdf
Attachment 1_SHOMA_Survey.pdf
Attachment 2_South Kennedy Special Area Plan Application.pdf
Attachment 3_Appendix B to Chapter 15, South Kennedy SAP.pdf
Attachment 4_Ord Rezoning to South Kennedy SAP and Amending_ULDC_PZB.docx
Attachment 5_Proposed Chapter 15 Text Amendments (Appendix B).docx
DBR 06.29.23-.pdf

5B. An Ordinance to Consider Amendments to the High-Density Multifamily Residential (RM-70) Zoning District and Related Regulations - Village Manager Ralph Rosado, PhD, AICP (Village Planner Silvia E. Vargas, FAICP)

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (ULDC) BY COMPREHENSIVELY UPDATING AND AMENDING CHAPTER 3, "DEFINITIONS," CHAPTER 8, "ZONING," AND CHAPTER 9, "GENERAL DESIGN STANDARDS"; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Forward to the Village Commission a recommendation for approval of the proposed text amendments, as modified per recommendation of the Board at their June 21, 2023 meeting.

Ordinance_2023-XX-_Amendments_to_the_RM-70_Zoning_District_and_Related_Regulations__Upd_Title_.docx
Exhibit A_Chapter 3 Amendments.docx
Exhibit B_Chapter 8 Amendments (Updated 070523) - Final (PZB).docx
Exhibit C_Chapter 9 Amendments.docx

Attachment 1_RM-70_Listening Session_Presentation (01172023).pdf
Attachment 2_RM-70_Options Session_Presentation (03132023).pdf
Attachment 3_RM-70_Review Session_Presesentation (03232023).pdf
Attachment 4_Joint VC PZB Workshop (05172023).pdf
Attachment 5_RM-70_HI_Current and Max Development_(UPDATE_03012023).pdf
Attachment 6_Traffic Generation Analysis for Harbor Island (04062023).pdf
DBR.pdf

6. Discussion Items

7. Public Comments

8. Adjournment

THIS MEETING IS OPEN TO THE PUBLIC. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, ALL PERSONS THAT ARE DISABLED; WHO NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS MEETING BECAUSE OF THAT DISABILITY SHOULD CONTACT THE OFFICE OF THE VILLAGE CLERK AT 305-756-7171 EXT. 45 NO LATER THAN FOUR DAYS PRIOR TO SUCH PROCEEDING.

IN ACCORDANCE WITH THE PROVISIONS OF SECTION 286.0105, FLORIDA STATUTES, ANYONE WISHING TO APPEAL ANY DECISION MADE BY VILLAGE COMMISSION, WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING, WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH RECORD SHALL INCLUDE THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. AGENDA ITEMS MAY BE VIEWED AT THE OFFICE OF THE VILLAGE CLERK, NORTH BAY VILLAGE, 1666 KENNEDY CAUSEWAY. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE VILLAGE CLERK AT 305-756-7171 EXT 45. A COMPLETE AGENDA PACKET IS ALSO AVAILABLE ON THE VILLAGE WEBSITE AT www.nbvillage.com.

TO REQUEST THIS MATERIAL IN ACCESSIBLE FORMAT, SIGN LANGUAGE INTERPRETERS, INFORMATION ON ACCESS FOR PERSON WITH DISABILITIES, AND/OR ANY ACCOMMODATION TO REVIEW ANY DOCUMENT OR PARTICIPATE IN ANY VILLAGE-SPONSORED PROCEEDING, PLEASE CONTACT (305) 756-7171 FIVE DAYS IN ADVANCE TO INITIATE YOUR REQUEST. TTY USERS MAY ALSO CALL 711 (FLORIDA RELAY SERVICE).

ITEM NO. 2A

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: July 13, 2023

TO: Planning and Zoning Board

FROM: Alba L. Chang, Village Clerk

SPONSORED BY:

SUBJECT: Approval of the June 21, 2023 Meeting Minutes

RECOMMENDATION

BACKGROUND AND ANALYSIS

The Planning & Zoning Board held a meeting and minutes have been provided for the Board's approval for the following:

* June 21, 2023

It is recommended that the Board approve the meeting minutes, as provided by the Village Clerk.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

None

PERSONNEL IMPACT

None

NORTH BAY VILLAGE
PLANNING AND ZONING BOARD MEETING MINUTES
JUNE 21, 2023, 6:00 PM
Village Chambers - 1666 Kennedy Causeway, #101 North Bay Village, FL 33141
Meeting ID: 872 4555 7923 Passcode: 765078

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1. Call to Order / Roll Call

Chair Dennis called the meeting to order at 6:02 p.m.

In attendance:
Chair Timothy Dennis
Vice Chair Ryan Shaw
Board Member Jon Andras attended via Zoom
Board Member Ruslanas Byckovas
Board Member Paul Murphy
Board Member Sherry Abramson attended via Zoom

Staff
Dr. Ralph Rosado, Village Manager
Tony Recio, Village Attorney
Alba L. Chang, Village Clerk
Silvia Vargas, Village Planner

2. Approval of Meeting Minutes

2A. Approval of the March 15, 2023, Meeting Minutes

ACTION: Vice Chair Board Member Shaw made a motion to approve the Meeting Minutes. Member Murphy seconded the motion and it passed by unanimous voice vote.

3. Public Hearings (Quasi-Judicial)

Please be advised that the following items are quasi-judicial in nature. If you wish to object or comment upon any of these items, please inform the Chair when he requests public comments. An opportunity for persons to speak on each item will be made available after the applicant and staff have made their presentations on each item. All testimony, including public testimony and evidence, will be made under oath or affirmation. Additionally, each person who gives testimony may be subject to cross-examination. If you refuse either to be cross-examined or to be sworn, your testimony will be given its due weight. The general public will not be permitted

to cross-examine witnesses, but the public may request the Board to ask questions of staff or witnesses on their behalf. Persons representing organizations must present evidence of their authority to speak for the organization. Further, details of the quasi-judicial procedures may be obtained from the Village Clerk.

3A. A Resolution to Consider a Hardship-Based Setback Variance for the Property Located at 7532 Buccaneer Avenue - *Village Manager Ralph Rosado, PhD, AICP, (Village Planner Silvia E. Vargas, FAICP)*

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY GLENN BASKIN CONCERNING PROPERTY LOCATED AT 7532 BUCCANEER AVENUE, NORTH BAY VILLAGE, FLORIDA, IDENTIFIED FOR REAL PROPERTY TAX PURPOSES BY MIAMI-DADE COUNTY FOLIO NO. 23-3209-009-1000, FOR A VARIANCE TO: (a) PROVIDE A 4.33-FOOT REAR SWIMMING POOL SETBACK WHERE 7.5 FEET ARE REQUIRED; AND (b) PROVIDE A 1-FOOT SIDE SWIMMING POOL SETBACK, WHERE 7.5 FEET ARE REQUIRED; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Village Clerk Chang read the resolution title into the record.

Village Planner Vargas explained the proposed variance application before the Board was for a reduction of setbacks required for a swimming spa pool. The property owner Glen Baskin submitted a hardship letter as required per Village Code and was available to answer any of the Board's concerns.

Glen Baskin came forward to address the Board. He explained that he purchased a swim spa over 2 years ago to provide therapeutic relief from a medical condition. The proposed variance request is for a reduction of the required setbacks.

ACTION: Vice Chair Board Member Shaw made a motion to approve the variance request as presented. Member Murphy seconded the motion.

Upon roll call vote, the motion passed 3 - 2 with Board Member Andras, Board Member Murphy, and Vice Chair Shaw, voting for. Board Member Byckovas and Chair Dennis voted against.

4. Applications - None

5. Ordinances

5A. An Ordinance to Consider Amendments to the High-Density Multifamily Residential (RM-70) Zoning District and Related Regulations - *Village Manager Ralph Rosado, PhD, AICP (Village Planner Silvia E. Vargas, FAICP)*

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (ULDC) BY COMPREHENSIVELY UPDATING AND AMENDING CHAPTER 3, "DEFINITIONS," CHAPTER 8, "ZONING," AND CHAPTER 9, "GENERAL DESIGN STANDARDS"; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

DRAFT

Recommended Action: Forward to the Village Commission a recommendation for approval of the proposed text amendments, as presented by Staff or as modified by the Board.

Village Planner Vargas provided a detailed presentation of the recent discussion from the Village Commission, Planning and Zoning Board, and residents. The proposed amendments were to update the NBV100 Plan and to be supportive of the Pillars. The Village held various public engagement meetings and is hereby presenting the following:

- Presented a summary of the existing conditions.
- Provide a district purpose.
- Updates setbacks.
- Greater pervious area.
- Additional required features.
- Limitations were added to the Transfer of Development Rights (TDR).
- Expanded a section to mechanical parking.

Items that need to be addressed

- Standard minimum lot size and frontage.
- Density.
- Maximum building height.
- Building height bonus.
- Non-residential uses.

- Under-size parcels.

Additional recommendations

- Add a definition for Floor Area Ratio (FAR).
- Off-street loading facility requirements.

Chair Dennis opened the floor to public comment.

- Marc Schmulian, 7913 West Drive
- Denise O'Brien, 7935 East Drive
- Mikael Humwowi, 7940 West Drive

Chair Dennis closed public comment.

DRAFT

There was a brief discussion from the Board on the under-size parcels, opposition of commercial activity on Harbor Island; limitations for height; TDR's, supportive of the Box Floor Area.

ACTION: Chair Board Member Dennis made a motion to table the proposed ordinance until the next meeting to allow for corrections. Board Member Murphy seconded the motion.

Upon roll call vote, the motion passed 5 - 0 with Member Andras, Member Byckovas, Member Murphy, Vice Chair Shaw, and Chair Dennis, voting for.

The consensus was for the Village Planner to address the following:

- Density
- Height
    - Address the smaller lots.
    - Limit height for bigger lots.
    - Aesthetically pleasing.
- Keep the building box floor area standard.
- Remove Florida Area Lot (FAR).
- Maximum height to 312 feet with TDRs.
- Define square footage.
- Explore a pie chart for setbacks and create a form-based code.
- Commercial Uses

- Cap on square footage.
- Restaurant to face the waterfront.
- Explore setbacks and encroachments.

6. Discussion Items - None

7. Public Comments - None

8. Adjournment

Chair Dennis made a motion to adjourn the meeting. Vice Chair Shaw seconded the motion, and it passed by unanimous voice vote.

There being no further business to discuss the meeting was adjourned at 8:02 p.m.

Accepted this 13th day of July 2023.

_____
Timothy Dennis
Chair

Respectfully submitted,

_____
Alba L. Chang, CMC
Village Clerk

DRAFT

ITEM NO. 4A

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: July 13, 2023

TO: Honorable Mayor, Vice Mayor and Members of the Village Commission

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **A Resolution To Consider a Site Plan Review Application for Mixed-Use Project at 1872 79th Street Causeway Submitted by Shoma North Bay Village - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP, LEED AP)***

RECOMMENDATION

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, PURSUANT TO SECTION 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") [APPROVING/APPROVING WITH CONDITIONS/DENYING] A SITE PLAN APPLICATION BY SHOMA NORTH BAY VILLAGE, LLC, PURSUANT TO SECTION 5.8 OF THE ULDC, TO MODIFY THE SITE PLAN PREVIOUSLY APPROVED PURSUANT TO RESOLUTION NO. 2021-046 IN A MANNER EXCEEDING THE SCOPE OF MODIFICATIONS ALLOWED UNDER SECTION 5.9 OF THE ULDC, TO PROVIDE FOR DEVELOPMENT OF A 24-STORY (253 FT., 10 INCHES TALL) MIXED-USE PROJECT THAT WILL ENCOMPASS UP TO 333 DWELLING UNITS WITH COMPLEMENTARY RESIDENT AMENITIES; 750 PARKING SPACES; 52,929 SQ. FT. OF COMMERCIAL SPACE; TO BE LOCATED ON AN APPROXIMATELY 2.8-ACRE PARCEL OF LAND IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

BACKGROUND AND ANALYSIS

See attached staff report and attachments.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)
N/A

PERSONNEL IMPACT
N/A

ATTACHMENTS
Staff Report_Shoma Site Plan Approval_PZB 071323.pdf
Attachment_5_Resolution_Shoma_NBV_Site_Plan_1872_79th_Street_Cswy_071323.docx
Attachment 1_Shoma NBV_Boundary and Topo Survey.pdf
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Attachment_3f_Shoma_NBV_Traffic_Study_June_2023pdf
Attachment 3g_Shoma NBV-Gravity Sewer Capacity Analysis-Final.pdf
Attachment 4_Shoma NBV Site Plan_Comments and Responses_070323.pdf
DBR 06.29.23-.pdf

MEMORANDUM
1666 Kennedy Causeway, Suite 300
North Bay Village, FL 33141
Tel: (305) 756-7171
Fax: (305) 756-7722
Website: www.northbayvillage-fl.gov

Date: **July 13, 2023**

To: **Planning and Zoning Board**

From: **Silvia E. Vargas, FAICP, Village Planner**

Subject: **Site Plan for Shoma North Bay Village, 1872 79th Street Causeway**

1. General Information

Owner/Applicant:	Shoma North Bay Village, LLC (Applicant)
Applicant Address:	201 Sevilla Ave., Suite 300, Coral Gables FL
Site Address:	1872 79th Street Causeway
Site Acreage	2.79 ac (121,914 sf)
Folio Number	23-3209-000-0250
Contact Person/Owner Representative:	Mario Garcia-Serra (Gunster)
Phone Number:	305.376-6061
E-mail Address	Mgarcia-serra@gunster.com

2. Legal Description of Subject Property

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

Refer to Attachment 1 for Boundary and Topographic Survey.

3. Property Future Land Use Map and Zoning Designations

Future Land Use	Commercial
Zoning District	T6-24
Existing Land Use	Strip Shopping Center/Surface Parking

4. Adjacent Land Use Map Classifications and Zoning District

North	Future Land Use	Commercial
	Zoning District	T6-30
	Existing Land Use	Multifamily Residential (Condos), Hotel & Restaurant
East	Future Land Use	Commercial and Residential
	Zoning District	T6-24 and RM-70 Multiple Family Residential
	Existing Land Use	Mixed Use (Multifamily Residential & Commercial)
South	Future Land Use	Institutional and Education
	Zoning District	RM-40 Multiple Family Residential & RS-2 Single Family Residential
	Existing Land Use	Senior Care Center and Elementary School

West	Future Land Use	Institutional and Education
	Zoning District	RM-40 Multiple Family Residential & RS-2 Single Family Residential
	Existing Land Use	Senior Care Center and Elementary School

5. Background

On March 23, 2021, pursuant to Sec. 5.8 of the North Bay Village Unified Land Development Code, the Village Commission granted approval to a Site Plan request for a 24-story, 240-foot mixed-use project (the "Project") on the approximately 2.8-acre site located at 1850-1875 79th Street Causeway, encompassing the following uses:

- 333 residential units.
- Approximately 42,480 sf. ft. of retail and dining space
- 666 structured parking spaces. The parking plan includes EV-capable parking spaces, as well as bike parking structured parking.

No variances, warrants, or waivers were approved with the original application. However, the Site Plan application included a request for bonus density (from 70 units per acre to 119 units per acre) to reach the proposed number of residential units, which resulted in the need to integrate 17 workforce housing units (5 % of all units) into the project. The Site Plan request was accompanied by a request to amend the text of the ULDC to create the South Kennedy Special Area Plan and regulations that apply to the development of land within this SAP. Resolution No. 2021-046 memorialized the conditions of approval and is attached as Attachment 2.

6. Description of Applicant's Request

The Applicant requests several modifications to the approved Site Plan. The request is being considered as a new site plan application under Sec. 5.8, which requires Planning and Zoning Board review and Village Commission approval, because the modifications exceed the scope of those criteria which would allow an administrative approval under Sec. 5.9. of the ULDC.

The proposed major changes encompass the following areas:

- Square footage: The proposed modifications have increased the square footage of the project by more than 10% of the approved site plan. There is an increase of approximately 25% in the square footage of commercial/retail space, primarily to accommodate a new fine-dining food hall, and an increase of more than 15% in the square footage of the residential units (see below).

- Residential use: White the overall number of units did not change (333) the unit mix and the size of the units was altered:

Unit type	Approved	Unit Area (SF)	Proposed	Unit Area (SF)
Micro Unit (now Studio)	38	360	40	332
1-bedroom	196	600-781	135	690-1,091
2-bedroom	94	1020-1,406	129	997-1,145
3-bedroom	n/a		20	1,324
Townhouse	5	1,344-1,400	n/a	
Penthouse	n/a		9	1,793-2.579

The Applicant proposes to offer the residential units for sale rather than for rent. The units are generally larger, with higher ceilings which require a different the structural system ("post tension"), which in turn requires more space between residential floors. The greater ceiling height is the driver for the building height change.

- Internal and External Circulation: The general pattern of circulation is similar to the original plan, but certain design elements have changed, such as the configuration of the entrance and internal driveway around the site. The Traffic Impact Statement has been updated to reflect changes in conditions since 2018. The updated study indicates the need for signal timing improvements at some key intersections.

  The following changes are enabled through a concurrent ULDC text amendment which introduces an alternative set of regulations for the South Kennedy SAP.

- Building Height: The number of stories (24) stories did not change, but the overall building height increased to nearly 254 feet (i.e.,13 feet, 10 inches taller than in the T6-24 transect). Additional height is also being requested to accommodate cooling towers on the roof (from 10 feet to 24 feet).

- Pedestal Height: The maximum height of the parking pedestal has increased from 5 stories to 10 stories. The commercial/parking garage portion of the project, which is in a connected but separate building (effectively, the "pedestal"), is 104 feet, 2 inches tall. It is worth noting that the amended maximum building height is applied only to the residential tower. (NOTE: Height of the pedestal *in feet* is not mentioned in the text. Staff recommends that this amendment be added to the proposed text to ensure consistency).

- Building Stepbacks: The requirement for building stepbacks to mitigate the impact of building height on contiguous properties is eliminated in the new site plan. Staff acknowledges that the proposed project's building articulation, with two significantly differing heights, provides a convincing alternative for the absence of stepbacks in the residential tower.

The complete application packet is included as Attachment C.

7. Consistency with NBV100 Comprehensive Plan and NBV100 Master Plan

The proposed mix of uses is consistent with the Commercial Future Land Use category of the Comprehensive Plan (Policy 2.1.2) and does not exceed the maximum density (with bonus), or intensity established for this Future Land Use designation.

Likewise, the proposed project advances, and remains compatible with, Objectives 2.2 and 2.4 and Policy 2.2.8 of the Future Land Use Element. The project also generally continues to align with the vision for the Kennedy Boulevard corridor embraced in the NBV100 Master Plan

NBV100 Master Plan – Pillars and Goals

The goal of NBV100 is to equip North Bay Village with the tools necessary to become a more complete, sustainable, and economically successful community that can adapt to the challenges of a changing climate. The NBV100 vision is framed through three pillars and several related goals. The following assessment addresses each goal that relates to the modified Project.

Livability
The Livability principle focuses on the desire by the three-island community to have a stronger sense of place to more accurately reflect the existing civic pride, create a more people-centered public realm, and leverage the value of NBV's privileged but underutilized bay frontage. Key goals in making NBV a more livable home to its residents involve greater walkability; more public access to the waterfront; additional gathering spaces and services; and projecting a renewed and art-infused village image to the world.

(1) Prioritize people over cars.
(2) Embrace the waterfront.
(3) Improve the quality of life.
(4) Synergize public space to refresh NBV identity.

Staff Evaluation: The proposed mix of uses is consistent with and supportive of the livability principle. The site is walkable and centrally located along the Village's main commercial street and will provide community accessibility to restaurants and grocery shopping, with walking further encouraged by the provision of an improved, 20-foot public sidewalk protected from the elements by a substantial arcade. This feature supports the planned transformation of 79th Street Causeway to a complete street (Kennedy Boulevard) as envisioned in the NBV100 Master Plan. One of the benefits of mixed-use developments is that they can reduce automobile dependency, potentially generating fewer vehicle trips than single-use sites and supporting walkability.

The project will contribute to the quality of life in the Village by expanding the array of amenities and facilities available to all Village residents and visitors, in particular with the addition of a new grocery store and food hall. The project will include a variety of unit sizes; however, as the project is now being offered for sale, a determination needs to be made regarding the applicability of the density bonus and workforce housing requirements of Sec. 8.10.1.

Resiliency
In order to ensure its Resilience, NBV must address how to secure the perimeter of the islands to keep the bay water out while efficiently managing the water that does come ashore. Adjusting

sea walls, raising grades, good infrastructure planning and maintenance, as well as responsible stewardship of the bayfront edge's natural ecosystem, will be primary objectives.

(1) Created in water.
(2) Protected from water.
(3) Thriving with water.

Staff Evaluation: The project will be required to provide a minimum open space at the ground level of 10% of the total lot area and must incorporate green building features to meet the requirements of the Village's Green Building Program (Division 5 of the ULDC). According to a North Bay Village Green Building Program scoresheet provided with the Site Plan application, the project includes features that will earn 26 points (6 above the minimum currently required by the ULDC), including a white roof, use of LID/green infrastructure, 100% native plants in landscaping, Energy STar rating appliances, and diversion of waste from landfill. Additionally, the Applicant has retained Kyle Abney from Abney + Abney Green Solutions to help secure NGBS Silver certification for the project (for a total of 12 of the 26 claimed points).

Prosperity
The desire for Prosperity speaks to the shared goal to see the Village Center attract more retail, businesses and services that have found homes elsewhere in the region and bypassed NBV during prior boom years. The key to changing this pattern is linked to reinventing Kennedy Causeway as a welcoming pedestrian-oriented and business-friendly mixed-use main street and getting away from the existing car-oriented highway with disconnected shopping centers and isolated towers.

(*1) Capitalize on existing resources.*
(2) Increase private property value.
(3) Optimize and manage parking.
(4) Incentivize flexibility and predictability; and

Staff Evaluation: The project will facilitate the redevelopment of an underdeveloped site with a mix of land uses that will serve the needs of current and future residents and is anticipated to raise the value of the property and the properties around it, and to increase revenue to the Village through the payment of fees, as well as recurring property taxes after completion. A mix of new residential units, ranging from studios to 3-bedroom units, plus complementary resident amenities will expand the inventory of housing opportunities within North Bay Village, while a new ground-floor grocery store, a new food hall, and space for additional retail, will enhance local retail and dining offerings, reducing the need for automobile trips within the Village and enhancing quality of life for its residents. The project is designed to meet the flood protection requirements of Sections 10.5.B.2. of the ULDC The project exceeds the minimum 10% required open space at ground level. The residential amenities deck and ZEN garden provide additional green areas.

8. Site Plan Approval Criteria

Section 5.8.(B)(9)(c) requires the Planning and Zoning Board and Village Commission of North Bay Village to review a site plan approval request against the following criteria:

(1) Protects against and minimizes any undesirable effects upon contiguous and nearby property.

Applicant's Remark: The Site Plan provides greater setbacks than required along the rear and western property lines, which abut the Treasure Island Elementary School (TIES) property to an older and lower rise condominium building, respectively. Both the rear and western property lines will be lined with landscaping to provide adequate buffering. The proposed Site Plan also seeks to maximize desirable effects along the 79th Street Causeway by providing a building arcade for pedestrian use along a portion of the frontage, thus providing relief from heat island effect.

Staff Evaluation: The project involves the redevelopment of an underutilized site. While the maximum building height proposed in the SAP nearly 14 feet greater than the current maximum height provided in Chapter 15, the proposed building configuration with respect to building heights will help reduce the impacts of building height (e.g., shadows, wind, and obstructed views) by keeping the commercial portion of the project limited to approximately 104 feet, according to the submitted plans.

To mitigate potential negative visual and noise impacts on the adjacent Treasure Island Elementary School, the project will be buffered by a 6-foot-tall wall and additional landscape screening on the south side of the wall along the property boundary (both items conditions of the original Site Plan approval). The Applicant will be required to conduct a study after the project is completed and operational for at least six (6) months to determine if a mid-block crosswalk is warranted on East Treasure Drive to mitigate potential negative impacts on pedestrian safety (another condition of prior approval).

(2) Provides sufficient off-street parking and loading facilities so that it will not be necessary to use the streets in the vicinity for this purpose.

Applicant's Remark: The project provides 750 off-street parking spaces via an on-site structured garage which is shielded from view by an artistic screening as depicted in the renderings enclosed as part of the plans. The number of spaces provided is above the required minimum number of spaces pursuant to the proposed South Kennedy SPA regulations. Additionally, the project provides loading for both buildings in the rear of the property out of sight from the right-of-way. The proposed circulation diverts traffic away from the right-of-way.

Staff Evaluation: The project will provide 750 parking spaces, which exceeds the minimum requirement for off-street vehicular parking even under the higher base regulations. Loading facilities are provided in the required number and sizes. This will help ensure that parking and loading functions to serve the needs of the project are confined to the site. The height of the parking structure, controlled through the SPA amendments, accommodates 10 full or partial levels of parking –greater than the maximum of 5 levels under the base regulations, but equal in overall height (100 feet).

(3) Provides a sufficient setbacks, open space, and landscaping in order to protect and enhance the appearance and character of the neighborhood.

Applicant's Remark: Landscaping is provided along the southern and western property lines. That same level of detail to landscaping and respect for the public view of the property was carried throughout the landscape plan, which proposes Royal Palms along the 79th Street Causeway. The Applicant also remarks that the amenities deck on Level 4 is also landscaped, and the project

includes a ZEN Garden on Level 11.

Staff Evaluation: The SAP amendments establish the maximum development envelope in compliance with minimum setback requirements. The proposed minimum rear and side setback (on the site abutting East Treasure Drive) are being increased from 7 feet to 10 feet and from 15 feet to 20 feet, respectively. The proposed Site Plan complies with and exceeds the minimum open space and landscaping requirements. The previous condition to plant Royal palms or another palm of the Village's preference along 79th Street remains in place; the current renderings do not show palms and will have to be revised. The landscape plan indicates that some nonnative species are being used. This will have to change if the Applicant intends to claim Green Building Points for use of 100% native species in site landscaping.

The SAP amendments includes language to the effect that artificial landscaping may be used under certain conditions. It is unclear if this refers only to synthetic turf. While the ULDC allows, but has strict conditions on the use of synthetic turf, it is the Village's preference that natural, 100% native landscaping be used throughout the project.

(4) Can be accommodated by existing community roads, services, and utilities, or the necessary additions are provided by the developer.

Applicant's Remark: The Project's civil engineers have confirmed that sufficient public facilities are available and/or can be improved to service the project. The property is located along the 6-lane 79th Street Causeway, which has sufficient capacity for the proposed project. Additionally, internal circulation and generous rear and side setbacks allow for appropriate traffic flow and utilities to service the property. Any infrastructure upgrades necessary to service the project will be the responsibility of the Applicant.

Staff Evaluation: The Applicant has submitted an updated Traffic Impact Study (by David Plummer and Associates). The results of the roadway segment analysis show that the 79th Street Causeway roadway segments between the Project Driveway and E. Treasure Dr. and between 1800 Block and Project Driveway currently operate and will continue to operate within the Village's LOS standards during the AM and PM peak hours. The intersection capacity analysis shows adequate operations at the unsignalized project driveways during the AM and PM peak hours. The results, however, indicate a need for timing adjustments to reduce current and future southbound delays during AM and PM peak hours at the signalized intersections of 79th Street Causeway and East Treasure Drive and 79th Street Causeway and 1800 Block. In addition, Village Engineering recommends consideration of a dedicated right-turning lane or alternative solution to prevent backup of eastbound vehicular traffic in the outside travel lane on the Causeway entering the site.

The Applicant also submitted a Gravity Sewer Capacity Analysis (by 300 Engineering Group). The study acknowledges planned PS Main Improvements. Analysis of the East Treasure Dr future gravity sewer system in comparison to the estimated project flows indicates that the future gravity sewers can sufficiently accommodate the future flow of 155 GPM.

Documentation of compliance with the applicable Level of Service (LOS) requirements, including those pertaining to schools, drainage, fire flows, and all other required approvals from external

infrastructure agencies for the project, including Miami-Dade County DERM, Water and Sewer Department (WASD), and Fire Rescue, as well as the Florida Department of Transportation (FDOT) must be submitted prior to issuance of a building permit.

9. Compliance with Unified Land Development Code

The original project was found to be largely in compliance with the applicable requirements of the Unified Land Development Code and the original SAP. Some items not fully in compliance or requiring additional clarification were set as conditions for building permit. Many of these conditions will remain in place for this iteration of the Site Plan.

The new site plan generally complies with the provisions of the ULDC and those of the proposed amendment of the Special Area Plan. A complete analysis of compliance is provided below. Items that are deemed not to be fully in compliance are highlighted in red text and a light grey background. These can be set as conditions of Site Plan approval or conditions for building permit.

Density and Intensity (Sections A.2.H. and A.7.A.1)			
Regulation	**Standard/Requirement**	**Provided**	
Base Density	70 units pe acre (upa)	70 upa	195 units
Density Bonus	120 upa	119 upa	333 units
Total Add'l Units above Base Density			138 units
Workforce Housing Set-Aside • 50-70 upa • 71-120 upa	• 5% min required. • 10% of total units base. First 5% @ 60%-140% of MDC AMI. Remaining 5% of total units @ 80%-100% of MDC AMI	None. * *The applicability of Sec. 8.10.1 – including the density increase – to for-sale projects is being evaluated, and as such, the development may need to address the provision of workforce housing through an alternative means.*	
Community Contribution Fee (CCF) for Density Bonus	*If applicable* (see * above), 100% of CCF assessed is required with Site Plan approved 2+ years after adoption of T6 zoning regulations.		
Intensity (Floor Lot Ratio)	13.0 max	6.6	

Lot Area, Open Space and Civic Space Requirements (Sections A.3.2.g(1)(a). and A.7.A.1)		
Regulation	**Standard/Requirement**	**Provided**
Lot Area	10,000 sf min	121,914 sf
Civic Space Requirement	5% Lot Area min	Not specified. Must provide evidence of compliance prior to Site Plan approval.
Open Space Requirement	10% Lot Area min.	31,336 sf (25.7% approx.)

BUILDING DISPOSITION		
Regulation	**Standard/Requirement**	**Provided**
Lot Coverage	90% max.	43%
Lot Width	100 ft. min	587 ft.-8 in.

Frontage at Front Setback	70% min.	90%
Location of Pedestrian Entrances	Primary on Kennedy Causeway	Primary on Kennedy
Sidewalk along Kennedy Causeway	20-ft easement	20 ft.
Specific to South Kennedy Special Area Plan		
Building Setbacks		
Primary Front–Kennedy Cswy.	20 ft. min.	20 ft. min.
Primary Front – Max for Commercial Portion of the Building	40 ft. min.	40 ft. max
Side Abutting a ROW	10 ft. min	10 ft.-1 in min.
Side Abutting a Lot	20 ft. min.	27 ft.-9 in.
Rear	20 ft. min.	24 ft.-6 in.
Stepbacks	None	None
BUILDING CONFIGURATION		
Building Floorplates		
Above the 5th story: • Residential Uses • Commercial Uses and for Parking • Max length for Residential • Max length for Commercial	 15,000 sf max. 30,000 sf max. 180 ft max. 215 ft max.	 Approx.13,130 sf Approx. 40,000 sf Need to be confirmed by Applicant. It is recommended that the standard for max floorplate and building length for commercial uses and parking be amended accordingly through the SAP.
Specific to South Kennedy Special Area Plan		
Frontage		
Common Lawn	Prohibited	A gallery or arcade is required for at least 80% of the frontage of commercial portions of buildings that are setback 20 feet from the front property line. Galleries and arcades may encroach into the front setback area by a maximum of 15 feet.
Porch and Fence	Prohibited	
Terrace	Prohibited	
Forecourt	Allowed	
Stoop	Allowed	
Shopfront	Allowed	
Gallery	Allowed	
Arcade	Allowed	
Building Height		
Min. Building Height	2 Stories min.	Provided
Pedestal Height	10 Stories max.	10 stories
Overall Building Height	24 stories or 253 ft-10 in max	253 ft.-10 in.
Max. Height (Rooftop Mechanical)	24 ft.	24 ft.

Building Function and Parking Requirements		
Regulation	**Standard/Requirement**	**Provided**
Building Function and Parking Spaces • Residential -1 sp/dwelling = 333 • Visitor -1 sp/10 dwellings = 34 • Commercial -3 sp/1,000 sf = 158 • Bicycle -1 sp/5 dwellings and 6/50,000 sf of nonresidential = 66 • EV – 5% of required spaces = 25 • Handicapped - 11	Shared parking ratio of 1.2 applied to commercial parking = 134+34+333=499	750 69 15 – must increase by 10 17
Structured Parking Design	Per Sec. 9.3.I.	Documentation of compliance shall be submitted prior to building permit

Parking Space Design	Per Sec. 9.3.E. Standard – 9' X 18' Compact – 8' X 16' Accessible – 13' x 18'	Dimensions must be added to plans for all parking areas. No compact spaces are requested.
Loading Berths *Residential* *Commercial*	Per Section 15.6.D: 1@420 sf / 1st 100 units 1 @240 sf / each add'l 100 units or fraction thereof 1@420 sf – 25k-50k sf 1 @420 sf – 50k-100k sf	 3 @ 900 sf 2 @ 800 sf

DIVISION 5 – GREEN BUILDING PROGRAM		
Regulation	**Standard/Requirement**	**Intended**
Mixed Use	20 points min	26 pts *
LID/green infrastructure (drainage well)	2 pts max	4 pts
100% Native Plants	2 pts	2 pts
White Roof	4 pts	4 pts
Energy STar rating for all appliances	4 pts	4 pts
NGBS Silver certification	12 pts	12 pts

Additional points may be achievable through the provision of EV Charging Stations

Recommendation

Staff finds that the project is consistent with the policies of the NBV100 Comprehensive Plan and the pillars and strategies of the NBV100 Master Plan. In addition, the project generally meets the Site Plan approval criteria and, except for the central question of the density increase and the workforce housing allocation, the project either observes the requirements of the ULDC and the proposed Special Area Plan regulations (Appendix B) or the zoning concerns noted above or raised by other reviewers in the Development Review process can be easily corrected.

Regarding the density bonus and workforce housing provisions, Village staff is currently evaluating the applicability of these provisions to for-sale projects. There is also an imminent privately initiated amendment to the workforce housing program ordinance, which, if adopted, could resolve this issue by providing a variety of alternative strategies through which the requirement might be satisfied. Given these circumstances, Staff is confident in recommending approval contingent upon the approval of the Special Area Plan rezoning and adoption of proposed Special Area Plan provisions (Appendix A), and subject to the specifications set forth below. **Approval of this Site Plan shall not indicate or imply approval of working drawings (plans) and specifications required for building permits.** All conditions shall be met as stated.

Conditions

General conditions

1. The Project Approval shall be valid for two (2) years, commencing on the effective date of the Approval Resolution, within which time the Applicant must obtain the Master Building Permit, except as provided in the Development Agreement or applicable law. No more than two (2) additional one-year extensions may be granted upon approval by the Village Commission based upon a finding that Applicant has made good faith efforts to seek a Master Building Permit (together, the initial two-year term and any subsequent extension that has been granted by the Village Commission, is the "Project Validity Period"). A request for extension must be filed with the Village at least thirty (30) days prior to the end of the then-current Project Validity Period.
2. Applicant's failure to obtain a Master Building Permit within the Project Validity Period shall result in the automatic revocation of the Project Approval and the automatic termination of this approval and the Development Agreement pursuant to Section 4.d of the Development Agreement.
3. Cost recovery charges must be paid pursuant to Section 5.12. Specifically, no new development application shall be accepted, and no building permit or certificate of occupancy shall be issued for the property until all application fees, cost recovery deposits and payments, and outstanding fees and fines related to the property (including fees related to any previous development proposal applications on the property), have been paid in full.
4. The Site Plan shall incorporate and be developed in substantial conformance with the following documents:
   A. Updated Boundary and Improvement Survey prepared by John F. Pulice, PSM, dated 6/1/22 and digitally signed 4/21/2023.
   B. Architectural plans prepared by MSA Architects, digitally signed 06/29/2023 by Jose Saumell:
      1) Sheet CS: Cover Sheet and Drawing Index
      2) Sheet A-0.SP-1: Site Plan
      3) Sheet A-2.1: Overall Floor Plan Level 1
      4) Sheet A-2.1M: Mezzanine Floor Plan
      5) Sheets A-2.2 through A-2/23/2: Overall Floor Plan Levels 20-23
      6) Sheet A-2.24: Roof Plan / Pool Deck
      7) Sheets A-3.1 and A-3.2: Residential Building Elevations
      8) Sheets A-3.3 and A-3.4: Garage Building Elevations
      9) Sheets A-4.1 through A-4.7: Unit Plans
   C. Landscape Plans prepared by Witkin Hults, Design Group, digitally signed 6/28/23 by Andrew M. Witkin, RLA:
      1) Sheet L-1: Index and Landscape Plan – Ground Floor
      2) Sheets L-2 and L-3: Landscape Plan
      3) Sheet L-4: Landscape Plan – Level 11/Zen Garden

4) Sheet L-5: Landscape Plan – Pool Deck
5) Sheets L-6: Landscape Details
6) Sheet TD-1: Tree Disposition Plan
7) Sheet HS-1: Hardscape Plan – Ground Level
8) Sheet SK-1: NE Plaza Enlargement

D. Civil Engineering Plans prepared by David Plummer & Associates, dated 05/23/2023 and digitally signed by Todd Seymour, PE, 06/29/23:
1) Sheet C-1.0: General Notes
2) Sheet C-2.0: Civil Site Plans
3) Sheet C-3.0: Pavement Details
4) Sheet C-4.0: Water Distribution Plan
5) Sheet C-5.0: Sewer Distribution Plan
6) Sheet C-6.0: Water and Sewer Details
7) Sheets C-7.0 and C-8.0: Signing and Pavement Marking Plan and Notes
8) Sheet C-9.0: Grading and Drainage Plan
9) Sheet C-10.0: Drainage Details
10) Sheets C-11 and C-12: Stormwater Pollution Prevention Plan and Detail

E. Gravity Sewer Capacity Analysis Technical Memorandum prepared by 300 Engineering Group LLC, dated 6/14/23.

F. Traffic Study #20105, prepared by David Plummer & Associates, dated June 2023; and cover letter for comparison analysis dated 3/23/23, prepared by Juan Espinoza, PE.

Prior to issuance of a building permit

Development Agreement:

1. Pursuant to Section 8.15 and Chapter 15 of the ULDC, the Applicant shall record a Development Agreement memorializing the Project's Site Plan Approval conditions including, but not limited to the Applicant's responsibility for constructing all the required associated public improvements, as well as the density bonus and related requirements as approved herein.

Workforce Housing, Density Bonus and Community Contribution Fee:

1. The Applicant has not made provisions to allocate the 15 percent of workforce housing units required to attain the proposed density increase from the maximum base density of 70 units per acre to 119 units per acre, on the basis that the project consists of all for-sale units. However, the proposed density increase above base is currently only achievable via the workforce housing density bonus established in Sec. 8.10.1 of the ULDC. The Village is currently evaluating the applicability of this section, including the obligations associated with density increases, to for-sale projects. If, following this evaluation, the Village were to determine that the requirements Sec. 8.10.1 do apply to this project in connection to the proposed density increase, the Village and the Applicant shall coordinate and agree on an appropriate method to satisfy those requirements. The agreed-upon solution may be memorialized in the development agreement.

Landscape and Public Realm:

1. Plans shall demonstrate, graphically and in tabular form, that at least five percent (5%) of the aggregate lot area, or approximately 6,096 sq. ft., has been assigned as civic space. The area identified as the "Northeast Plaza" area shall be further demarcated as a key civic space on the project site and shall be developed with public-realm-appropriate improvements and function. The Applicant shall be responsible for constructing all the required associated improvements, including Public Art.
2. The Applicant shall, in coordination with the Village, select an artist to create public art displays to be installed at the following locations: 1) The Northeast Plaza; 2. The Florida Department of Transportation (FDOT) entry median at the Village's eastern boundary on the

79th Street Causeway (the "Eastern Median"); and 3) the FDOT entry median at the Village's western boundary on the 79th Street Causeway (the "Western Median"). Collectively, these three locations shall be known as "the Public Art Locations." The Applicant and the Village shall jointly agree on the public art to be installed at the Public Art Locations.

3. Palms shall be planted along the 79th Street Causeway frontage of the property, of a species pre-approved by the Village consistent with landscaping installed or projected to be installed by the Village on the Causeway.
4. The Applicant shall replace the existing bus shelter located on the public right-of-way, adjacent to the northeastern corner of the property. The Village shall pay for the design of the new bus shelter and provide design specifications and plans to the Applicant, who will be responsible for paying up to $35,000 for the fabrication and installation of the shelter. The Village will be responsible for overseeing the fabrication and installation of the shelter.
5. Beautified, safe pedestrian crosswalk treatments shall be required for the central driveway between the residential and commercial portions of the building. Likewise if (as an outcome of the study described in Condition No. 7 of the Traffic/Circulation/Parking conditions listed below), the installation of a mid-block crosswalk is determined to be warranted on East Treasure Drive, such crosswalk shall be similarly beautified.
6. All structured parking shall be screened from view from the adjacent rights-of-way by an art treatment, to be approved by the Village Manager.
7. All loading spaces, services areas, outdoor storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall be concealed from view from any frontage or sidewalk by streetscreens, walls, hedges, fences or opaque gates.
8. Synthetic turf may only be used subject to the limitations of Sec. 9.24 of the ULDC.
9. A photometric plan by a Registered Architect or Engineer shall be submitted.
10. Walls, hedges, fences and gates shall not exceed a height of 3.5 feet within the primary and secondary frontages of the site. Elsewhere, walls, hedges fences and gates shall not exceed a height of 8 feet.
11. Any blank walls over 25' in length and other unattractive areas of the site or building shall be heavily screened with landscaping. Additionally, landscape screening shall be utilized around the proposed dumpsters, FPL transformers, propane tanks, A/C units, generators, above ground utilities, and irrigation pump.
12. The Applicant shall seek to attain no less than 20 points from the North Bay Village Green Building Program, which effort shall include pursuing NGBS Silver certification for the project, as per the Applicant's sustainable design consultant.

<u>Infrastructure/Drainage:</u>

1. The Applicant shall provide up to date documentation of compliance with the applicable Level of Service (LOS) requirements at the time of application for any building permit.
2. All existing and proposed utility easements, water and sewer mains, services and appurtenances shall be shown in grayscale on the Landscaping Plan. Water meters and backflow devices shall be located within landscaped areas and no permanent structures, including landscaping, shall be located above the water or sanitary system.
3. Prior to issuance of the Master Building Permit, the Applicant shall obtain, and submit to the Village, all pertinent plan approvals from Miami-Dade County Environmental Resources Management (DERM), Miami- Dade Water and Sewer Department (WASD), and Miami-Dade County Fire Rescue, as well as a Tree Removal Permit.
4. A fire flow test shall be conducted to verify the availability of required fire flow.
5. Specifications of the permeability coefficient of proposed pervious paving materials shall be submitted for approval by the Village Public Works Department prior to Master Building Permit approval.
6. Prior to Master Building Permit approval, the Applicant shall provide data of the drainage system (stage storage and pipe sizing calculations) in a report form prepared by the Engineer of Record indicating the method of control of stormwater and groundwater, including the

method of drainage, existing water elevations, recurring high-water elevations, proposed design water elevations, drainage structures, canals, ditches and other pertinent information associated with the system, as well as drainage calculations for 10-, 25- and 100-year storms.

7. To the extent the Property's area allows under generally accepted engineering standards, Applicant shall install additional injection wells to meet stormwater retention calculations based on the updated NOAA Atlas 14 data set.

Traffic/Circulation/Parking:

1. The Applicant shall submit verification that the proposed development has been reviewed and found in compliance for access management consideration by all agencies having jurisdiction.
2. Working with Miami Dade County Traffic Engineering Department and the Village, the Applicant shall develop an effective signal timing optimization approach for 79th Street Causeway at the junction with the 1800 block of the Causeway and with East Treasure Drive, to maintain an acceptable Level of Service for these intersections.
3. The Applicant shall consider a solution (e.g., a dedicated right-turning lane) to prevent backup of eastbound vehicular traffic in the outside travel lane on the Causeway entering the site.
4. The Applicant shall specify turning radii for all curbs and sight distance triangles for East Treasure Dr. to allow for the evaluation of visibility per Sec. 9.7.B. of the ULDC.
5. The Applicant shall provide updated auto-turn exhibits illustrating the following: a) an overall design that is consistent with the plans set; b) a complete vehicle maneuver until the vehicle is completely aligned with the travel lanes along E Treasure Dr; c) the design vehicle accessing and exiting the trash dumpster.
6. All sidewalks providing circulation to the public shall meet the minimum design criteria of the ADA. Ramp curbs shall be provided on the sidewalk at the driveway entrance (FDOT index 304).
7. The Applicant shall address/mitigate potential risk of vehicles encroaching into the sidewalk within the TIES School Zone.
8. The Applicant, in coordination with Miami-Dade County and North Bay Village, shall conduct a pedestrian safety study after the project site is fully operational for at least six (6) months. This study will determine if a mid-block crosswalk is warranted on East Treasure Drive based on pedestrian and traffic volumes. Miami-Dade County has ultimate authority over the approval, installation and placement of a crosswalk. If it is determined that an additional, midblock crosswalk is not warranted, the applicant will work with the County and the Village on improving the existing nearby crosswalks.
9. Pavement markings on all levels of the parking garage shall be revised to meet MUTCD criteria, with diagonal crosshatch markings slanting away from traffic to discourage travel on certain paved areas.
10. Wheel stops shall be provided for parking bays to prevent vehicular encroachment into non-parking areas.
11. The Applicant shall include sidewalk/grass strip restoration according to North Bay Village core requirements.
12. Proposed driveway grades shall not exceed three (3) percent. The maximum slope immediately beyond the right-of-way line shall not change in excess of five (5) percent for either angle of approach or breakover angle.
13. The Applicant shall provide, in graphic and tabular form, the location and number of spaces reserved in the parking garage for use by Grandview Palace, if any. Copy of any agreements between Shoma North Bay Village and Grandview Palace, as may be amended from time to time, shall be submitted to the Village as part of the project record.

Other:

1. The Applicant shall provide a copy of previously recorded plat and a copy of the County's plat report, if available. In the event that the property is determined to not have been previously platted, the Applicant shall plat the property prior to the issuance of a building permit, pursuant

to the provisions of Division 3 of Chapter 5 of the North Bay Village ULDC and consistent with Policy 2.1.11 of the NBV100 Comprehensive Plan.
2. All signage shall comply with the restrictions of Section 15.6.E.

Prior to issuance of a Certificate of Occupancy
1. Applicant shall pay all amounts of any kind then due to the Village, either under the Project Approval, the Development Agreement, or as imposed pursuant to any Land Development Regulation.

List of Attachments to Staff Report

Attachment 1 – Boundary and Topographic Survey
Attachment 2 – North Bay Village Resolution No. 2022-011A (approving original Site Plan)
Attachments 3A through 3X – Site Plan Application Packet by Shoma North Bay Village, LLC
Attachment 4 – DRAFT Resolution Site Plan 1872 79th Street Causeway

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, PURSUANT TO SECTION 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") [APPROVING/APPROVING WITH CONDITIONS/DENYING] A SITE PLAN APPLICATION BY SHOMA NORTH BAY VILLAGE, LLC, PURSUANT TO SECTION 5.8 OF THE ULDC, TO MODIFY THE SITE PLAN PREVIOUSLY APPROVED PURSUANT TO RESOLUTION NO. 2021-046 IN A MANNER EXCEEDING THE SCOPE OF MODIFICATIONS ALLOWED UNDER SECTION 5.9 OF THE ULDC, TO PROVIDE FOR DEVELOPMENT OF A 24-STORY (253 FT., 10 INCHES TALL) MIXED-USE PROJECT THAT WILL ENCOMPASS UP TO 333 DWELLING UNITS WITH COMPLEMENTARY RESIDENT AMENITIES; 750 PARKING SPACES; 52,929 SQ. FT. OF COMMERCIAL SPACE; TO BE LOCATED ON AN APPROXIMATELY 2.8-ACRE PARCEL OF LAND IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on March 23, 2021, by Resolution 2021-046 (attached as Exhibit "A"), the Mayor and Commission of North Bay Village granted approval pursuant to Sec. 5.8 and Chapter 15 of the North Bay Village Unified Land Development Code (ULDC) for a site plan involving a mixed-use project (the "Project") on an approximately 2.8-acre site, previously identified by Folios No. 23-3209-000-0250; 23-3209-000-0251; 23-3209-000-0253; 23-3209-000-0260, located at 1850-1875 79th Street Causeway (Kennedy Causeway); and

WHEREAS, the Project consisted of a 24-story, 205-foot-7-inch building, containing 333 for-rent residential units; a 36,068-square-foot supermarket; 6,315 square feet of additional retail space; 716 parking spaces; and other amenities; and

WHEREAS, Shoma North Bay Village, LLC ("the "Applicant") has submitted an application seeking approval to modify the previously approved Project for the same

location (now integrated under a single folio through unity of title recorded in the Public Records of Miami-Dade County), as legally described in Exhibit “B,” “Legal Description” attached hereto (the “Property”); and

WHEREAS, with the proposed modifications, the Project will consist of a 253-feet-10-inch building encompassing 333 for-sale residential units along with complementary resident amenities; approximately 52,929-sq. ft. of retail space including a grocery store; a liquor store; a food hall; and additional retail space; along with 750 parking spaces in structured parking; and

WHEREAS, the proposed modifications exceed thresholds established in Sec. 5.9 of the ULDC to qualify for an administrative approval of site plan modification and therefore require review as a new site plan under the provisions of Sec. 5.8 of the ULDC; and

WHEREAS, the site plan for the Project is attached hereto as Exhibit “C”; and

WHEREAS, the Project is to be constructed in the “South Kennedy Special Area Plan” (“SK SAP”), which has been approved by Ordinance No. 2023-___, on the south side of Kennedy Causeway, which SK SAP encourages mixed-use developments, with a maximum building height of 24 stories or 240 feet and a base density of 70 units per acre, and provides for an optional set of development regulations that may be voluntarily employed in the mixed-use development of the Property set forth in “Appendix B, South Kennedy Special Area Plan”; and

WHEREAS, density bonuses to exceed the base density of 70 units per acre, are approvable by the Commission pursuant to Sec. 8.10.1, adopted via Ordinance No. 2022-

013, and Sec. 8.12.5, upon the allocation of non-subsidized workforce housing and payment of a Community Contribution Fee assessed by the Village;

WHEREAS, the Applicant is seeking a density of 120 units per acre to reach the proposed total number of residential units; and

WHEREAS, the applicability of Sec. 8.10.1 – including the density increase – to for-sale projects is being evaluated, and as such, the development may need to address the provision of workforce housing through an alternative means; and

WHEREAS, Village staff reviewed the Project and found its proposed density, intensity, and uses consistent with the SK SAP, the Commercial Future Land Use category of the Comprehensive Plan and other relevant goals, objectives and policies in the Future Land Use Element, and the Village's goals articulated in the NBV100 Master Plan, to revitalize its commercial sector and attract new mixed-use developments to its Village center, and recommends approval subject to the conditions herein; and

WHEREAS, pursuant to Section 8.13 and Chapter 15 of the ULDC, Village Staff and the Applicant have agreed on the terms of a development agreement, approved pursuant to Resolution No. 2023-____, which memorializes density bonus requirements, building area in the Project, and other requirements; and

WHEREAS, after a duly noticed public hearing held on _____, 2023, the Planning and Zoning Board by a vote of ____ recommended [approval/approval with conditions/denial] of the Site Plan request; and

WHEREAS, the Village Commission conducted a duly noticed public hearing on _____, 2023 in accordance with the law to hear the application; and

WHEREAS, the Mayor and Village Commission find the proposed Site Plan is [consistent/not consistent] with the Village's NBV100 Master Plan vision, the Comprehensive Plan and ULDC; furthers the purpose, goals, objectives, and policies of same; and is in the best interest of the Village.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:

Section 1. Recitals. The foregoing recitals are confirmed, adopted, and incorporated herein and made a part hereof.

Section 2. Decision; Conditions. Pursuant to Section 5.8 and Appendix B of the ULDC, the site plan to construct a mixed-use development Project consisting of 333 residential units along with complementary resident amenities; a 35,316 square-foot grocery store; a 1,400 square-foot liquor store; a 11,923 square-foot food hall; and 2,538 square feet of additional retail space, as well as 750 parking spaces in structured parking (as shown in Exhibit "C"), is hereby [approved/denied/approved subject to the following conditions]:

General conditions

1. The Project Approval shall be valid for two (2) years, commencing on the effective date of the Approval Resolution, within which time the Applicant must obtain the Master Building Permit, except as provided in the Development Agreement or applicable law. No more than two (2) additional one-year extensions may be granted upon approval by the Village Commission based upon a finding that Applicant has made good faith efforts to seek a Master Building Permit (together, the initial two-year term and any subsequent extension that has been granted by the Village Commission, is the "Project Validity Period"). A request for extension must be filed with the Village at least thirty (30) days prior to the end of the then-current Project Validity Period.
2. Applicant's failure to obtain a Master Building Permit within the Project Validity Period shall result in the automatic revocation of the Project Approval and the automatic termination of this approval and the Development Agreement pursuant to Section 4.d of the Development Agreement.

3. Cost recovery charges must be paid pursuant to Section 5.12. Specifically, no new development application shall be accepted, and no building permit or certificate of occupancy shall be issued for the property until all application fees, cost recovery deposits and payments, and outstanding fees and fines related to the property (including fees related to any previous development proposal applications on the property), have been paid in full.
4. The Site Plan shall incorporate and be developed in substantial conformance with the following documents:
   A. Updated Boundary and Improvement Survey prepared by John F. Pulice, PSM, dated 6/1/22 and digitally signed 4/21/2023.
   B. Architectural plans prepared by MSA Architects, digitally signed 06/29/2023 by Jose Saumell:
      1) Sheet CS: Cover Sheet and Drawing Index
      2) Sheet A-0.SP-1: Site Plan
      3) Sheet A-2.1: Overall Floor Plan Level 1
      4) Sheet A-2.1M: Mezzanine Floor Plan
      5) Sheets A-2.2 through A-2/23/2: Overall Floor Plan Levels 20-23
      6) Sheet A-2.24: Roof Plan / Pool Deck
      7) Sheets A-3.1 and A-3.2: Residential Building Elevations
      8) Sheets A-3.3 and A-3.4: Garage Building Elevations
      9) Sheets A-4.1 through A-4.7: Unit Plans
   C. Landscape Plans prepared by Witkin Hults, Design Group, digitally signed 6/28/23 by Andrew M. Witkin, RLA:
      1) Sheet L-1: Index and Landscape Plan – Ground Floor
      2) Sheets L-2 and L-3: Landscape Plan
      3) Sheet L-4: Landscape Plan – Level 11/Zen Garden
      4) Sheet L-5: Landscape Plan – Pool Deck
      5) Sheets L-6: Landscape Details
      6) Sheet TD-1: Tree Disposition Plan
      7) Sheet HS-1: Hardscape Plan – Ground Level
      8) Sheet SK-1: NE Plaza Enlargement
   D. Civil Engineering Plans prepared by David Plummer & Associates, dated 05/23/2023 and digitally signed by Todd Seymour, PE, 06/29/23:
      1) Sheet C-1.0: General Notes
      2) Sheet C-2.0: Civil Site Plans
      3) Sheet C-3.0: Pavement Details
      4) Sheet C-4.0: Water Distribution Plan
      5) Sheet C-5.0: Sewer Distribution Plan
      6) Sheet C-6.0: Water and Sewer Details
      7) Sheets C-7.0 and C-8.0: Signing and Pavement Marking Plan and Notes
      8) Sheet C-9.0: Grading and Drainage Plan
      9) Sheet C-10.0: Drainage Details
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Prior to issuance of a building permit

Development Agreement:

1. Pursuant to Section 8.15 and Chapter 15 of the ULDC, the Applicant shall record a Development Agreement memorializing the Project's Site Plan Approval conditions including, but not limited to the Applicant's responsibility for constructing all the required associated public improvements, as well as the density bonus and related requirements as approved herein.

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1. The Applicant has not made provisions to allocate the 15 percent of workforce housing units required to attain the proposed density increase from the maximum base density of 70 units per acre to 119 units per acre, on the basis that the project consists of all for-sale units. However, the proposed density increase above base is currently only achievable via the workforce housing density bonus established in Sec. 8.10.1 of the ULDC. The Village is currently evaluating the applicability of this section, including the obligations associated with density increases, to for-sale projects. If, following this evaluation, the Village were to determine that the requirements of Sec. 8.10.1 do apply to this project in connection to the proposed density increase, the Village and the Applicant shall coordinate and agree on an appropriate method to satisfy those requirements. The agreed-upon solution may be memorialized in the development agreement.

Landscape and Public Realm:

1. Plans shall demonstrate, graphically and in tabular form, that at least five percent (5%) of the aggregate lot area, or approximately 6,096 sq. ft., has been assigned as civic space. The area identified as the "Northeast Plaza" area shall be further demarcated as civic space on the project site and shall be developed with public-realm-appropriate improvements and function. The Applicant shall be responsible for constructing all associated improvements, including Public Art.
2. Developer has contributed $50,000 towards, and within 30 days of the Effective Date of the Development Agreement shall further contribute an additional $50,000 to the Village for public art, including but not limited to the installation of an artistic art sign at the northeastern plaza area of the Property.
3. Royal Palms shall be planted along the 79th Street Causeway frontage of the property consistent with landscaping installed or projected to be installed by the Village on the Causeway.
4. The Developer shall contribute monies as set forth in the Development Agreement to the Village within thirty (30) days of the Effective Date of this Agreement for replacement of the existing bus shelter which is located on the public right-of-way, adjacent to the northeastern corner of the Property.
5. The Developer shall add a beautified, safe pedestrian crosswalk to the central driveway between the two buildings to increase connectivity, subject to FDOT

approval. Likewise if (as an outcome of the study described in Condition No. 7 of the Traffic/Circulation/Parking conditions listed below), the installation of a mid-block crosswalk is determined to be warranted on East Treasure Drive, such crosswalk shall be similarly beautified.

6. All structured parking shall be screened from view from the adjacent rights-of-way by an art treatment, to be approved by the Village Manager.
7. All loading spaces, services areas, outdoor storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall be concealed from view from any frontage or sidewalk by streetscreens, walls, hedges, fences or opaque gates.
8. Synthetic turf may only be used subject to the limitations of Sec. 9.24 of the ULDC.
9. A photometric plan by a Registered Architect or Engineer shall be submitted.
10. Walls, hedges, fences and gates shall not exceed a height of 3.5 feet within the primary and secondary frontages of the site. Elsewhere, walls, hedges fences and gates shall not exceed a height of 8 feet.
11. Any blank walls over 25' in length and other unattractive areas of the site or building shall be heavily screened with landscaping. Additionally, landscape screening shall be utilized around the proposed dumpsters, FPL transformers, propane tanks, A/C units, generators, above ground utilities, and irrigation pump.
12. The Applicant shall seek to attain no less than 20 points from the North Bay Village Green Building Program, which effort shall include pursuing NGBS Silver certification for the project, as per the Applicant's sustainable design consultant.

<u>Infrastructure/Drainage:</u>

1. The Applicant shall provide up to date documentation of compliance with the applicable Level of Service (LOS) requirements at the time of application for any building permit.
2. All existing and proposed utility easements, water and sewer mains, services and appurtenances shall be shown in grayscale on the Landscaping Plan. Water meters and backflow devices shall be located within landscaped areas and no permanent structures, including landscaping, shall be located above the water or sanitary system.
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structures, canals, ditches and other pertinent information associated with the system, as well as drainage calculations for 10-, 25- and 100-year storms.

7. To the extent the Property's area allows under generally accepted engineering standards, Applicant shall install additional injection wells to meet stormwater retention calculations based on the updated NOAA Atlas 14 data set.

Traffic/Circulation/Parking:

1. The Applicant shall submit verification that the proposed development has been reviewed and found in compliance for access management consideration by all agencies having jurisdiction.
2. Working with Miami Dade County Traffic Engineering Department and the Village, the Applicant shall develop an effective signal timing optimization approach for 79th Street Causeway at the junction with the 1800 block of the Causeway and with East Treasure Drive, to maintain an acceptable Level of Service for these intersections.
3. The Applicant shall consider a solution (e.g., a dedicated right-turning lane) to prevent backup of eastbound vehicular traffic in the outside travel lane on the Causeway entering the site.
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5. The Applicant shall provide updated auto-turn exhibits illustrating the following: a) an overall design that is consistent with the plans set; b) a complete vehicle maneuver until the vehicle is completely aligned with the travel lanes along E Treasure Dr; c) the design vehicle accessing and exiting the trash dumpster.
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7. The Applicant shall address/mitigate potential risk of vehicles encroaching into the sidewalk within the TIES School Zone.
8. The Applicant, in coordination with Miami-Dade County and North Bay Village, shall conduct a pedestrian safety study after the project site is fully operational for at least six (6) months. This study will determine if a mid-block crosswalk is warranted on East Treasure Drive based on pedestrian and traffic volumes. Miami-Dade County has ultimate authority over the approval, installation and placement of a crosswalk. If it is determined that an additional, midblock crosswalk is not warranted, the applicant will work with the County and the Village on improving the existing nearby crosswalks.
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10. Wheel stops shall be provided for parking bays to prevent vehicular encroachment into non-parking areas.
11. The Applicant shall include sidewalk/grass strip restoration according to North Bay Village core requirements.

12. Proposed driveway grades shall not exceed three (3) percent. The maximum slope immediately beyond the right-of-way line shall not change in excess of five (5) percent for either angle of approach or breakover angle.
13. The Applicant shall provide, in graphic and tabular form, the location and number of spaces reserved in the parking garage for use by Grandview Palace, if any. A copy of any agreements between Shoma North Bay Village and Grandview Palace, as may be amended from time to time, shall be submitted to the Village as part of the project record.

Other:

1. The Applicant shall provide a copy of a previously recorded plat and/or a copy of the County's determination that a plat is waived and/r otherwise unnecessary. In the event that the property is determined to not have been previously platted and is otherwise required to be platted, the Applicant shall plat the property prior to the issuance of a building permit, pursuant to the provisions of Division 3 of Chapter 5 of the North Bay Village ULDC and consistent with Policy 2.1.11 of the NBV100 Comprehensive Plan.
2. All signage shall comply with the restrictions of Section 15.6.E.

Prior to issuance of a Certificate of Occupancy

1. Applicant shall pay all amounts of any kind then due to the Village, either under the Project Approval, the Development Agreement, or as imposed pursuant to any Land Development Regulation.

Section 3. Findings of Fact. The Mayor and Village Commission make the following findings of fact based upon the substantial competent evidence provided:

> The requested site plan [meets/does not meet] the applicable Site Plan Review Standards provided in Section 5.8. The requested site plan approval [is/is not] contrary to the public interest or detrimental to the community and [is/is not] compatible with the surrounding land uses while maintaining the basic intent and purpose of the zoning and land use regulations. The Project [supports/does not support] the goals, objectives, and policies of the North Bay Village Comprehensive Plan and those of the NBV100 Master Plan, which include Livability, Resiliency, and Prosperity. The Project [is/is not] compatible with surrounding intensities and densities of development, [provides/does not provide] access to adequate light and air for surrounding properties, [provides/does not provide] commercial use(s) intended to serve the needs of the residents; and [creates/does not create] a pedestrian-friendly experience at the ground level.

Section 4. Limitation of Approval. The issuance of this development permit does not in any way create a vested right(s) on the part of the Applicant to obtain a permit

from a county, state, or federal agency, and does not create any liability on the part of the municipality for issuance of the permit if the Applicant fails to obtain requisite approvals or does not fulfill the obligations imposed by a county, state or federal agency or undertakes actions that result in a violation of county, state, or federal law.

Section 5. Implementation. The Village Manager, Village Attorney, and Village Clerk are hereby authorized to take such action as may be necessary to implement the purpose and provisions of this Resolution.

Section 6. Effective Date. This Resolution shall be in force and take effect immediately upon its passage and adoption.

The foregoing Resolution was offered by ___ who moved its adoption. The motion was seconded by ___ and upon being put to a vote, the vote was as follows:

Mayor Brent Latham	___
Vice Mayor Richard Chervony	___
Commissioner Goran Cuk	___
Commissioner Andrew Rotondaro	___
Commissioner Rachel Streitfeld	___

PASSED AND ADOPTED on this ___ day of _____ 2023.

_____
Brent Latham, Mayor

ATTEST:

_____
Alba Chang, CMC, Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Weiss Serota Helfman Cole & Bierman, PL
Village Attorney

Exhibit "A"
LEGAL DESCRIPTION

Address: 1872 79TH STREET (KENNEDY) CAUSEWAY, NORTH BAY VILLAGE

Folio Number: 23-3209-000-0250

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

Exhibit “B”
SITE PLAN APPLICATION SET

(Attached)

Exhibit “C”
DEVELOPMENT AGREEMENT

(Attached)

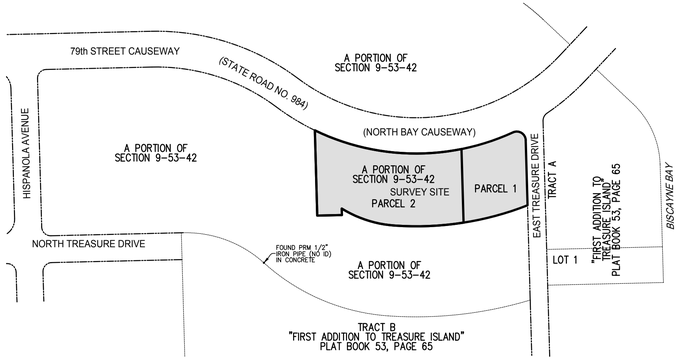
NOTES:

1. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ELEVATIONS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929. MIAMI–DADE COUNTY BENCHMARK P–313–1970; ELEVATION: 5.27 FEET.
3. THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION OF AE, BASE FLOOD ELEVATION 8 & 9 FEET, BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 12086C0307L, WITH A DATE OF IDENTIFICATION OF 9/11/09, FOR COMMUNITY NO. 120654, IN MIAMI–DADE COUNTY, STATE OF FLORIDA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED.
4. THIS SITE LIES IN SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST, MIAMI–DADE COUNTY, FLORIDA.
5. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN WITH THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE BEING S01°37'08"E.
6. REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7. THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
8. TOTAL NUMBER OF CLEARLY IDENTIFIABLE PARKING SPACES ON THE SUBJECT PROPERTY IS 232 (228 REGULAR AND 4 DISABLED).
9. THIS SURVEY WAS PREPARED WITH BENEFIT OF COMMITMENT FOR TITLE INSURANCE, ORDER NO. 10380290, PREPARED BY CHICAGO TITLE INSURANCE COMPANY, DATED 03/14/2022 AT 11:00 PM, REVISION A, DATED 4/14/22, SW. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SCHEDULE B SECTION II OF SAID COMMITMENT:
   - ITEMS 1, 2, 3, 4 & 5: STANDARD EXCEPTIONS, NOT ADDRESSED.
   - ITEM 6: PHOSPHATE, MINERALS, METALS AND PETROLEUM RESERVATIONS IN DEED NO. 17274–A IN DEED BOOK 983, PAGE 1, AS CORRECTED BY DEED NO. 17274–B AND DEED NO. 17806–A IN DEED BOOK 2936, PAGE 45, APPLY TO THIS SITE BUT CANNOT BE PLOTTED (AS TO PARCELS 1 & 2).
   - ITEM 7: EASEMENT IN O.R.B. 1000, PAGE 489, APPLIES TO THIS SITE AS DEPICTED HEREON (AS TO PARCELS 1 & 2).
   - ITEM 8: EASEMENTS AND PROVISIONS IN COVENANT IN O.R.B. 13220, PAGE 2712, APPLY TO THIS SITE AS DEPICTED HEREON (AS TO PARCEL 1).
   - ITEM 9: EASEMENTS, TERMS AND PROVISIONS IN EASEMENT AGREEMENT IN O.R.B. 13387, PAGE 2185, APPLY TO THIS SITE AS DEPICTED HEREON (AS TO PARCEL 1).
   - ITEM 10: COVENANT RUNNING WITH THE LAND IN O.R.B. 16914, PAGE 870, AS AMENDED BY FIRST AMENDMENT TO COVENANT RUNNING WITH THE LAND IN O.R.B. 31243, PAGE 4309, APPLIES TO THIS SITE BUT CANNOT BE PLOTTED (AS TO PARCEL 1).
   - ITEMS 11 & 12: NOT ADDRESSED.
10. ALL RECORDED DOCUMENTS ARE PER MIAMI–DADE COUNTY RECORDS.
11. THE LEGAL DESCRIPTION WAS MODIFIED TO CORRECTLY DESCRIBE THE CURVE MENTIONED ON THE EASTERLY SOUTH BOUNDARY OF THIS SITE(NON–TANGENT CURVE).
12. THE PROPERTY DESCRIBED HEREIN IS WHOLLY CONTAINED IN WITHIN THE PROPERTY DESCRIBED IN CHICAGO TITLE INSURANCE COMPANYU COMMITMENT NO. 10380290 WITH AN EFFECTIVE DATE OF 3/14/2022 AT 11:00 PM, REV A, 4/12/2022 AND ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.
13. THE WAS NO EVIDENCE OF THE SITE USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE ABOVE PREMISES; THAT THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON THE LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON.
15. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH LAWS REGULATING SURVEYING IN THE STATE OF FLORIDA.
16. THE PROPERTY SHOWN HEREON HAS DIRECT ACCESS TO 79th STREET CAUSEWAY (STATE ROAD NO. 984) (NORTH BAY CAUSEWAY), A DEDICATED PUBLIC STREET OR HIGHWAY, MAINTAINED BY THE STATE OF FLORIDA.
17. EXCEPT AS SHOWN, ALL VISIBLE UTILITIES SERVING THE SUBJECT PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR RECORDED PUBLIC UTILITY EASEMENTS.
18. THE SURVEYOR CURRENTLY IS COVERED BY A PROFESSIONAL LIABILITY POLICY IN THE AMOUNT OF $2,000,000.
19. ENCROACHMENTS AS FOLLOWS:
    A) FENCE AND PORTION OF ASPHALT PARKING LOCATED UPON 4' UTILITY EASEMENT IN O.R.B. 1000, PAGE 489, ALONG THE SOUTH BOUNDARY.
    B) CLEANOUTS, METERS, MONITORING WELLS, SIGNS, HAND HOLES, CATCH BASINS, SEWER LINES, GUY ANCHORS, POWER POLES AND OVERHEAD WIRES WITHOUT BENEFIT OF KNOWN EASEMENTS.
20. THERE ARE NO PARTY WALLS ON THIS SITE.
21. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
22. THERE ARE NO KNOWN PROPOSED CHANGES TO STREET RIGHT OF–WAY LINES. THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
23. THERE ARE NO PLOTTABLE OFFSITE EASEMENTS.

ZONING INFORMATION:

1. THIS SITE IS ZONED KENNEDY BOULEVARD DISTRICT (KBD)
2. BUILDING RESTRICTIONS:
   SETBACK REQUIREMENTS: FRONT: 10 FEET FOR FIRST 5 STORIES ALONG PRIMARY FRONT (KENNEDY CAUSEWAY); 25 FEET FOR FIRST 5 STORIES ALONG SECONDARY FRONT (EAST TREASURE DRIVE); 0 FEET ALONG WESTERN SIDE FOR FIRST 5 STORIES; 5 FEET FOR SOUTHERN SIDE FOR FIRST 5 STORIES. ADDITIONAL 10 FOOT STEPBACK IS REQUIRED ABOVE THE 5TH STORY AND A FURTHER 5 FOOT STEPBACK IS REQUIRED ABOVE THE 15TH STORY.
   MINIMUM LOT AREA: 10,000 SQUARE FEET MINIMUM; MINIMUM LOT WIDTH: 100 FEET.
   BUILDING HEIGHT: MINIMUM HEIGHT OF 2 STORIES; MAXIMUM HEIGHT IS 24 STORIES OR 240 FEET. MAXIMUM PEDESTAL HEIGHT IS 5 STORIES. THE PROJECT'S SAP APPROVAL PERMITS A HIGHER PARKING GARAGE PEDESTAL HEIGHT THAN TYPICALLY PERMITTED.
   PARKING: PARKING STRUCTURE SHALL NOT EXTEND BEYOND THE HEIGHT OF THE PEDESTAL (5 STORIES). THE SAP APPROVED FOR THE PROJECT PROVIDES SPECIFIC PARKING REQUIREMENTS FOR THE PROJECT WITH WHICH THE PROJECT COMPLIES. A TOTAL OF 475 PARKING SPACES ARE REQUIRED AND 666 PARKING SPACES ARE PROVIDED. (COMBINED SITES)
   DENSITY RESTRICTIONS: MAXIMUM DENSITY OF 150 DWELLING UNITS PER ACRES SO LONG AS THE TOTAL UNITS ARE SET ASIDE FOR NON–SUBSIDIZED WORKFORCE HOUSE.
   LOT COVERAGE: MINIMUM OPEN SPACE ARE OF 10% OF LOT AREA.
3. THE RESTRICTIONS SHOWN ABOVE ARE PER THE SITE PLAN OF COMBINED EAST AND WEST PROPERTIES PER GUNSTER, YAOKLEY & STEWART, P.A. LAND USE AND ZONING OPINION LETTER DATED APRIL, 2022.

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VICINITY MAP
NOT TO SCALE

TREE TABLE

Tree #	Scientific Name	Common Name	DBH - in.	Height - ft. (Palms - CT)	Canopy (Dia. Ft.)	Canopy (Sq. ft.)	Condition	Disposition
1	*Ficus benjamina*	Ficus	5	22	10	79	Invasive	Remove
2	*Ficus benjamina*	Ficus	8	23	15	177	Invasive	Remove
3	*Ficus benjamina*	Ficus	8	22	14	154	Invasive	Remove
4	*Ficus benjamina*	Ficus	8	20	18	254	Invasive	Remove
5	*Ficus benjamina*	Ficus	11	26	13	133	Invasive	Remove
6	*Ficus benjamina*	Ficus	9	25	12	113	Invasive	Remove
7	*Ficus aurea*	Ficus	9	40	55	2375	Fair	Remove
8	*Podocarpus gracilor*	Weeping Podocarpus	6	16	14	154	Fair	Remove
9	*Schinus terebinthifolia*	Brazilian Pepper	26	27	30	707	Invasive	Remove
10	*Schinus terebinthifolia*	Brazilian Pepper	30	20	40	1256	Invasive	Remove
11	*Schinus terebinthifolia*	Brazilian Pepper	24	19	14	154	Invasive	Remove
12	*Schinus terebinthifolia*	Brazilian Pepper	24	20	15	177	Invasive	Remove
13	*Schinus terebinthifolia*	Brazilian Pepper	8	25	18	254	Invasive	Remove
14	*Schinus terebinthifolia*	Brazilian Pepper	24	12	15	177	Invasive	Remove
15	*Schinus terebinthifolia*	Brazilian Pepper	14	16	18	254	Invasive	Remove
16	*Schinus terebinthifolia*	Brazilian Pepper	29	22	17	227	Invasive	Remove
17	*Bischofia javanica*	Bischofia	4	12	10	79	Invasive	Remove
18	*Schinus terebinthifolia*	Brazilian Pepper	8	15	12	113	Invasive	Remove
19	*coccoloba uvifera*	Seagrape	29	25	23	415	Fair	Remove
20	*Schinus terebinthifolia*	Brazilian Pepper	30	30	20	314	Invasive	Remove
22	*Sabal palmetto*	Cabbage Palm	12	14	15	177	Fair	Remove
23	*Sabal palmetto*	Cabbage Palm	14	10	25	491	Good	Remove
24	*Sabal palmetto*	Cabbage Palm	12	25	12	113	Good	Remove
25	*Sabal palmetto*	Cabbage Palm	12	23	10	79	Good	Remove
26	*Tabebuia caraiba*	Yellow Tabebuia	13	22	15	177	Fair	Remove
27	*Cocos nucifera*	Coconut Palm	9	25	15	177	Fair	Remove
28	*Tabebuia caraiba*	Yellow Tabebuia	9	15	8	50	Fair	Remove
29	*Sabal palmetto*	Cabbage Palm	17	10	10	79	Fair	Remove
30	*Tabebuia caraiba*	Yellow Tabebuia	15	18	15	177	Fair	Remove
31	*Tabebuia caraiba*	Yellow Tabebuia	6	8	10	79	Fair	Remove
32	*Sabal palmetto*	Cabbage Palm	12	22	10	79	Good	Remove
33	*Sabal palmetto*	Cabbage Palm	12	25	10	79	Good	Remove
34	*Sabal palmetto*	Cabbage Palm	10	25	12	113	Good	Remove
35	*Sabal palmetto*	Cabbage Palm	12	20	10	79	Good	Remove
36	*Tabebuia caraiba*	Yellow Tabebuia	7	18	10	79	Fair	Remove
37	*Tabebuia caraiba*	Yellow Tabebuia	15	27	25	491	Fair	Remove
38	*Tabebuia caraiba*	Yellow Tabebuia	17	29	20	314	Fair	Remove
39	*Tabebuia caraiba*	Yellow Tabebuia	12	10	10	79	Fair	Remove
40		Uprooted	N/A	N/A	N/A	N/A	Uprooted	Remove
41	*Ficus benjamina*	Ficus	14	25	25	491	Invasive	Remove
42	*Ficus benjamina*	Ficus	8	23	15	177	Invasive	Remove
43	*Ficus benjamina*	Ficus	8	10	5	20	Invasive	Remove
44	*Ficus benjamina*	Ficus	7	12	10	79	Invasive	Remove
45		Dead	N/A	N/A	N/A	N/A	Dead	Remove
46	*Sabal palmetto*	Cabbage Palm	12	30	10	79	Fair	Remove
47	*Sabal palmetto*	Cabbage Palm	14	17	11	95	Fair	Remove
48	*Sabal palmetto*	Cabbage Palm	12	17	12	113	Fair	Remove
49	*Sabal palmetto*	Cabbage Palm	7	10	8	50	Fair	Remove
50	*Sabal palmetto*	Cabbage Palm	10	18	10	79	Fair	Remove
	Total Square Footage Removed					6265		

LEGAL DESCRIPTION: (PER COMMITMENT)

PARCEL 1:
A PORTION OF THE SOUTHEAST ONE–QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE MAP OF HIGHWAY RIGHT–OF–WAY OF PROPOSED NORTHEAST SEVENTY–NINTH STREET CAUSEWAY, WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI –DADE COUNTY, FLORIDA; THENCE N88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT–OF–WAY FOR 1560.00 FEET; THENCE S 01°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT–OF–WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT–OF–WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGEL OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AND ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE; THENCE S01°37'08" E ALONG SAID RIGHT–OF–WAY LINE OF 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET; AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT–OF–WAY LINE OF 79TH STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES. LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI–DADE COUNTY, FLORIDA.

PARCEL 2:
A PORTION OF THE SOUTHEAST ONE–QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE–HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE MAP OF HIGHWAY RIGHT–OF–WAY OF PROPOSED NORTH–EAST SEVENTYNINTH STREET CAUSEWAY, WHICH SAME IS RECORDED IN PLAT BOOK 25, PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT–OF–WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT–OF–WAY OF SAID SEVENTY–NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT–OFWAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT ON THE ARC OF A NON–TANGENT CURVE TO THE RIGHT FROM WHICH A RADIAL LINE BEARS N 08°55'50" W; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI–DADE COUNTY, FLORIDA AND CONTAINING A TOTAL OF 121,914 SQUARE FEET (2.7988 ACRES), MORE OR LESS.

CERTIFICATION:

TO S3 RE NORTH BAY FUNDING LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS; SHOMA NORTH BAY VILLAGE, LLC, A DELAWARE LIMITED LIABILITY COMPANY; CHICAGO TITLE INSURANCE COMPANY; ERRA LAW; GUNSTER, YAOKLEY & STEWART, P.A.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11, 13, 14, 16, 17, 18, 19 & 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 6/1/22.

DATE OF PLAT OR MAP: 6/1/22

John F Pulice

Digitally signed by John F Pulice
Date: 2023.07.03 11:57:08 -04'00'

- ☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
- ☐ BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136
- ☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
- ☐ DONNA C. WEST, PROFESSIONAL SURVEYOR AND MAPPER LS4290

STATE OF FLORIDA

SHEET 1 OF 2

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

NO.	REVISIONS	BY
5		
4	#69962 UPDATE SURVEY–6/1/22	SB/JB
3	UPDATE TITLE COMMITMENT–4/27/21	L.H.
2	#67514–TREE SURVEY–08/27/20	L.H.
1	#66755–ORIGINAL SURVEY–01/14/20	L.S.

NORTH BAY VILLAGE SITE
1872 NE 79th STREET CAUSEWAY,
NORTH BAY VILLAGE, FLORIDA 33141
(CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY)

BOUNDARY AND TOPOGRAPHIC SURVEY
ALTA/NSPS LAND TITLE SURVEY

PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572–1777
FAX: (954) 572–1778
E–MAIL: surveys@pulicelandsurveyors.com
WEBSITE: www.pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: L.S.	SCALE: 1" = 30'	CLIENT: SHOMA GROUP
CHECKED BY: J.F.P.	SURVEY DATE: 6/1/22	ORDER NO.: 69962

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

N88°41'24"E 1560.00'

POINT OF COMMENCEMENT
1/2 MILE POST
WEST LINE SECTION 9-53-42

WEST LINE SECTION 9-53-42

S01°37'08"E 50.00'

SOUTH RIGHT-OF-WAY LINE

N88°41'24"E 1943.16'

R=557.82'
CA=36°12'00"
A=371.91'

R=650.48'
CA=40°38'54"
A=461.63'

R=650.48'
CA=11°05'40"
A=126.14'

POINT OF BEGINNING PARCEL 2

A PORTION OF SECTION 9-53-42

NORTH RIGHT-OF-WAY LINE

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

POINT OF BEGINNING PARCEL 1

R=650.48'
CA=50°23'54"
A=572.17'

100' WIDE PUBLIC RIGHT-OF-WAY

SOUTH RIGHT-OF-WAY LINE

CA=37°02'17"
A=420.33'

R=25.00'
CA=113°00'00"
A=49.31'

CA=13°02'21'39"
A=151.68'

N01°37'08"W 238.39'

S01°37'08"E 181.89'

S01°37'08"E 205.71'

A PORTION OF SECTION 9-53-42

3 STORY BULDING

16' INGRESS AND EGRESS EASEMENT O.R.B. 10004, PAGE 2765

0' SIDE SETBACK LINE

PARCEL 2

PARCEL 1

1 STORY BULDING
LOWEST FINISHED FLOOR=8.17'
BUILDING HEIGHT=25.8'
BUILDING AREA=7,343 SQUARE FEET

10' PRIMARY FRONT SETBACK LINE

10' REAR SETBACK LINE
FIRST 5 STORIES

BENCHMARK
ELEVATION=6.89'
(INACCESSIBLE)
SET NAIL & DISK, LB3870
TP30

BENCHMARK
ELEVATION=6.77'
FOUND NAIL & DISK LB3870
TP44

BENCHMARK
ELEVATION=6.94'
FOUND NAIL & DISK LB3870
TP45

BENCHMARK
ELEVATION=6.60'
FOUND NAIL & DISK LB3870
TP93

ZONE AE-8'
ZONE AE-9'

R=324.98'
CA=27°40'09"
A=156.95'

S88°41'24"W
68.95'

18.18'
S01°37'08"E

CA=12°57'47"
A=193.28'

R=853.98'
CA=25°24'36"
A=378.73'

CA=12°26'49"
A=185.52'

4' UTILITY EASEMENT
O.R.B. 10002, PAGE 489

"FIRST ADDITION TO TREASURE ISLAND"
PLAT BOOK 53, PAGE 65
TRACT A

EAST TREASURE DRIVE
(PUBLIC RIGHT-OF-WAY VARIES)

LEGEND

5	CONCRETE
	ASPHALT PAVEMENT
10.00'	ELEVATION
OHW	OVERHEAD WIRES
STM	UNDERGROUND STORM SEWER LINE
G	UNDERGROUND GAS LINE
℄	CENTERLINE
O.R.B.	OFFICIAL RECORDS BOOK
TP	TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
R=	RADIUS
CA=	CENTRAL ANGLE
A=	ARC LENGTH
FPL	FLORIDA POWER & LIGHT COMPANY
LB	LICENSED BUSINESS
	UNIDENTIFIED TREE
	PALM TREE
01	TREE NUMBER
10	TITLE EXCEPTION IDENTIFIER
18A	ENCROACHMENT IDENTIFIER

0' 30' 60' 90'
GRAPHIC SCALE
1"=30'

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THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

NORTH BAY VILLAGE SITE
1872 NE 79th STREET CAUSEWAY
NORTH BAY VILLAGE, FLORIDA 33141
(CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY)

BOUNDARY,TOPOGRAPHIC SURVEY
ALTA/NSPS LAND TITLE SURVEY

PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
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DRAWN BY: L.S.	SCALE: 1" = 30	CLIENT: SHOMA GROUP
CHECKED BY: J.F.P.	SURVEY DATE: 6/1/22	ORDER NO.: 69962

RESOLUTION NO. 2021-46

A RESOLUTION OF THE MAYOR AND VILLAGE COMMISSION OF NORTH BAY VILLAGE, FLORIDA, PURSUANT TO SECTION 5.8 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE, APPROVING A SITE PLAN, INCLUDING A SPECIAL AREA PLAN, BY SHOMA NORTH BAY VILLAGE, LLC, FOR THE ATKINSON TRUST, TO DEVELOP A MIXED-USE PROJECT THAT WILL INCLUDE 333 DWELLING UNITS, A 36,068 SQUARE FOOT GROCERY STORE, AND 6,315 SQUARE FEET OF RETAIL SPACE, ON THE PROPERTY LOCATED AT 1850-1875 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, FLORIDA, SUBJECT TO THE APPROVAL OF NBV100 COMPREHENSIVE PLAN AND ZONING MODIFICATIONS AND MODIFICATIONS OF A CERTAIN PARKING COVENANT AND STIPULATION AGREEMENT CORRESPONDING TO THE PROPERTY; APPROVING A MODIFICATION OF SAID PARKING COVENANT AND STIPULATION AGREEMENT, IN SUBSTANTIALLY THE FORM PROVIDED; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Shoma North Bay Village, LLC., for the Atkinson Trust ("Shoma" or the "Applicant") has submitted an application to North Bay Village (the "Village"), pursuant to Section 5.8, and under the recently adopted Chapter 15, of the Village's Unified Land Development Code ("ULDC"), seeking approval of a site plan, including a special area plan, for a project on an approximately 2.8 acre site, located at 1850–1875 Kennedy Causeway, as legally described in Exhibit "A" attached hereto (the "Property"); and

WHEREAS, the subject mixed-use development project shall consist of 333 residential units, a 36,068 square foot supermarket, 6,315 square feet of retail space, 666 parking spaces of structured parking, and other amenities (the "Project"); and

WHEREAS, the Site plan and Special Area Plan for the Project is attached hereto as Exhibit "B"; and

WHEREAS, the Project is to be constructed in the new T6-24 transect zone on the south side of Kennedy Causeway, which transect zone encourages mixed use developments up to 24 stories or 240-feet, with a base density of 70 units per acre and density bonuses approvable by the Commission, upon the allocation of non-subsidized workforce housing and payment of a community contribution fee assessed by the Village; and

WHEREAS, the purpose of a Special Area Plan ("SAP") is to encourage the assembly and master planning of parcels of two (2) or more abutting acres in size, in order to provide greater integration of improvements and infrastructure, to enable thoroughfare connectivity, to encourage a variety of building heights, massing and streetscape design, and to provide high quality design elements, to further the intent of the Village Code; and

WHEREAS, development incentives available in the South Kennedy Special Area Plan ("SK SAP") to individual properties are reviewed by the Planning and Zoning Board and Village Commission concurrently with the site plan approval process; and

WHEREAS, staff reviewed the Project and found its density and uses consistent with the recently adopted T6-24 transect zone and the Commercial Future Land Use category of the Comprehensive Plan, Future Land Use Element, and the Village's goal to revitalize its commercial sector and attract new mixed-use developments to its downtown and urban center areas, subject to the conditions herein; and

WHEREAS, staff further reviewed the Project under SAP regulations and found its elements and uses, subject to conditions, are compatible with surrounding intensities and densities of development; provide access to adequate light and air for surrounding

properties; provide commercial uses intended to serve the needs of the residents; and create a pedestrian-friendly experience at the ground level; and

WHEREAS, pursuant to Section 8.13 and Chapter 15 of the ULDC, staff and the Applicant have agreed on tentative terms of a development agreement, a draft of which is attached hereto as Exhibit "C", which memorializes density bonus requirements, the allocation of civic spaces, thoroughfares, and building area in the Project, and other requirements. .

WHEREAS, the Property is currently burdened by a certain covenant running with the land, dated August 18, 1995 and recorded in Book 16914, Page 870, of the Public Records of Miami-Dade County (the "Parking Covenant"), as modified, which required that certain parking be maintained on the Property to service the Grand View Palace Project located at 7601 East Treasure Drive ("GVP"); and

WHEREAS, the Parking Covenant was a result of a Stipulated Settlement Agreement, dated December 28, 1992, approved by the Village Commission via Resolution No. 92-39 (the "Stipulation"), which required GVP's approved development program to be serviced by 1,119 parking spaces, a portion of which would be satisfied on the Property; and

WHEREAS, the Applicant has caused to be conducted, and proffered to the Village, a parking analysis by David Plummer & Associates, dated March 4, 2021 (the "Parking Study"), showing that, using up-to-date parking standards, GVP has adequate parking on-site to meet GVP's demands, such that parking at the Property is no longer needed to serve GVP; and

WHEREAS, simultaneously with the application for site plan and SAP approval, the Applicant is requesting, subject to GVP's consent, the modification of the Stipulation to modify GVP's parking requirements to those provided on GVP's site and a release of the Parking Covenant on the Property; and

WHEREAS, staff has reviewed the Parking Study and concurs with its findings and conclusions that, applying the adopted standards of Chapter 15 of the ULDC, there exists an oversupply of parking at GVP, such that parking on the Property for GVP pursuant to the stipulation is no longer needed and eliminating the need for the Parking Covenant; and

WHEREAS, after a duly noticed public hearing held on December 1, 2020, the Planning and Zoning Board by a vote of 5-0 recommended approval of the Site Plan, subject to the conditions set forth and included below in Section 2; and

WHEREAS, the Village Commission conducted a duly noticed public hearing on March 9, 2021 in accordance with the law to hear the application; and

WHEREAS, the Mayor and Village Commission find the proposed Site Plan is consistent with the Village's Comprehensive Plan and ULDC and furthers the purpose, goals, objectives and policies of same, and is in the best interest of the Village.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:

Section 1. Recitals. The foregoing recitals are confirmed, adopted, and incorporated herein and made a part hereof.

Section 2. Decision; Conditions. Pursuant to Section 5.8 and Chapter 15 of the ULDC, the site plan and special area plan for the Project to construct a mixed-use

development project shall consist of 333 residential units, a 36,068-square-foot supermarket, 6,315 square feet of retail space, 666 parking spaces of structured parking, and other amenities on the Property, as provided in Exhibit "C", which is incorporated herein and made a part hereof by this reference, is hereby approved, subject to the following conditions:

1. Construction of the proposed Project shall be in conformance with the following:
    a. Boundary Survey prepared by Pulice Land Surveyors, Inc., LLC, dated January 14, 2020; and
    b. Plans prepared by MSA Architects, David Plummer and Associates, and Witkin Hults Design Group, including the following pages:
        i. CS, dated October 30, 2020
        ii. A-2.1–A-2.10, dated April 29, 2020;
        iii. A-3.1–A-3.6, dated April 29, 2020;
        iv. L1–L5, dated August 10, 2020, as revised on October 29, 2020 and November 10, 2020;
        v. C1–SS, dated August 17, 2020;
        vi. C2–SS, dated August 17, 2020;
        vii. SP1, dated April 29, 2020.

2. Development Agreement: Pursuant to Section 8.13 of the ULDC, the Applicant shall record a Development Agreement, in substantially the form attached as Exhibit "C", which is incorporated herein and made a part hereof, memorializing the Special Area Plan approval conditions including, but not limited to, the allocation of civic spaces, thoroughfares and building area among the building sites; the assignment of at least five percent (5%) of the aggregated lot area as civic space; and the Applicant's responsibility for constructing all the required associated public improvements, as well as the density bonus and related requirements as approved herein.

3. Density Bonus: The Applicant shall set aside a minimum of five percent (5%) of the total 333 proposed units for non-subsidized workforce housing and pay the applicable Community Contribution Fee assessed by the Village per additional unit of density above the base density of 70 units per acre, in compliance with Subsection 15.2.H.1. of the ULDC. Rental rates for workforce housing units shall be calculated consistent with Section 15.2.1 of the ULDC based on the Village's prevailing formula at the time of rental.

4. Community Contribution Fee: The Applicant shall pay twenty-five percent (25%) of the total applicable Community Contribution Fee within 90 days of the approval date of the Site Plan by the Commission. The remaining seventy-five percent (75%) shall be payable prior to or upon the issuance of the building permit. All

Community Contribution Fees shall be nonrefundable. The Community Contribution Fee shall be reduced as set forth in Section 2 of Resolution No. 2021-010.

5. Workforce Housing: The Applicant shall submit documentation demonstrating compliance with the provisions of Section 15.2.1., Workforce Housing Program Administration, of the Form-Based Code (Chapter 15). This will become the basis for a Workforce Housing Density Bonus Agreement, which the Applicant will enter into with the Village, and which shall set forth the commitments and obligations of the Applicant to ensure compliance with the applicable regulations.

6. Parking: A total of 475 spaces are required for the various uses. The Applicant is proposing 666 parking spaces that include 10 electric vehicle ready spaces, 14 ADA spaces, and 25 bicycle rack parking spaces as set forth on sheet SP-1 of the Project Approval plans.

7. External Agency Approvals:

    a. The Applicant shall submit verification from Miami-Dade County and FDOT that the proposed new development has been reviewed and approved for all access management consideration.
    b. As applicable, the Applicant must receive, and submit to the Village, plan approvals from DERM, WASD, and the Miami-Dade County Fire Department, as well as a Tree Removal Permit.

8. The Applicant shall provide documentation of compliance with the applicable Level of Service (LOS) requirements.

9. This development approval shall be valid for two (2) years. No more than two (2) one-year renewals shall be granted, subject to approval by the Village Commission. To avoid expiration of the approved plans, the Applicant shall apply for and obtain a full building permit within the timeframes set forth herein.

10. Applicant shall provide a unity of title or covenant in lieu of unity of title, in a form acceptable to the Village Attorney, for all parcels prior to the issuance of the Master Building Permit. The unity of title or covenant in lieu of unity of title shall be recorded in the Public Records of Miami-Dade County, Florida, at the expense of the Applicant.

11. The Applicant shall execute all documents deemed necessary by the Village with regard to the provision of Workforce Housing Units in a form to be established by the Village Attorney, including without limitation, restrictive covenants, deed restrictions and related instruments including requirements for income qualification for tenants of rental units.

12. Before the initial rental of any workforce unit, the Applicant shall record the required Workforce Housing Density Bonus Agreement in the chain of title for that unit, at no cost to the Village, and shall submit the recorded document to the Village.

13. In coordination with Miami-Dade County and North Bay Village, the Applicant shall conduct a pedestrian safety study after the project site is fully operational for at least six (6) months. This study will determine if a mid-block crosswalk is warranted on East Treasure Drive based on pedestrian and traffic volumes. Miami-Dade County has ultimate authority over the approval, installation and placement of a crosswalk. If it is determined that an additional, midblock crosswalk is not warranted, the Applicant will work with the County and the Village on improving the existing nearby crosswalks.

14. The Applicant shall provide a minimum six-foot wall on the southern edge of the Property abutting Treasure Island Elementary School ("TIES") in accordance with the Site Plan. In addition, the Applicant shall landscape the northern perimeter of TIES in a manner consistent with the landscape improvements being performed by the Village at TIES. The Applicant shall expand the western side of the northern sidewalk from 5 feet to a minimum of 8 feet-wide.

15. The Applicant has proffered, and the Village has accepted, a condition to limit loading hours such that deliveries are done outside of TIES arrival and dismissal hours and peak AM/PM traffic hours. In addition, the Applicant has proffered that a dockmaster shall be available to assist in parking/stationing of delivery vehicles.

16. The Applicant shall collaborate with the Village to define the civic space to provide for a greener, more pedestrian-activated area, with more significant public art. The Applicant shall, in coordination with the Village, select an artist to create public art displays to be located at the following three locations: 1) the northeastern plaza area of the Property, 2) the Florida Department of Transportation (FDOT) entry-median at the Village's eastern boundary on the 79th Street Causeway (the "Eastern Median"), and 3) the FDOT entry-median at the Village's western boundary on the 79th Street Causeway (the "Western Median"), (collectively, the three locations for public art installations shall be known as the "Public Art Locations"). The Applicant and the Village shall jointly agree on the public art to be installed at the Public Art Locations. The Applicant agrees to pay a minimum of $50,000 and up to $100,000 to the Village to be applied toward the actual costs for the commission of the public art for the Public Art Locations and the installation of the public art at the Eastern and Western Medians (the "Public Art Costs") as follows: i) On or before December 31, 2021, the Applicant shall pay $50,000 to the Village to be applied toward the Public Art Costs; ii) At or before the time of issuance of the final building permit, the Applicant shall pay up to an additional $50,000 to the Village for the Public Art Costs. The Applicant shall bear the costs of and be responsible for the installation of the art located on the northeastern plaza area of the Property.

17. The Applicant shall plant palms along the Kennedy Causeway frontage of the Property, of a species to be pre-approved by the Village consistent with landscaping installed or projected to be installed by the Village on Kennedy Causeway.

18. The Applicant shall replace the existing bus shelter which is located on the public right-of-way, adjacent to the northeastern corner of the Property. The Village shall pay for the design of the new bus shelter and provide the design specifications and plans to the Applicant, who will be responsible for paying up to $35,000 for the fabrication and installation of the new bus shelter. The Village will be responsible for overseeing the fabrication and installation of the new bus shelter.

19. The Applicant shall add a beautified, safe pedestrian crosswalk to the central driveway between the two buildings to increase connectivity.

20. The Applicant shall make reasonable good faith efforts and endeavor to qualify for additional green points on the retail and parking garage portions of the Project.

Pursuant to Section 8.13 and Chapter 15 of the ULDC, the related development agreement, provided in substantially the form provided in Exhibit "C", which is incorporated herein and made a part hereof by this reference, is hereby approved in accordance with the terms provided herein.

The Parking Covenant on the Property is hereby released, pursuant to the Release of Parking Covenant, in substantially the form attached as Exhibit "D", which is incorporated herein and made a part hereof. A modification of the Stipulation for GVP is hereby approved in accordance with the updated parameters and standards of the Parking Study, to be memorialized in a form deemed legally sufficient by the Village Attorney and executed by the Village Manager.

Section 3. Findings of Fact. The Mayor and Village Commission make the following FINDINGS OF FACT based upon the substantial competent evidence provided:

> The requested site plan meets the applicable Site Plan Review Standards and Special Area Plan Requirements provided in Section 5.8 and Chapter 15 of the Village's ULDC. The requested site plan approval is not contrary to the public interest or detrimental to the community and is compatible with

the surrounding land uses while maintaining the basic intent and purpose of the zoning and land use regulations. The Project is compatible with surrounding intensities and densities of development, provides access to adequate light and air for surrounding properties, provides commercial use(s) intended to serve the needs of the residents; and creates a pedestrian-friendly experience at the ground level. Additionally, based on the Parking Study submitted by the Applicant, and accepted by staff, there is adequate evidence to support the release of the Parking Covenant.

Section 4. Limitation of Approval. The issuance of this development permit does not in any way create a vested right(s) on the part of the Applicant to obtain a permit from a county, state or federal agency, and does not create any liability on the part of the municipality for issuance of the permit if the Applicant fails to obtain requisite approvals or does not fulfill the obligations imposed by a county, state or federal agency or undertakes actions that result in a violation of county, state, or federal law.

Section 5. Implementation. The Village Manager, Village Attorney, and Village Clerk are hereby authorized to take such action as may be necessary to implement the purpose and provisions of this Resolution.

Section 6. Effective Date. This Resolution shall be in force and take effect immediately upon its passage and adoption.

The foregoing Resolution was offered by Vice Mayor Wilmoth who moved its adoption. The motion was seconded by Commissioner Streitfeld and upon being put to a vote, the vote was as follows:

Mayor Brent Latham	YES
Vice Mayor Marvin Wilmoth	YES
Commissioner Richard Chervony	NO
Commissioner Rachel Streitfeld	YES
Commissioner Julianna Strout	YES

PASSED AND ADOPTED on this 23rd day of March, 2021.

Brent Latham, Mayor

ATTEST:

Elora Riera, MMC
Village Clerk

APPROVED AS TO LEGAL SUFFICIENCY:

Weiss Serota Helfman Cole & Bierman, PL
Village Attorney

This Resolution has been filed
in the Office of the Village Clerk
this 15th day of December, 2021.

Elora Riera, MMC
Village Clerk

Exhibit "A"
LEGAL DESCRIPTION OF THE PROPERTY

Address: 1850-1875 79TH STREET CAUSEWAY, NORTH BAY VILLAGE
Folio Numbers: 23-3209-000-0250
23-3209-000-0251
23-3209-000-0253
23-3209-000-0260

LEGAL DESCRIPTION:
A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

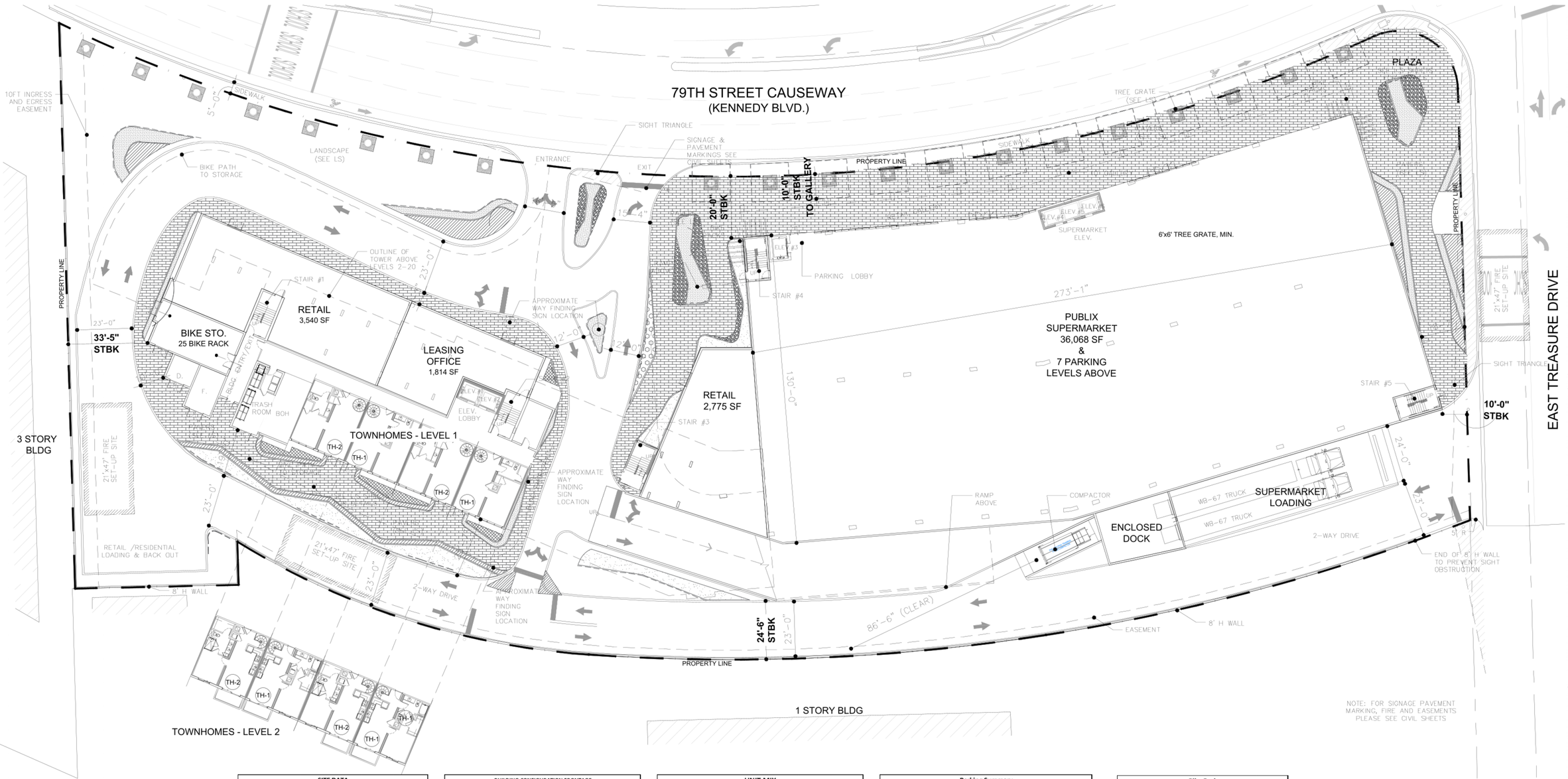
COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

Exhibit "B"
SITE PLAN AND SPECIAL AREA PLAN



SITE DATA			
Location:	North Bay Village, FL		
Zoning Designation:	T6-24		
Overlay District:	South Kennedy Overlay District		
Type of Use:	Mix Use Multi-Family Housing		
BUILDING DISPOSITION	**Required**	**Provided**	
A. Lot Area	10,000 sf min.	2.798 acres	121,914 sf
B. Lot Width	100' min	576'-7"	
C. Lot Coverage	90% max / 109,723 sf	52,083 sf	42.72%
D. Frontage @ Front Setback			
79th Street Causeway	A gallery or arcade is required for at least 80% of the frontage of a commercial portion of a building that is within 20 feet of the front property line.	92%	
E. Open Space	10% min / 12,191 sf (Per T6-24)	33,269 sf	27.29%
F. Density	120 du's/ac. = **335 units**	**333 units**	119 du's/ac
BUILDING SETBACK			
A. North Setback			
Kennedy Blvd.	20'-0" min.	20'-0"	
B. East Setback	10'-0" min.	10'-0"	
C. South Setback	20'-0" min.	24'-6"	
D. West Setback	20'-0" min.	33'-5"	

BUILDING CONFIGURATION FRONTAGE				
A. Common Lawn	Prohibited	-		
B. Porch & Fence	Prohibited	-		
C. Terrace	Prohibited	-		
D. Forecourt	Allowed	-		
E. Stoop	Allowed	-		
F. Shopfront	Allowed	Yes		
G. Gallery	Allowed	Yes		
H. Arcade	Prohibited	-		
BUILDING HEIGHT				
Min. Height	2 stories			
Max. Height	220'	19 stories	205'-7"	

UNIT MIX					
Unit Type	**Area**	**Total # of units**		**%**	**NRSF**
1 BD					
A	600 sf	19	196	59%	11,400 sf
A1	672 sf	19			12,768 sf
A2	700 sf	146			102,200 sf
A3	601 sf	6			3,606 sf
A4	781 sf	6			4,686 sf
MU	360 sf	38	38	11%	13,680 sf
2BD					
B1	1,036 sf	57	94	28%	59,052 sf
B2	1,406 sf	28			39,368 sf
B3	1,020 sf	9			9,180 sf
TOWNHOMES					
TH1	1,344 sf	2	5	2%	2,688 sf
TH2	1,400 sf	3			4,200 sf
Grand Total		333 units		100%	262,828 sf
				Avg. Unit	789 sf/du

Parking Summary			
Required			
Type of parking	**# of DU's or SF.**	**Code Required**	**Total**
Residential	333 units	1. spaces/unit	333 spaces
Visitor	333 units	0.1 spaces/unit	34 spaces
Sub-Total			**367 spaces**
Retail/Super-market	42,480 sf	3 sp/1,000 sf	128 spaces
Shared Parking reduction = 120 sp/1.2 = 100 *Per Shared Parking Standards Table*			**20 spaces**
			108 spaces
Grand Total Required			**475 spaces**
* HC Parking: (501-1000-2% total) = 13 spaces required			
*10 E.V.S.E - Ready Spaces included in total			
Provided			
Designation		**Levels**	**Total**
Publix		Level 2	88 sp
		Level 3	91 sp
Sub-Total			**179 sp**
Visitor / Retail Parking		Level 4	56 sp
Resi. Parking			15 sp
Sub-Total			**71 sp**
Resi. Parking		Level 5-7	309 sp
		Level 8	107 sp
Total			**666 sp**
			2. sp/unit
*10 E.V.S.E - Ready Spaces included in total			
*14 ADA Spaces included in total			

Bike Rack		
Required:	1 sp/ 20 required spaces	24
Providing:		25

SITE PLAN - LEVEL 1

5 TOWNHOMES
9 SPACES

NORTH

SCALE: 1" = 20'

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
NORTH BAY VILLAGE, FL

JOSE I. SAUMELL
AR0013085

BY

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

COPYRIGHT @ 2019 MSA ARCHITECTS, INC. THE ARCHITECTURAL DESIGN AND DETAIL DRAWINGS FOR THIS BUILDING AND/OR OVERALL PROJECT ARE THE LEGAL PROPERTY OF AND ALL RIGHTS ARE RESERVED BY THE ARCHITECT. THEIR USE FOR REPRODUCTION, CONSTRUCTION, OR DISTRIBUTION IS PROHIBITED UNLESS AUTHORIZED IN WRITING BY THE ARCHITECT.

DRAWN	
DATE	04/29/2020
SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE: SITE PLAN

SHEET NUMBER: SP-1

EXHIBIT "C"
DRAFT DEVELOPMENT AGREEMENT

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (hereinafter the "Agreement") is made and entered into this_____ day of_____, 2021, by and between Shoma North Bay Village, LLC, a Florida limited liability company (the "Developer") and North Bay Village, Florida, a Florida municipal corporation (the "Village").

WITNESSETH:

WHEREAS, the Developer is the owner of the real property located within the boundaries of the Village, the legal description of which is attached hereto and made a part hereof as Exhibit "A" (the "Property"); and

WHEREAS, the Property is currently designated "Commercial" on the Village's Comprehensive Plan Future Land Use Map and zoned T6-24 transect zone pursuant to the Village's Land Development Regulations (as herein defined); and

WHEREAS, the Developer and the Village mutually desire that the Property be developed according to the site plan previously approved by Resolution No. 2021-46 on March 23, 2021, which provides for a mixed-use development project named "SHOMA Bay" consisting of 333 residential units, a 36,068 square foot supermarket, 6,315 square feet of retail space, 666 structured parking spaces, and other amenities (the "Project"); and

WHEREAS, the Developer and the Village desire to establish certain terms and conditions relating to the proposed development of the Property and wish to establish certainty as to the ultimate development of the Project, as provided pursuant to Section 8.15 and Chapter 15 of the Village's Unified Land Development Code (the "ULDC").

NOW, THEREFORE, in consideration of the conditions, covenants, and mutual promises hereinafter set forth, the Developer and the Village agree as follows:

1. Recitals. The foregoing recitals are true and correct and are hereby incorporated herein by reference. All exhibits to the Agreement are hereby deemed a part hereof.

2. Definitions.

a. "Comprehensive Plan" means the Village's comprehensive plan meeting the requirements of Chapter 163, F.S.

b. "Conceptual Site Plan" is that Development plan entitled "Shoma North Bay Village," prepared by MSA Architects, consisting of 31 sheets more fully described in Section 6 of this Agreement, as approved by the Village by Resolution No. 2021-46 on March 23, 2021, comprised of a scaled and dimensioned site plan (with landscaping), elevation, and typical floor plans.

c. "Developer" means the person undertaking the development of the Property,

as defined in the preamble to this Agreement, or any successors or assigns thereof that (a) acquire an interest in any portion of the Property from the Developer pursuant to sale or ground lease for the purpose of the development and resale or sublease and (b) is specifically assigned rights as Developer hereunder by the Developer pursuant to an express written assignment. This term does not include the future fee simple homeowners of any individual lot or unit within the Development. Upon execution and recording of such assignment, the assignee will be deemed the Developer hereunder to the extent set forth in such assignment. In any such assignment, the assignor Developer shall not be released from its obligations under this Agreement except by written release executed by the Village.

d. "Development" means the carrying out of any building activity, the making of any material change in the use or appearance of any structure or land, the dividing of land into three or more parcels and such other activities described in Section 163.3221(4), F.S.; provided, however, that activities and uses set forth in Section 163.3221(4)(b), F.S., shall not constitute Development.

e. "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.

f. "Effective Date" is the latter of the date of execution of this Agreement by the Developer or the Village.

g. "Governing Body" means the board of county commissioners of a county, the commission or council of an incorporated municipality, or any other chief governing body of a unit of local government.

h. "Land" means the earth, water, and air, above, below, or on the surface and includes and improvements or structures customarily regarded as land.

i. "Land Development Regulations" means ordinances, rules, and policies in effect on the Effective Date, which have been enacted and implemented by the Village for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulation or any other regulations controlling the development of, or construction upon, Land.

j. "Laws" means all ordinances, resolutions, regulations, comprehensive plans, land development regulations, and rules adopted by a local government affecting the development of Land.

k. "Local Government" means any county or municipality or any special district or local government entity established pursuant to law which exercises regulatory authority over the Property, and grants development

permits for, land development.

l. "Project" means the development approved pursuant to the Project Approval.

m. "Project Approval" is defined in Section 5 of this Agreement.

n. "Property" is that certain 2.8-acre site, located at 1850–1872 Kennedy Causeway, as more particularly described in Exhibit "A" attached hereto.

o. "Public Facilities" means major capital improvements required to properly service the Project, including, but not limited to, sanitary sewer, drainage, and potable water.

p. "Utility" includes any person, firm, corporation, association, or political subdivision, whether private, municipal, county, or cooperative, which is engaged in the sale, generation, provision, or delivery of gas, electricity, heat, oil, water sewer service, telephone service, telegraph service, radio service, or telecommunication service.

3. Intent. It is the intent of the Developer and the Village that this Agreement should be construed and implemented so as to effectuate the requirements of Section 8.13 and Chapter 15 of the ULDC.

4. Effective Date and Duration.

a. This Agreement shall become effective on the Effective Date. The Agreement shall be recorded in the public records of Miami-Dade County, Florida and shall run with the land and shall be binding on all parties and all persons claiming under it for an initial term of fifteen (15) years from the Effective Date (the "Term").

b. The expiration date of the Agreement shall be upon the expiration of the Term from the Effective Date (the "Expiration Date").

c. The time frames set forth in this Agreement shall be considered stayed and tolled for the time lost resulting from the pendency of any Local Government initiated moratorium, litigation or challenges that materially limit the ability of the Developer to continue the development of the Project.

d. If the Project Approval (as defined below) expires as provided in Section 7.g of this Agreement, this Agreement shall automatically terminate.

5. Permitted Development Uses and Building Intensities.

a. Permitted Development Uses. Concurrently with the adoption and acceptance of this Agreement, the Developer has proffered and the Village has approved a Site Plan and Special Area Plan pursuant to Resolution No. 2021-46 on March 23, 2021, a copy of which is attached as Exhibit “B” as the binding development criteria for the Property (collectively, the "Project Approval"). In granting the Project Approval, the Village has determined and hereby concurs that the Project is consistent with the Village's Comprehensive

Plan and that the Project Approval accords with the Land Development Regulations. Upon execution of this Agreement and for the Term, subject to the terms herein, the Village confirms and agrees that the Property may be developed and used in the manner set forth in the Project Approval, the Village's Comprehensive Plan, and the Land Development Regulations.

b. Density, Building Heights, Setbacks and Intensities. The maximum density, heights, setbacks, and intensities for any development on the Property shall be regulated by the Project Approval, the Land Development Regulations (including the provisions for administrative approval of minor modifications), and the applicable provisions of the Comprehensive Plan.

6. Project Approval.

a. The Project shall be in conformance with the following:

- Boundary Survey prepared by Pulice Land Surveyors, LLC, dated January 14, 2020; and

b. Plans prepared by MSA Architects, David Plummer and Associates, and Witkin Hults Design Group, including the following pages:

- CS, dated October 30, 2020
- A-2.1–A-2.10, dated April 29, 2020;
- A-3.1–A-3.6, dated April 29, 2020;
- L1–L5, dated August 10, 2020, as revised on October 29, 2020 and November 10, 2020;
- C1–SS, dated August 17, 2020;
- C2–SS, dated August 17, 2020;
- SP1, dated April 29, 2020.

7. Conditions of Approval.

a. Density Bonus. The Developer shall set aside a maximum of seventeen (17) units, which is five percent (5%) of the total 333 proposed units approved, or, if a lesser unit count is constructed than approved, five percent (5%) of that lesser amount, for non-subsidized workforce housing. Rental rates for workforce housing units shall be calculated consistent with Section 15.2.1 of the ULDC based on the Village's prevailing formula at the time of rental.

b. Community Contribution Fee. The Developer shall pay 25% of the total applicable Community Contribution Fee, if any, within 90 days of approval date of the Site Plan by the Commission. The remaining balance, if any, shall be payable prior to or upon the issuance of the building permit. All Community Contribution Fees are nonrefundable. The Community Contribution Fee shall be reduced as set forth in Section 2 of Resolution No. 2021-010.

c. Workforce Housing. The Developer shall submit documentation demonstrating compliance with the provisions of Section 15.2.1., Workforce Housing Program Administration, of the Form-Based Code (Chapter 15). This will become the basis for a Workforce Housing Density Bonus Agreement, which the Developer will enter into with the Village, which

shall set forth the commitments and obligations of the Developer to ensure compliance with the applicable regulations.

d. Parking. A total of 475 spaces are required for the various uses. The Project includes 666 parking spaces that include 10 electric vehicle ready spaces, 14 ADA spaces, and 25 bicycle rack parking spaces as set forth on sheet SP-1 of the Project Approval plans

e. External Agency Approvals:

- The Developer shall submit verification from Miami-Dade County and FDOT that the proposed new development has been reviewed and approved for all access management consideration.
- As applicable, the Developer must receive, and submit to the Village, plan approvals from DERM, WASD, and the Miami-Dade County Fire Department, as well as the Tree Removal Permit.

f. The Developer shall provide documentation of compliance with the applicable Level of Service requirements.

g. The Project Approval shall be valid for two (2) years. No more than two (2) one-year renewals shall be granted, subject to approval by the Village Commission. Developer shall apply for and obtain a full master building permit within the timeframes set forth in this paragraph in order to avoid expiration of the Project Approval. If the Project Approval expires, this Agreement shall automatically terminate.

h. The Developer shall provide a unity of title or covenant in lieu of unity of title, in a form acceptable to the Village Attorney, for all parcels prior to the issuance of the Master Building Permit. The unity of title or covenant in lieu of unity of title shall be recorded in the Public Records of Miami-Dade County, Florida, at the expense of the Developer.

i. The Developer shall execute all documents deemed necessary by the Village with regard to the provision of Workforce Housing Units in a form to be established by the Village Attorney, including without limitation, restrictive covenants, deed restrictions and related instruments including requirements for income qualification for tenants of rental units.

j. Before the initial rental of any workforce unit, the Developer shall record the required Workforce Housing Density Bonus Agreement in the chain of title for that unit, at no cost to the Village, and shall submit the recorded document to the Village.

k. In coordination with Miami-Dade County and North Bay Village, the Developer shall conduct a pedestrian safety study after the Project is fully operational for at least six (6) months. This study will determine if a midblock crosswalk is warranted on East Treasure Drive based on pedestrian and traffic volumes. Miami-Dade County has ultimate authority over the approval, installation, and placement of a crosswalk. If it is determined that an additional, midblock crosswalk is not warranted, the Developer will work with the County and the Village on improving the existing crosswalks.

l. The Developer shall provide a minimum six-foot wall on the southern edge

of the Property abutting Treasure Island Elementary School ("TIES") in accordance with the Site Plan. In addition, the Developer shall landscape the northern perimeter of TIES in a manner consistent with the landscape improvements being performed by the Village at TIES. The Developer shall expand the western side of the northern sidewalk from 5 feet to a minimum of 8 feet-wide.

m. The Developer has proffered, and the Village has accepted, a condition to limit loading hours such that deliveries are done outside of TIES arrival and dismissal hours and peak AM/PM traffic hours. In addition, the Developer has proffered that a dockmaster shall be available to assist in parking/stationing of delivery vehicles.

n. The Developer shall collaborate with the Village to define the civic space to provide for a greener, more pedestrian-activated area, with more significant public art. The Developer shall, in coordination with the Village, select an artist to create public art displays to be located at the following three locations: 1) the northeastern plaza area of the Property, 2) the Florida Department of Transportation (FDOT) entry-median at the Village's eastern boundary on the 79th Street Causeway (the "Eastern Median"), and 3) the FDOT entry-median at the Village's western boundary on the 79th Street Causeway (the "Western Median"), (collectively, the three locations for public art installations shall be known as the "Public Art Locations"). The Developer and the Village shall jointly agree on the public art to be installed at the Public Art Locations. The Developer agrees to pay a minimum of $50,000 and up to $100,000 to the Village to be applied toward the actual costs for the commission of the public art for the Public Art Locations and the installation of the public art at the Eastern and Western Medians (the "Public Art Costs") as follows: i) On or before December 31, 2021, the Developer shall pay $50,000 to the Village to be applied toward the Public Art Costs; ii) At or before the time of issuance of the final building permit, the Developer shall pay up to an additional $50,000 to the Village for the Public Art Costs. The Developer shall bear the costs of and be responsible for the installation of the art located on the northeastern plaza area of the Property.

o. The Developer shall plant palms along the Kennedy Causeway frontage of the Property, of a species to be pre-approved by the Village consistent with landscaping installed or projected to be installed by the Village on Kennedy Causeway.

p. The Developer shall replace the existing bus shelter which is located on the public right-of-way, adjacent to the northeastern corner of the Property. The Village shall pay for the design of the new bus shelter and provide the design specifications and plans to the Developer, who will be responsible for paying up to $35,000 for the fabrication and installation of the new bus shelter. The Village will be responsible for overseeing the fabrication and installation of the new bus shelter.

q. The Developer shall add a beautified, safe pedestrian crosswalk to the central driveway between the two buildings to increase connectivity.

r. The Developer shall make reasonable good faith efforts and endeavor to qualify for additional green points on the retail and parking garage portions of the Project.

Material non-compliance with the foregoing shall be cause for the Village's termination of this Agreement.

8. Local Development Permits. The Developer may need to apply to the Village for certain additional development permits in order for the Developer to complete the Project in a manner consistent with the Project Approval, the Land Development Regulations, and the Comprehensive Plan. Those development permits include, but are not limited to:

a. Subdivision plat and/or waiver of plat approvals, if applicable;

b. Water, sewer, paving and drainage, and other infrastructure permits;

c. Covenants, Covenant in Lieu of Unity of Title, or Unity of Title, or acceptance or release of existing unities or covenants;

d. Building permits;

e. Certificates of occupancy; and

f. Any other official action of the Village and/or Miami-Dade County, Florida, having the effect of permitting the development of the Property.

9. Necessity of Complying with Local Regulations Relative to Development Permits. The Developer and the Village agree that the failure of this Agreement to address a particular permit, condition, fee, term, or restriction in effect on the Effective Date of this Agreement shall not relieve Developer of the necessity of complying with the regulations governing said permitting requirements, conditions, fees, terms, or restrictions as long as compliance with said regulations and requirements do not require the Developer to develop the Property in a manner that is materially inconsistent with the Project Approval. Developer agrees to provide all subdivision, water, sewer, paving and drainage, and any other infrastructure improvements required to develop, serve, and maintain the Property consistent with the Project Approval.

10. Impact Fees. The impact fees that are in effect as of the effective date of this Agreement and that would apply to the development of the Project are specifically provided in Exhibit "C." It is agreed and understood by the parties that no other impact fees other than those listed in Exhibit "C" will apply to the development of the Project. No new impact fees or increases to the fees in existence as of the Effective Date adopted by the Village shall be applied to the development of the Project during the Term. The Village and Developer shall coordinate their efforts to derive the maximum benefits of any impact fee payments in favor of the Project and the Village. Nothing in this Agreement shall be construed as a waiver by the Developer of its right to pursue impact fee credits for any and all work performed by the Developer for which impact fee credits can be awarded.

11. Reservation of Development Rights. For the Term, the Village hereby agrees

that it shall permit the development of the Project in accordance with the Project Approval, the Land Development Regulations, the Comprehensive Plan, and the existing laws and policies as of the Effective Date of this Agreement that are or may be applicable to the Property, subject to the conditions of this Agreement. The Property shall not be subject to downzoning, unit density reduction, or any other limitation upon the development rights in effect upon the Effective Date of this Agreement and during the Term of this Agreement. However, nothing herein shall prohibit an increase in development density or intensity within the Project in a manner consistent with the Comprehensive Plan and the Land Development Regulations, provided that an increase in density shall result in pro rata adjustments to the impact fee benefits to the Village provided in Section 10 of this Agreement.

The expiration of this Agreement, shall not be considered a waiver of, or limitation upon, the rights, including, but not limited to, any claims of vested rights or equitable estoppel, obtained or held by the Developer or its successors or assigns to continue development of the Project in conformity with the Project Approval and all prior or subsequent Development Permits or development orders granted by the Village, including, but not limited to, those rights granted under the Comprehensive Plan and the Land Development Regulations, as in effect on the Effective Date or as subsequently amended, provided a master building permit has been timely obtained prior to the expiration of the Project Approval pursuant to Section 7.g of this Agreement and is maintained in active status until certificates of use and occupancy are issued by the Village. Notwithstanding the foregoing, the Parties acknowledge that the failure of the Developer to timely obtain a master building permit, pursuant to Section 7.g of this Agreement, may result in the expiration of the site plan and the forfeiture of certain fees paid in furtherance of the Project Approval. Such expiration, without extension, will result in the termination of this Agreement.

12. Termination. In each event of Developer's material noncompliance with any of the terms set forth herein, in the code, or in the conditions of the Project Approval, the Village may revoke the Project Approval and/or terminate this Agreement after providing notice of the instance of noncompliance and its intent to revoke and/or terminate within thirty (30) calendar days. The Developer shall be given an opportunity to cure any cited noncompliance within the thirty (30) day period following notice. The Developer's failure to cure such noncompliance prior to the lapse of the thirty (30) day period shall afford the Village, at its sole option, the absolute right to terminate this Agreement.

13. Binding Effect. The obligations imposed pursuant to this Agreement upon the Developer and upon the Property shall run with and bind the Property as covenants running with the Property, and this Agreement shall be binding upon and enforceable by and against the parties hereto, their personal representatives, heirs, successors, grantees, and assigns, and a copy of this Agreement shall be recorded in the Public Records of Miami-Dade County, Florida, at the sole cost and expense of the Developer, upon execution of this Agreement.

14. Governing Laws.

a. This Agreement shall be governed and construed in accordance with the laws of the State of Florida. The Developer and the Village agree that Miami-Dade County, Florida is the appropriate venue in connection with

any litigation between the parties with respect to this Agreement.

b. This Agreement is effectuated pursuant solely to Sections 8.15 and Chapter 15 of the ULDC, and was not enacted, nor should be construed or interpreted, as a Development Agreement under the Florida Local Government Development Act pursuant to Sections 163.3220 through 163.3243, Florida Statutes (2020) (the "Act"), as the same may be amended from time to time. Rights and obligations provided or imposed by the Act shall not be applicable to the Developer or Village.

15. Notices. Any notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given if delivered by hand, sent by recognized overnight courier, or mailed by certified or registered mail, return receipt requested, in a postage paid prepaid envelope, and addressed as follows:

If to Village at: Village Manager
1666 Kennedy Causeway, 3rd Floor
North Bay Village, FL

With a copy to: Village Attorney
1666 Kennedy Causeway, 3rd Floor
North Bay Village, FL

Haydee Sera, Esq.
Village Attorney
Weiss Serota Helfman Cole & Bierman, P.L.
2525 Ponce de Leon Blvd., Suite 700
Coral Gables, FL 33134

If to Developer at: SHOMA North Bay Village, LLC
Attn: Mr. Masoud Shoajaee
201 Sevilla Avenue, Suite 300
Coral Gables, FL 33134

With a copy to: Mario Garcia-Serra, Esq.
Gunster, Yoakley & Stewart, P.A.
600 Brickell Avenue, Suite 3500
Miami, FL 33131

Notices personally delivered or sent by overnight courier shall be deemed given on the date of delivery and notices mailed in accordance with the foregoing shall be deemed given three (3) days after deposit in the U.S. Mail. Any party may change its notice address by providing written notice to the other parties of the new address as provided in this paragraph. The terms of this section shall survive the termination of this Agreement.

16. Severability. In the event any term or provision of this Agreement is determined by appropriate judicial authority to be illegal or otherwise invalid, such provision shall be given

its nearest legal meaning or construed as deleted as such authority determines, and the remainder of this Agreement shall be construed to be in full force and effect.

17. Entire Agreement. This Agreement, together with the documents referenced herein, constitute the entire agreement and understanding among the parties with respect to the subject matter hereof, and there are no other agreements, representations, or warranties other than as set forth herein.

18. Modification, Amendment, and Release. This Agreement may not be modified, amended, or released, except by written instrument signed by the Village Manager and the Developer (and/or its assigns, which may include, but not be limited to a Community Development District and/or master property owners' association with appropriate authority over the Property), provided that such modification, amendment, release has been approved by the Village after public hearing.

19. Enforcement. Enforcement of this Agreement shall be by action against any parties or person violating, or attempting to violate, any covenants set forth in this Agreement. The prevailing party in any action or suit pertaining to or arising out of this Agreement shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his/her/its attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity, or both. The provisions of this section shall survive the termination of this Agreement.

20. Cumulative Remedies. Nothing contained herein shall prevent the Developer or the Village from exercising any rights and remedies either party may have under law.

[THIS SPACE INTENTIONALLY LEFT BLANK. SIGNATURE PAGES FOLLOW.]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

In the presence of:

VILLAGE:
NORTH BAY VILLAGE, FLORIDA,
a Florida Municipal Corporation

_____
Witness #1 Print Name: _____

By: _____
Dr. Ralph Rosado, AICP
Village Manager
Dated this _____ day of _____, 2021.

_____
Witness #2 Print Name: _____

Attest:

By: _____
Elora Riera, CMC
Village Clerk

Approved as to form and legal sufficiency:

By: _____
Weiss Serota Helfman Cole & Bierman, P.L.
Village Attorney

STATE OF FLORIDA)
) SS.
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this____ day of_____, 2021, by _____, as_____of North Bay Village, a Florida municipal corporation, on behalf of the Village. He/She is personally known to me or has produced _____as identification, and acknowledged that he/she did execute this instrument freely and voluntarily for the purposes stated herein.

My Commission Expires:

_____
Notary Public (Print, Stamp, or Type as Commissioned)

DEVELOPER:

In the presence of:

SHOMA NORTH BAY VILLAGE, LLC, a Florida Limited Liability Company:

_____

Witness #1 Print Name: _____

_____

Print Name: _____

Title: _____

Dated this _____ day of _____, 2021.

_____

Witness #2 Print Name: _____

STATE OF FLORIDA)
) SS.
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this____ day of_____, 2021, by _____, as_____of Shoma North Bay Village, LLC, a Florida limited liability company, on behalf of the company. He/She is personally known to me or has produced _as identification, and acknowledged that he/she did execute this instrument freely and voluntarily for the purposes stated herein.

My Commission Expires:

_____

Notary Public (Print, Stamp, or Type as Commissioned)

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

Address: 1850-1875 79TH STREET CAUSEWAY, NORTH BAY VILLAGE

Folio Numbers: 23-3209-000-0250
23-3209-000-0251
23-3209-000-0253
23-3209-000-0260

LEGAL DESCRIPTION:
A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

EXHIBIT "B"

RESOLUTION NO. 2021-46

EXHIBIT "C"

SHOMA NORTH BAY VILLAGE IMPACT FEES

IMPACT FEE CALCULATION - SHOMA NORTH BAY VILLAGE, LLC (1850-1875 79TH STREET CAUSEWAY)

Function	Per ERC[(1)] Fee	Residential units: 333	Retail Square Footage: 42,383	Office: 1,814 SF	Administrative Charge (%)	Administrative Charge ($)	Subtotal per Service ($)
Police - MF	$ 714.32	$ 237,869			7.50%	$ 17,840	$ 255,709
Police - Retail	$ 1,158.89		$ 49,117		7.50%	$ 3,684	$ 52,801
Police - Office	$ 464.56			$ 843	7.50%	$ 63.20	$ 906
Park Open Space Fee	$ 851.00	$ 283,383			7.50%	$ 21,254	$ 304,637
Park Improvement Fee	$ 1,041.00	$ 346,653			7.50%	$ 25,999	$ 372,652
Existing Wastewater Line Improvement *	$ 898.23	$ 598,221	$ 5,439		7.50%	$ 45,274	$ 648,934
Wastewater Line Replacement *	$ 1,295.53	$ 862,823	$ 7,844		7.50%	$ 65,300	$ 935,967
Water Impact Fee (by Meter Size) **		$ -			7.50%	$ -	$ -
Subtotals		**$ 2,328,949**	**$ 62,400**	**$ 843**		**$ 179,414**	
Total for Shoma Project^							**$ 2,571,605.60**

Based on North Bay Village Impact Fee Tables 2012-2036 (copy attached)

(1) Equivalent residential connection

* Apts equal 2 ERC's

** Number and size of meters must be provided by architect/engineer of record. Impact fees shall be as set forth in Section 51.11(D) of the Village Code and shall be calculated in accordance with the number and size of meters, once provided by Developer.

^Subject to addition of water impact fee once determined

Applicable Code Sections (in effect as of 9-23-21; copies attached)

Sec. 39.05 (Police)

Sec. 51.11 (Water)

Sec. 52.18 (Sewer)

Sec. 151.100 (Parks and Recreation)

North Bay Village Impact Fee Schedule, 2012-2036

Wastewater ERC Impact Fee for Improvements of Existing Line(s)				
Year	Impact Fee Per ERC	7.5% Admin Fee	Total	25% of Total*
2012	606.81	45.51	652.32	163.08
2013	631.08	47.33	678.41	169.60
2014	656.33	49.22	705.55	176.39
2015	682.58	51.19	733.77	183.44
2016	709.88	53.24	763.12	190.78
2017	738.28	55.37	793.65	198.41
2018	767.81	57.59	825.39	206.35
2019	798.52	59.89	858.41	214.60
2020	830.46	62.28	892.75	223.19
2021	863.68	64.78	928.46	232.11
2022	898.23	67.37	965.59	241.40
2023	934.16	70.06	1004.22	251.05
2024	971.52	72.86	1044.39	261.10
2025	1010.38	75.78	1086.16	271.54
2026	1050.80	78.81	1129.61	282.40
2027	1092.83	81.96	1174.79	293.70
2028	1136.54	85.24	1221.78	305.45
2029	1182.01	88.65	1270.66	317.66
2030	1229.29	92.20	1321.48	330.37
2031	1278.46	95.88	1374.34	343.59
2032	1329.60	99.72	1429.32	357.33
2033	1382.78	103.71	1486.49	371.62
2034	1438.09	107.86	1545.95	386.49
2035	1495.61	112.17	1607.79	401.95
2036	1555.44	116.66	1672.10	418.02
*25% due at time of plat approval				
Consult ERC Use Table to determine ultimate fees.				

Wastewater ERC Impact Fee for Replacement of Existing Line(s)				
Year	Impact Fee Per ERC	7.5% Admin Fee	Total	25% of Total*
2012	910.22	68.27	978.49	244.62
2013	946.63	71.00	1017.63	254.41
2014	984.49	73.84	1058.33	264.58
2015	1023.87	76.79	1100.66	275.17
2016	1064.83	79.86	1144.69	286.17
2017	1107.42	83.06	1190.48	297.62
2018	1151.72	86.38	1238.10	309.52
2019	1197.79	89.83	1287.62	321.91
2020	1245.70	93.43	1339.13	334.78
2021	1295.53	97.16	1392.69	348.17
2022	1347.35	101.05	1448.40	362.10
2023	1401.24	105.09	1506.34	376.58
2024	1457.29	109.30	1566.59	391.65
2025	1515.58	113.67	1629.25	407.31
2026	1576.21	118.22	1694.42	423.61
2027	1639.25	122.94	1762.20	440.55
2028	1704.82	127.86	1832.69	458.17
2029	1773.02	132.98	1905.99	476.50
2030	1843.94	138.30	1982.23	495.56
2031	1917.70	143.83	2061.52	515.38
2032	1994.40	149.58	2143.98	536.00
2033	2074.18	155.56	2229.74	557.44
2034	2157.15	161.79	2318.93	579.73
2035	2243.43	168.26	2411.69	602.92
2036	2333.17	174.99	2508.16	627.04
*25% due at time of plat approval				
Consult ERC Use Table to determine ultimate fees.				

Sewer Impact Fee Schedule of Equivalent Residential Connection Rates for Various Uses	
Type of Building Usage	Average Design Flow (in ERC's)
Apartments	2.00 ERC/unit
Assembly and banquet halls	1 ERC/4 seats
Bars and cocktail lounges	1 ERC/14 seats
Beauty shops	0.49 ERC/14 seats
Boats (live-aboard)	0.57 ERC/slip
Churches	1 ERC/117 seats
Coin Laundry	0.64 ERC/machine
Day school (student and staff)	1 ERC/35 persons
Duplex	5 ERC/unit
Gas station	1.29 ERC
Hotels and motels	2.00 ERC/room
Movie theaters and auditoriums	1 ERC/117 seats
Nursing homes	0.43 ERC/bed
Office building	1 ERC/3,500 square feet (1 ERC minimum)
Restaurants	1 ERC/7 seats
Fast food restaurants	1 ERC/10 seats
Take out restaurants	1 ERC/700 square feet (1 ERC minimum)
Single-family residence	2.50 ERC/unit
Shopping center	1 ERC/3,500 square feet
Stores (without kitchens)	1 ERC/7,000 square feet
Townhouses	2.49 ERC/unit

Warehouse	0.14 ERC + 1 ERC/35,000 square feet

Water - Impact Fees by Meter Size				
Meter Size (inches)	Water Impact Fee	7.5% Admin Fee	Total	25% of Total*
0.625	163.00	12.23	175.23	43.81
0.75	242.00	18.15	260.15	65.04
1	405.00	30.38	435.38	108.84
1.5	814.00	61.05	875.05	218.76
2	1302.00	97.65	1399.65	349.91
3	2604.00	195.30	2799.30	699.83
4	4069.00	305.18	4374.18	1093.54
6	8138.00	610.35	8748.35	2187.09
8	13020.00	976.50	13996.50	3499.13
*25% due at time of plat approval				

Parks and Recreation - Impact Fees						
District	Detached Single Family		Attached Single Family		Multi-Family & Hotel	
Fee Type	Park Open Space Fee	Park Improvement Per Unit Fee	Park Open Space Per Unit Fee	Park Improvement Per Unit Fee	Park Open Space Per Unit Fee	Park Improvement Per Unit Fee
Impact Fee	851.00	1041.00	721.00	903.00	851.00	1041.00
7.5% Admin Fee	63.83	78.08	54.08	67.73	63.83	78.08
Total	914.83	1119.08	775.08	970.73	914.83	1119.08

Police - Detached Single-Family Per Unit Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	570.00	42.75	612.75	153.19
2009	592.80	44.46	637.26	159.32
2010	616.51	46.24	662.75	165.69
2011	641.17	48.09	689.26	172.32
2012	666.82	50.01	716.83	179.21
2013	693.49	52.01	745.50	186.38
2014	721.23	54.09	775.32	193.83
2015	750.08	56.26	806.34	201.58
2016	780.08	58.51	838.59	209.65
2017	811.29	60.85	872.13	218.03
2018	843.74	63.28	907.02	226.75
2019	877.49	65.81	943.30	235.83
2020	912.59	68.44	981.03	245.26
2021	949.09	71.18	1020.27	255.07
2022	987.06	74.03	1061.08	265.27
2023	1026.54	76.99	1103.53	275.88
2024	1067.60	80.07	1147.67	286.92
2025	1110.30	83.27	1193.58	298.39
2026	1154.72	86.60	1241.32	310.33
2027	1200.90	90.07	1290.97	322.74
2028	1248.94	93.67	1342.61	335.65
2029	1298.90	97.42	1396.32	349.08
2030	1350.85	101.31	1452.17	363.04
*25% due at time of plat approval				

Police - Multi-Family Per Unit Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	429.00	32.18	461.18	115.29
2009	446.16	33.46	479.62	119.91
2010	464.01	34.80	498.81	124.70
2011	482.57	36.19	518.76	129.69
2012	501.87	37.64	539.51	134.88
2013	521.94	39.15	561.09	140.27
2014	542.82	40.71	583.53	145.88
2015	564.53	42.34	606.87	151.72
2016	587.12	44.03	631.15	157.79
2017	610.60	45.80	656.40	164.10
2018	635.02	47.63	682.65	170.66
2019	660.43	49.53	709.96	177.49
2020	686.84	51.51	738.36	184.59
2021	714.32	53.57	767.89	191.97
2022	742.89	55.72	798.61	199.65
2023	772.60	57.95	830.55	207.64
2024	803.51	60.26	863.77	215.94
2025	835.65	62.67	898.32	224.58
2026	869.08	65.18	934.26	233.56
2027	903.84	67.79	971.63	242.91
2028	939.99	70.50	1010.49	252.62
2029	977.59	73.32	1050.91	262.73
2030	1016.70	76.25	1092.95	273.24
*25% due at time of plat approval				

Police - Hotel/Motel Per Unit Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	286.00	21.45	307.45	76.86
2009	297.44	22.31	319.75	79.94
2010	309.34	23.20	332.54	83.13
2011	321.71	24.13	345.84	86.46
2012	334.58	25.09	359.67	89.92
2013	347.96	26.10	374.06	93.51
2014	361.88	27.14	389.02	97.26
2015	376.36	28.23	404.58	101.15
2016	391.41	29.36	420.77	105.19
2017	407.07	30.53	437.60	109.40
2018	423.35	31.75	455.10	113.78
2019	440.28	33.02	473.31	118.33
2020	457.90	34.34	492.24	123.06
2021	476.21	35.72	511.93	127.98
2022	495.26	37.14	532.40	133.10
2023	515.07	38.63	553.70	138.43
2024	535.67	40.18	575.85	143.96
2025	557.10	41.78	598.88	149.72
2026	579.38	43.45	622.84	155.71
2027	602.56	45.19	647.75	161.94
2028	626.66	47.00	673.66	168.42
2029	651.73	48.88	700.61	175.15
2030	677.80	50.83	728.63	182.16
*25% due at time of plat approval				

Police - Retail/Commercial Per 1,000 Sq Ft Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	696.00	52.20	748.20	800.40
2009	723.84	54.29	778.13	832.42
2010	752.79	56.46	809.25	865.71
2011	782.91	58.72	841.62	900.34
2012	814.22	61.07	875.29	936.35
2013	846.79	63.51	910.30	973.81
2014	880.66	66.05	946.71	1012.76
2015	915.89	68.69	984.58	1053.27
2016	952.52	71.44	1023.96	1095.40
2017	990.63	74.30	1064.92	1139.22
2018	1030.25	77.27	1107.52	1184.79
2019	1071.46	80.36	1151.82	1232.18
2020	1114.32	83.57	1197.89	1281.47
2021	1158.89	86.92	1245.81	1332.72
2022	1205.25	90.39	1295.64	1386.03
2023	1253.46	94.01	1347.47	1441.48
2024	1303.59	97.77	1401.36	1499.13
2025	1355.74	101.68	1457.42	1559.10
2026	1409.97	105.75	1515.72	1621.46
2027	1466.37	109.98	1576.34	1686.32
2028	1525.02	114.38	1639.40	1753.77
2029	1586.02	118.95	1704.97	1823.93
2030	1649.46	123.71	1773.17	1896.88
*25% due at time of plat approval				

Police - Office/Institutional Per 1,000 Sq Ft Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	279.00	20.93	299.93	74.98
2009	290.16	21.76	311.92	77.98
2010	301.77	22.63	324.40	81.10
2011	313.84	23.54	337.37	84.34
2012	326.39	24.48	350.87	87.72
2013	339.45	25.46	364.90	91.23
2014	353.02	26.48	379.50	94.88
2015	367.14	27.54	394.68	98.67
2016	381.83	28.64	410.47	102.62
2017	397.10	29.78	426.89	106.72
2018	412.99	30.97	443.96	110.99
2019	429.51	32.21	461.72	115.43
2020	446.69	33.50	480.19	120.05
2021	464.56	34.84	499.40	124.85
2022	483.14	36.24	519.37	129.84
2023	502.46	37.68	540.15	135.04
2024	522.56	39.19	561.75	140.44
2025	543.46	40.76	584.22	146.06
2026	565.20	42.39	607.59	151.90
2027	587.81	44.09	631.90	157.97
2028	611.32	45.85	657.17	164.29
2029	635.78	47.68	683.46	170.86
2030	661.21	49.59	710.80	177.70
*25% due at time of plat approval				

Police - Industrial Per 1,000 Sq Ft Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	167.00	12.53	179.53	44.88
2009	173.68	13.03	186.71	46.68
2010	180.63	13.55	194.17	48.54
2011	187.85	14.09	201.94	50.49
2012	195.37	14.65	210.02	52.50
2013	203.18	15.24	218.42	54.60
2014	211.31	15.85	227.16	56.79
2015	219.76	16.48	236.24	59.06
2016	228.55	17.14	245.69	61.42
2017	237.69	17.83	255.52	63.88
2018	247.20	18.54	265.74	66.44
2019	257.09	19.28	276.37	69.09
2020	267.37	20.05	287.43	71.86
2021	278.07	20.86	298.92	74.73
2022	289.19	21.69	310.88	77.72
2023	300.76	22.56	323.31	80.83
2024	312.79	23.46	336.25	84.06
2025	325.30	24.40	349.70	87.42
2026	338.31	25.37	363.68	90.92
2027	351.84	26.39	378.23	94.56
2028	365.92	27.44	393.36	98.34
2029	380.55	28.54	409.10	102.27
2030	395.78	29.68	425.46	106.36
*25% due at time of plat approval				

Police - Warehouse Per 1,000 Sq Ft Use Impact Fee				
Year	Impact Fee	7.5% Admin Fee	Total	25% of Total*
2008	105.00	7.88	112.88	28.22
2009	109.20	8.19	117.39	29.35
2010	113.57	8.52	122.09	30.52
2011	118.11	8.86	126.97	31.74
2012	122.84	9.21	132.05	33.01
2013	127.75	9.58	137.33	34.33
2014	132.86	9.96	142.82	35.71
2015	138.17	10.36	148.54	37.13
2016	143.70	10.78	154.48	38.62
2017	149.45	11.21	160.66	40.16
2018	155.43	11.66	167.08	41.77
2019	161.64	12.12	173.77	43.44
2020	168.11	12.61	180.72	45.18
2021	174.83	13.11	187.95	46.99
2022	181.83	13.64	195.46	48.87
2023	189.10	14.18	203.28	50.82
2024	196.66	14.75	211.41	52.85
2025	204.53	15.34	219.87	54.97
2026	212.71	15.95	228.66	57.17
2027	221.22	16.59	237.81	59.45
2028	230.07	17.26	247.32	61.83
2029	239.27	17.95	257.22	64.30
2030	248.84	18.66	267.50	66.88
*25% due at time of plat approval				

§ 39.05 Police impact fee imposition.

(A) The purpose of this section is to ensure that all new development bears its proportionate share of the infrastructure costs they impose on the community. The Village Commission declares that the goal of this section is the establishment of a uniform and consistent method of determining and allocating the cost for police facilities and equipment.

(B) Except as provided herein, any application for a building permit for development activity within an area served by the Village shall be subject to the imposition of a police impact fee in the manner and amount set forth in this article. No building permit shall be issued by the Village unless and until the owner/applicant has paid such impact fee.

(C) When a final subdivision plan is a condition of development, a portion of the impact fee, as provided herein, shall be imposed prior to the Village's approval of the final subdivision plat. At the time the Village Commission approves a plat, the owner/applicant shall pay to the Village 25 percent of the estimated police impact fees due to the Village. This amount shall be due 30 days after the Village Commission plat approval and shall be applied as a credit against the total amount of the impact fees due upon application for a building permit. The remaining fees shall be payable at the time each building permit is issued. No building permit shall be issued by the Village unless and until the owner/applicant has paid such impact fee.

Police impact fee formula. The police impact fee schedule shall be as follows:

Type of Building Usage	Impact Fee
Single-Family Detached	$570.00 per unit
Multi-Family	$429.00 per unit
Hotel/Motel	$286.00 per unit
Retail/Commercial	$696.00 per 1,000 sq. ft.
Office/Institutional	$279.00 per 1,000 sq. ft.
Industrial	$167.00 per 1,000 sq. ft.
Warehouse	$105.00 per 1,000 sq. ft.

(D) Adjustment formula and escalation provisions. The Village shall automatically adjust the charges set forth herein annually, effective January 1, 2009. Automatic escalations shall be four percent per year to cover the annual interest rate and increased operations and maintenance requirements.

(E) Collection of fees. Except as provided in subsection (B), the fee shall be paid to the Building Department prior to the issuance of a building permit for each unit. All monies shall be deposited in the Village's Police Improvement Trust Fund and used solely for the purposes specified herein.

(F) Exemptions. The following exemptions from the required fees shall be permitted:

(1) Alterations of an existing building, which will not result in an increase in the number of residential units.

(2) The replacement of a building or structure, which exists at the time of passage of this section, with a new building or structure with the same number of units.

Any claim of exemption must be made no later than the time that the applicable impact fee is due. Any claim not so made shall be deemed waived.

(3) Except as provided in subsection (C), credit against impact fees otherwise due will not be provided until the construction is completed and accepted by the Village in accordance with Village Standards.

Any claim for credit must be made no later than the time that the applicable impact fee is due (at the time of issuance of a building permit or development order). Any claim not so made shall be deemed waived. Credits shall not be transferable from one project or development to another. Credits shall not be transferable from one component of the police impact fee to another component of the impact fee.

Determinations made by the Village Manager or his designee pursuant to the credit provisions of this section may be appealed to the Village Commission by filing a written request with the Village Manager within ten days of the Village Manager's determination.

(G) Refunds. Any funds not expended or encumbered by the calendar quarter immediately following ten years from the date the impact fee was paid, may, upon application of the then current owner, be refunded to such owner, provided that the owner submits an application for a refund to the Village 60 days from the expiration of the ten-year period.

(H) In addition to the police impact fees as set forth above, each fee payer shall pay to the Village a non-refundable general administrative charge in the amount of seven and one-half percent of the fees for the processing of all materials relating to improvements to police facilities and equipment.

(I) Transition. Any building under construction at the time of the adoption of the revisions to this ordinance, which has not paid impact fees as provided in this revised ordinance shall pay the difference between the amount already paid and the amount which would be due under this revised ordinance prior to the issuance of a final Certificate of Occupancy.

(Ord. No. 2015-008, § 2, 5-15-15)

§ 51.11 Water impact fee imposition.

(A) The purpose of this section is to ensure that all new development bears its proportionate share of the cost of the impacts and demands of new residential development, and to require future residential growth contribute its fair share to the cost of additions and improvements to the Village's water system in amounts reasonably anticipated to offset the impacts and demands generated by such growth.

(B) Except as provided otherwise herein, any application for a building permit for development activity within an area served by the Village shall be subject to the imposition of a water impact fee in the manner and amount set forth in this article. No building permit shall be issued by the Village unless and until the owner/applicant has paid such impact fee.

(C) When a final subdivision plan is a condition of development, a portion of the impact fee, as provided herein, shall be imposed prior to the Village's approval of the final subdivision plat. At the time the Village Commission approves a plat, the owner/applicant shall pay to the Village 25 percent of the estimated water impact fees due to the Village. This amount shall be due 30 days after the Village Commission plat approval and shall be applied as a credit against the total amount of the impact fees due upon application for a building permit. The remaining fees shall be payable at the time each building permit is issued. No building permit shall be issued by the Village unless and until the owner/applicant has paid such impact fee.

(D) A one-time water impact fee shall be imposed upon all new connections to the water utility system. Such water impact fee shall be based on the size of the water meter serving such premises as set forth in the following table:

Meter Size (Inches)	Water Impact Fee
⅝	$163.00
¾	242.00
1	405.00
1-½	814.00
2	1,302.00
3	2,604.00
4	4,069.00
6	8,138.00
8	13,020.00

(E) Collection of fees. Except as provided in subsection (C), the water impact fee shall be due and payable prior to the issuance of a building permit by the Village authorizing the initiation of construction for such development in the manner and amount set forth in this ordinance. The fee shall be paid to the Building Department, and all monies shall be deposited in the Village's Water Improvement Trust Fund and used solely for the purposes specified herein.

(F) Exemptions. The following exemptions from the required fees shall be permitted:

(1) Alterations of an existing building, which will not result in new connection to the Village's water utility system.

(2) The replacement of a building or structure, which exists at the time of passage of this section, with a new building or structure of the same size, which will not require new connection to the Village's water utility system.

Any claim of exemption must be made no later than the time that the applicable impact fee is due. Any claim not so made shall be deemed waived.

(G) Refunds. Any funds not expended or encumbered by the calendar quarter immediately following ten years from the date the impact fee was paid, may, upon application of the then current owner, be refunded to such owner, provided that the owner submits an application for a refund to the Village 60 days from the expiration of the ten-year period.

(H) In addition to the water impact fees as set forth above, each fee payer shall pay to the Village a non-refundable general administrative charge in the amount of seven and one-half percent of the fees for the processing of all materials relating to improvements to the water system.

(I) Transition. Any building under construction at the time of the adoption of the revisions to this ordinance, which has not paid impact fees as provided in this revised ordinance shall pay the difference between the amount already paid and the amount which would be due under this revised ordinance prior to the issuance of a final Certificate of Occupancy.

(Ord. No. 2006-13, § 1, 8-17-06)

§ 52.18 Sewer impact fee imposition.

(A) The purpose of this section is to ensure that all new development bears its proportionate share of the cost of upgrading existing sewer facilities. The Village Commission declares that the goal of this section is the establishment of a uniform and consistent method of determining and allocating the cost of upgrading existing sewer facilities.

(B) Except as provided herein, any application for a building permit for development activity within an area served by the Village shall be subject to the imposition of a sewer impact fee in the manner and amount set forth in this article. No building permit shall be issued by the Village unless and until the owner/applicant has paid such impact fee.

(C) When a final subdivision plan is a condition of development, a portion of the impact fee, as provided herein, shall be imposed prior to the Village's approval of the final subdivision plat. At the time the Village Commission approves a plat, the owner/applicant shall pay to the Village 25 percent of the estimated sewer impact fees due to the Village required for the total number of ERCs (equivalent residential connections) allocated to the plat. This amount shall be due 30 days after the Village Commission plat approval and shall be applied as a credit against the total amount of the impact fees due upon application for a building permit. The remaining fees shall be payable at the time each building permit is issued. No building permit shall be issued by the Village unless and until the owner/applicant has paid such impact fee.

(D) Equivalent residential connection. As a basis of providing a uniform and consistent method of distributing costs to developers within the service area, the Village hereby establishes equivalent residential connections, hereinafter referred to as an ERC as the appropriate common denominator, as follows:

(1) The generation of an average daily flow of 350 gallons of wastewater flow per day constitutes one wastewater ERC.

(2) For residential and nonresidential uses, ERCs shall be defined according to building usage as follows:

Schedule of Daily Rated Gallonage for Various Uses

Type of Building Usage	Average Design Flow (in ERCs)
Apartments	2.00 ERC/unit
Assembly and banquet halls	1 ERC/4 seats
Bars and cocktail lounges	1 ERC/14 seats
Beauty shops	0.49 ERC/14 seats
Boats (live-aboard)	0.57 ERC/slip
Churches	1 ERC/117 seats
Coin Laundry	0.64 ERC/machine
Day school (student and staff)	1 ERC/35 persons
Duplex	5 ERC/unit
Gas station	1.29 ERC
Hotels and motels	2.00 ERC/room
Movie theaters and auditoriums	1 ERC/117 seats
Nursing homes	0.43 ERC/bed
Office building	1 ERC/3,500 square feet (1 ERC minimum)
Restaurants	1 ERC/7 seats
Fast food restaurants	1 ERC/10 seats
Take out restaurants	1 ERC/700 square feet (1 ERC minimum)
Single-family residence	2.50 ERC/unit
Shopping center	1 ERC/3,500 square feet

Stores (without kitchens)	1 ERC/7,000 square feet
Townhouses	2.49 ERC/unit
Warehouse	0.14 ERC + 1 ERC/35,000 square feet

Note: Condominiums shall be rated in accordance with their type (apartment, townhouse, etc.)

(E) The ERCs shall be determined by Village staff in the platting process, or prior to the issuance of a building permit, if platting is not required or a plat has already been recorded for developer's property, and shall be used to establish the sewer impact fee as [set] forth herein.

(F) Sewer impact fee formula. The sewer impact fee schedule shall be as follows: Wastewater collection system hydraulic share of off-site facilities: $606.81 per ERC to be allocated to improvements to the existing wastewater line and $910.22 to replacement of the existing wastewater line with a new line.

Editor's note(s)—The above rates are effective for FY 2012-2013, and were amended at the request of the Village.

(G) Adjustment formula and escalation provisions. The Village shall automatically adjust the charges set forth herein annually, effective January 1, 2007. Automatic escalations shall be four percent per year to cover the annual interest rate and increased operations and maintenance requirements.

(H) Collection of fees. Except as provided in subsection (B), the fee shall be paid to the Building Department prior to the issuance of a building permit for each unit. All monies shall be deposited in the Village's Sewer Improvement Trust Fund and used solely for the purposes specified herein.

(I) Exemptions. The following exemptions from the required fees shall be permitted:

(1) Alterations of an existing building which will not result in an increase in the ERC assessment, and where the use is not changed.

(2) The replacement of a building or structure, which exists at the time of passage of this section, with a new building or structure of the same size and which will not result in an increase in the ERC assessment, and where the use is not changed.

Any claim of exemption must be made no later than the time that the applicable impact fee is due. Any claim not so made shall be deemed waived.

(J) Credits. Off-site sewer capital improvements constructed by a developer may be accepted by the Village at its sole discretion in lieu of total or partial payment of the impact fees attributed to sewer off-site facilities in accordance with the state. The Village recognizes instances in which a developer may be required to advance or cause to be constructed the share applicable to other undeveloped property in order that off-site facilities may be constructed to serve the developer's property in accordance with the Village's Master Plan. If the Village Manager determines a credit to be appropriate it shall be determined and provided in the following manner:

(1) Developers of sewer facilities improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the Public Works/Utilities Director. The Public Works/Utilities Director and/or the Village Consulting Engineer, shall determine preliminary credit for construction. Upon completion of construction, the applicant's engineer shall submit a certification of the actual off-site facilities costs to the Village. In no event shall the Village grant a credit in an amount greater than the total construction costs of such off-site improvements. Based on the approved, certified construction costs, the Village shall then provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the sewer facilities impact fee component(s) to which the credit will apply, the reason for the credit, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter or certificate indicating his agreement to the terms of the letter or

certificate and return such signed document to the Village Manager before credit will be given. The failure of the applicant to sign, date and return such document within 60 days shall nullify the credit. The credit shall apply to future sewer impact fees based on the fee structure in place at the time a building permit is issued for each unit that is subject to a credit.

(2) Except as provided in subsection (C), credit against impact fees otherwise due will not be provided until the construction is completed and accepted by the Village in accordance with Village Standards.

(3) Credit may be provided before completion of specified sewer facilities improvements if adequate assurances are given by the applicant that the standards set out in subsection (1) will be met and if the applicant posts security as provided below for the costs of such construction. Security in the form of cash (25 percent minimum), a performance bond or irrevocable letter of credit shall be posted with and approved by the Village Manager in an amount determined by the Public Works/Utilities Director. If the sewer facilities construction project will not be constructed within one year of the acceptance of the offer by the Village, the amount of the security shall be increased by ten percent compounded for each year of the life of the security. The water and sewer facilities construction project shall be completed within five years of the date of the credit offer or the offer shall be null and void.

Any claim for credit must be made no later than the time that the applicable impact fee is due (at the time of issuance of a building permit or development order). Any claim not so made shall be deemed waived. Credits shall not be transferable from one project or development to another. Credits shall not be transferable from one component of the water and sewer facilities impact fee to another component of the impact fee.

Determinations made by the Village Manager or his designee pursuant to the credit provisions of this section may be appealed to the Village Commission by filing a written request with the Village Manager within ten days of the Village Manager's determination.

(K) Refunds. Any funds not expended or encumbered by the calendar quarter immediately following ten years from the date the impact fee was paid, may, upon application of the then current owner, be refunded to such owner, provided that the owner submits an application for a refund to the Village 60 days from the expiration of the ten-year period.

(L) In addition to the sewer impact fees as set forth above, each fee payer shall pay to the Village a non-refundable general administrative charge in the amount of seven and one-half percent of the fees for the processing of all materials relating to improvements to the sewer system.

(M) Transition. Any building under construction at the time of the adoption of the revisions to this ordinance, which has not paid impact fees as provided in this revised ordinance shall pay the difference between the amount already paid and the amount which would be due under this revised ordinance prior to the issuance of a final Certificate of Occupancy.

(Ord. No. 96-03, § 1, 3-26-96; Ord. No. 2006-12, § 1, 8-17-06)

§ 151.100 Parks and recreation impact fees.

(A) *Definitions.* In construing the provisions hereof and each and every word, term, phrase or part hereof where the context will permit, the following definitions will apply:

Applicant means any person who applies for a building permit or submits a plat or waiver of plat.

Building means any structure having a roof entirely separated from any other structure by a space or by wall in which there are not communicating doors or windows or any similar opening and erected for the purpose of providing support or shelter for persons, animals, things or property of any kind.

Building permit means an official document or certificate issued by the Village Building Department authorizing the construction, siting, or change of use of any building. For purposes of this ordinance, the term "building permit" shall also include tie-down permits for those structures of [or] buildings, such as mobile homes, that do not require a building permit in order to be occupied.

Capital Outlay Impact Fund shall mean the fund created by Section (G) hereof.

Comprehensive Development Master Plan (CDMP) means the comprehensive plan of Dade County adopted and amended pursuant to the Local Government Comprehensive Planning and Land Development Regulations Act, F.S. § 163.316.

Credit means the present value of past provisions made by new developments for the cost of existing or future capital improvements.

Development activity, development or activity means any activity for which a building permit is required pursuant to the South Florida Building Code or any applicable Village Ordinance.

Encumbered means monies committed by contract or purchase order in a manner that obligate North Bay Village to expend the funded amount upon delivery of goods, the rendering of services or the conveyance of real property provided by a vendor, supplier, contractor or owner.

Existing development means the lawful land use physically existing as of the effective date of this ordinance and any development or additional development for which the landowner holds a valid building permit as of the effective date of this ordinance. Existing development shall also include that maximum level of development activity for which a previous impact fee was paid under the provisions of this ordinance.

Feepayer means the proportionate fair share charge required to be paid in accordance with this ordinance.

Improvement means any physical improvement related to property, construction costs or facility, or acquisition of capital equipment with respect to the impact of development.

Person, for the purpose of this ordinance, means individuals, partnerships, trust, corporations, and all other legal entities authorized by the law of Florida to own and develop real property.

Unit or unit of development means a residential structure which is a quantifiable increment of development activity, e.g., a single-family home, or a residential module, e.g., each condominium or hotel apartment unit within a complex or building.

Village Manager shall mean the Village Manager of North Bay Village, Florida.

(B) *Impact fees in general.*

(1) Any application for building permit for residential development activity with the corporate limits of North Bay Village shall be subject to the assessment of a parks and recreation impact fee in the manner and amount set forth in this ordinance. No such building permit shall be issued by the Village until the applicant has paid the assessed impact fee as calculated pursuant to this ordinance.

(2) Notwithstanding payment of the impact fees pursuant to this ordinance, other state, county and Village development regulations may limit the issuance of building permits for development activity.

(3) Under circumstances where the park and recreational facility may be constructed upon and physically located upon the land to be developed, the Village Commission in its sole and exclusive discretion may require such construction as an alternative to payment of all or such portions of the impact fee as is required to pay for such construction. Any assessed impact fee in excess of cost of construction shall continue to be due and payable in accordance with this chapter.

(4) In the event impact fees are paid prior to, or, concurrently with, the issuance of a building permit and subsequently, the building permit is amended, the applicant shall pay the impact fee in effect at the time the amended building permit is issued with credit being given for the previous fees paid.

(5) In the case of change of use, redevelopment, or expansion or modifications of an existing use on a site which requires the issuance of a building permit, the development activity shall be based upon the net increase in the development activity for the new use as compared to the most intense previous use.

(6) If a building permit expires or is canceled without development commencing, then the impact feepayer shall be entitled to a refund, without interest, of the impact fee paid except that the Village shall retain an administrative charge of seven and one-half percent of the fee to offset a portion of the costs of collection and refund. The feepayer shall submit an application for such a refund to the Village Manager or his designee within 30 days of the expiration of the order or permit, or thereafter be deemed to waive any right to a refund.

(7) Any funds not expended or encumbered by the end of the calendar quarter immediately following ten years from the date of payment of the impact fees shall, upon application of the then current landowner, be returned to such landowner, without interest, provided that the land owner submits an application for a refund to the Village Manager or designee within 180 days of the expiration of the ten-year period. Any claim not so timely made shall be deemed waived.

(8) Funds shall be deemed expended for the purposes of this ordinance when a contract or agreement encumbering all or a portion of the payment of said funds shall be approved by final Village action.

(C) *Impact fee schedule.* Any person requesting a building permit for residential development activity shall pay all necessary the impact fees outlined as follows:

IMPACT FEE SCHEDULE

District Single Family Detached			Single Family Attached		Multi-Family — Including Condominium & Hotel Apartment	
	Park Open Space	Park Improvement Fee/Unit	Park Open Space Fee/Unit	Park Improvement Fee/Unit	Park Open Space Fee/Unit	Park Improvement Fee/Unit
North Bay Village	$851.00	$1,041.00	$721.00	$903.00	$851.00	$1,041.00

In addition to the open space fee and local park improvement fee as set forth above, each feepayer shall pay to the Village a non-refundable general administrative charge in the amount of seven and one-half percent of the fees for the processing of all materials relating to improvements at a local park.

(D) *Exemptions.* The following development or activity is exempt from the requirement to pay the impact fee prescribed herein:

(1) Alteration, expansion or replacement of existing dwelling units where no additional dwelling units are created.

(2) The construction of accessory buildings or structures which will not create additional dwelling units.

(3) The replacement of a dwelling unit(s) which replacement meets the requirements of the South Florida Building Code § 104.3 (Partial Destruction), provided, however, if the replacement is completed subsequent to five years from its original destruction, including partial destruction, then, and in the event, the impact fee due here under is not waived and shall be due and payable to the Village as set forth herein above.

(4) All development activity permitted by an existing development of regional impact order adopted pursuant to F.S. Ch. 380, and approved prior to the effective date of this ordinance shall be exempt.

(5) Any exemption must be claimed by the feepayer at the time of the application for building permit and prior to paying the impact fee. Any exemption not so claimed shall be deemed to have been waived by the feepayer.

(E) *Expenditures.*

(1) Expenditures from the impact fee, including any accrued interest, shall include, but not be limited to:

(a) Planning, design, and construction plan preparation;

(b) Permitting and fees;

(c) Purchase of land for additional parks and recreational facilities, and material acquisition, including any costs of acquisition or condemnation;

(d) Financing of park acquisition, expansion or improvements;

(e) Design and construction of new drainage facilities required;

(f) Landscaping and site preparation, including demucking, filling to flood criteria and compaction;

(g) Construction management and inspection;

(h) Surveying, soils and materials testing and removal of hazardous and solid waste materials;

(i) Acquisition of capital equipment for parks;

(j) Repayment of any monies transferred or borrowed form any budgetary fund of the Village subsequent to the effective date of this ordinance, which were used to fund any of the growth-necessitated Improvements as herein provided. Any funds that are borrowed shall be spent only to mitigate the impact of new development.

(F) *Establishment of fund.* Impact fees collected pursuant to this ordinance shall be accounted for in a capital outlay impact fee fund to be established and maintained by the Village.

(G) *Appeals of administrative decision.* A decision of the Village Manager may be appealed by the feepayer to the Village Commission. If a feepayer wishes to appeal, he/she shall first file a notice of appeal within 30 days after the earlier of;

(1) Issuance of a written decision by the Village Manager, or

(2) Acceptance of payment by the Village's Building Department of the parks impact fee.

(3) The feepayer shall, when filing an appeal, submit a letter which provides a full explanation of the request, the reasons for the appeal, and all supporting documentation.

(H) *Transition.* Any building under construction at the time of the adoption of the revisions to this ordinance, which has not paid impact fees as provided in this revised ordinance shall pay the difference between the amount already paid and the amount which would be due under this revised ordinance prior to the issuance of a final Certificate of Occupancy.

(Ord. No. 04-09, § 1, 5-11-04; Ord. No. 2006-11, § 1, 8-27-06)

EXHIBIT "D"
DRAFT RELEASE OF PARKING COVENANT

Instrument prepared by:

Mario Garcia-Serra, Esq.
Gunster, Yoakley & Stewart, P.A.
600 Brickell Avenue, Suite 3500
Miami, Florida 33131

Gary M. Carman, Esq.
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Folio No: 23-3209-041-0001

AMENDED AND RESTATED STIPULATION AGREEMENT AND RELEASE OF COVENANT RUNNING WITH THE LAND

This Amended and Restated Stipulation Agreement and Release of Covenant Running with the Land (this "Agreement") is entered into between North Bay Village, a Florida municipal corporation, (the "Village"), with a mailing address of 1666 Kennedy Causeway, 3rd Floor, North Bay Village, Florida 33141, and Grandview Palace Condominium Association, ("GVP"), with a mailing address of 7601 East Treasure Drive, North Bay Village, Florida 33176. The Village and GVP are collectively referred to herein as "the Parties."

RECITALS

WHEREAS, GVP owns the common areas of the Grandview Palace project (the "Project") consists of the real property and improvements located at 7601 East Treasure Drive North Bay Village, Florida (the "Property"), which is described in **Exhibit A** attached hereto and made a part hereof; and

WHEREAS, development of the Property was authorized in 1982 and, as of 1992, was partially served for parking purposes by a property south (the "South Property") of the Property owned by the then-owner of the Property; and

WHEREAS, on July 24, 1992, the Circuit Court of Miami-Dade County, Florida, entered a Final Judgment of Foreclosure of the South Property in the matter of *Robert Gordon vs. Tibor Hollo, et al*. (Miami-Dade Case No.: 90-10330-CA-01) (the "Gordon Litigation"), which is recorded in Official Records Book 15616 at Page 4219, of the Public Records of Miami-Dade County, Florida; and

WHEREAS, the Gordon Litigation resulted in the foreclosure of a mortgage on the South Property, creating an issue as to the adequacy of the availability of motor vehicle parking for the Project; and

WHEREAS, on December 28, 1992, the Village, the Bank of New York, and Flamingo Holding Partnership ("FHP") entered into a Stipulation (the "Stipulation") in the Gordon Litigation for the purpose of addressing and resolving motor vehicle parking issues between the Village and FHP, which Stipulation was approved by the Circuit Court on January 14, 1993 and recorded in Official Records Book 15785 at Page 1512, of the Public Records of Miami-Dade County, Florida; and

WHEREAS, subsequent to the entry of the Stipulation, on September 8, 1995, First Equitable Realty, III, Ltd., as the successor in interest in title to FHP, joined by Home Savings Bank, F.S.B., recorded a Covenant Running with the Land, which is recorded in Official Records Book 16914 at Page 870 (the "Covenant"), of the Public Records of Miami-Dade County, Florida, the purpose of which was to provide for off-site parking to serve the Project; and

WHEREAS, in light of the passage of time, the adoption of a new zoning code for a portion of the Village ("NBV100"), and the long term continued operation and maintenance of the Project as a mixed use condominium project, the off-site parking is no longer necessary to serve the Project and

WHEREAS, it is the intent and purpose of the Parties to modify the Stipulation to provide for updated parking requirements for the Project consistent with current Village parking requirements applicable to the T6 transect zone and release the Covenant; and

WHEREAS, the release of Covenant has been approved by the Village Commission pursuant to Resolution No. 2021-46 adopted on March 23, 2021.

NOW, THEREFORE, in reliance upon the recitals stated above, and in consideration of the mutual covenants, conditions, and agreements contained herein, the exhibits attached hereto, and the other conditions and covenants contained herein, each Party hereto, on its own behalf, and on behalf of the entities specifically noted or referred to herein, intend to be legally bound, stipulate and agree as follows:

1. The foregoing recitals are true and correct, and incorporated herein by reference.
2. Pursuant to the provisions of NBV100, the Project has a minimum required parking of 653 parking spaces, as determined by the Village, through its Village Planner, Silvia E. Vargas, FAICP, of Calvin, Giordano & Associates, Inc., in her official interpretation of the Village's Unified Land Development Code (the "ULDC"), attached as **Exhibit B** ("Parking Interpretation"). The Village issued this Parking Interpretation pursuant to Section 4.3 of the ULDC upon application of counsel for GVP, Mr. Gary Carman, which was based upon the Development Program detailed in the March 4, 2021 Grandview Palace Parking Analysis conducted by David Plummer and Associates which is attached as **Exhibit C.**
3. The Parties agree that the Project's onsite parking which is currently 982 parking spaces exceeds the required minimum number of parking spaces of 653 parking spaces and offsite parking is no longer necessary or required so long as the approved number of on-

site parking spaces (982 parking spaces) is maintained. Accordingly, the Parties agree and consent to the release of that certain Covenant Running with the Land dated August 18, 1995 and recorded in Official Records Book 16914, Page 870 of the Public Records of Miami-Dade County, Florida.

4. Pursuant to the Parking Interpretation, the minimum parking requirement of 653 parking spaces shall serve as the existing required parking for the Project pursuant to NBV100 and the existing 982 parking spaces shall serve as the approved parking provided. Any future applications for building permits, minor development, or major development for the Project that seek development entitlements in excess of the existing development program will be required to comply with the minimum parking requirements of NBV100, as amended. Any newly created parking spaces, over the 982 parking spaces which currently exist at the Project, as well as requirements for additional loading berths and driving aisles, as well as required fire lanes, and ADA-compliant handicapped parking spaces and bicycle parking will be required to comply with any dimensional and technical requirements in the ULDC and North Bay Village Code of Ordinances.
5. The Parties agree that, except for performance of the mutual covenants set forth in this Agreement, each party releases the other of and from all known claims, actions, rights of action, causes, demands or accountings that each has against the other with regards to the Project's parking requirement as determined by the Parking Interpretation. Said release shall be binding upon the parties, their successors and assigns.
6. Except as otherwise specifically set forth or modified herein, all terms in the Stipulation are hereby ratified and affirmed and shall remain unmodified and in full force and effect in accordance with its terms.

7. Each of the signatories hereto warrants and represents that he or she is competent and authorized to enter into the Agreement on behalf of the party for whom he or she purports to sign.

8. Effective Date. The Effective Date of this Agreement shall be as of the last day on which the last party executes this Agreement.

[This Space Intentionally Left Blank. Signature Pages Follow.]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date set forth below their signatures.

Witnesses:

_____
Print: _____

_____
Print: _____

NORTH BAY VILLAGE

By: _____
Print Name: _____
Title: Village Manager

Approved as to form and legal sufficiency:

By: _____
Weiss Serota Helfman Cole & Bierman, P.L.
Village Attorney

STATE OF FLORIDA)
) SS:
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me __ virtually or __ in person this ____ day of _____, 2021 by _____, as Village Manager of North Bay Village, who appeared before me, and is personally known to me, or has produced _____ as identification, and did take an oath.

My commission Expires:

NOTARY:

Print Name: _____

Notary Public, State of Florida at Large

(Notarial Seal)

Witnesses:

GRANDVIEW PALACE CONDOMINIUM ASSOCIATION

_____
Print: _____

By: _____
Print Name: _____
Title: _____

_____
Print: _____

STATE OF FLORIDA)
) SS:
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me __ virtually or __ in person this ____ day of _____, 2021 by _____, as _____ of Grandview Palace Condominium Association, who appeared before me, and is personally known to me, or has produced _____ as identification, and did take an oath.

My commission Expires:

NOTARY:

Print Name: _____

Notary Public, State of Florida at Large

(Notarial Seal)

EXHIBIT A

Tract A, Block 8, First Addition of Treasure Island, according to the Plat thereof, as recorded in Plat Book 53, at Page 65, of the Public Records of Dade County, Florida, less a portion off of the northerly elevation of the subject property acquired by Dade County for the widening of the North Bay Causeway said portion being more particularly described as follows:

Begin at a point on West line of and 355.42 feet North 02° 25'14 West of the Southwest corner of said Tract "A"; thence run North 63° 43' 21" East, a distance of 225.67 feet of the northeasterly line of said Tract "A"; thence North 47° 53' 36" West along the Northeasterly line of said Tract "A" a distance of 75.83 feet to the Right of Way line for the 79th Street Causeway Section 87080-2506 State Road 828; thence South 42° 26; 03" West on said south Right of Way line a distance of 42.47 feet to the beginning of a curve to the right; thence Southwesterly on said curve having a central angle of 83° 38' 25" and a radius of 650.68 feet an arc distance of 142.63 feet through an angle of 12° 33' 49" to a point of reverse curve and the beginning of a radial return concave to the Southeast; thence Southeasterly on said radial return having a central angle of 57° 25' 06" and a radius of 25 feet an arc distance of 25.05 feet to the end of said radial return and a point on the West line of said Tract 'A"; thence South 02° 25' 14" East of said West line of said Tract "A" a distance of 3.95 feet to the POINT OF BEGINNING.

All of Lots 1 and 2, Block 8, FIRST ADDITION TO TREASURE ISLAND, Plat Book 53 at Page 65 of the Public Records of Dade County, Florida, less the following described lands:

Commence at the Southeast corner of Lot 2, Block 8 of FIRST ADDITION TO TREASURE ISLAND, according to the Plat Book 53, at page 65 of the Public Records of Dade County, Florida; thence run North along the East Line of said Lot 2 for a distance of 69 feet to a point; thence run West along a line of 69 feet North of and parallel to the South Line of said Lot 2 for a distance of 136 feet to a point; thence run South along a line of 136 feet West of and parallel to the East line of said Lot 2 for a distance of 57 feet to a point; thence run West along a line 12 feet North of and parallel to the South line of said Lot 2 for a distance of 187.71 feet to a point on the West line of said Lot 2; thence run South along the West line of said Lot 2 for a distance of 12.17 feet to the Southwest corner of said Lot 2; thence run East along the South line of said Lot 2 for a distance of 325.69 feet to the point of beginning, all in Block 8 of FIRST ADDITION TO TREASURE ISLAND, according to the Plat Book 53 at Page 65, of the Public Records of Date County, Florida.

EXHIBIT B

North Bay Village
1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141
Tel: (305) 756-7171 Fax: (305) 756-7722 Website: www.northbayvillage-fl.gov

March 15, 2021

Grandview Palace Condominium Association, Inc.
c/o: Gary M. Carman
Gray-Robinson Attorneys at Law
333 SE 2nd Avenue, Suite 3200
Miami, Florida 33131

Re: Interpretation of the North Bay Village Unified Land Development Code (ULDC)

Mr. Carman:

The following is in response to your letter of request for an official interpretation of the ULDC, dated March 9, 2021, delivered via mail to my office on March 15, 2021. Your letter shall serve as a preapplication conference request per Section 4.3 (A) Village Code. Please note that the Village currently has not an established fee for preapplication conferences.

Your request is for a determination of the applicability of parking requirements contained in the recently adopted NBV100 Form-Based Code (FBC) to the mixed-use development known as Grandview Palace, located on a tract of land identified as Folio 23-3209-041-0001, with the physical address of 7601 East Treasure Drive, North Bay Village, FL 33141.

North Bay Village has reviewed the above referenced location relative to the applicability of current parking requirements only and has not reviewed or considered other aspects of zoning compliance of existing or proposed development or improvements related to the Grandview Palace property.

Therefore, the purpose of this letter is limited to confirming that, based on information available, it is the Village's interpretation that the provisions of Section 15.7.A. contained in Chapter 15, of the FBC, as adopted by North Bay Village on February 25, 2021 (specifically those provisions pertaining to parking required by use in the T6 transect zone) apply to the tract of land identified as Folio 23-3209-041-0001 and more particularly located at 7601 East Treasure Drive, North Bay Village, FL 33141.

Calculations according to the application of the referenced parking provisions result in a minimum requirement of 653 parking spaces, based on the building program described in the study titled "Grandview Palace Parking Analysis - #20105" (the "Parking Analysis") prepared by David Plummer & Associates for Mr. Masoud Shojaee and dated March 4, 2021, which was submitted to the Village electronically by Timothy J. Plummer, P.E. on March 8, 2021.

As detailed in the Parking Analysis, the number of existing spaces at Grandview Palace at this time exceeds the minimum required parking pursuant to this interpretation, therefore eliminating the necessity for off-site parking to meet the demands of the building program presented in the Parking Analysis.

The above interpretation shall not exempt Grandview Palace from complying with the minimum dimensional requirements for all parking spaces as well as for required loading berths and driving aisles; nor shall it relieve Grandview Palace from providing required fire-lanes, ADA-compliant handicapped parking spaces and bicycle parking.

This letter does not constitute representation of compliance with any other applicable zoning laws, regulations, and ordinances, nor does it in any way offer assurance related to the issuance of any present or future permits or other official documents.

Any and all deviations in the number or design of existing parking, including but not limited to those concerning modifications to approved plans and applications for building permits or business tax receipts that may involve or result in the expansion, conversion, intensification or densification of approved uses shall require review, verification and approval by North Bay Village.

Please contact the undersigned if you have any questions.

Sincerely,



Silvia E. Vargas, FAICP

C/O Calvin, Giordano & Associates, Inc.
10800 Biscayne Boulevard, Suite 950
Miami, FL 33161
786-485-5197
svargas@cgasolutions.com

EXHIBIT C

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
305•447•0900 | DPA@DPLUMMER.COM

March 4, 2021

Mr. Masoud Shojaee
Shoma Group
President
3470 NW 82nd Avenue, Suite 988
Doral, Florida 33122
(786) 437-8658
mshojaee@shomagroup.com

RE: Grandview Palace Parking Analysis - #20105

Dear Masoud,

We have completed a parking analysis for the Grandview Palace (GVP) project located at 7601 East Treasure Drive in North Bay Village, Florida. The purpose of this study is to determine the required number of parking spaces based on the Village's NBV100 Form-based Code The analysis was based on the development program shown in Exhibit 1.

Exhibit 1
Grandview Palace Development Program

Land Use	Size	
Retail	7,685	SF
Fine / Casual Restaurant	3,626	SF
Health Club	4,444	SF
Specialty Grocery	2,014	SF
Marina	117	Slips
General Office	5,239	SF
Multi-Family Residential		
1-Bedroom	15	DUs
2-Bedroom	479	DUs
3-Bedroom	12	DUs

Since 1978

Background

A Grandview Palace legal stipulation dated December 28, 1992 required that 1,119 parking spaces be available for the project. One of the terms of the 1992 stipulation is that the surface parking lot located at 1850 Kennedy Causeway (aka K-lot) be utilized for the parking needs of the GVP development. At present, the K-lot has 183 parking spaces. A parking inventory of the GVP development conducted by Walker Consultants shows that the site has 1,165 parking spaces including the 183 spaces located at the K-lot (see Exhibit 2).

Exhibit 2
Existing Parking Inventory

Location	Number of Parking Spaces
Promenade	
ADA and Time-limited	11
Main Building Garage	
Tenant (Gated)	517
North Building Garage	
Retail	81
Tenant (Gated)	306
South Lot	
Permit	67
Subtotal	**982**
K-Lot[1]	
Guest Permit	183
Total	**1,165**

Source: Walker Consultants
[1] Grand View Palace leases 12 permitted spaces to neighborhood property

Parking Generation

A parking analysis was conducted for the project to determine the number of required parking spaces based on the NBV100 Form-based Code. The analysis was done using the proposed parking rates for residential and commercial uses. The parking requirements for the GVP development based on the NBV100 parking rates are shown in Exhibit 3.

Exhibit 3
Parking Requirements Based on NBV100 Form-based Code

Land Use	Units		NBV100 Parking Rates	Total Parking
Retail	7,685	SF	3 spaces / 1000 SF	24
Fine / Casual Restaurant	3,626	SF	3 spaces / 1000 SF	11
Health Club	4,444	SF	3 spaces / 1000 SF	14
Specialty Grocery	2,014	SF	3 spaces / 1000 SF	7
Marina	117	Slips	1 space / per 5 slips	24
General Office	5,239	SF	3 spaces / 1000 SF	16
			Subtotal	**96**
Multi-Family Residential	506	DUs	1.0 space per DU	506
			1.0 space per 10 DU	51
			Total Parking Spaces	**653**

Conclusion

Based on the NBV100 Form-based Code 653 spaces are required to satisfy the parking demand for the GVP development. Based on the parking inventory, GVP has a total of 982 parking spaces on- site; this represents a surplus of 329 parking spaces. We stand ready to provide any support needed for this proposed project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Juan Espinosa, PE
Vice President – Transportation

w:\20\20105\shared parking\nvb100\parking analysis_nbv100_mar 4 2021.docx

NORTH BAY VILLAGE
EST. 1945

North Bay Village

1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141
Tel: (305) 756-7171 Fax: (305) 756-7722 Website: www.northbayvillage-fl.gov

APPLICATION FORM FOR SITE PLAN APPROVAL

This application form is to be used to petition for Site Plan Approval pursuant to Sections 5.5 through 5.8, and 5.17 through 5.20, as well as Special Area Plan approval pursuant to Subsection 15.2.G. of the North Bay Village Unified Land Development Code.

Submit one (1) electronic file of your application, with all the required information to the Village Planning and Zoning Official via svargas@cgasolutions.com and deliver five (5) physical copies of materials to the Village offices located at 1666 Kennedy Causeway, Suite 300.

This application, including all supplemental forms and data, must be completed in accordance with the attached instructions and submitted with the required fees pursuant to the most up-to-date Fee Schedule. Site Plan Approvals require public hearings conducted by the Planning & Zoning Board and the Village Commission. Applications must be complete, and all required fees be paid in order to be accepted and placed on an agenda.

All fees shall be paid prior to the Planning and Zoning Official's review of the application. Accepted payment methods for the required fees are check or credit card when paying in person at the Village offices. You may also call (305) 756-7171 to make your credit card payment by phone.

This form is a fillable PDF. TYPE OR PRINT LEGIBLY ALL INFORMATION ON THE APPLICATION.

1. Property Owner Name: Shoma North Bay Village, LLC

2. Contact Phone: 305-376-6061 Email Address: mgarcia-serra@gunster.com

3. Mailing Address: 201 Sevilla Ave STE 300; Coral Gables, Florida

4. Applicant Name: (Same)
(If different from Owner)

5. Contact Phone: 786-437-8658 Email Address: MShojaee@Shomagroup.com

6. Mailing Address 201 Sevilla Avenue, Suite 300, Coral Gables, Fl. 33134

7. Address or location of Property Covered by the Application:
1872 79th Street Causeway

8. Legal Description of Property Covered by the Application (add pages if needed):
Please see attached Exhibit "A."

9. Folio Number(s): 23-3209-000-0250

10. Total Site Area (square feet): 121,914

11. Current Land Use of Property: Commercial

12. Future Land Use and Zoning Designations: CU and T6-24-South Kennedy Overlay District

13. Are the Future Land Use or Zoning being amended? Yes:_____No: X. If Yes, what are the proposed designations? _____

14. Project Type ___Single-Family Residential ___ Multifamily/Planned Residential

Development _X_Non-Residential/Mixed-Use _X_Development Agreement Required?

15. Project Description (additional pages may be attached): _____

Modification of previously approved Special Area Plan (SAP) and Development Agreement

CONSENT TO PUBLIC HEARINGS

All requests for site plan approval from the North Bay Village Code shall be considered at Public Hearings before the Planning & Zoning Board and the Village Commission. The Village Planning and Zoning Official shall certify that the application is complete before the hearing is legally advertised. All applications shall be submitted to the Village Planning and Zoning Official on or before the deadline implemented by the Village. All persons, firms, or corporations requesting site plan approval from the Village Commission necessitating the publication of notices in the newspaper, and all relative thereto, the payment of such money in advance to the Village shall be deemed a condition precedent to the consideration of such a request.

All new and substantial improvements must comply with the Florida Building Code, Department of Environmental Resource Management (DERM), FEMA regulations and all other applicable regulatory agencies.

I (We) the undersigned, am (are) the (owner, tenant, agent, attorney) (designate one) of the subject property herein described. I (We) acknowledge and agree that during the consideration of the application before the Planning & Zoning Board and staff of North Bay Village, no rights shall vest on behalf of the applicant, which would be enforceable against the Village until after a Public Meeting is held and the Village Commission has voted favorable on the proposed request. I (We) further acknowledge that I (We) have read and understand the conditions for appearance before the Planning and Zoning Board and the Village Commission pursuant to the Village Code Section 4.4. Any person submitting false information or misrepresenting in their presentation shall have all privileges granted to them by the Planning & Zoning Board and the Village Commission revoked.

Authorized Signature _____

Print Name Masoud Shojaee

(In case of corporate ownership, the authorized signature shall be accompanied by a notation of the signer's position in the corporation and embossed with the corporate seal.)

_____
Signature

STATE OF FLORIDA
COUNTY OF Dade

Sworn to and subscribed to before me this 10th day of April, 2023,

by MASOUD SHOJAEE,

who is personally known to me or who has produced _____ as identification.

Notary Public Signature Raquel Priscila Chong Badamo

Commission Number/Expiration 10/24/2026

RAQUEL PRISCILA CHONG BADAMO
MY COMMISSION # HH 280687
EXPIRES: October 24, 2026

COST RECOVERY AFFIDAVIT

I hereby acknowledge and consent commit to the payment of all applicable cost recovery fees involved as part of my application process. Cost recovery includes, but is not limited to, staff time, attorney fees, planning consultant fees and any other professional service costs incurred by North Bay Village in the review and processing of a development application, regardless of the outcome of the review and/or public hearing process. I further understand and acknowledge that failure to remit payment for incurred costs pursuant to Subsections 5.12.B. and C. (attached) of the North Bay Village Unified Land Development Code (ULDC) constitutes a violation of the Code and the Village may levy penalties to secure compliance, as outlined in Subsection 5.12.C of the ULDC.

Please type or print the following:

Date: _____

Relationship to the project: (e.g., property owner, architect, developer, attorney)
Property Owner

Full Name: Masoud Shojaee

Current Address: 201 Sevilla Ave STE 300

City: Coral Gables State: Fl Zip: 33134

Telephone: 305-376-6061 Email: mgarcia-serra@gunster.com

I am fully authorized to commit to the expenditures contemplated by this Cost Recovery Affidavit.

_____
Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 10th DAY OF April, 2023

_____
Notary Public, State of Florida at Large

My Commission expires 10/24, 2026

RAQUEL PRISCILA CHONG BADAMO
MY COMMISSION # HH 280687
EXPIRES: October 24, 2026

Subsections 5.12.B. and C. Regarding Cost Recovery

B. Cost Recovery Established

1. The applicant shall reimburse the Village for the actual cost of consultant or employed professional review services pursuant to the cost recovery procedures and requirements of subsection C below.

2. Payment in full by the applicant to the Village for the Village's actual expenditures for review of the application shall be a written condition of any development order. These cost recovery deposits fees shall be in addition to any and all other fees required by law, rule, or regulation of the Village Code of Ordinances.

C. Cost Recovery procedure.

1. At the time of submission of any application for development approval, the applicant shall pay the minimum cost recovery deposit fee outlined in the development approval fee and cost recovery deposit schedule set forth in this section, which funds shall be deposited into a cost recovery escrow account established for this purpose. Withdrawals shall be made to reimburse the Village for the cost of consultant services.

2. The Village shall provide the applicant with a copy of the consultant's invoice for any services charged against the applicant's cost recovery escrow account.

3. When the balance in the Village's cost recovery escrow account is reduced to one-half of its initial amount, the applicant shall deposit additional funds into such account to bring its balance up to the amount of the initial deposit. If such amount is not replenished within 30 calendar days after the applicant is notified, in writing, of the requirement of such additional deposit, the Village shall suspend its review of the application and the application shall be deemed withdrawn.

4. If an application is suspended due to nonpayment of the additional escrow deposit specified in subsection 3., a resubmission fee shall be paid, and the cost recovery deposit shall be replenished to a minimum of one-half of the original deposit amount before the application will be reviewed.

5. Prior to the scheduling or noticing of any board or commission hearing, the Village Manager's review of the application shall be complete, and the cost recovery escrow account balance shall be replenished to equal at least one-half of the initial deposit amount.

CHECK LIST FOR THE APPLICANT

Mandatory Submittals:

- ☐ Complete Variance Application, including all required forms and affidavits, signed by property owner or owner's representative.
- ☐ Letter of Authorization from property owner, if different from Applicant.
- ☐ Letter of intent signed by owner or owner's representative, which may include a narrative describing the project, whether the impact of the proposed development is favorable, adverse, or neutral on the economy, public services, environment, and housing supply of the Village, and the relationship of the proposed project to surrounding, existing, and proposed future land uses, and to existing zoning, and the Village's Comprehensive Plan. This narrative may be provided as a document separate from the letter. If variances/waivers or warrants/use exceptions are being requested, the extent of these from the requirements shall be noted in the narrative. NOTE: Applications for project variances/waivers, warrants/use exceptions may be submitted prior to or concurrently with a Site Plan Approval application. Each variance/waiver or warrant/use exception request must be submitted in its own application form with the corresponding fees. Refer to the applicable sections of the ULDC for requirements and criteria. Forms may be downloaded from the Village website or requested by emailing the Planning and Zoning Official
- ☐ Property survey at a scale of not less than one inch (1") equals 40 feet (40'), prepared by a registered land surveyor, not more than one (1) year old and including the legal description of the property, elevation, all easements, and rights-of-way.
- ☐ Drawings index page
- ☐ All drawings shall be drawn at a readable scale (per the requirements listed below) and shall include the following: scale; name; address and telephone number of the owner of the property for which the drawing is required; name, address and telephone number of the professional preparing the drawing; professional stamp seal (dry/wet or digital); location of the property including the legal description, section, township, range and street address, if known.
- ☐ Site plan(s) which depict:
  - ○ North point
  - ○ Existing and proposed easements
  - ○ Existing and proposed utilities
  - ○ Property lines
  - ○ Location of streets, alleys and ROW
  - ○ Location and footprint of all structures
  - ○ Mechanical equipment
  - ○ Proposed site circulation, driveways, sidewalks
  - ○ Parking, including handicapped, motorcycle, electric vehicle, and bicycle parking
  - ○ Loading spaces, valet areas, pick-up/drop-off points
  - ○ Signage
  - ○ Fences and Exterior lighting
  - ○ Other features (e.g., Green Building Program practices and techniques)

☐ Floor plans prepared at a scale no less than 1/16 inch to the foot and including

- ○ Layout of each level
- ○ Layouts for each dwelling unit type and/or nonresidential spaces
- ○ Parking and loading space dimensions
- ○ Parking garage adaptability features
- ○ Width of drive aisles

☐ Elevations at no less than 1/16 inch to the foot scale legibly showing the finished appearance of each main facade of the building and furnishing vertical height dimensions including compliance with Sec. 10.5 of the ULDC

☐ Tabular project summary indicating the following figures, calculations, and features:

- ○ Total acreage
- ○ Number of dwelling units per acre
- ○ Number of bedrooms per dwelling unit
- ○ Number of each dwelling unit type
- ○ Lot Coverage/Pervious surface area
- ○ Open/green space
- ○ Structure setbacks
- ○ Number and sizes of all off-street parking (including handicapped), loading, pick-up/drop off, and bicycle parking spaces
- ○ Floor area of each dwelling unit type
- ○ Floor area of each land use
- ○ Gross floor area
- ○ Building height
- ○ Floor area ratio or floor lot ratio as required/applicable by the zoning of the property
- ○ Compliance with the Village's Green Building Program (features selected from the point system should also be shown on the plans, when appropriate)

☐ Landscape plan

- ○ Location of all existing and proposed structures, landscape improvements (i.e., berms, fences, fountains, furnishings, lights, etc.) parking and circulation areas, and other site improvements
- ○ Notes and specifications, for the installation, fertilization, and maintenance of all plant materials and irrigation
- ○ Tree survey depicting all existing trees, including those to be removed and to be protected and methodology for protection
- ○ Demonstration of sustainable principles, techniques and practices (e.g., Green Building Program features)
- ○ Plant list with scientific and common names, sizes (i.e.: caliper), quantity, special requirements and location of all plant materials existing and proposed and proposed turf grass type
- ○ Planting and installation details, as needed, to ensure conformance with all required standards, including tree protection and erosion control.
- ○ A landscape maintenance plan and schedule will be submitted as a part of the landscape plans

☐ Level of Service (LOS) Assessment (see Sections 5.17-5.20 of the ULDC for requirements)

- O Potable water
- O Sanitary Sewer
- O Traffic
- O Stormwater
- O Solid Waste

☐ Traffic Impact Evaluation

☐ Digital visualization or virtual reality model. Photorealistic 3D digital visualizations, 3D renderings or a virtual reality model, showing a reasonable amount of project context (i.e., surrounding physical conditions and environments including existing structures on either side).

☐ Application fees and cost recovery deposit per the most up-to-date Village Fee Schedule.

Optional Submittal:

☐ Physical architectural scale model – A physical architectural model of the site and building(s), built to an appropriate scale, and photographs of the model may be submitted instead of a 3D computer visualization or virtual reality model. Physical architectural models shall be made available at least ten (10) days prior to the Planning and Zoning Board public hearing date. If an architectural model is provided, said model shall be retrieved by the developer within thirty (30) days following the final public hearing before the Village Commission. The photographs depicting the model shall become part of the public records. The model shall demonstrate the proposed structure as well as existing structures on either side.

Applications are deemed incomplete until all mandatory submittals have been received by the Village Planning and Zoning Official.

Office Use Only:

Date Submitted:_____

Date Paid:_____

Cash or Check #_____

Total Paid: $_____

Filing Fee: $_____

Cost Recovery Dep: $_____

Exhibit "A"
LEGAL DESCRIPTION OF THE PROPERTY

LEGAL DESCRIPTION:
A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Writer's Direct Dial Number: (305) 376-6061
Writer's E-Mail Address: MGarcia-Serra@gunster.com

May 11, 2023

Dr. Ralph Rosado
Village Manager
North Bay Village
1666 Kennedy Causeway
3rd Floor
North Bay Village, Florida 33141

Re: Shoma Bay/1872 79th Street Causeway / SAP Site Plan Modification Application/ Letter of Intent

Dear Dr. Rosado,

On behalf of Shoma North Bay Village, LLC (the "Applicant"), the owner of the property located at 1872 79th Street Causeway in North Bay Village, Florida (the "Property"), we respectfully submit this letter of intent in support of an application for site plan modification and related approvals for the Property. The Property, which is legally described in the surveys attached as composite **Exhibit A**, is currently designated *Commercial* pursuant to the Village's Future Land Use Map and *T6-24- South Kennedy Overlay District* on the Zoning Map. It is 121,914 square feet (2.799 acres) in size.

On March 23, 2021, the Village Commission approved a site plan, (**attached as Exhibit B**) (the "Original Site Plan") and a Special Area Plan ("SAP") known as the, "South Kennedy SAP" or the "SK SAP," for a mixed use project named "SHOMA Bay" including 333 dwelling units, a 36,068 square-foot grocery store, and 6,315 square feet of retail space on the Property (the "Original Project").

It is with great enthusiasm that we submit to you, on behalf of the Applicant, this application to amend the Original Project. Specifically, the Applicant seeks to amend the Original Site Plan, the SK SAP, and the previously approved Development Agreement. A draft proposed revised Development Agreement will be provided to you under separate cover. The Applicant is also submitting the SK SAP regulating plan for your approval as **Appendix B** ("SK SAP Regulating Plan") that will serve to allow the Applicant more flexibility in order to provide an enhanced quality product befitting the Village's new vision for the Kennedy Causeway, while maintaining its character as a true historical treasure of South Florida.

As described below in more detail, the Applicant has designed a project, pursuant to the guidelines set forth in the NBV 100 master plan, that promotes, livability, resilience and prosperity, not just for Shoma Bay residents, but for all Village residents, both current and future.

The Applicant is proposing to modify the Original Site Plan to develop the Modified Shoma Bay Project consisting of a mixed-use building containing 333 residential units, which will be luxury condominium units, as opposed to the previously approved rental project, 52,929 square feet of commercial space including a new Publix grocery store, a high end food bazaar which will be open to the public and 750 parking spaces in a structured garage (the "Modified Shoma Bay Project").

SK SAP

Under the Village's Unified Land Development Code (the "Code"), parcels of at least two abutting acres in size, such as the Property, may be master planned to allow greater integration of public improvements and infrastructure, to enable greater connectivity, to encourage a variety of building heights and massing, and to provide high quality design elements and greater flexibility in development. The approved SK SAP and the proposed modifications accomplish just that.

The Applicant seeks to amend the SK SAP to increase the height on the residential tower from 205'-7" to 253'-10" at the top of the pool deck. The T6-24 transect zone permits an overall height for the entire Modified Shoma Bay Project, including the commercial portion, of 246 ft, as of right. The Applicant seeks to limit its height on the commercial portion of the Modified Shoma Bay Project and otherwise redistribute the allowable height to the residential tower, requesting an additional 7 ft. so as to accommodate the higher "floor to ceiling" heights required for this type of project.

The Modified Shoma Bay Project is no longer a rental project. It will be comprised solely of larger condominium units with higher ceilings that meet the demand of the ever-growing luxury condominium market. To accomplish this design change, the Applicant's engineers recommended a change to the structural system from "tunnel form" to "post tension." This structural modification requires more space between residential floors and accounts for most of the 7 ft height request. The result however is a world class, high-end product that maximizes the incomparable views that are synonymous with the Village, and which also provides for lower scale height on the commercial portion of the project.

The Applicant also requests an additional 14 ft in height above the 10 ft permitted by the Code for the cooling tower above the residential tower. The 1,230 square foot cooling tower is limited to one corner of the residential tower and will be adequately screened from view as required by the Code. This height of the cooling tower is necessary for the project and will not be visible from street level.

As previously stated, the purpose of an SAP is to allow a property to be master planned to, among other things, encourage a variety of building heights and massing, to provide high quality design elements and greater flexibility in development. Specifically, Section 15.G.1.i of the Code states that *flexible allocation of development capacity and height, excluding density on individual*

sites within the Special Area Plan may be allowed so long as the capacity or height distribution does not result in development that is out of scale or character with the surrounding area, and provides for appropriate transitions.

The Modified Site plan seeks to redistribute the height allowed as of right over the commercial portion of the Modified Shoma Bay Project to the residential tower in a manner that is not out of scale or character with the surrounding area and provides for appropriate transitions well beyond what is required by the Code. The Modified Shoma Bay Project is in character with the surrounding area, especially the Grand View Palace to the east of the Property. The Grand View Palace is 24 stories tall and as such would not be negatively impacted by the additional height requested. To the South of the Property is the Treasure Island Elementary School ("TIES") with an expansive playing field that abuts the Property. This field provides a nice transition between the Property and the educational structures. The Modified Site Plan also provides more than the required 20-foot setback, further enhancing the transition between the Property and TIES.

Site Plan

The Applicant hereby requests approval of the enclosed modified site plan (the "Modified Site Plan"). The modifications are discussed in detail in the architect's narrative attached as **Exhibit C**. The Modified Site Plan includes an array of new amenities that will be the envy of the luxury condominium market in the area. To highlight a few, the Modified Shoma Bay Project includes a new food experience concept known as the Shoma Bazaar. The first of its kind was introduced in Doral last year and was very well received as it provides a variety of different cuisines in one setting. These innovative type of food venues can now be found in many places, including Miami Beach, Wynwood and the Downtown area as more people are opting for variety but also convenience and don't want to travel long distances to experience different cuisine. To meet the demands for remote-work space within the home, the Modified Shoma Bay Project includes a new mezzanine level offering business and library space that allows you to "work from home" with more flexibility and comfort in the common areas of the building. Also, the project now includes a private movie theater, salon and spa for both residents and their pets.

The proposed modifications in the Modified Site Plan comply with the criteria set forth in Section 5.8.c. as follows:

(1) Protects against and minimizes any undesirable effects upon contiguous and nearby property.

The Modified Site Plan provides greater setbacks than required along the rear and western property lines. The TIES property to the south is an educational facility and the proposed Modified Site Plan provides more than the required 20-foot setback in the rear. Similarly, the Modified Site Plan provides a greater than required setback from the western property line which abuts a condominium building. Both the rear and western property lines are lined with landscaping to provide adequate buffering. In addition to minimizing undesirable effects upon contiguous properties, the Modified Site Plan maximizes desirable effects along the 79th Street Causeway by providing an arcade for pedestrian use along a portion of the frontage and removing the very

significant "heat island" which presently exists on the Property. The Modified Shoma Bay Project also provides an artistic screening of the garage.

(2) Provides sufficient off-street parking and loading facilities so that it will not be necessary to use the streets in the vicinity for this purpose.

The off-street parking is located in an on-site structured garage which is shielded from view by an artistic screening as depicted in the renderings enclosed as part of the plans. This garage contains 750 parking spaces, which is above the required 506 parking spaces pursuant to the SKO regulations. Additionally, the Modified Shoma Bay Project provides loading for both buildings in the rear of the Property out of sight from the right-of-way. The proposed circulation diverts traffic away from the right-of-way.

(3) Provides sufficient setbacks, open space, and landscaping in order to protect and enhance the appearance and character of the neighborhood.

As discussed above, there is landscaping along the southern and western property lines. That same level of detail to landscaping and respect for the public view of the property was carried throughout the landscape plan, which proposes Royal Palms along the 79th Street Causeway. Note that even the amenities deck on Level 4 is landscaped, and the Modified Shoma Bay Project includes a ZEN Garden on Level 11.

(4) Can be accommodated by existing community roads, services, utilities, or the necessary additions are provided by the developer.

The Project's civil engineers have confirmed that sufficient public facilities are available and/or can be improved to service the Modified Shoma Bay Project. The Property is located along the 6-lane 79th Street Causeway, which has sufficient capacity for the proposed Modified Shoma Bay Project. Additionally, the Modified Shoma Bay Project's internal circulation and generous rear and side setbacks allow for appropriate traffic flow and utilities to service the Property. Any infrastructure upgrades necessary to service the Modified Shoma Bay Project will be the responsibility of the Applicant.

Accordingly, for the foregoing reasons, we respectfully request your favorable consideration of our requests. If you have any questions or wish to discuss further, please do not hesitate to contact me at (305)376-6061 or MGarcia-Serra@gunster.com. Thank you for your attention to this matter. We look forward to working with you and your colleagues on this very promising Project which will provide an appropriately grand gateway for your great Village!

Sincerely,

Mario Garcia-Serra

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SUITE 1513
MIAMI, FL 33156
305/273-9911
AAA C000895

April 28, 2023

City of North Bay Village
Project Name: **Shoma Bay Condominium**
Address: 1850-1875 79th Street Causeway
North Bay Village, Florida 33141

MSA Project Name: Shoma Bay NBV
MSA Project No.: 1952

City of North Bay Village:
The following narrative of the changes between the approved Site Plan Application and the current revised design.

1. Ground floor townhouses were replaced by residential amenity spaces.
2. Relocated Main Electrical Room and added MEP Rooms on Mezzanine level.
3. Building height was increased from 205'-7" to 277'-10" top of cooling tower (253'-10" top of pool deck).
4. Building stories was increased from 19 to 24. 24 stories allowed by zoning).
5. Parking garage was increased from 8 to 10 levels.
6. Structural system was changed from tunnel form construction to post tension.
7. Building elevations have been revised.
8. Added Zen Garden on Level 11 (Top of parking garage).
9. Added Bazaar food court at level 14.
10. Relocated pool to roof top pool deck.
11. Mechanical system was changed from DX units to cooling tower (Cooling tower on a pedestal aprox. 20' ht.).
12. Added cooling tower and mechanical penthouse at the roof level (10' ht. allowed for mech. / 24' provided).
13. Lot Coverage increased from 52,083sf (42.72%) to 52,395sf (42.98%).
14. Frontage along 79th Street Causeway decreased from 92% to 90% .
15. Open Space decreased from 33,269sf (27.29%) to 31,336sf (25.70%).
16. West Setback decreased from 33'-5" to 28'-5".
17. Bike Racks increased from 25 to 69.
18. The northwest Retail and bike storage facing 79th Causeway has been removed and replaced with M.E.P and B.O.H.
19. On the East side of the covered breezeway, we now have two retail vanilla box shells vs one.
20. New mezzanine level between level 1 and 2 with business and library space.
21. New pet spa on level 12.
22. New Amenities on Level 14 (Movie Theater, Hair Salon, Spa (Women's' & Men's)).

SHOMA NORTH BAY VILLAGE

FOR

SHOMA GROUP

IN

NORTH BAY VILLAGE, FLORIDA



INDEX OF DRAWINGS

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- OWNER / DEVELOPER
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MSA ARCHITECTS

Jose Saumell

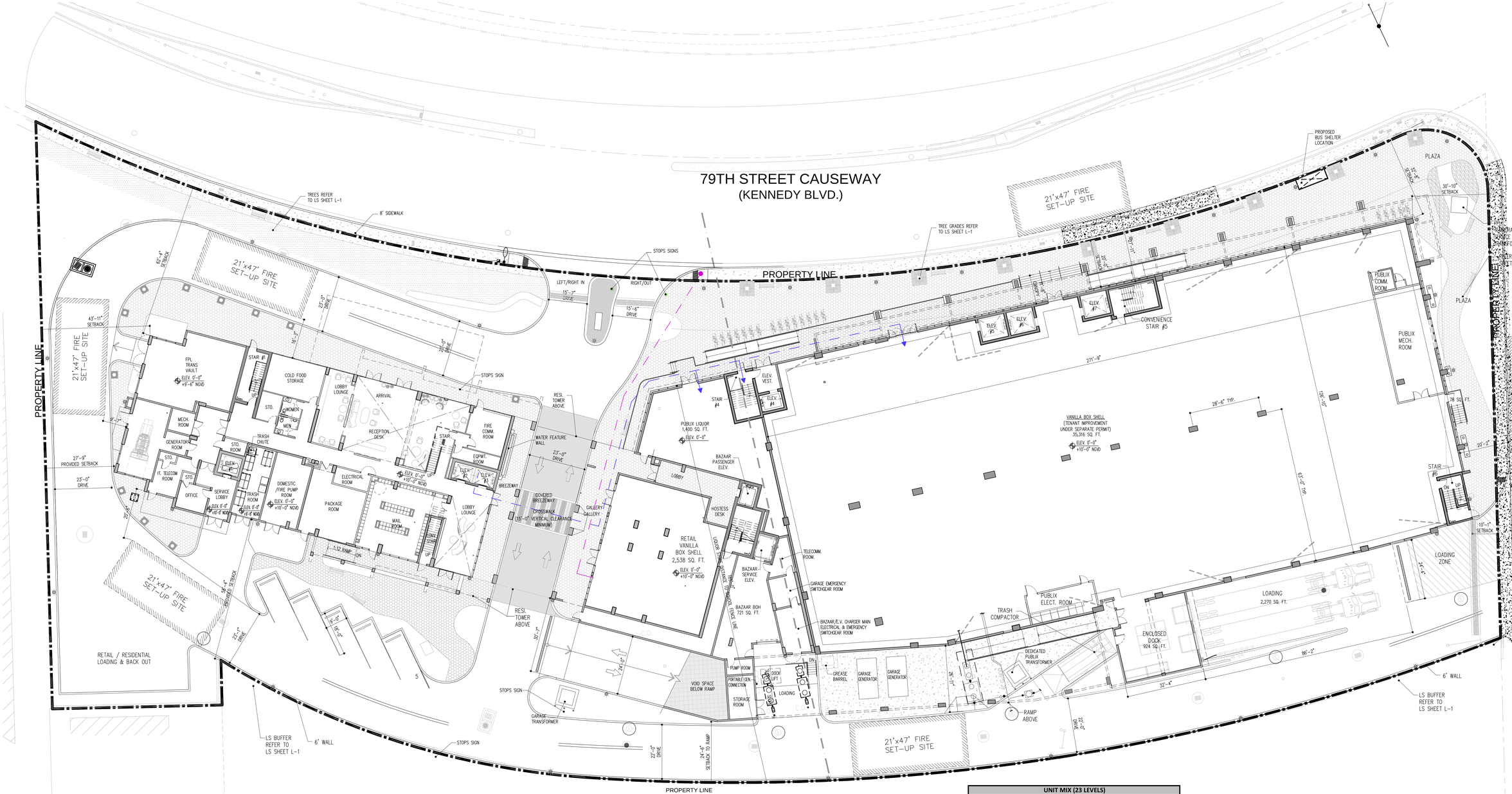
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  1750 PONCE DE LEON
  BOULEVARD
  CORAL GABLES, FL 33134
  (305) 447 0900

- SUBMITTAL DATES
- 04/28/2023-SHOMA BAY/SAP SUBMISSION

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SITE DATA

LOCATION	North Bay Village, FL.
ZONING DESIGNATION	T6–24
OVERLAY DISTRICT	South Kennedy Overlay District
TYPE OF USE	Mix Use Multi–Family Housing

BUILDING DISPOSITION	REQUIRED	PROVIDED	
A. LOT AREA	10,000 sf. min.	2.798 acres	121,914 sf.
B. LOT WIDTH	100' min.	587'–8"	
C. LOT COVERAGE	90% max / 109,723 sf.	52,395 sf.	42.98%
D. FRONTAGE @ FRONT SETBACK			
79th Street Causeway	A gallery or arcade is required for at least 80% of the frontage of a commercial portion of a building that is within 20 feet of the front property line	90%	
E. OPEN SPACE	10% min. / 12,191 sf. (Per T6–24)	31,336 sf.	25.70%
F. DENSITY	120 du's / ac. = 335 units	333 units	119 du's/ac
G. INTENSITY (FLR=13)	Max. Allowed = 36.37 ac.	18.49 ac.	

BUILDING CONFIGURATION FRONTAGE			
A. COMMON LAWN	Prohibited	–	
B. PORCH & FENCE	Prohibited	–	
C. TERRACE	Prohibited	–	
D. FORECOURT	Allowed	–	
E. STOOP	Allowed	–	
F. SHOPFRONT	Allowed	Yes	
G. GALLERY	Allowed	Yes	
H. ARCADE	Prohibited	–	

BUILDING SETBACK	REQUIRED	PROVIDED
A. NORTH SETBACK	20'–0" min.	20'–0"
B. EAST SETBACK	10'–0" min.	10'–0"
C. SOUTH SETBACK	20'–0" min.	24'–6"
D. WEST SETBACK	20'–0" min.	27'–9"

BUILDING HEIGHT		
Pedestal Height (Parking Garage):		104'–2"
(RESIDENTIAL TOWER)		
Min. Height	2 stories	PROVIDED
Max. Height	24 Stories or 240 feet'	24 stories 253'–10" TOP OF ROOF (LEVEL 24)
Max. Height	(ROOF TOP MECHANICAL EQUIPMENT)	
	10'–0"	24'–0" TOP OF MECHANICAL EQUIPMENT (ELEV.=277–10")

BIKE RACK

Residential Required:	1 sp/20 req. spaces	66
Commercial Required:		6
Subtotal:		72
Reduction after 50 sp:		–11
Total Required:		61
Total Provided:		69

PARKING SUMMARY

REQUIRED

Type of parking	# of DU's or SF	Code Required	Total
Residential	333 units	1. spaces/unit	333 spaces
Visitor	333 units	0.1 spaces/unit	34 spaces
Sub–total			367 spaces
Commercial			
Retail	2,538 sf.		
Supermarket	36,716 sf.		
Food Hall	11,923 sf.		
Sub–total	51,177 sf.	3 sp/1,000 sf.	154 spaces
Shared parking reduction = 154 sp/1.2 = 132 per shared parking standards table			128 spaces
Grand total required			495 spaces

* HC Parking: (501–1000–2% total) = 11 spaces required
* 10 E.V.S.E. – Ready Spaces included in total

PROVIDED

Designation	Levels	Regular	HC	Total
Publix	Site	5	–	5
	Level 2	61	3	64
	Level 3	63	3	66
Visitor/Retail	Level 4	56	1	80
Resi. Parking		23		
Resi. Parking	Levels 5–8	396	8	404
Resi. Parking	Level 9	89	2	91
Resi. Parking	Level 10	40	–	40
Grand total				750

* 15 E.V.S.E. – Ready Spaces included in total
* 17 ADA Spaces included in total

UNIT MIX (23 LEVELS)					
Unit Type	Area (Net)		Total # of units	%	NSF
STUDIO					
ST 1	332 sf		40	12%	13,280 sf
	Subtotal		**40**		**13,280 sf** *332 avg sf/du*
1 Bedroom/ 1 Bathroom					
A1	690 sf		78	41%	53,820 sf
A2	816 sf		19		15,504 sf
A2.1	805 sf		19		15,295 sf
A3	1,091 sf		19		20,729 sf
	Subtotal		**135**		**105,348 sf** *780 avg sf/du*
2 Bedroom / 2 Bathroom					
B1	997 sf		40	39%	39,880 sf
B1A	1,005 sf		19		19,095 sf
B1A.2	1,203 sf		1		1,203 sf
B2	1,091 sf		21		22,911 sf
B3	1,090 sf		8		8,720 sf
B4	1,120 sf		20		22,400 sf
B5	1,145 sf		20		22,900 sf
	Subtotal		**129**		**137,109 sf** *1,063 avg sf/d.*
3 Bedroom / 2 Bathroom					
C1	1,324 sf		20	6%	26,480 sf
	Subtotal		**20**		**26,480 sf** *1,324 avg sf/d.*
PENTHOUSE					
P1	1,793 sf	est.	2	3%	3,586 sf
P2	1,892 sf	est.	1		1,892 sf
P3	2,429 sf	est.	1		2,429 sf
P4	1,964 sf	est.	1		1,964 sf
P5	1,949 sf	est.	1		1,949 sf
P6	2,731 sf	est.	1		2,731 sf
P7	2,579 sf	est.	2		5,158 sf
	Subtotal		**9**		**19,709 sf** *2,190 avg sf/d.*
Grand Total			**333 units**	100%	**301,926 sf** *907 avg sf/du*

LOADING ZONE DATA

	REQUIRED	PROVIDED
Residential:	3 Berths (900 sf total)	3 Berths (1,060sf total)
Commercial:	2 Berths (420 sf each)	2 Berths (800sf each)

NORTH

SITE PLAN

SCALE: 1/16" = 1'–0"

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
AR0013085

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(305) 272-9991

MSA ARCHITECTS
ARCHITECTURE & PLANNING

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.
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CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	SITE PLAN
SHEET NUMBER:	A-0.SP-1



OVERALL LEVEL 1 - PLAN

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

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SHOMA NORTH BAY VILLAGE

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LOCATED AT:
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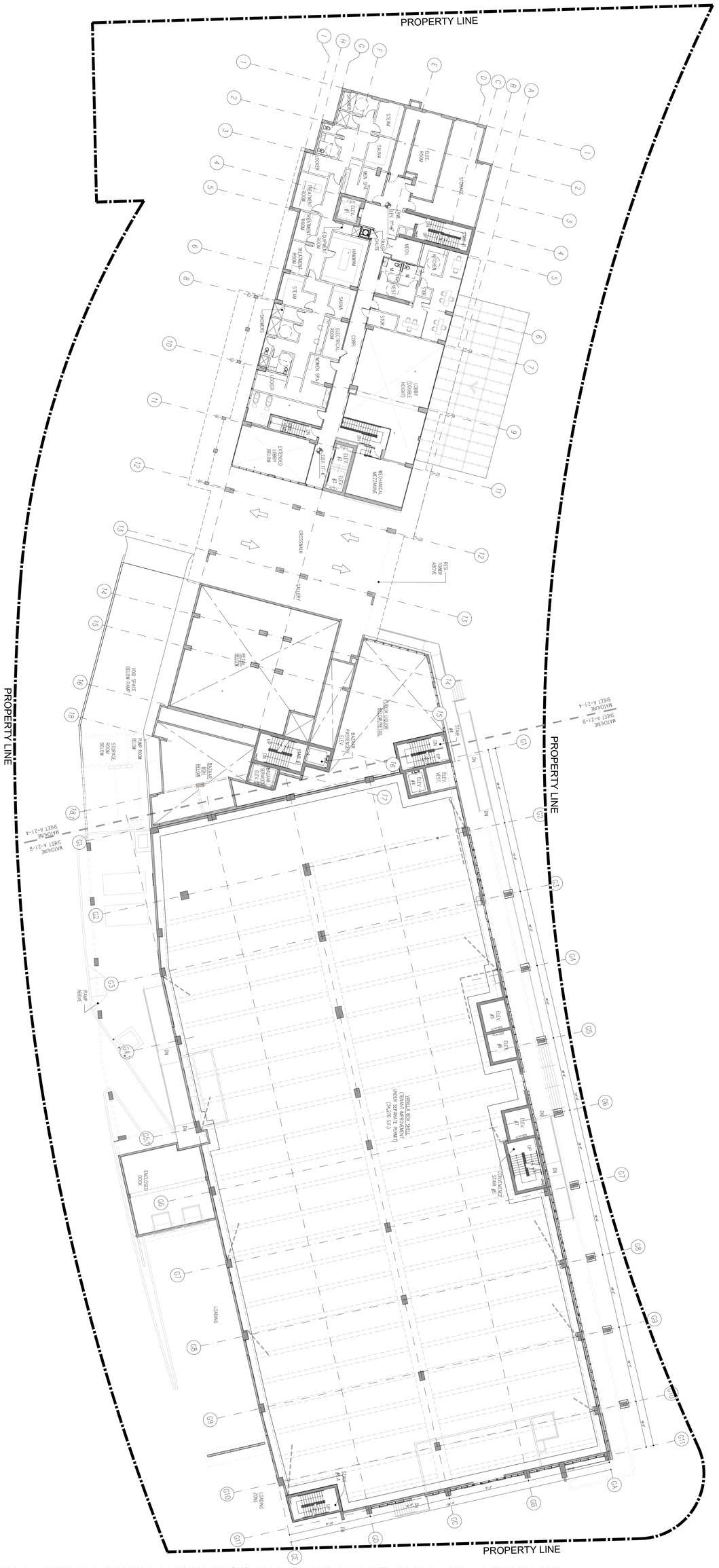
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SHEET TITLE:
OVERALL
LEVEL 1 - PLAN

SHEET NUMBER:
A-2.1



NORTH

OVERALL MEZZANINE - PLAN

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

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SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

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JOB NO.	1952 PR1
SHEET TITLE:	OVERALL MEZZANINE - PLAN
SHEET NUMBER:	A-2.1M

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SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

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	BY

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JOB NO. 1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 2 - PLAN

SHEET NUMBER:
A-2.2

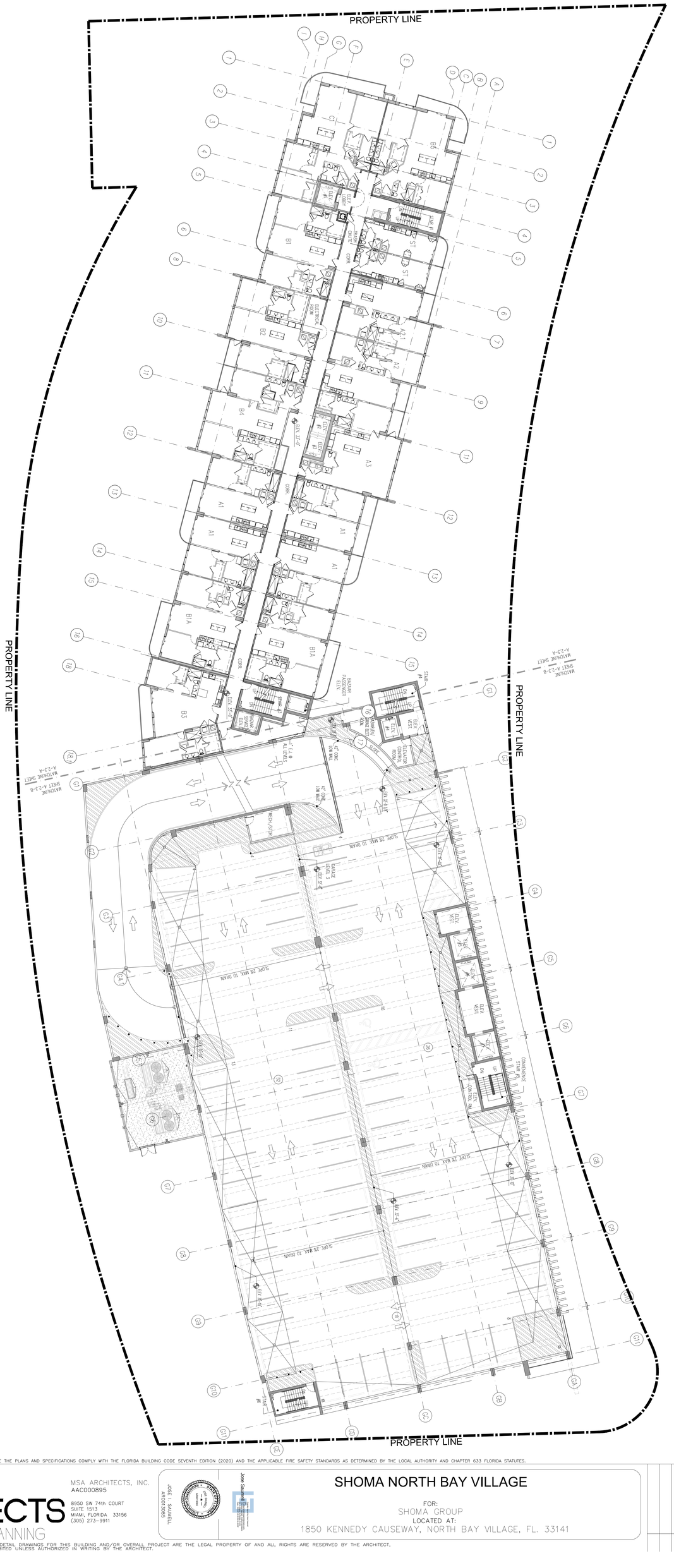
OVERALL LEVEL 2 - PLAN

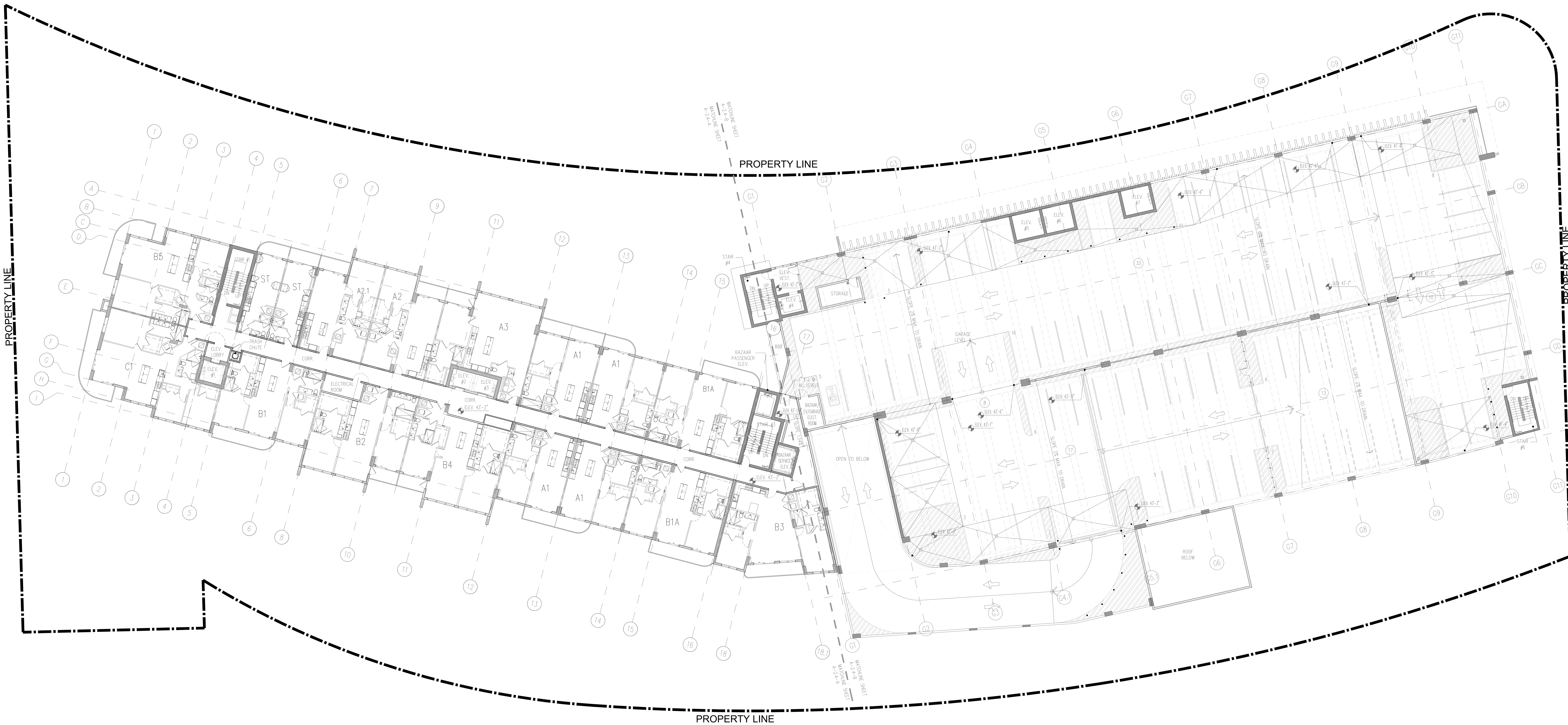
17 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023


PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-2.3-B
MATCHLINE SHEET A-2.3-A
MATCHLINE SHEET A-2.3-B
MATCHLINE SHEET A-2.3-A
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
CONVENIENCE STORE
BAZAAR PASSENGER ELEV.
ELEV. 33'-0"
ELEV. 33'-0"
ELEV. 33'-0"



OVERALL LEVEL 4 - PLAN

NORTH

17 UNITS

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

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BY	
DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	OVERALL LEVEL 4 - PLAN
SHEET NUMBER:	A-2.4



ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell
Digitally signed by Jose Saumell

STATE OF FLORIDA
JOSE SAUMELL
AR0013085
REGISTERED ARCHITECT

JOSE I. SAUMELL
AR0013085

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DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	OVERALL LEVEL 5 - PLAN
SHEET NUMBER:	A-2.5

NORTH

OVERALL LEVEL 5 - PLAN

17 UNITS
SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023



OVERALL LEVEL 6 - PLAN

NORTH

17 UNITS

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
AR0013085

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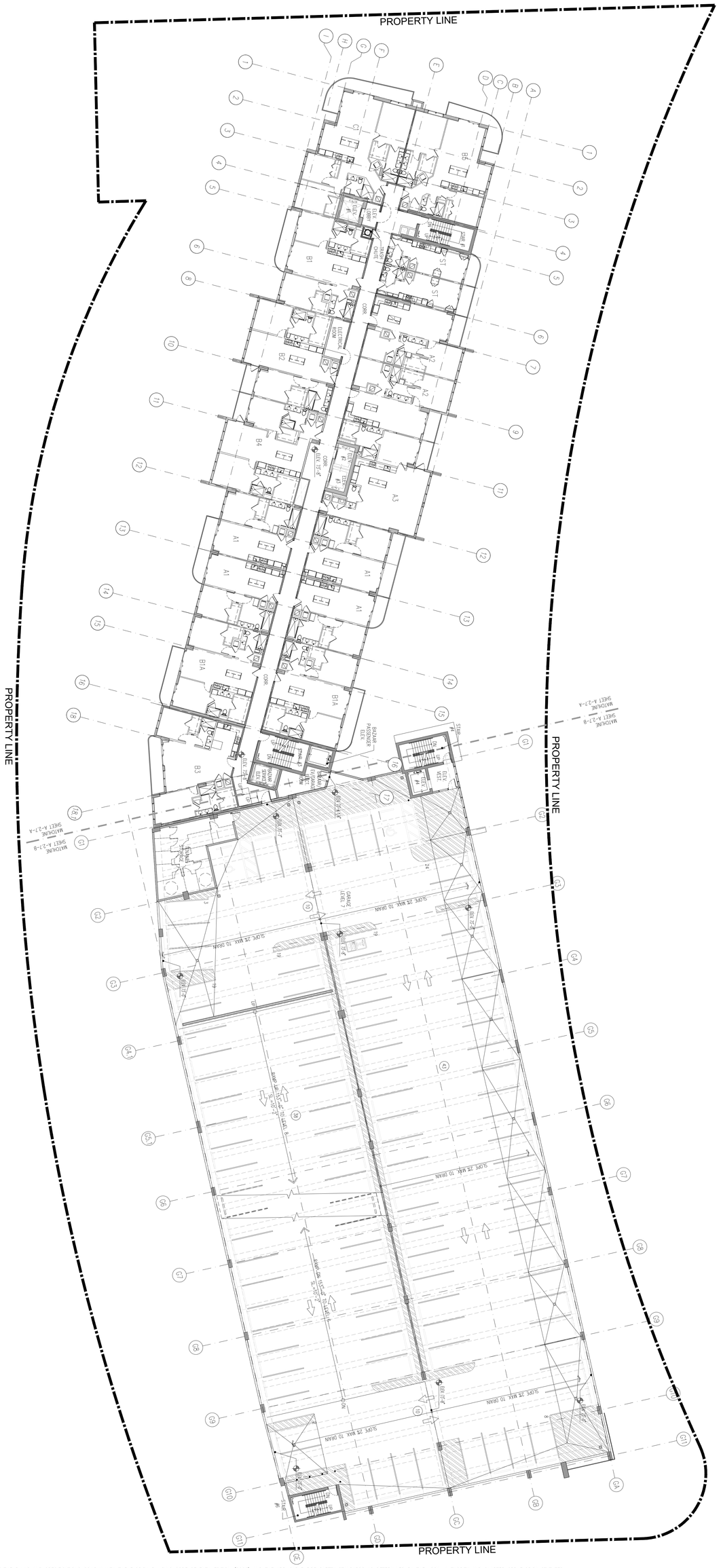
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(305) 273-9911

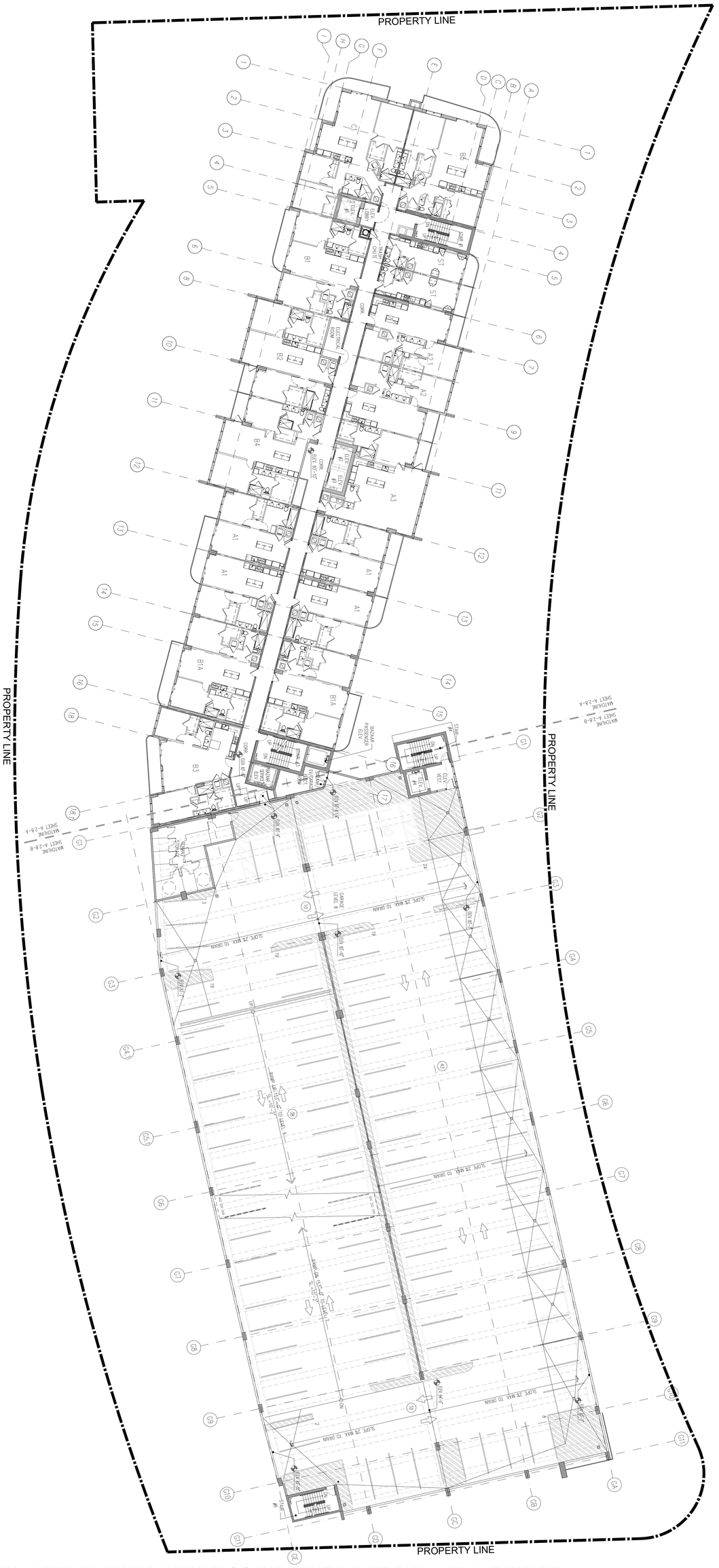
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DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 6 - PLAN

SHEET NUMBER:
A-2.6


PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-2.7-B
MATCHLINE SHEET A-2.7-A
MATCHLINE SHEET A-2.7-B
MATCHLINE SHEET A-2.7-A
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN


PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN



OVERALL LEVEL 9 - PLAN

17 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
AR0013085

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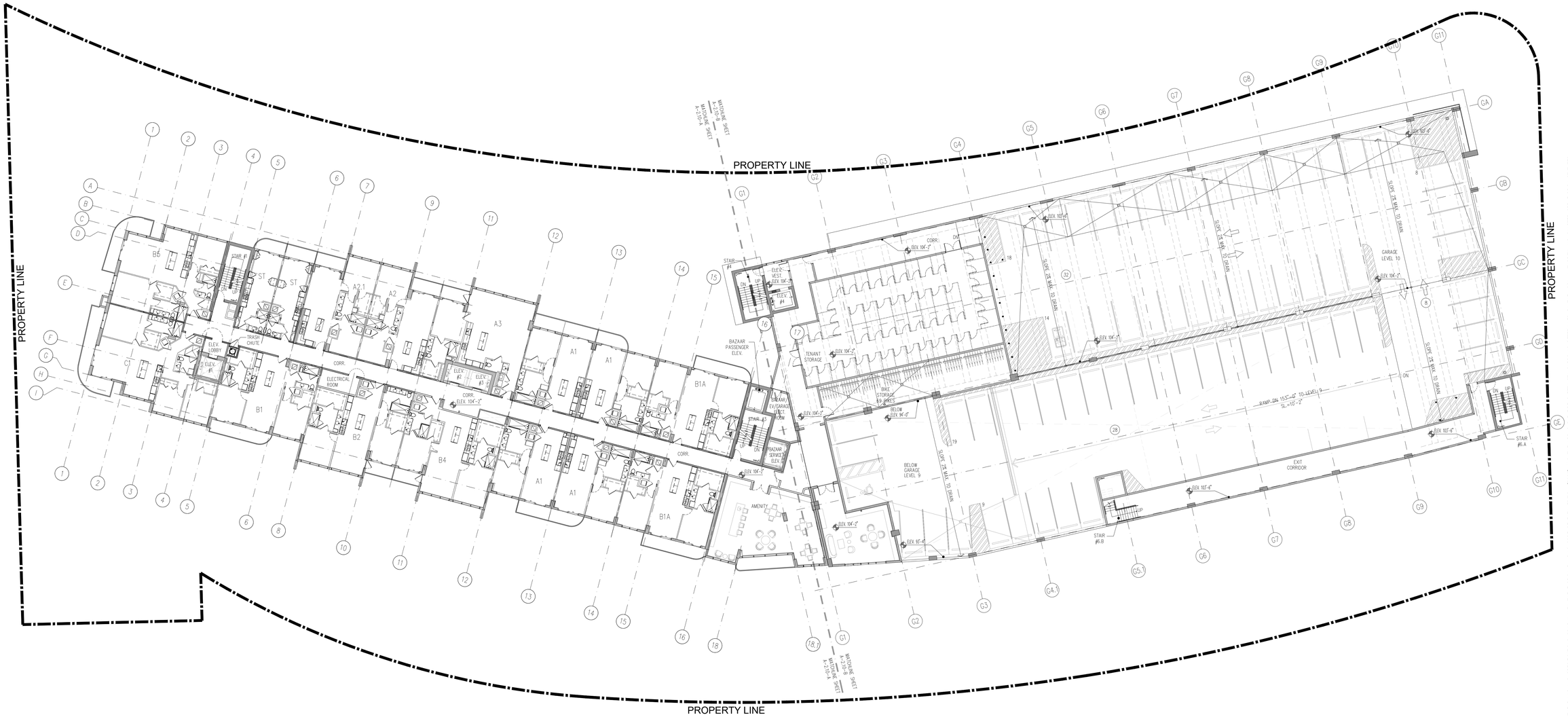
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SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 9 - PLAN

SHEET NUMBER:
A-2.9



OVERALL LEVEL 10 - PLAN

16 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

Jose Saumell

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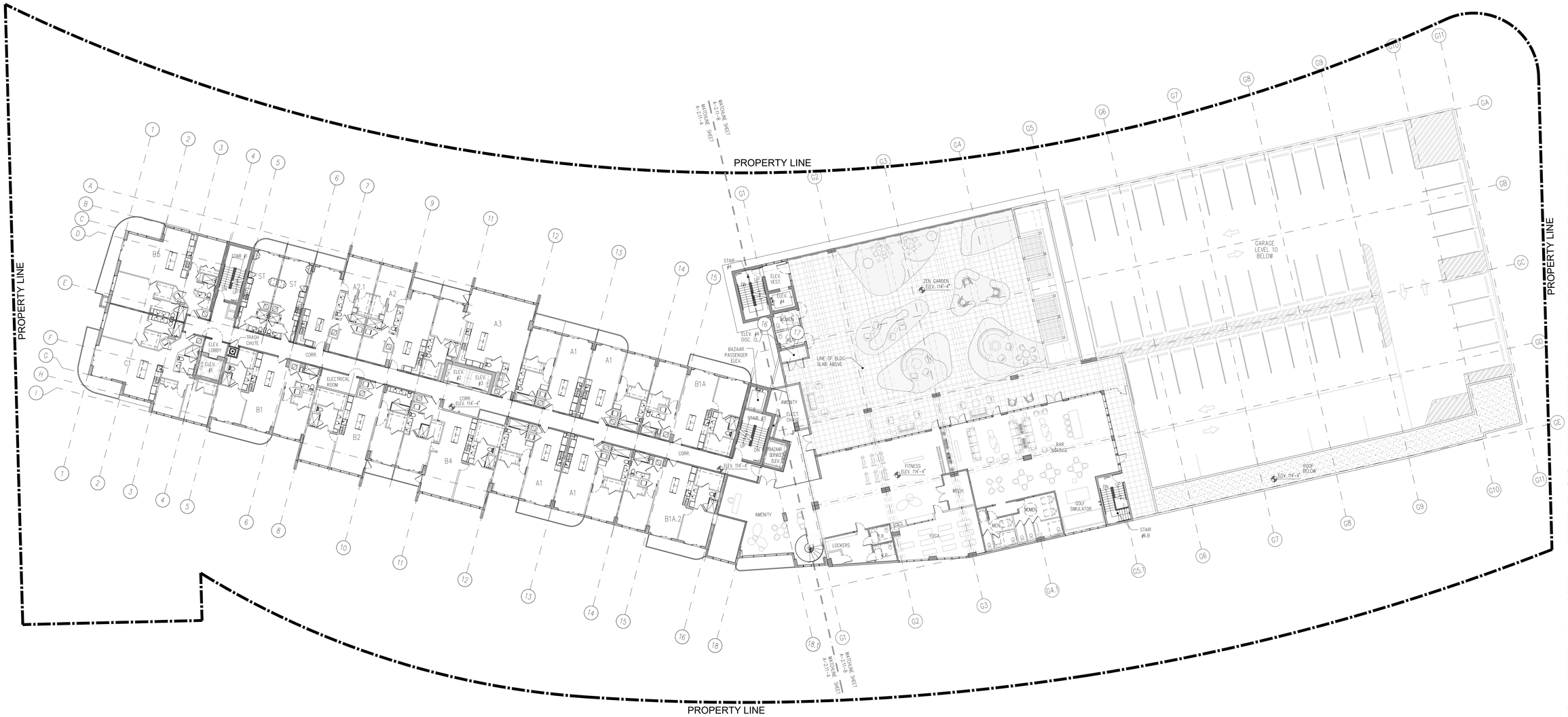
ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 10 - PLAN

SHEET NUMBER:
A-2.10



OVERALL LEVEL 11 - PLAN

16 UNITS

NORTH

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

Jose Saumell

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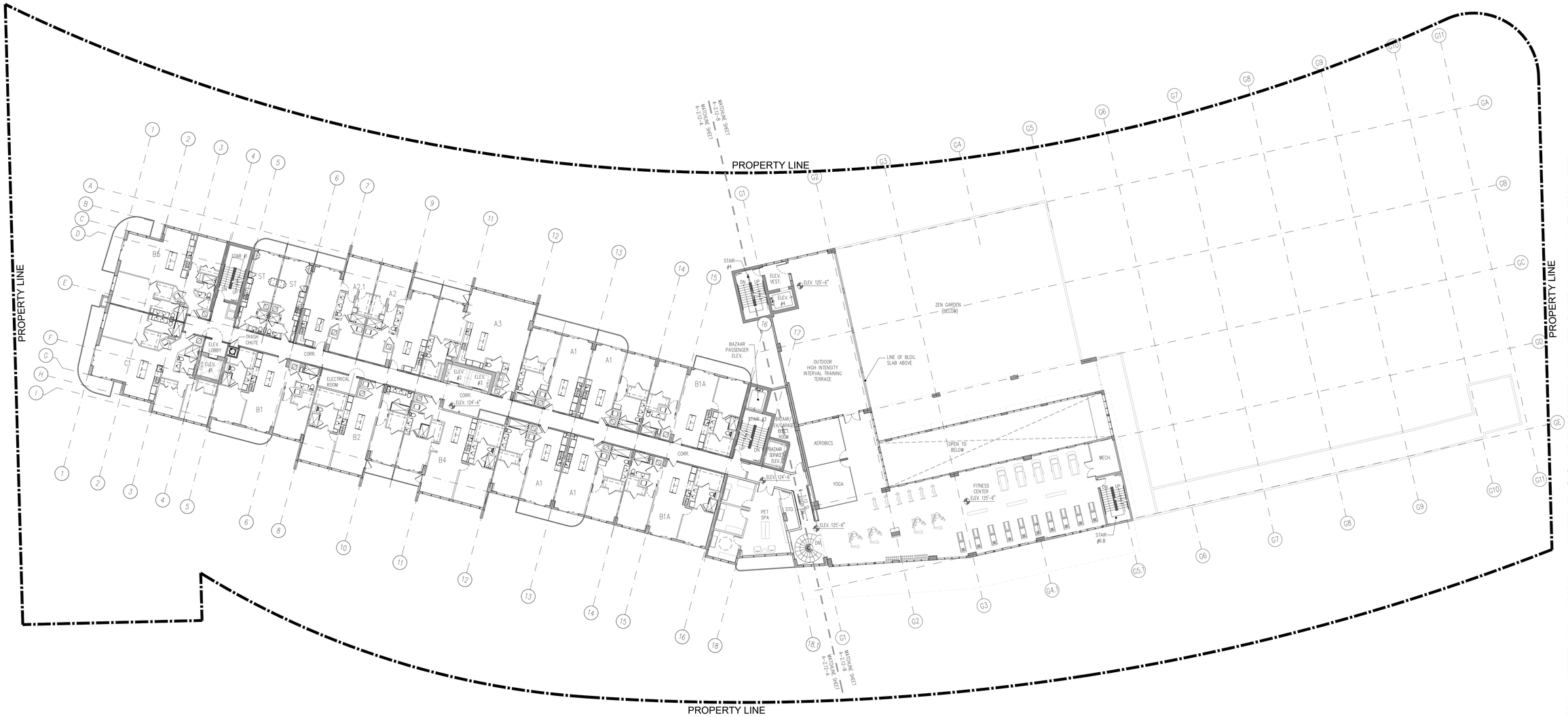
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CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 11 - PLAN
(ZEN GARDEN)

SHEET NUMBER:
A-2.11



OVERALL LEVEL 12 - PLAN (FITNESS CENTER)

16 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

Jose Saumell

STATE OF FLORIDA
JOSE I. SAUMELL
AR0013085
REGISTERED ARCHITECT

JOSE I. SAUMELL
AR0013085

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8950 SW 74th COURT
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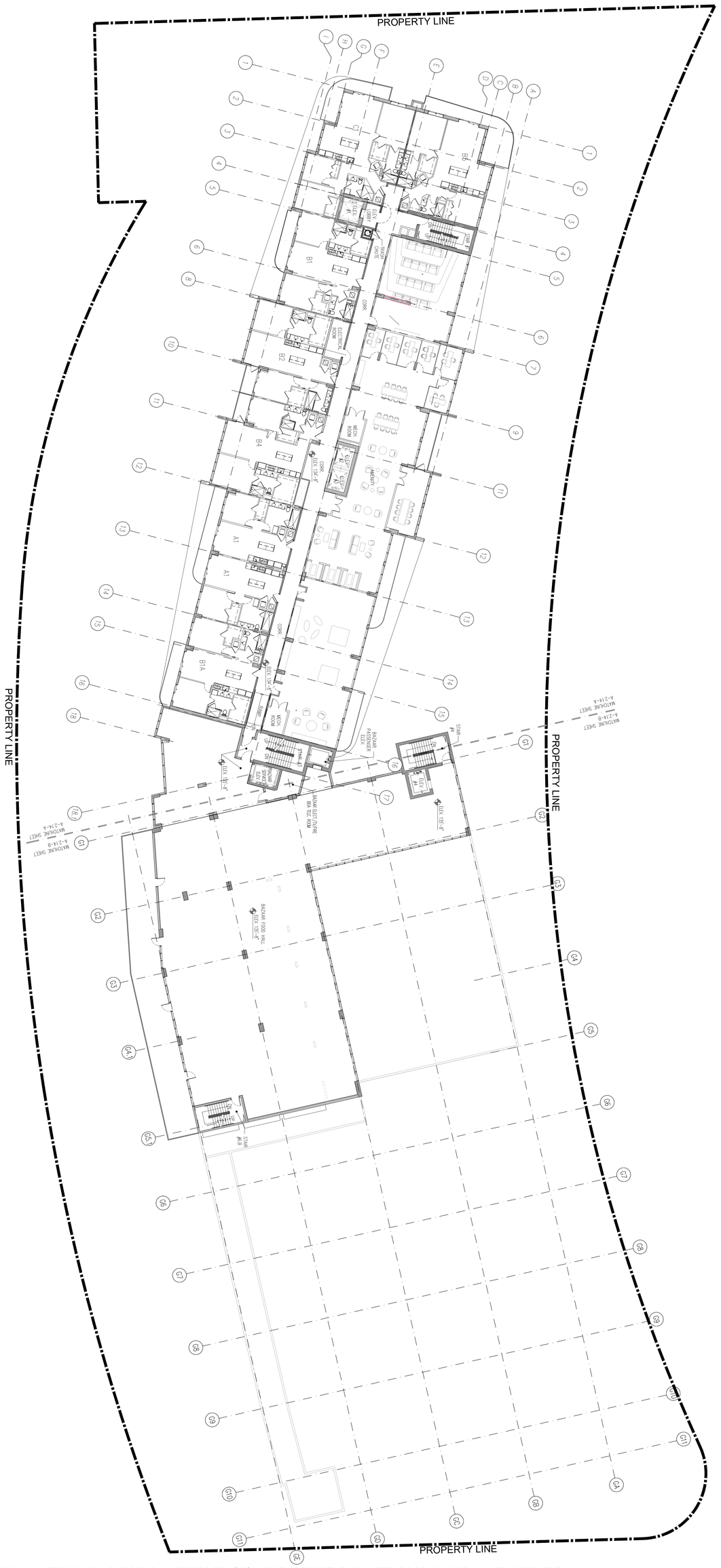
ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 12 - PLAN
(FITNESS CENTER)

SHEET NUMBER:
A-2.12



NORTH

OVERALL LEVEL 14 - PLAN

8 UNITS

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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Jose Saumell

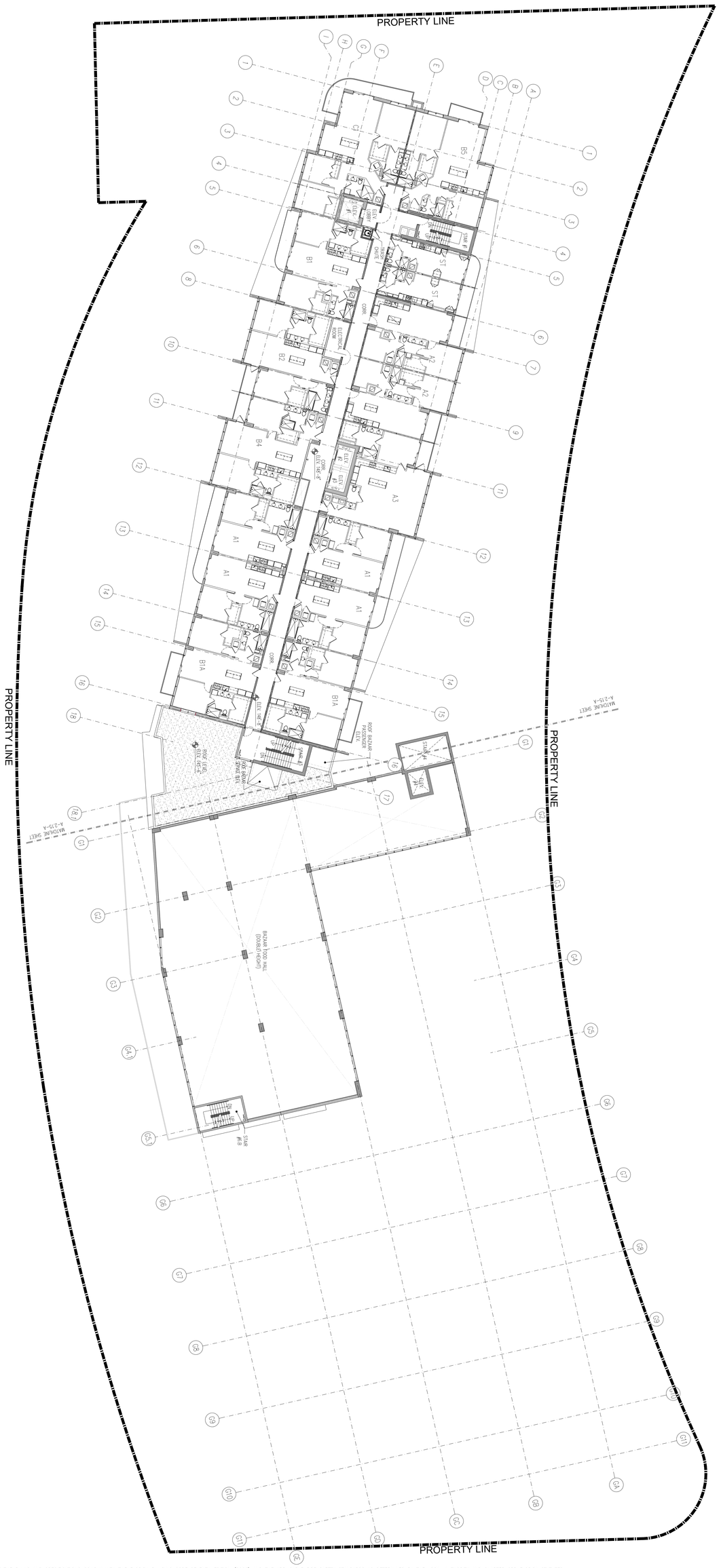
SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

DRAWN
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PNJ
SHEET TITLE: OVERALL LEVEL 14 - PLAN
SHEET NUMBER: A-2.14

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NORTH

OVERALL LEVEL 15 - PLAN

16 DUS/FL = 112 UNITS SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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JOSE I. SALMUELL
AR0013085

Jose Salmuell

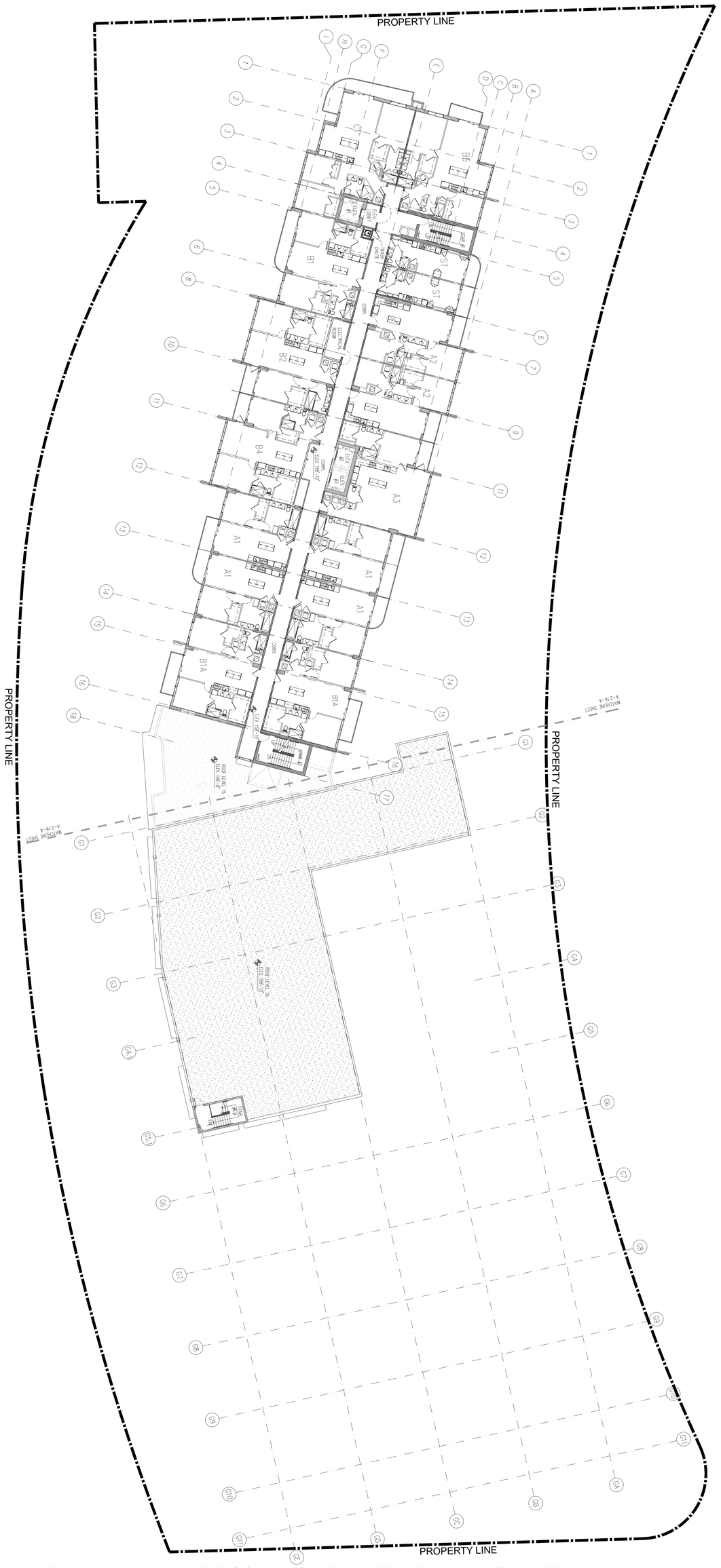
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SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

DRAWN
CONTRACT DATE
SCALE: AS SHOWN
JOB NO. 1952.PRJ
SHEET TITLE: OVERALL LEVEL 15 - PLAN
SHEET NUMBER: A-2.15



OVERALL LEVEL 16- PLAN

16 DUS/FL = 112 UNITS SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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JOSE I. SAUMELL
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Jose Saumell

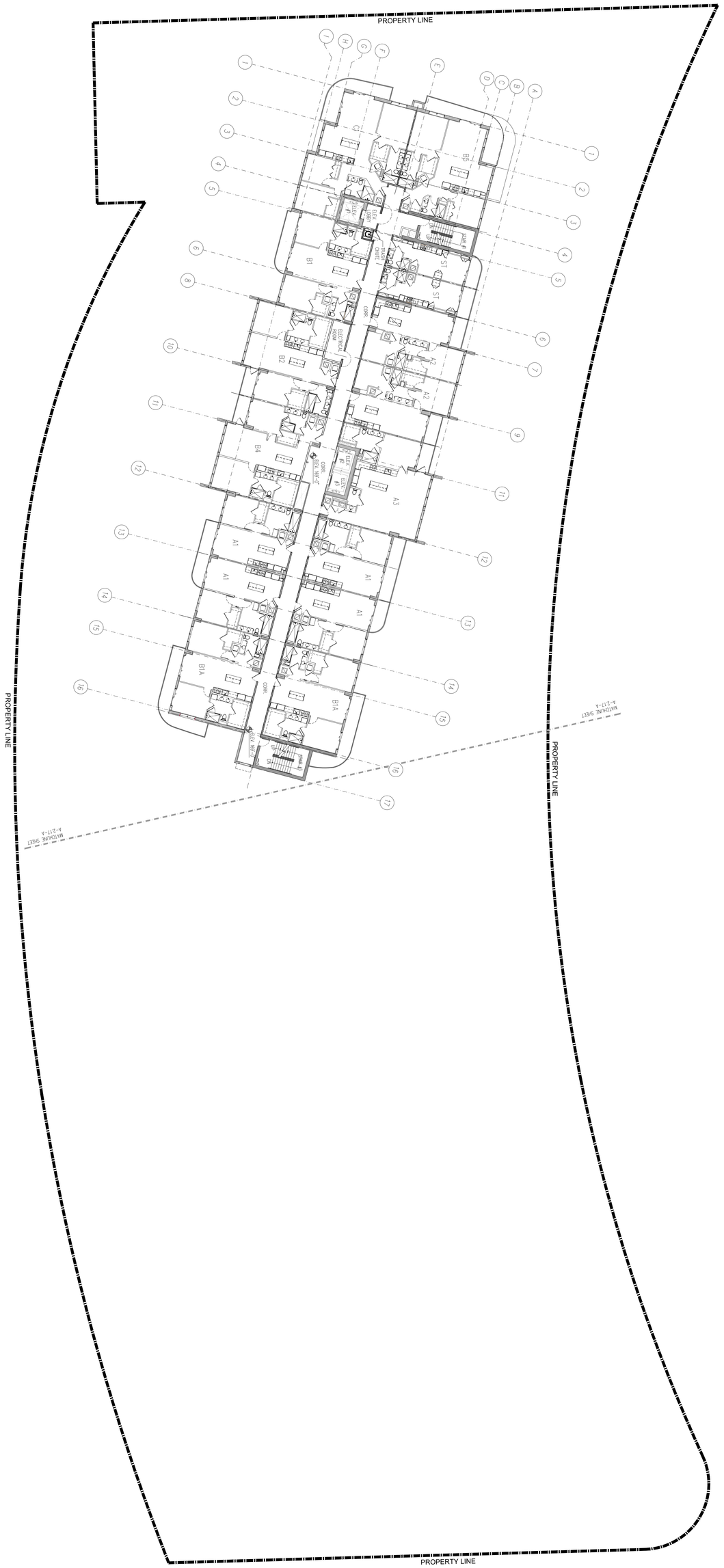
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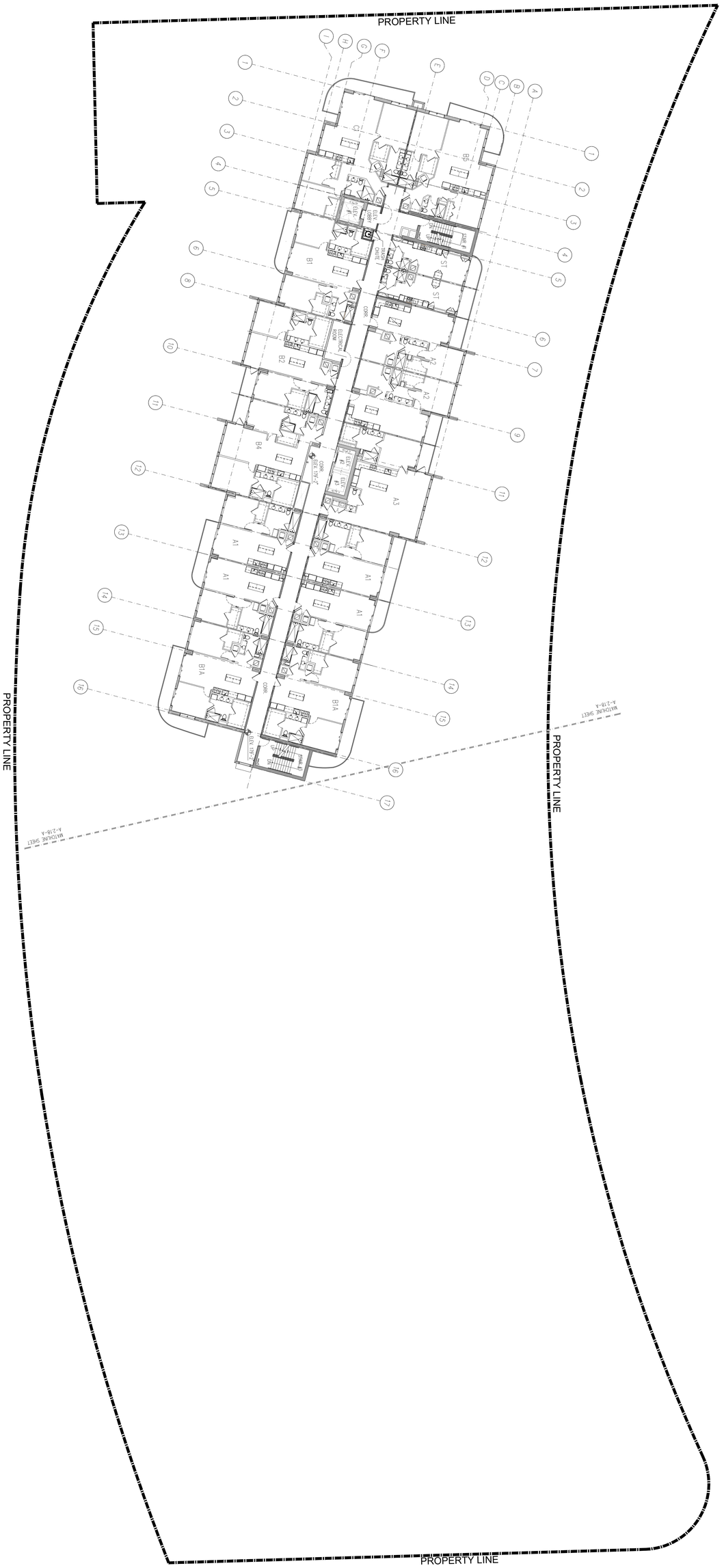
SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

DRAWN	BY
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	OVERALL LEVEL 16 - PLAN
SHEET NUMBER:	A-2.16

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PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-2.17-A
MATCHLINE SHEET A-2.17-A
C1
B1
B2
B4
A1
A1
A1
A1
B1A
B1A
ST1
ST2
A2
A3
ELEV. 198'-0"
ELEV. 198'-0"
ELEV. 198'-0"



NORTH

OVERALL LEVEL 18 - PLAN

16 UNITS

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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JOSE I. SAUMELL
AR0013085

SHOMA NORTH BAY VILLAGE

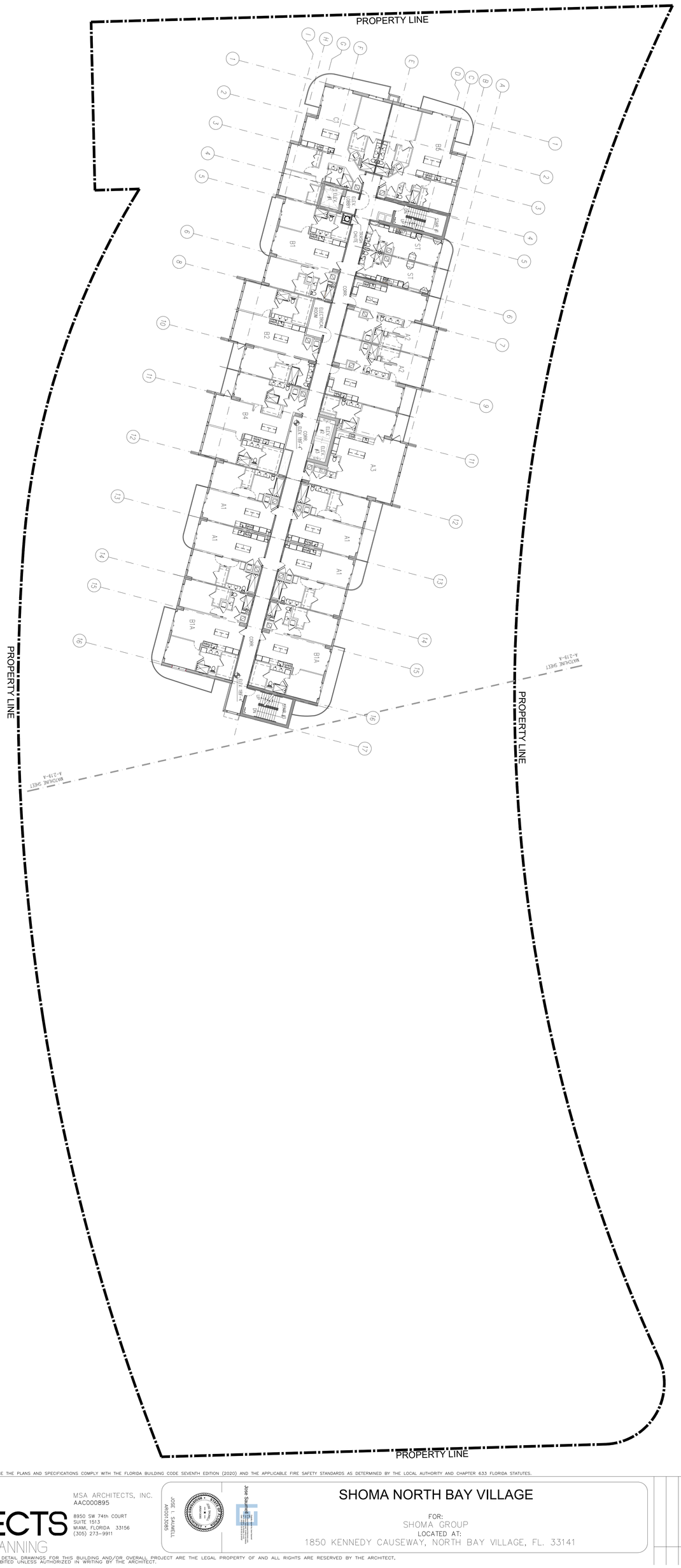
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

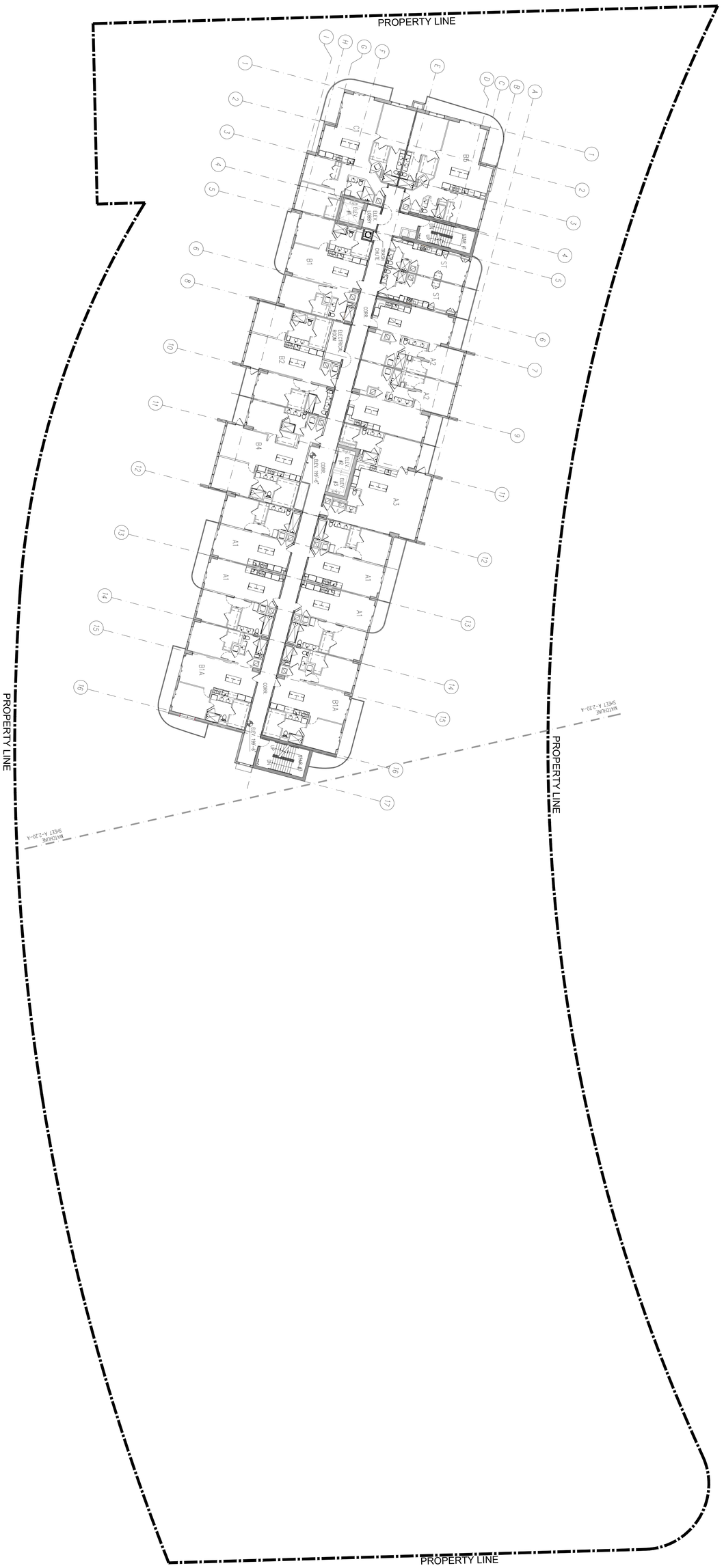
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BY

DRAWN
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ
SHEET TITLE:
OVERALL
LEVEL 18 - PLAN
SHEET NUMBER:
A-2.18

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PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-2.19-A
MATCHLINE SHEET A-2.19-A
B4
C1
B1
ST
ST
B2
A2
A3
B4
A1
A1
A1
A1
B1A
B1A
CORR
ELEV. 189'-4"
ELEV. 189'-4"
ELEV. 189'-4"



OVERALL LEVEL 20 - PLAN

16 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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SHOMA NORTH BAY VILLAGE

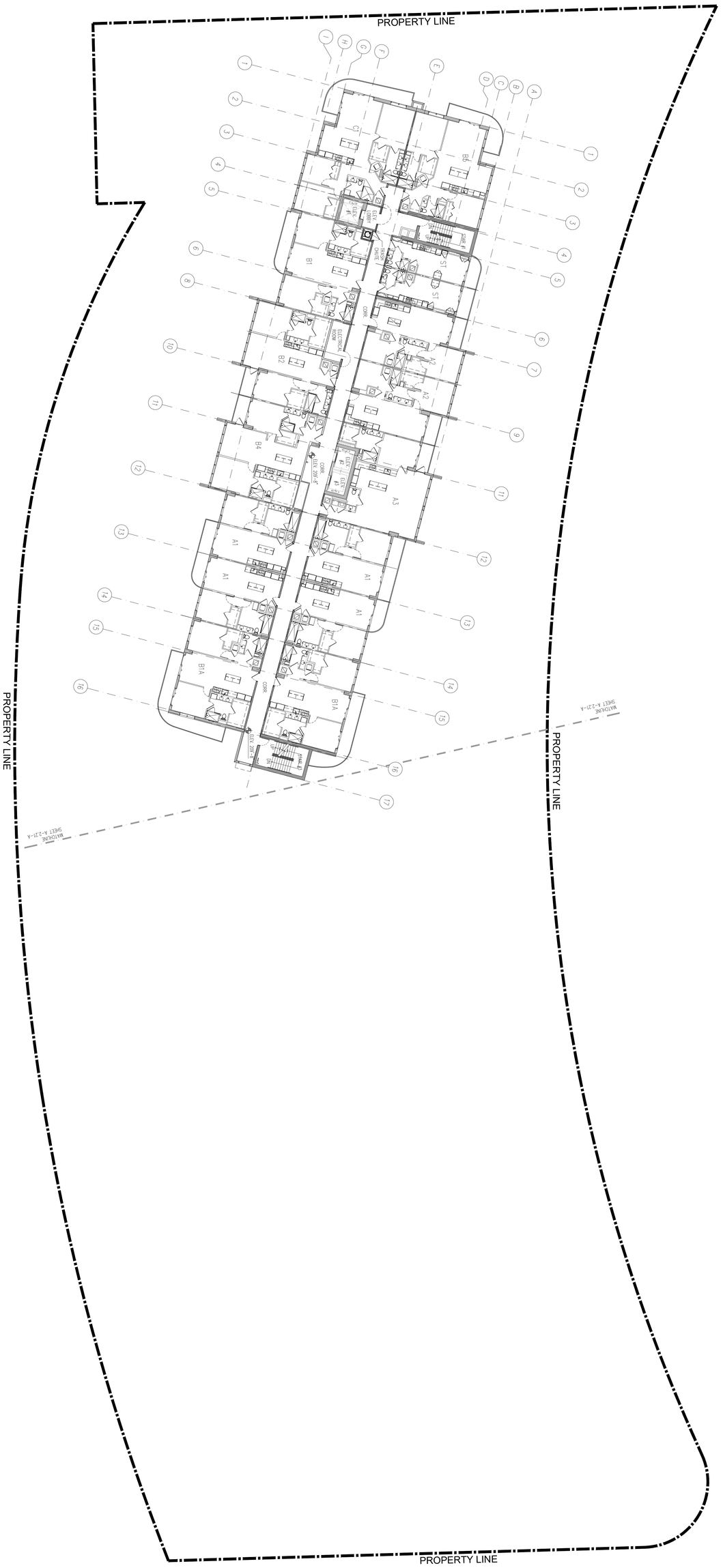
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

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CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ
SHEET TITLE: OVERALL LEVEL 20 - PLAN
SHEET NUMBER: A-2.20

BY

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OVERALL LEVEL 21 - PLAN

16 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

JOSE I. SAAMEÑO
AR0013285

SHOMA NORTH BAY VILLAGE

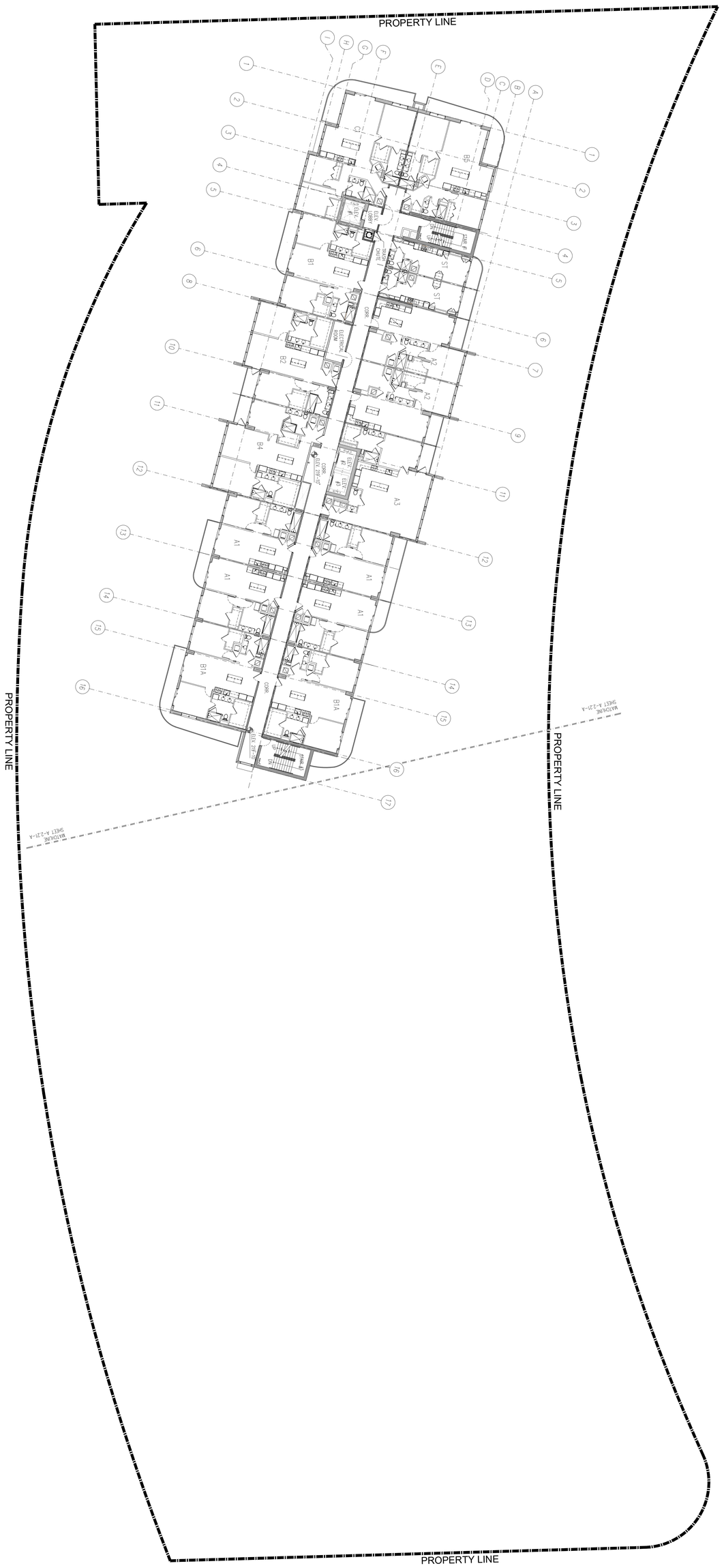
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

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CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ
SHEET TITLE: OVERALL LEVEL 21 - PLAN
SHEET NUMBER: A-2.21

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OVERALL LEVEL 22 - PLAN

16 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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JOSE I. SALAMELL
AR0013085

Jose Salamell

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

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JOB NO.	1952.PRJ
SHEET TITLE:	OVERALL LEVEL 22 - PLAN
SHEET NUMBER:	A-2.22

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OVERALL LEVEL 23.2 - PLAN (SECOND FLOOR)

(REFER TO A-2.22 FOR UNIR COUNT) SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
AR0013085

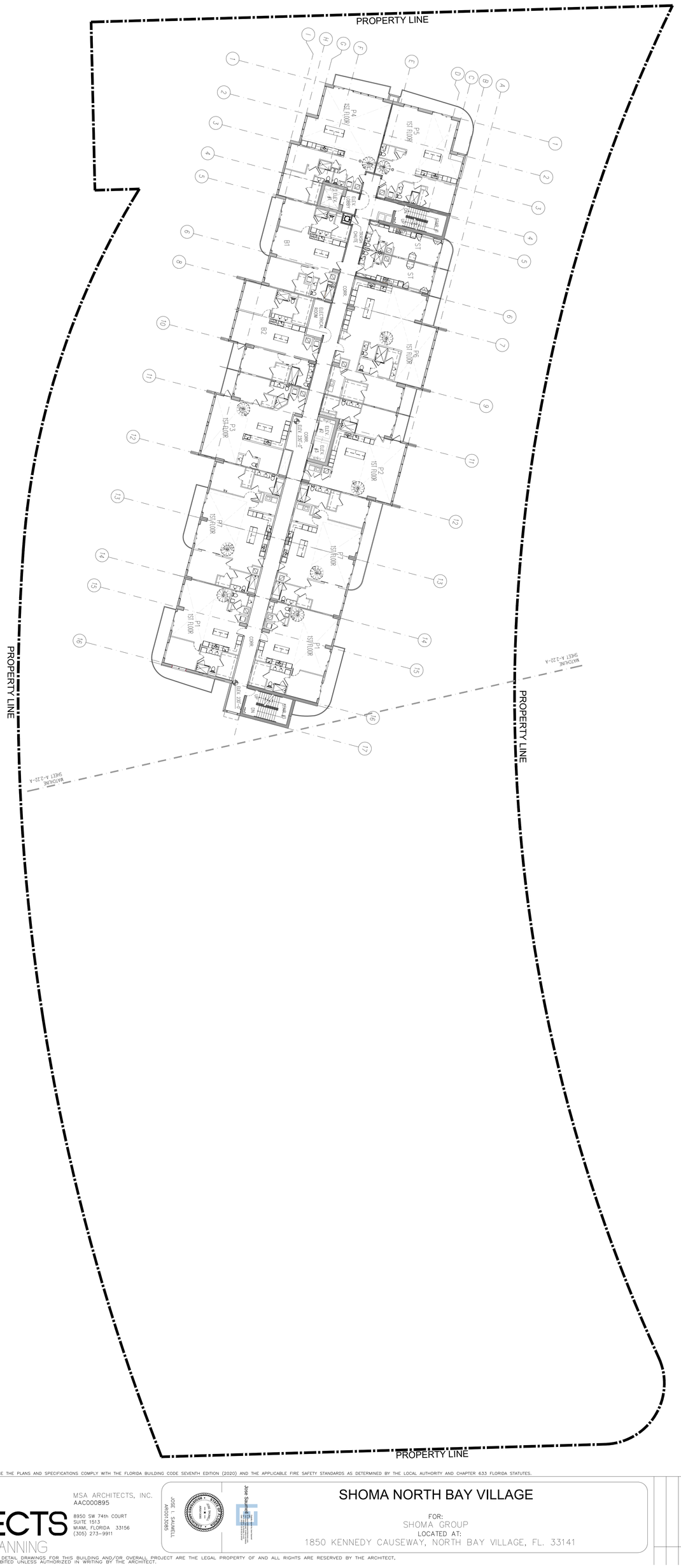
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CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	OVERALL LEVEL 23 - PLAN
SHEET NUMBER:	A-2.23.2

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OVERALL LEVEL 23 - PLAN (FIRST FLOOR)

13 UNITS

SCALE: 1/16" = 1'-0"

NORTH

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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JOSE I. SALMUELL
AR0013265

Jose Salmuell

SHOMA NORTH BAY VILLAGE

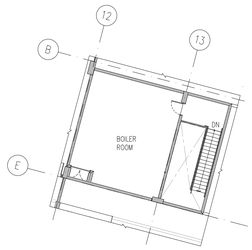
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

DRAWN
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ
SHEET TITLE:
OVERALL LEVEL 23 - PLAN
SHEET NUMBER:
A-2.23

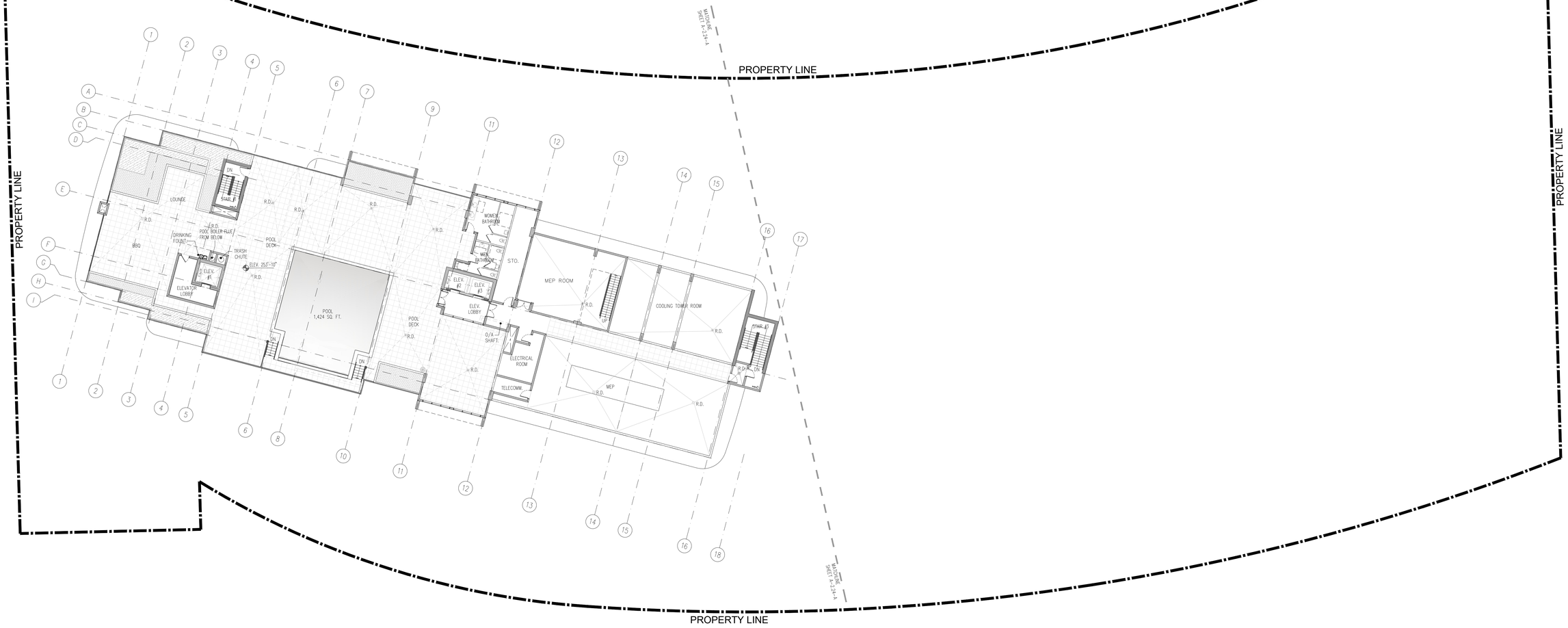
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TOP OF ROOF

LEVEL 246'-2" SCALE: 1/16" = 1'-0"



NORTH

OVERALL LEVEL 24 - PLAN

LOUNGE & POOL DECK SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

STATE OF FLORIDA
JOSE I. SAUMELL
AR0013085
REGISTERED ARCHITECT

JOSE I. SAUMELL
AR0013085

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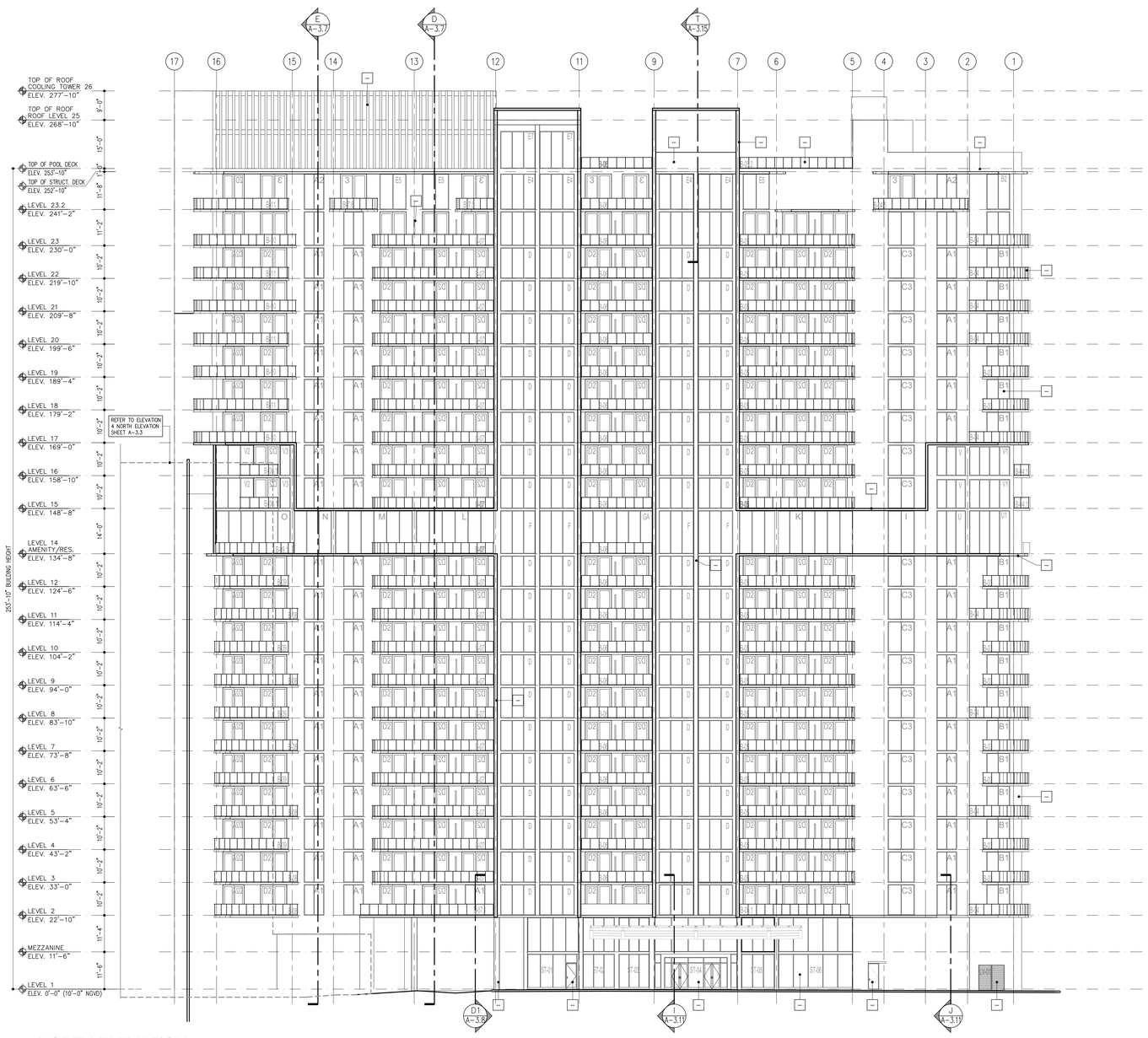
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CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 24 - PLAN

SHEET NUMBER:
A-2.24

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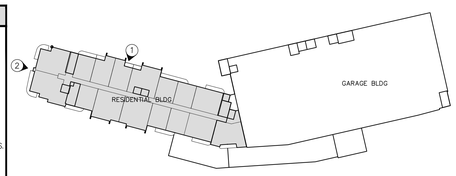


1 NORTH ELEVATION

2 WEST ELEVATION

ELEVATION LEGEND

1. 5/8" LITE-TEXTURED STUCCO FINISH W/ (2) LAYERS ACRYLIC PAINT & (1) LAYER PRIMER.
2. 5/8" SMOOTH STUCCO FINISH W/ (2) LAYERS ACRYLIC PAINT & (1) COAT PRIMER.
3. RAISED STUCCO/ BAND (U.N.O.).
4. IMPACT ALUMINUM SLIDING/SWING GLASS DOORS W/ GREY FRAME
5. IMPACT RATED ALUMINUM GLASS WINDOWS W/ GREY FRAME.
6. IMPACT RATED ALUMINUM GLASS STOREFRONT
7. IMPACT HOLLOW METAL INSULATED DOOR.
8. ALUMINUM PICKET RAILING (G.C. SHALL SUBMIT SHOP DWGS BY FL. LICENSED ENGINEER)
9. PAINTED ALUM. AWNING GC TO SUBMIT SHOP DWGS FOR A/E APPROVAL BY GC'S FL. LICENSED PENALTY ENGINEER.
10. METAL LOUVER G.C. TO SUBMIT VALID N.O.A./PRODUCT APPROVAL AND SHOP DRAWINGS FOR A/E APPROVAL. GC TO COORDINATE WITH LANDLORD'S FUTURE TENANT, MEP CONSULTANT AND FPL FOR SIZE, LOCATION AND REQUIREMENTS (TYP.)
11. DRYER & BATH EXHAUST OR OUTSIDE-AIR INTAKE VENT, REFER TO SERIES "2" BUILDING PLANS, SERIES "4" UNIT PLANS & MEP PLANS FOR ADDITIONAL INFO.
12. SIGNAGE (BY OWNER'S SIGNAGE CONSULTANT. UNDER SEPARATE PERMIT)
13. LIGHT FIXTURE (REFER TO ELEC. PLAN).
14. PAINT W/ (2) LAYERS ACRYLIC PAINT & (1) LAYER PRIMER.
15. TOOLED STUCCO SCORELINE (3/4"W X 1/4"D)
16. CONCRETE EYEBROW
17. ALUM. EYEBROW. G.C. TO SUBMIT SHOP DWGS FOR APPROVAL.
18. VEGETATION/GREEN WALL OVER ALUM. MESH PANEL
19. BACKLIT SIGNAGE BY OWNER'S SIGNAGE CONSULTANT (UNDER SEPARATE PERMIT)
20. IMPACT RATED CAT II SAFETY GLAZING GUARD RAIL (G.C. TO SUBMIT SHOP DWGS BY G.C.'S FL. LICENCED SPECIALTY ENGINEER FOR A/E APPROVAL)
21. CONC. FRAME W/ 5/8" SMOOTH STUCCO Φ ALL SIDES
22. ALUM. FRAME AND MESH (BY G.C.'S FL. LICENCED SPECIALTY ENGINEER. G.C. TO SUBMIT SHOP DWGS FOR APPROVAL). SEE SHEETS A-3.15 & A-3.16 FOR DETAILS.
23. ALUM. TUBE BEAMS (BY G.C.'S FL. LICENSED SPECIALTY ENGINEER. G.C. TO SUBMIT SHOP DWGS FOR APPROVAL). SEE SHEETS A-3.15/A-3.16 FOR DTLS.
24. IMPACT RATED STOREFRONT W/ SPANDREL GLASS (G.C. SHALL SUBMIT VALID NOA AND/OR FLORIDA PRODUCT APPROVAL). PUBLIX SHALL APPROVE SHOP DWGS (BY G.C.) AND NOA
25. ALUM. FRAME AND MESH (BY G.C.'S FL. LICENCED SPECIALTY ENGINEER. G.C. TO SUBMIT SHOP DWGS FOR APPROVAL). SEE SHEETS A-3.15 & A-3.16 FOR DETAILS.
26. ALUM. TRELLIS (BY G.C.'S SPECIALTY ENGINEER. SUBMIT SHOP DWGS FOR APPROVAL BY G.C.'S FL. LICENCED ENGINEER).
27. EMERGENCY OVERFLOW SCUPPER
28. MESH ALUM. RAILING (G.C. TO SUBMIT SHOP DWGS BY G.C.'S FL. LICENCED SPECIALTY ENGINEER FOR A/E APPROVAL)
29. ALUM. PANELING (OR APPROVED EQUAL) BY GC'S SPECIALTY ENGINEER. SUBMIT SHOP DWGS FOR APPROVAL. FIELD VERIFY DIMENSIONS AND OPENINGS PRIOR TO FABRICATION.
30. CONCRETE FIN WITH 5/8" SMOOTH STUCCO. 2 COATS PAINT AND 1 COAT PRIMER.
31. LOUVER. GC TO SUBMIT NOA/PRODUCT APPROVAL & SHOP DWG'S BY GC'S LICENSED ENGINEER. SHALL BE APPROVED BY AOL & PUBLIX.
32. L.E.D. STRIP LIGHT.



KEYPLAN
NORTH
SCALE: N.T.S.

RESIDENTIAL ELEVATIONS

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell
STATE OF FLORIDA
JOSE I. SAUMELL
AR0013085

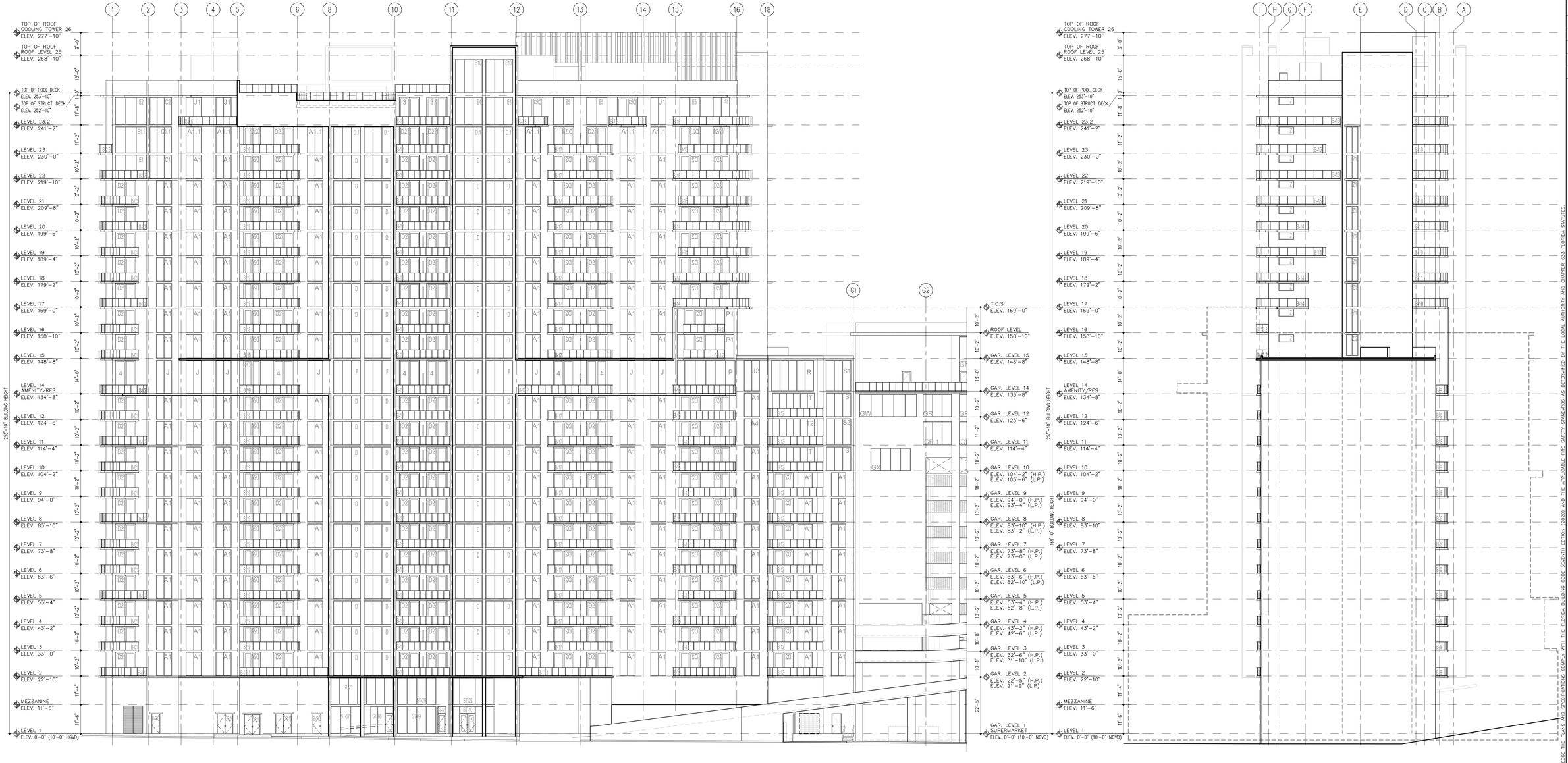
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SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-5911

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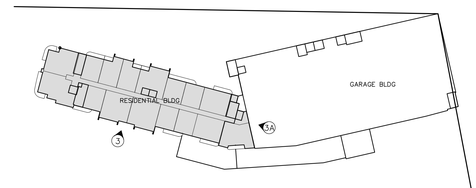
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SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	RESIDENTIAL ELEVATIONS
SHEET NUMBER:	A-3.1

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3 SOUTH ELEVATION

3A EAST ELEVATION



KEYPLAN

SCALE: N.T.S.

RESIDENTIAL ELEVATIONS

SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
AR0013085

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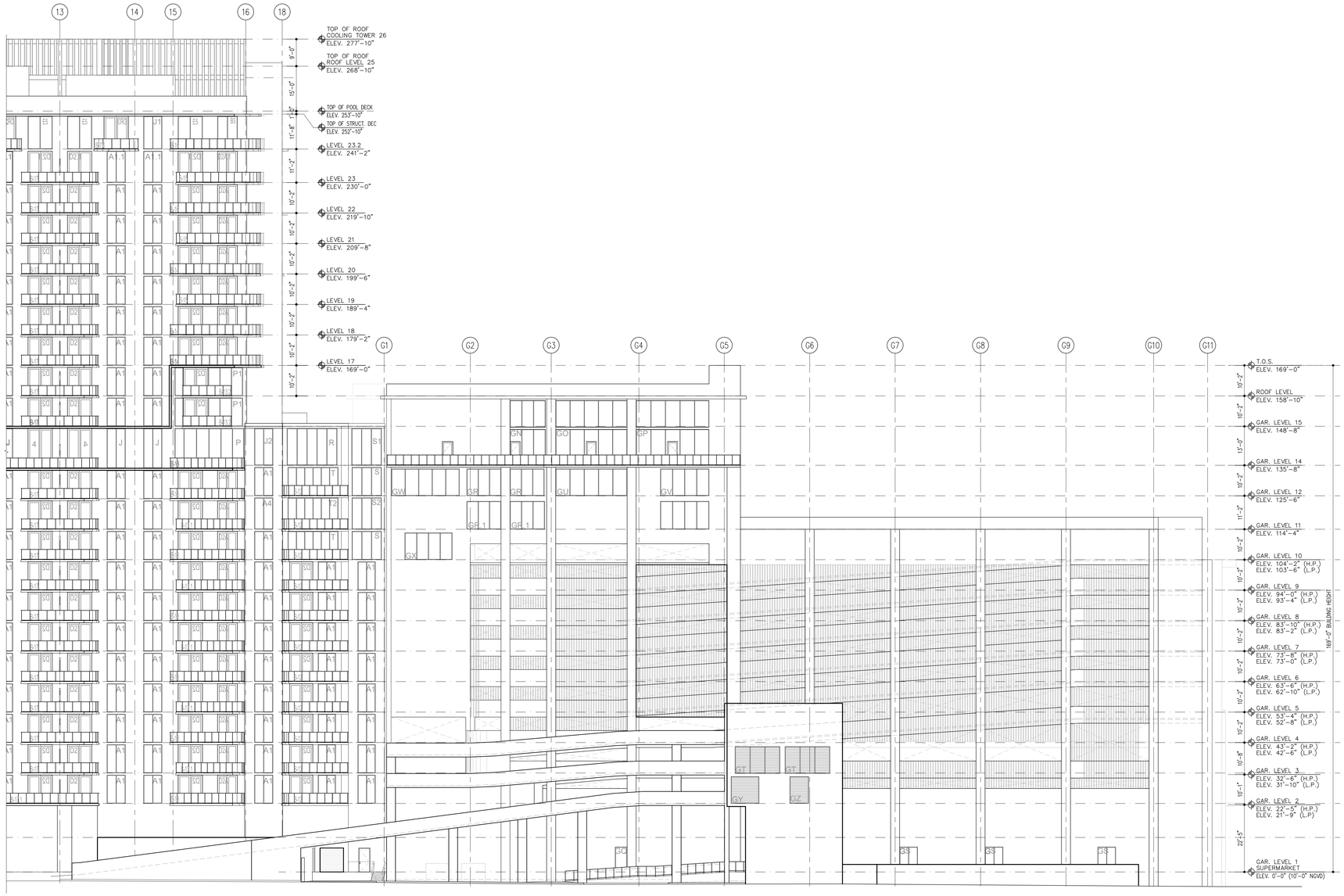
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SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE: RESIDENTIAL ELEVATIONS

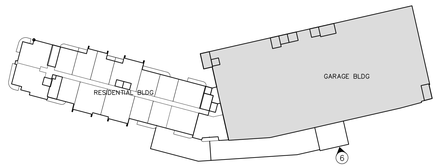
SHEET NUMBER: A-3.2

BY

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6 SOUTH ELEVATION
GARAGE BLDG



KEYPLAN
NORTH
SCALE: N.T.S.

GARAGE BLDG II
ELEVATIONS
SCALE: 1/16" = 1'-0"

PROGRESS 06/09/2023

BY

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell
JOSE I. SAUMELL
AR0013085

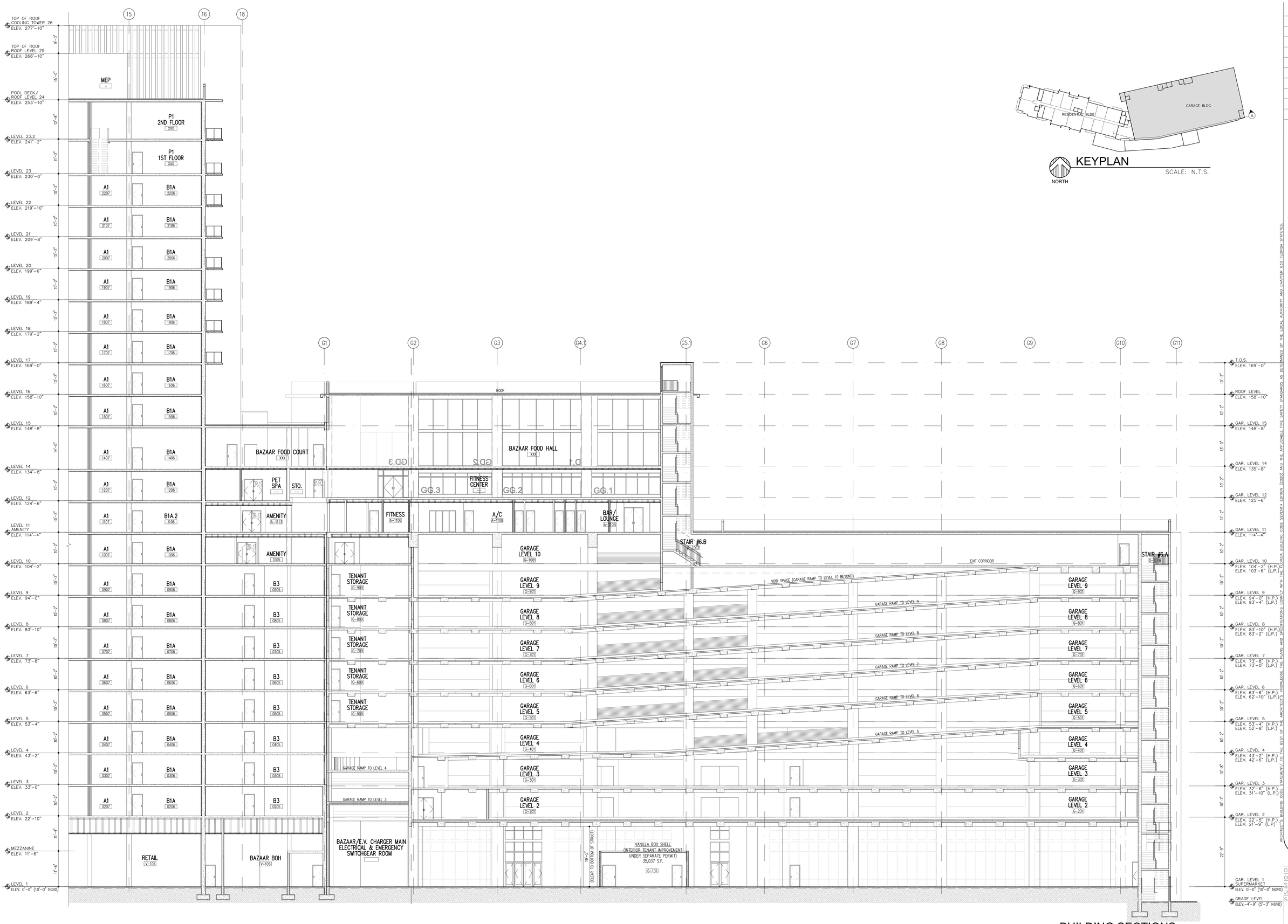
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SCALE AS SHOWN
JOB NO. 1952.PRJ
SHEET TITLE: GARAGE BLDG ELEVATIONS
SHEET NUMBER: A-3.4

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KEYPLAN

SCALE: N.T.S.

A SECTION A

BUILDING SECTIONS

SCALE: 3/32" = 1'-0"

PROGRESS 06/09/2023

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

Jose Saumell

JOSE I. SAUMELL
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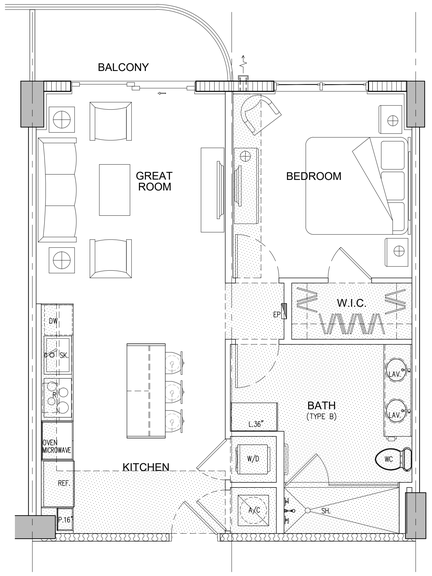
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SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
SECTION - A

SHEET NUMBER:
A-3.5

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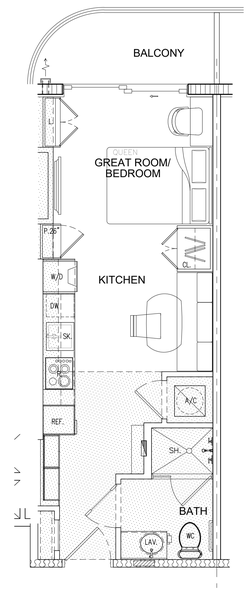
UNIT A1

(1 BD/1 BTH)

GROSS A/C AREA = 750 SQ. FT.
BALCONY = 60 SQ. FT.

(78 DU'S)

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1902	1903	1907	1908	2002	2003	2007	2008
2102	2103	2107	2108	2202	2203	2207	2208
MIRRORED		MIRRORED		MIRRORED		MIRRORED	



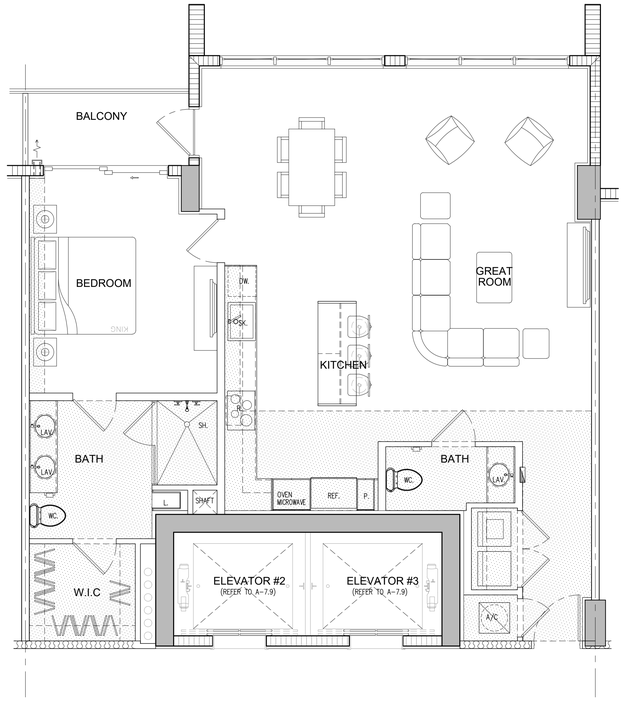
UNIT STUDIO (ST)

(0 BD/1 BTH)

GROSS A/C AREA =376 SQ. FT.
(SEE MECH. DWG'S FOR EXHAUST)
BALCONY= 56 SQ. FT.

(40 DU'S)

0214	0215	0314	0315	0414	0415
0514	0515	0614	0615	0714	0715
0814	0815	0914	0915	1014	1015
1114	1115	1214	1215		
1514	1515	1614	1615	1714	1715
1814	1815	1914	1915	2014	2015
2114	2115	2214	2215	2314	2315
MIRRORED		MIRRORED		MIRRORED	



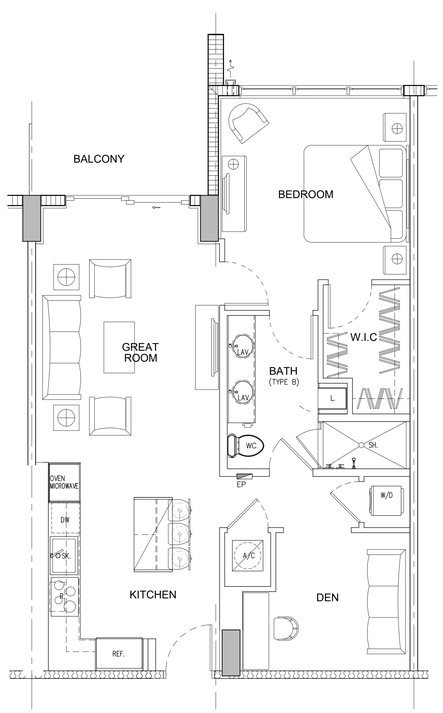
UNIT A3

(1 BD/1.5 BTH)

GROSS A/C AREA = 1187 SQ. FT.
BALCONY = 53 SQ. FT.

(19 DU'S)

0201	0301	0401	0501	
0601	0701	0801	0901	
1001	1101	1201		
1501	1601	1701	1801	
1901	2001	2101	2201	



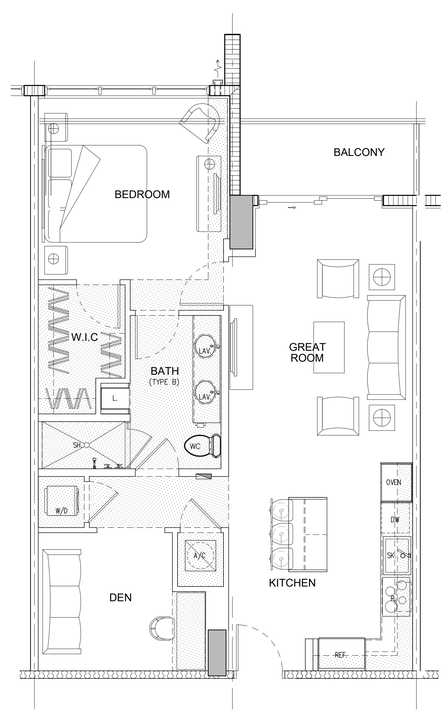
UNIT A2.1

(1 BD/1 BTH + DEN)

GROSS A/C AREA = 871 SQ. FT.
BALCONY = 57 SQ. FT.

(19 DU'S)

0216	0316	0416
0516	0616	0716
0816	0916	1016
1116	1216	
1516	1616	1716
1816	1916	2016
2116	2216	



UNIT A2

(1 BD/1 BTH + DEN)

GROSS A/C AREA = 881 SQ. FT.
BALCONY = 57 SQ. FT.

(19 DU'S)

0217	0317	0417	
0517	0617	0717	
0817	0917	1017	
1117	1217		
1517	1617	1717	
1817	1917	2017	
2117	2217		

UNIT PLANS

SCALE: 1/4" = 1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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MSA ARCHITECTS
ARCHITECTURE & PLANNING

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

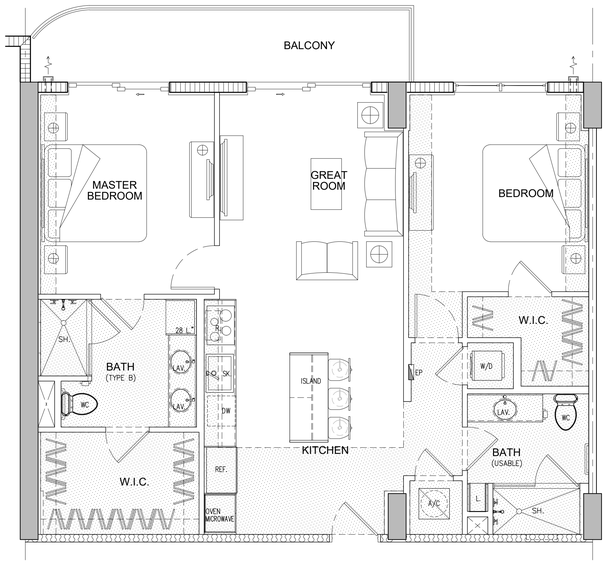
Jose Saumell

JOSE I. SAUMELL
AR0013085

DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	UNIT PLANS
SHEET NUMBER:	A-4.1

BY

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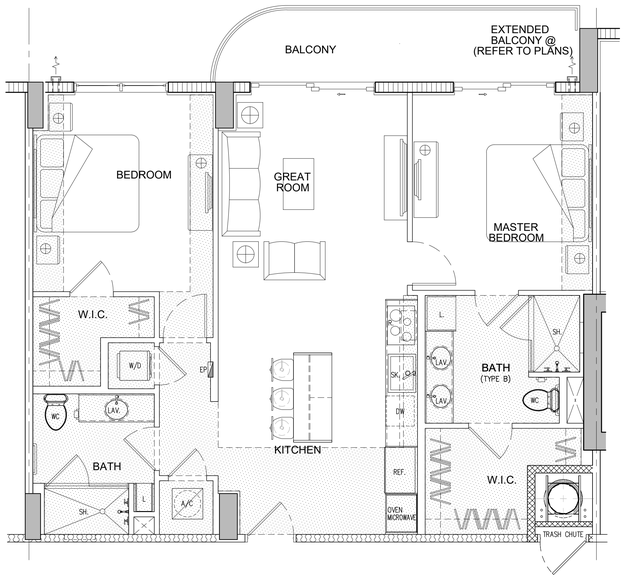
UNIT B1A

(2 BD/2 BTH)

GROSS A/C AREA = 1093 SQ. FT.
BALCONY = 123 SQ. FT.

(38 DU'S)

0204	0304	0404	0206	0306	0406
0504	0604	0704	0506	0606	0706
0804	0904	1004	0806	0906	1006
1104	1204			1206	1406
1504	1604	1704	1506	1606	1706
1804	1904	2004	1806	1906	2006
2104	2204		2106	2206	



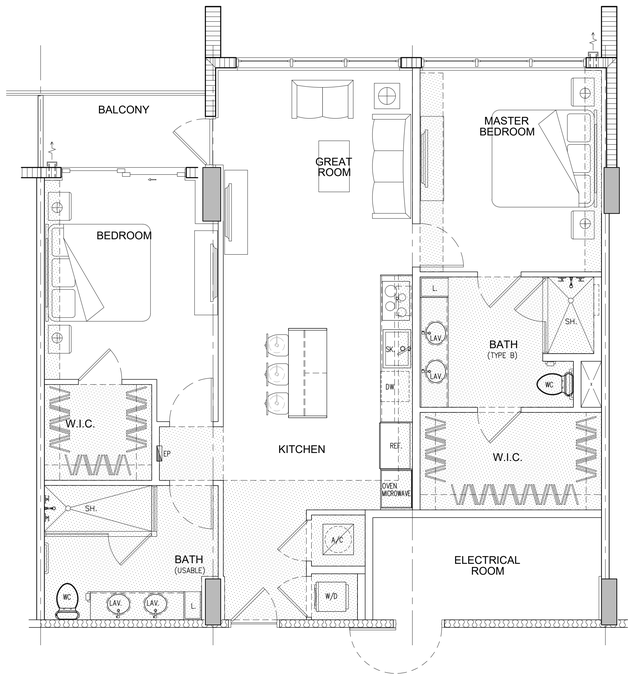
UNIT B1

(2 BD/2 BTH)

GROSS A/C AREA = 1085 SQ. FT.
BALCONY = 115 SQ. FT.

(21 DU'S)

0211	0311	0411	0511	0611	0711
0811	0911	1011	1111	1211	1411
1511	1611	1711	1811	1911	2011
2111	2211	2311			



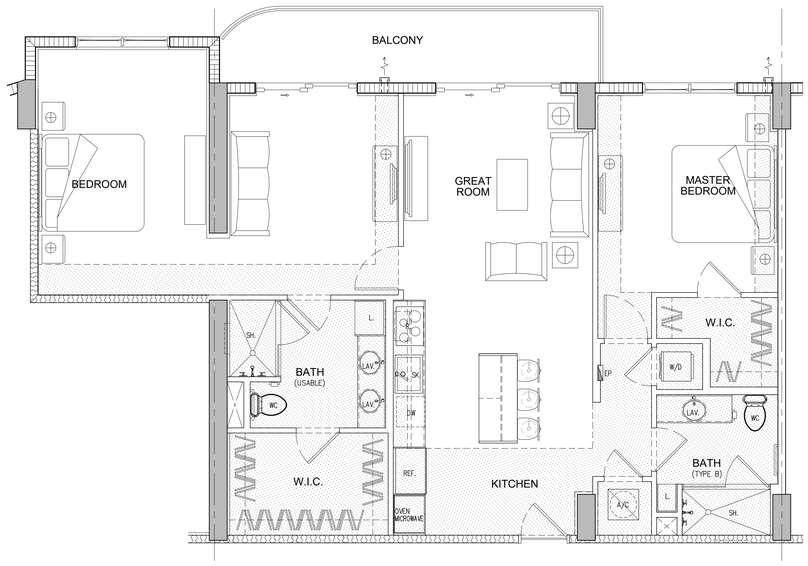
UNIT B2

(2 BD/2 BTH)

GROSS A/C AREA = 1183 SQ. FT.
BALCONY = 54 SQ. FT.

(21 DU'S)

0210	0310	0410
0510	0610	0710
0810	0910	1010
1110	1210	1410
1510	1610	1710
1810	1910	2010
2110	2210	2310



UNIT B1A.2

(2 BD/2 BTH)

GROSS A/C AREA = 1304 SQ. FT.
BALCONY = 123 SQ. FT.

(1 DU)

1106

UNIT PLANS

SCALE: 1/4" = 1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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MSA ARCHITECTS
ARCHITECTURE & PLANNING

JOSE I. SAUMELL
AR0013085

Jose Saumell

SHOMA NORTH BAY VILLAGE

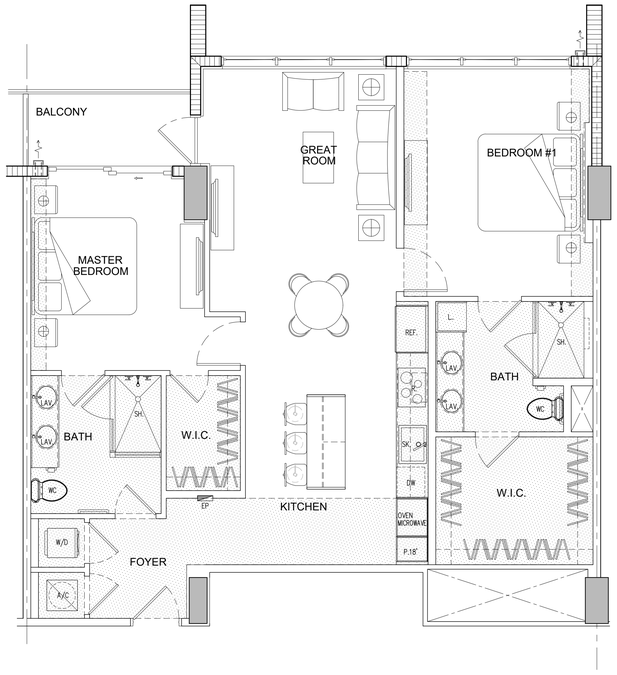
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	UNIT PLANS
SHEET NUMBER:	A-4.2

BY

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163

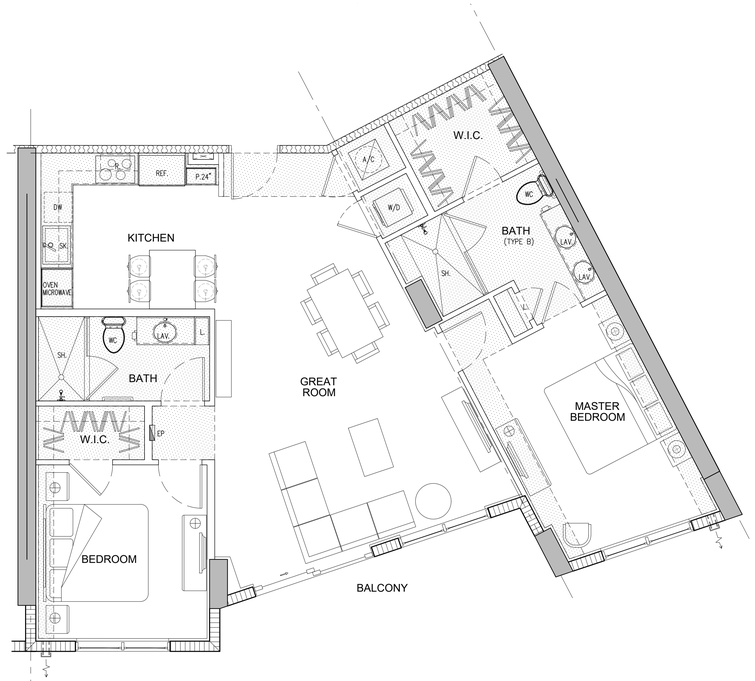


UNIT B4

(2 BD/2 BTH)
(20 DU'S)

GROSS A/C AREA = 1214 SQ. FT.
BALCONY = 54 SQ. FT.

0209	0309	0409
0509	0609	0709
0809	0909	1009
1109	1209	1409
1509	1609	1709
1809	1909	2009
2109	2209	
MIRRORED	MIRRORED	MIRRORED

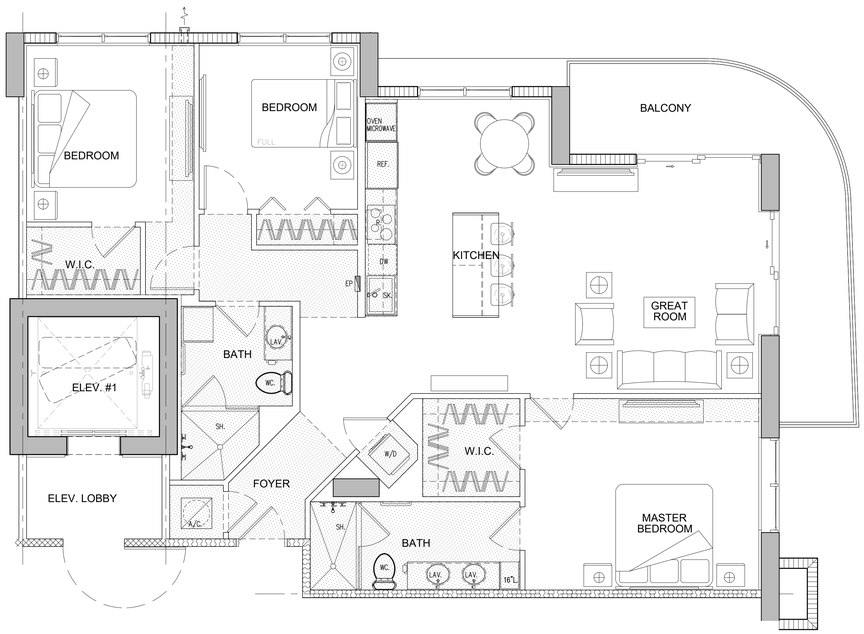


UNIT B3

(2 BD/2 BTH)
(8 DU'S)

GROSS A/C AREA = 1203 SQ. FT.
BALCONY = 109 SQ. FT.

0205
0305
0405
0505
0605
0705
0805
0905

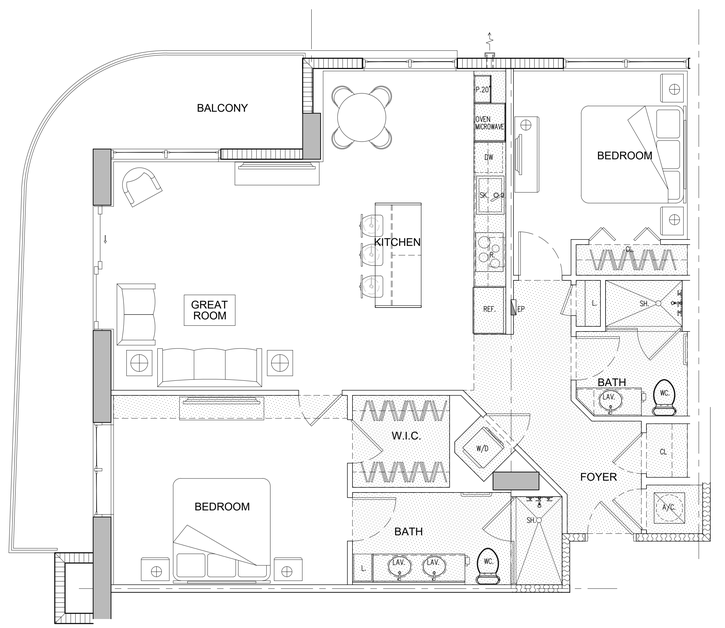


UNIT C1

(2 BD/2 BTH)
(20 DU'S)

GROSS A/C AREA = 1443 SQ. FT.
BALCONY = 205 SQ. FT.

0212	0312	0412	0512
0612	0712	0812	0912
1012	1112	1212	1412
1512	1612	1712	1812
1912	2012	2112	2212



UNIT B5

(2 BD/2 BTH)
(20 DU'S)

GROSS A/C AREA = 1253 SQ. FT.
BALCONY = 236 SQ. FT.

0213	0313	0413	0513
0613	0713	0813	0913
1013	1113	1213	1413
1513	1613	1713	1813
1913	2013	2113	2213

UNIT PLANS

SCALE: 1/4" = 1'-0"

BY

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
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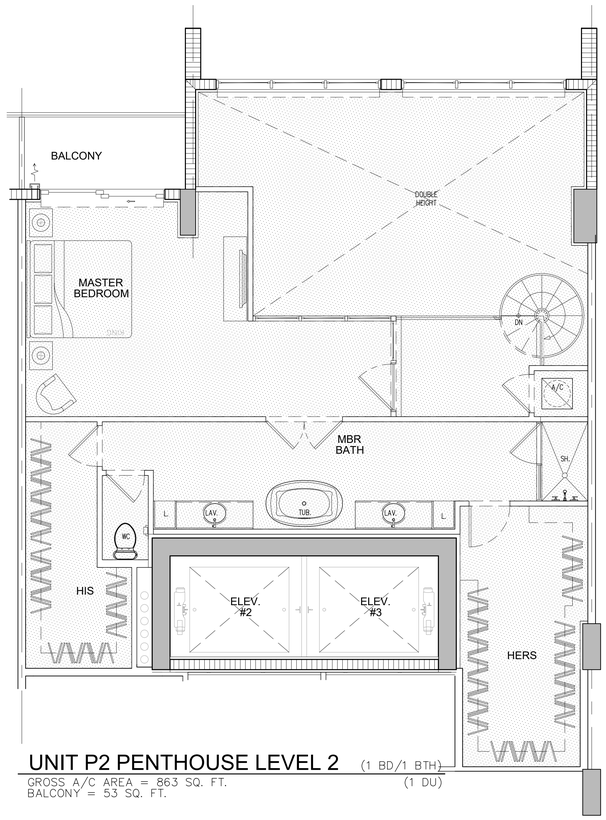
ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.
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DRAWN
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
UNIT PLANS

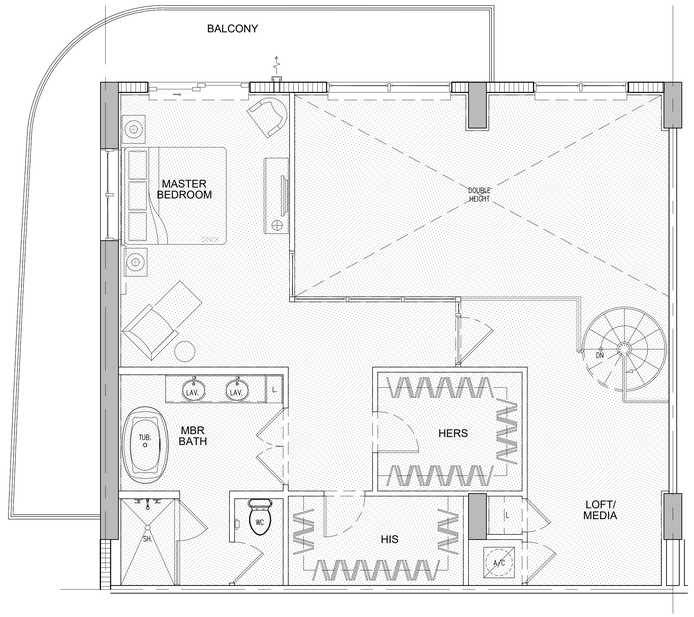
SHEET NUMBER:
A-4.3

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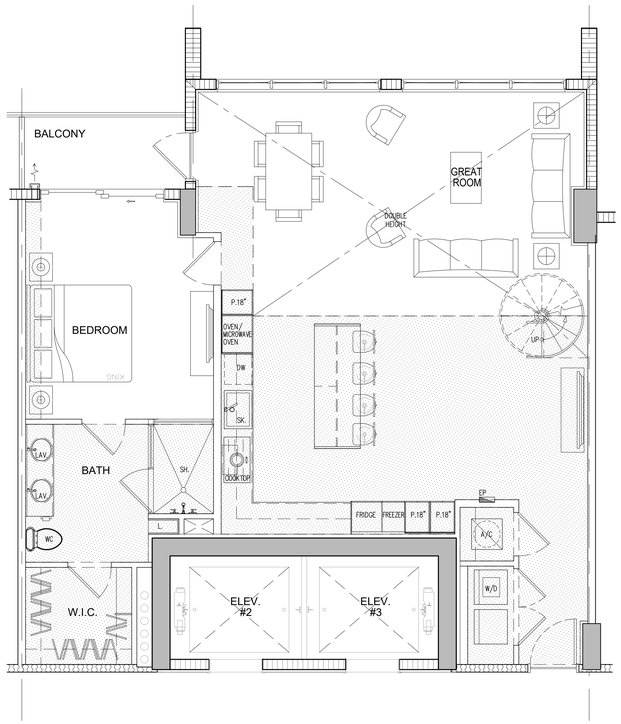
UNIT P2 PENTHOUSE LEVEL 2 (1 BD/1 BTH)

GROSS A/C AREA = 863 SQ. FT. (1 DU)
BALCONY = 53 SQ. FT.



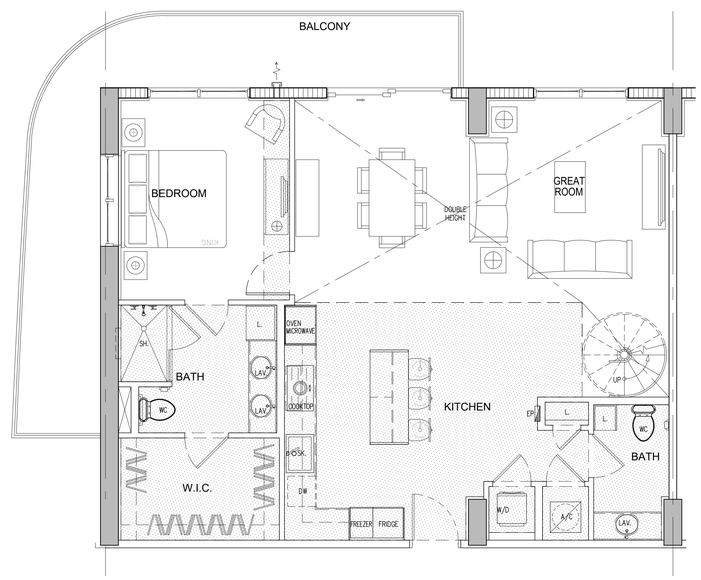
UNIT P1 PENTHOUSE LEVEL 2 (1 BD/1 BTH + LOFT/MEDIA ROOM)

GROSS A/C AREA = 859 SQ. FT. (2 DU'S)
BALCONY = 284 SQ. FT..



UNIT P2 PENTHOUSE LEVEL 1 (1 BD/1 BTH)

GROSS A/C AREA = 1199 SQ. FT. (1 DU)
BALCONY = 53 SQ. FT..



UNIT P1 PENTHOUSE LEVEL 1 (1 BD/1.5 BTH)

GROSS A/C AREA = 1,120 SQ. FT. (2 DU'S)
BALCONY = 244 SQ. FT.

UNIT PLANS

SCALE: 1/4" = 1'-0"

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SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

JOSE I. SAUMELL
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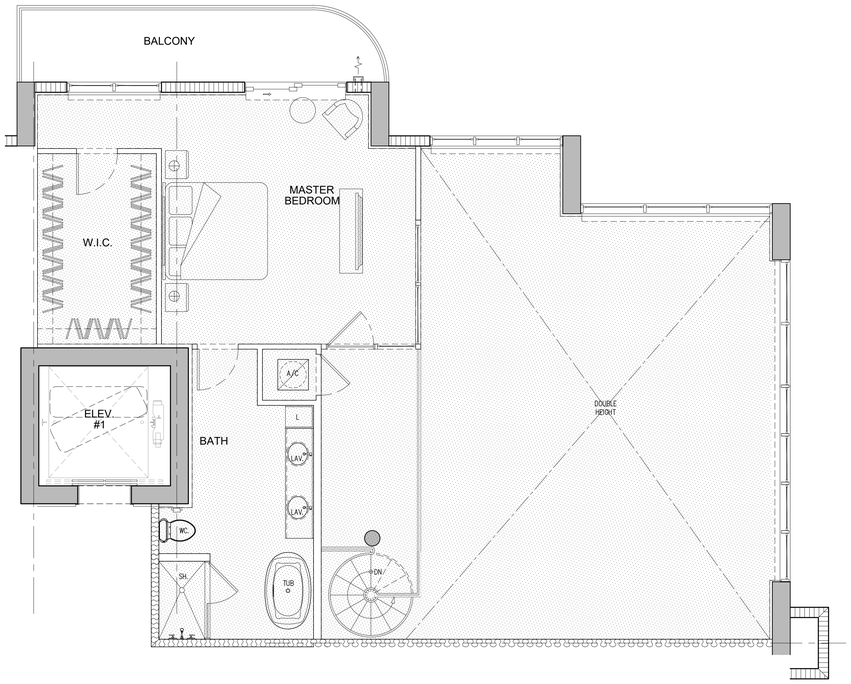
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SCALE	AS SHOWN
JOB NO.	1952.PRJ

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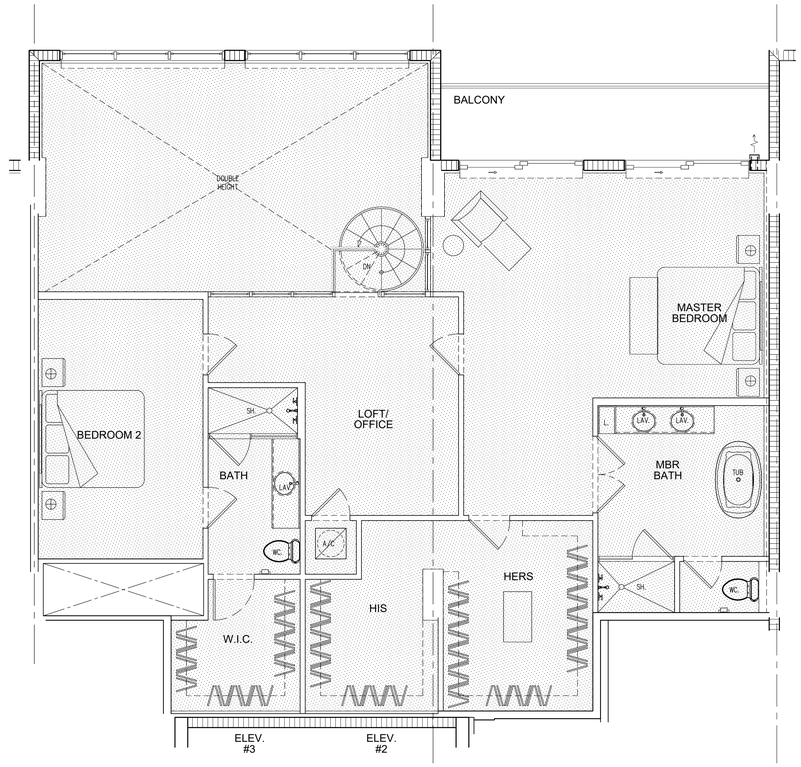
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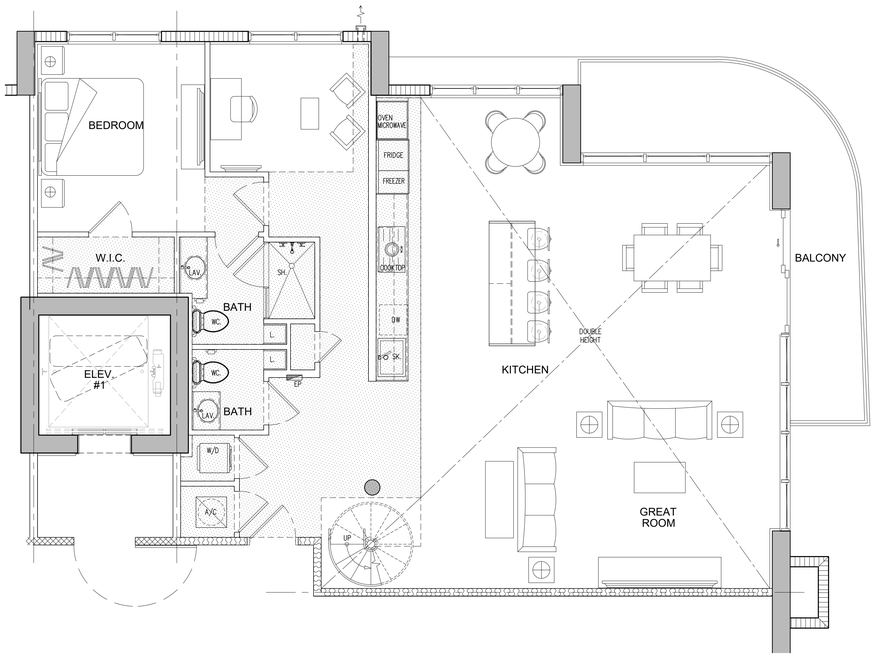
UNIT P4 PENTHOUSE LEVEL 2 (1 BD/1 BTH)

GROSS A/C AREA = 754 SQ. FT. (1 DU)
BALCONY = 116 SQ. FT.



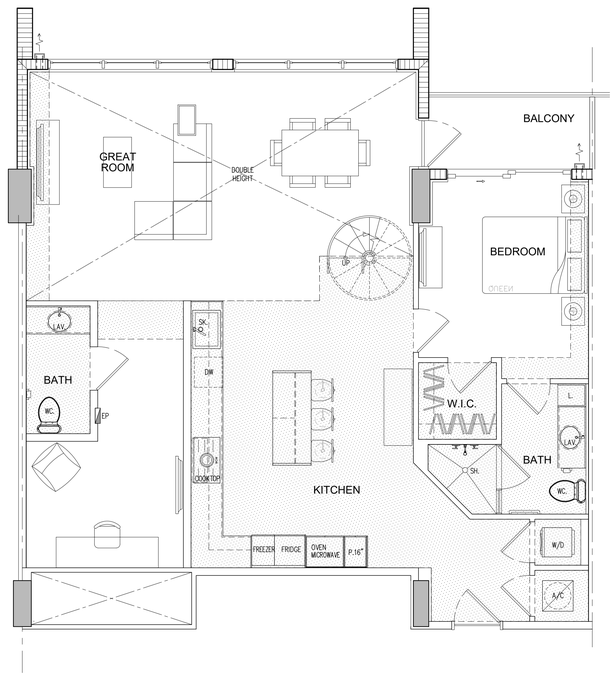
UNIT P3 PENTHOUSE LEVEL 2 (2 BD/2 BTH + LOFT/OFFICE)

GROSS A/C AREA = 1378 SQ. FT. (1 DU)
BALCONY = 107 SQ. FT.



UNIT P4 PENTHOUSE LEVEL 1 (1 BD/1.5 BTH+OFFICE)

GROSS A/C AREA = 1443 SQ. FT. (1 DU)
BALCONY = 205 SQ. FT..



UNIT P3 PENTHOUSE LEVEL 1 (1 BD/1.5 BTH + OFFICE)

GROSS A/C AREA = 1214 SQ. FT. (1 DU)
BALCONY = 53 SQ. FT..

UNIT PLANS

SCALE: 1/4" = 1'-0"

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

Jose Saumell

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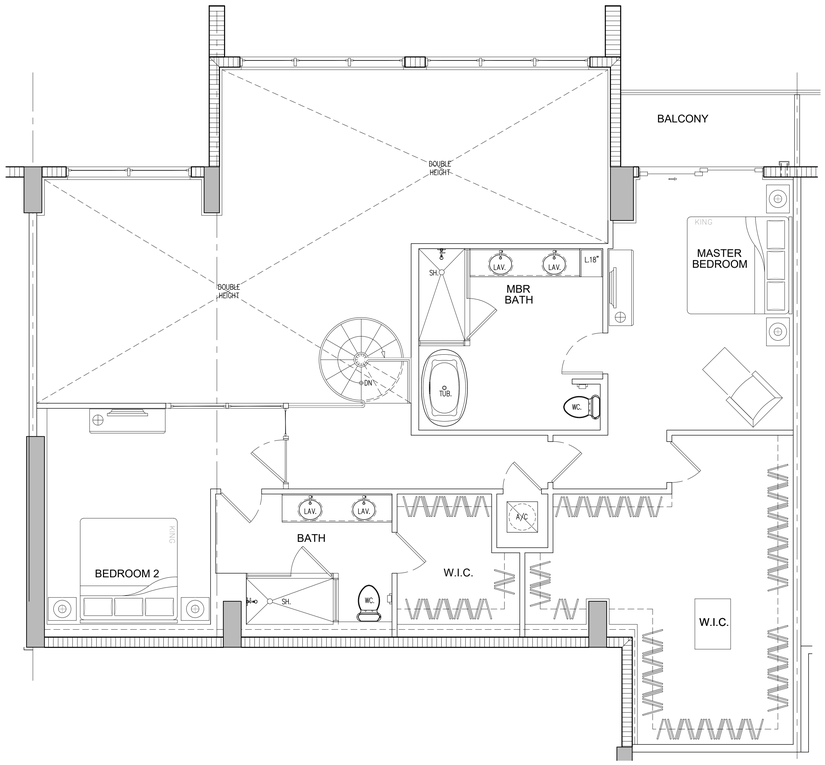
ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.
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SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE: UNIT PLANS

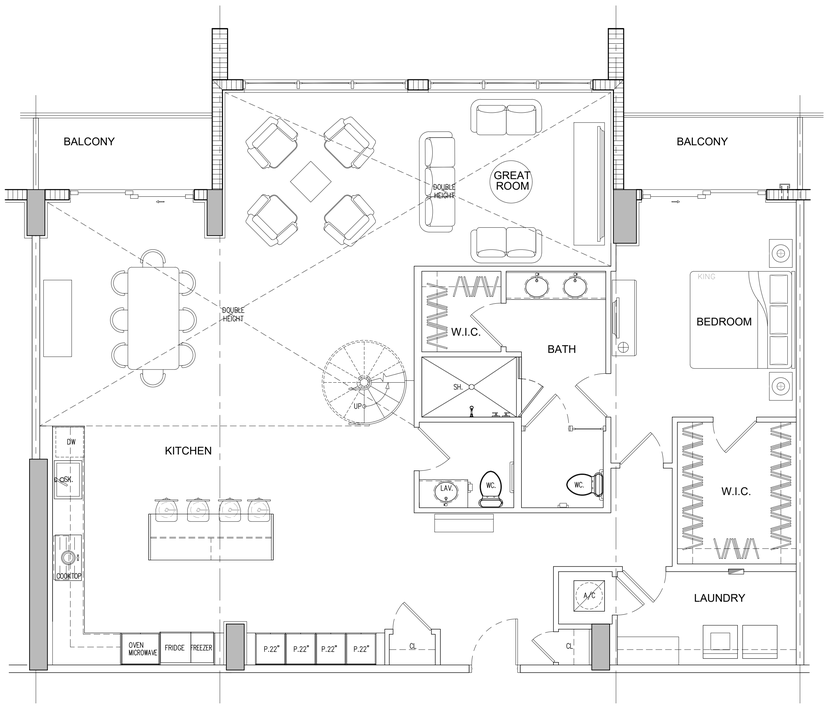
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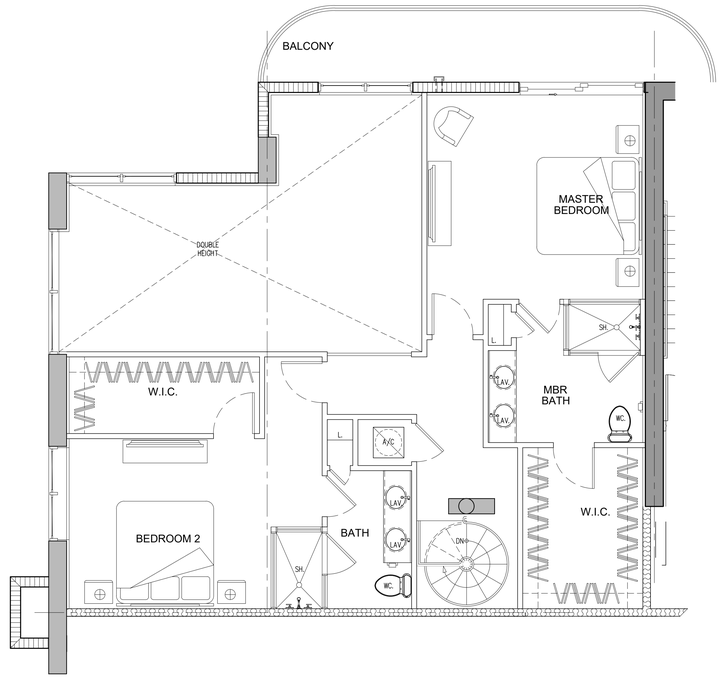
UNIT P6 PENTHOUSE LEVEL 2 (2 BD/2 BTH)

GROSS A/C AREA = 1202 SQ. FT. (1 DU)
BALCONY= 57 SQ. FT.



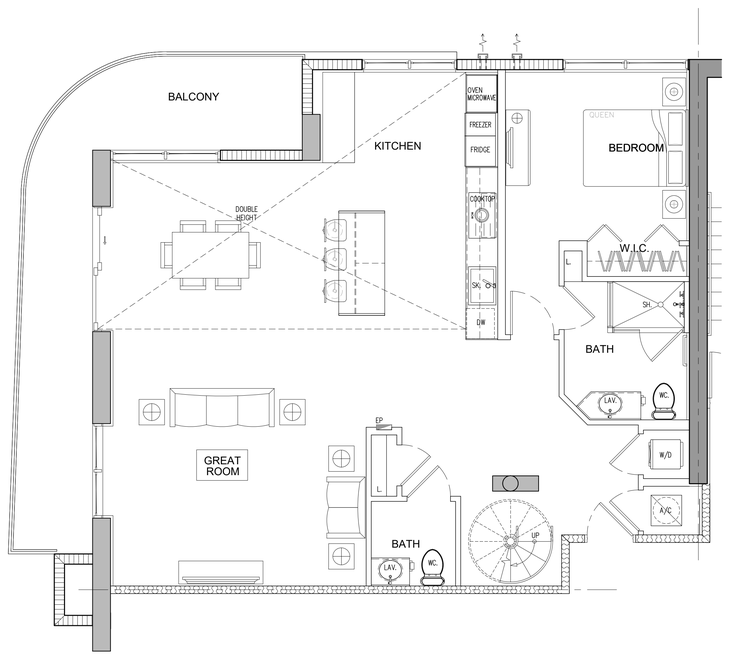
UNIT P6 PENTHOUSE LEVEL 1 (1 BD/1.5 BTH)

GROSS A/C AREA = 1762 SQ. FT. (1 DU)
BALCONY = 115 SQ. FT.



UNIT P5 PENTHOUSE LEVEL 2 (2 BD/2 BTH)

GROSS A/C AREA = 881 SQ. FT. (1 DU)
BALCONY = 138 SQ. FT..



UNIT P5 PENTHOUSE LEVEL 1 (1 BD/1.5 BTH)

GROSS A/C AREA = 1261 SQ. FT. (1 DU)
BALCONY = 249 SQ. FT..

UNIT PLANS

SCALE: 1/4" = 1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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Jose Saumell

STATE OF FLORIDA
JOSE I. SAUMELL
AR0013085

JOSE I. SAUMELL
AR0013085

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

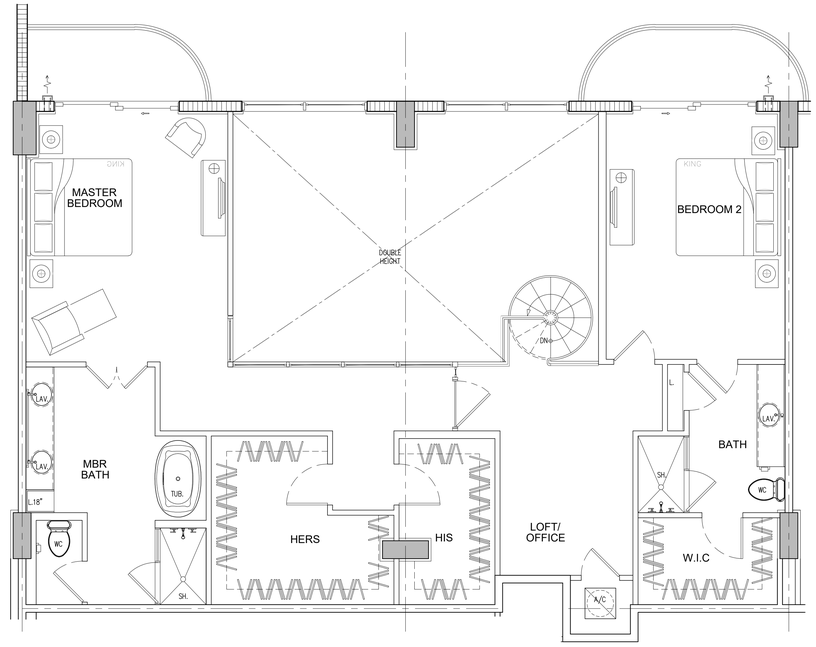
BY

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DRAWN
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
UNIT PLANS

SHEET NUMBER:
A-4.6

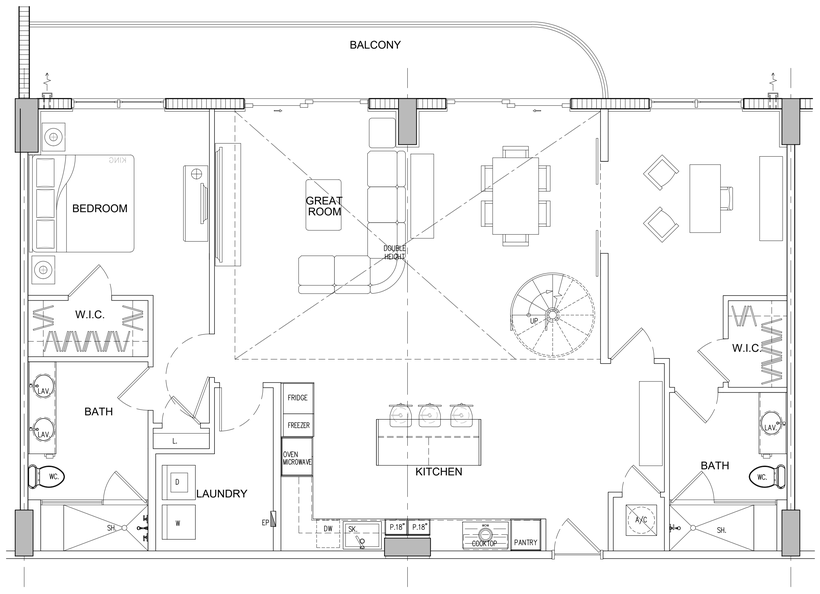


UNIT P7 PENTHOUSE LEVEL 2

(2 BD/2 BTH +LOFT/OFFICE)

GROSS A/C AREA = 1260 SQ. FT.
BALCONY= 119 SQ. FT.

(2 DU'S)



UNIT P7 PENTHOUSE LEVEL 1

(2 BD/2 BTH)

GROSS A/C AREA = 1500 SQ. FT.
BALCONY = 183 SQ. FT.

(2 DU'S)

UNIT PLANS

SCALE: 1/4" = 1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AA0000895
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MIAMI, FLORIDA 33156
(305) 272-9911

Jose Saumell

STATE OF FLORIDA
JOSE I. SAUMELL
LICENSE NUMBER
AR0013085
REGISTERED ARCHITECT

JOSE I. SAUMELL
AR0013085

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY, NORTH BAY VILLAGE, FL. 33141

BY

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DRAWN
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
UNIT PLANS

SHEET NUMBER:
A-4.7

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION UNDER THIS PROJECT SHALL BE IN STRICT ACCORDANCE WITH THE LATEST REQUIREMENTS OF THE CITY OF NORTH BAY VILLAGE AND THE MIAMI DADE COUNTY PUBLIC WORKS DEPARTMENT, AND THE PROJECT TECHNICAL SPECIFICATIONS.

2. CONTRACTOR MUST CONTACT THE ARCHITECT/ENGINEER OF RECORD TO ARRANGE FOR A PRE-CONSTRUCTION MEETING, 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

3. AT THE COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL SUBMIT THREE (3) SIGNED & SEALED AS-BUILT DRAWINGS, SIGNED & SEALED BY A REGISTERED LAND SURVEYOR LICENSED IN THE STATE OF FLORIDA. THE AS-BUILT DRAWINGS SHALL INDICATE LOCATION, SIZE, ELEVATION, MATERIAL, ETC., OF ALL WORK COMPLETED UNDER THIS CONTRACT AND OF ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION.

4. THE CONTRACTOR SHALL CONTACT SUNSHINE STATE ONE 811(1-800-432-4770) AT LEAST TWO FULL BUSINESS DAYS
BEFORE DIGGING TO ALLOW FOR FIELD LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL ASSIST UTILITY COMPANIES IN THE EFFORTS TO FIELD VERIFY UNDERGROUND UTILITIES. CONTRACTOR SHALL BEAR ALL COSTS FOR THIS WORK.

5. LOCATIONS, SIZE AND MATERIAL OF EXISTING UTILITIES HAVE BEEN DETERMINED FROM AVAILABLE RECORDS. THE OWNER AND THE ARCHITECT/ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS DATA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ALL EXISTING UTILITIES AND STRUCTURES ENCOUNTERED DURING CONSTRUCTION.

6. ALL EXISTING UNDERGROUND OR ABOVEGROUND UTILITIES PIPE, CABLE, DUCTS, EQUIPMENT, DEVICES, ETC. WITHIN OR OUTSIDE THE PROJECT CONSTRUCTION LIMITS WHICH ARE DAMAGED OR DISRUPTED AS A RESULT OF THE CONTRACTOR'S OPERATION, SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE UTILITY OWNER'S AUTHORIZED REPRESENTATIVE. REGARDLESS OF WHETHER THEY WERE SHOWN OR NOT SHOWN ON THE PLANS OR LOCATED OR NOT BY THE OWNER'S REPRESENTATIVE, THE UTILITY COMPANY, NO-CUTS, ETC.

7. ANY DISCREPANCIES BETWEEN THE PLANS AND ACTUAL FIELD CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO COMMENCING ANY CONSTRUCTION WORK.

8. NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN ARE TO BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE ARCHITECT/ENGINEER OF RECORD.

9. TEMPORARY ASPHALT PAVEMENT AND\OR STEEL PLATES SHALL BE APPLIED TO ALL TRENCHES, AT THE END OF EACH WORKDAY.

10. CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION IN ACCORDANCE WITH ALL STATE, COUNTY AND LOCAL REQUIREMENTS.

11. CONTRACTOR SHALL PROVIDE ADEQUATE BARRIERS, FLAGS, AND LIGHTS, ETC. TO PROTECT PEDESTRIAN AND VEHICULAR TRAFFIC, AT NO ADDITIONAL COST TO THE OWNER.

12. ALL EXISTING PAVEMENT, GRASS, LANDSCAPING, FENCE, ASPHALT, ETC. DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITIONS, AT NO ADDITIONAL COST TO THE OWNER.

13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE PUBLIC HEALTH AND ENSURE JOB SAFETY. THE CONTRACTOR SHALL CONFORM TO ALL APPLICABLE OCCUPATIONAL SAFETY & HEALTH AGENCY (OSHA) STANDARDS AND FEDERAL, STATE AND LOCAL GOVERNMENT SAFETY REQUIREMENTS.

14. IT IS THE CONTRACTORS RESPONSIBILITY TO IMPLEMENT STORM WATER POLLUTION PREVENTION AND EROSION CONTROL FEATURES AND PRACTICES DURING CONSTRUCTION IN ACCORDANCE WITH THE CURRENT FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (N.P.D.E.S.) REQUIREMENTS. CONTRACTOR MUST OBTAIN A FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NPDES DURING CONSTRUCTION PERMIT, PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. ALL PERMIT FEES AND DOCUMENTATION PREPARATION SHALL BE DEEMED INCIDENTAL TO THE PROJECT LUMP SUM COST.

15. CONTRACTOR SHALL ENSURE THAT ALL STORM WATER RUN-OFF WITHIN THE CONSTRUCTION AREA IS CONTAINED ON-SITE.

16. ALL DEFECTIVE WORK NOT ACCEPTED BY THE ARCHITECT/ENGINEER, OR BY THE OWNERS REPRESENTATIVE, OR BY ANY GOVERNMENT PERMITTING AGENCY SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

17. ALL AREAS WHICH ARE BEING EXCAVATED SHALL BE PROPERLY PROTECTED AND BARRICADED BY THE CONTRACTOR. ALL TRENCH WORK SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION EXCAVATION SAFETY STANDARDS, 29 C.F.R. S. 1926.650 SUBPART P AND THE FLORIDA TRENCH SAFETY ACT.

18. ALL STAGING AREAS SHALL BE PROPERLY FENCED AND BARRICADED BY THE CONTRACTOR.

19. SAW CUT EXISTING CONCRETE WALKS, CURBS, AND GUTTERS AND ASPHALT OR CONCRETE PAVEMENT CAREFULLY AND NEATLY WHERE UNDERGROUND WORK IS REQUIRED OR PROPOSED ASPHALT OR CONCRETE PAVEMENT, CURB, WALKS, ETC. WILL MEET EXISTING AT THESE LOCATIONS. CUT CONCRETE WALKS, CONCRETE PAVEMENT, CURBS AND GUTTERS AT NEAREST EXISTING CONCRETE JOINTS. CONTRACTOR SHALL INSTALL ALL UNDERGROUND UTILITIES PRIOR TO THE CONSTRUCTION OF THE PROPOSED PAVEMENT AND PAVEMENT BASE.

20. PROVIDE FILL TO ENSURE THAT THE FINISH GRADE (INCLUDING SOD) IN LANDSCAPE AREAS ARE AT LEVEL AT CURBS AND/OR EDGE OF SIDEWALKS.

21. WHERE NEW GRADES BLEND INTO EXISTING GRADES IN LANDSCAPE AREAS PROVIDE A UNIFORM TRANSITION. PROTECT ALL EXISTING PAVEMENT AND LANDSCAPE AREAS THAT ARE TO REMAIN.

22. DUE TO FEDERAL REGULATIONS, THE CONTRACTOR MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES AND MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.

23. ALL ELEVATIONS SHOWN ARE BASED ON THE 1929 NATIONAL GEODETIC VERTICAL DATUM.

24. PROPOSED CONCRETE PAVEMENT SHALL MEET THE CRITERIA OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROADWAY AND BRIDGE CONSTRUCTION LATEST EDITION.

25. 12" STABILIZED ROADWAY SUBGRADE SHALL BE COMPACTED TO 98 % OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180. DENSITY TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER OF RECORD ACCORDING TO PROJECT SPECIFICATIONS.

26. LIME ROCK BASE SHALL BE COMPACTED TO 98 % OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180. CONTRACTOR SHALL SUBMIT DENSITY TEST RESULTS PRIOR TO ASPHALT PLACEMENT.

27. ALL CONCRETE SHALL DEVELOP A MINIMUM OF 3000 PSI COMPRESSIVE STRENGTH AT 28 DAYS, AND INCLUDE PSI FIBERSTRAND 150 AT A RATE OF 0.67 LB/CY.

28. THE SEQUENCE OF CONSTRUCTION SHALL BE SUCH THAT THE INSTALLATION OF ALL UNDERGROUND INSTALLATIONS BE PERFORMED PRIOR TO CONSTRUCTION OF THE SUB-BASE.

29. ALL PAVING WORK SHALL CONFORM TO THE FLORIDA DEPARTMENT OF TRANSPORTATION, THE MIAMI DADE PUBLIC WORKS DEPARTMENT, AND THE MIAMI DADE DEPARTMENT OF ENVIRONMENTAL RESOURCE MANAGEMENT REGULATION, AND STANDARDS.

30. EXCAVATION FOR PIPING SHALL MAINTAIN A MINIMUM DISTANCE FROM ADJACENT FOOTINGS EQUAL TO THE DEPTH OF THE BOTTOM OF ADJACENT FOOTING BELOW GRADE.

31. DRAINAGE SYSTEM SHALL BE FREE OF ANY DEBRIS AND SILTATION PRIOR TO FINAL ACCEPTANCE.

32. ALL CONCRETE PAVEMENT, CONC. CURB AND GUTTERS, CONC. CURBS AND CONC. WALKS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE TO THE MOST CURRENT EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.

33. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC AT ALL TIMES. ALL TEMPORARY LANES MUST BE ABLE TO ACCOMODATE FIRE TRUCKS AND EMERGENCY VEHICLES.

Todd Seymour

Digitally signed by Todd Seymour
DN: c=US, o=David Plummer Associates Inc., dnQualifier=A01410C0000017B3737A7F0001650D3, cn=Todd Seymour
Date: 2023.06.29 15:59:07 -04'00'

169

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR
LICENSED
No 52098
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 33134 TELEPHONE (305) 447-0900 FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, FL. 33134 FAX (305) 444-4986
CERTIFICATE OF AUTHORIZATION EB 2930

dpa

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
GENERAL NOTES

SHEET NUMBER:
C-1.0

CIVIL SITE PLAN

SCALE: 1" = 20'

NORTH

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

EAST TREASURE DRIVE

PROPERTY LINE

R/W LINE

EXIST. 5' CONC. SWK

PROP. 3' CONC. SWK

EXIST. CURB & GUTTER (TO REMAIN)

EXIST. SWK (TO REMAIN)

EXIST. CONC. MEDIAN (TO REMAIN)

SAW CUT EXIST. C&G AND SIDEWALK

RELOCATE EXIST. METAL LP & PULL BOX

REMOVE EXIST. DRIVEWAY & SWK
CONST. NEW DRIVEWAY & SWK
(MATCH EXIST.)

REMOVE EXIST. DRIVEWAY & SWK
CONST. NEW CURB & GUTTER TYPE "F" & SWK
(MATCH EXIST.)

EXIST. MAST ARM (TO REMAIN)

TRAFFIC SIGNAL

PROP. BUS SHELTER LOCATION

EXIST. BUS SHELTER (TO BE RELOCATED)

TEMPORARY SERVICE TRANSFORMER

CONST. PEDESTRIAN CURB RAMP

REMOVE EXIST. SWK AND CURB & GUTTER
CONST. SWK AND CURB & GUTTER
(MATCH EXIST)

FIRE HYDRANT (TO BE RELOCATED)

HANDRAIL

LOADING ZONE

RETAIL / RESIDENTIAL LOADING & BACK OUT

10' INGRESS AND EGRESS EASEMENT

6' WALL

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

EXIST. SWK (TO REMAIN)

CONST. SWK (TO REMAIN)

LEGEND

- DENOTES PROPOSED CONC. (6" THICK)
- DENOTES PROPOSED ASPHALT (2" SP-9.5 TL-C)
- DENOTES PROPOSED DECORATIVE PAVERS

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR
LICENSED ARCHITECT
No 52098
STATE OF FLORIDA
PROFESSIONAL ARCHITECT

PROJECT NUMBER:

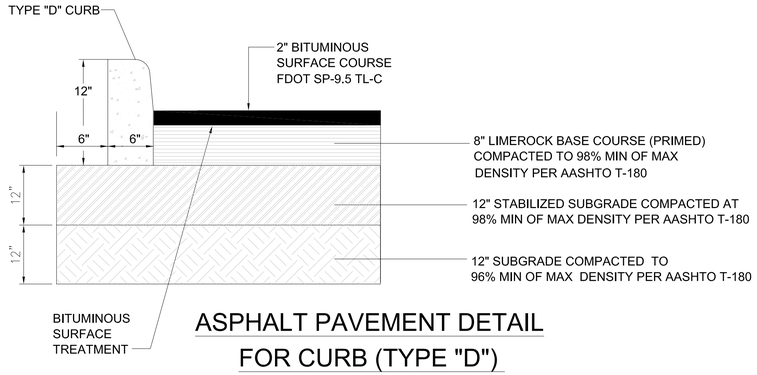
DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 1250 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-1086
FORT MYERS CERTIFICATE OF AUTHORIZATION EB 2930

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

SITE PLAN SUBMITTAL

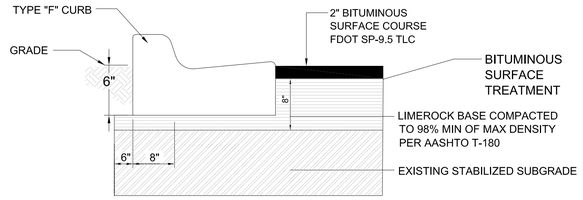
SHEET TITLE:
CIVIL SITE PLAN

SHEET NUMBER:
C-2.0



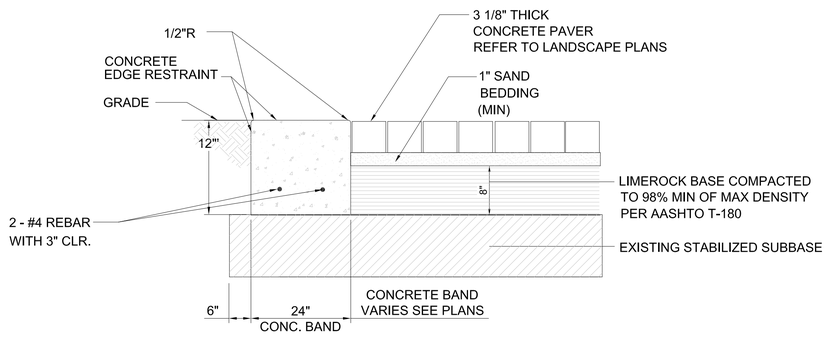
ASPHALT PAVEMENT DETAIL FOR CURB (TYPE "D")

N.T.S.



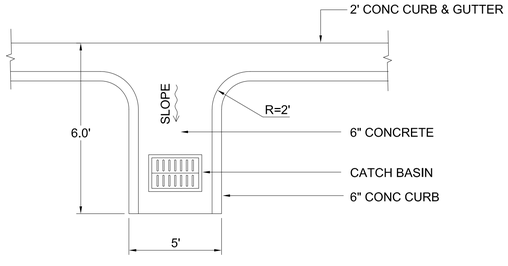
ASPHALT PAVEMENT DETAIL FOR CURB & GUTTER (TYPE "F")

N.T.S.



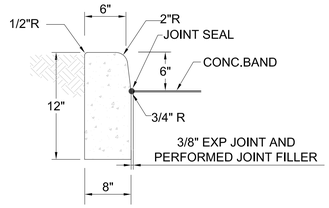
CONCRETE PAVER EDGE RESTRAINT

N.T.S.



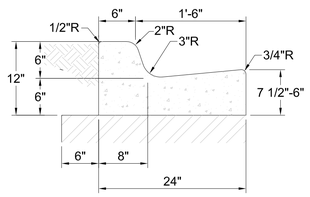
FLUME DETAIL

N.T.S.



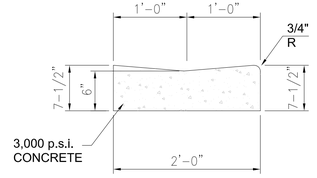
6" CURB (TYPE "D")

N.T.S.



2' CURB AND GUTTER (TYPE "F")

N.T.S.



2' DROP CURB

NTS

CURB DETAILS

N.T.S.

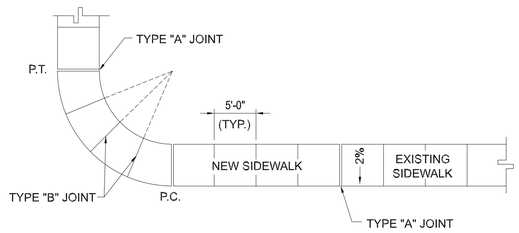
NOTES:

1- ALL WORK SHALL COMPLY WITH MIAMI-DADE COUNTY STANDARD ROAD DETAILS R 14.1 AND R 14.2

2- SUBGRADE SHALL BE COMPACTED TO 98% DENSITY AASHTO T-99.

3- CURB, CURB & GUTTER, AND GUTTER SHALL BE CONSTRUCTED IN 50' MAX SECTIONS WITH 1/8" TO 1/4" OPEN EXPANSION JOINT BETWEEN EACH SECTION AND CONTRACTION JOINTS AT 10' INTERVALS.

4- CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3000 PSI @ 28 DAYS.

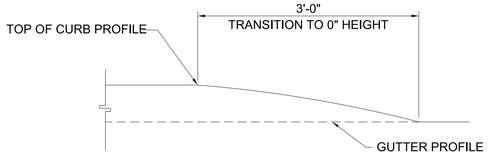


PLAN



SECTION "A-A"

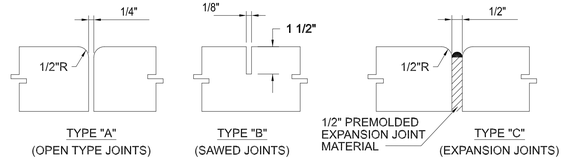
TABLE OF SIDEWALK THICKNESS-"T"	
LOCATIONS	"T"
NON-VEHICULAR AREAS	4"
DRIVEWAYS	6"



PROFILE

STANDARD CURB ENDING

N.T.S.



JOINTS

SIDEWALK CONSTRUCTION DETAIL

AS PER MIAMI-DADE COUNTY STD. DETAIL R 13.1

N.T.S.

TABLE OF SIDEWALK JOINTS	
TYPE	LOCATIONS
"A"	P.C. AND P.T. OF CURVES. JUNCTION OF EXISTING AND NEW SIDEWALKS.
"B"	5'-0" CENTER TO CENTER ON SIDEWALKS.
"C"	*WHERE SIDEWALK ABUTS CONCRETE CURBS, DRIVEWAYS, AND SIMILAR STRUCTURES.

SIDEWALK NOTES:

1- CONCRETE FINISH 1/16" DEPTH BRUSH OR BOOM FINISH.

2- ENTIRE PAVEMENT SURFACE SHALL BE SPRAYED UNIFORMLY WITH SEALTIGHT 1200-WHITE (W. R. MEADOWS) WATER BASE WHITE PIGMENTED CONCRETE CURING COMPOUND IMMEDIATELY AFTER THE FINISHING OF THE SURFACE AND BEFORE THE SET CONCRETE HAS TAKEN PLACE.

3- CONTRACTION JOINT SHALL BE CUT EVERY 10 FEET (CENTER TO CENTER, BOTH DIRECTIONS).

4- EXPANSION JOINTS SHALL BE PLACED AT WHERE THE CONCRETE PAVEMENT ABUTS ANY ABOVE GROUND AND BELOW GRADE STRUCTURE, AND EVERY 100 FEET (CENTER TO CENTER, BOTH DIRECTIONS).

5- EXPANSION JOINTS AND CONTRACTION JOINTS SHALL BE AS PER THE SIDEWALK CONSTRUCTION JOINT DETAILS.

6- SIDEWALK SHALL HAVE A 2% MAX CROSS SLOPE.

7- CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS.

8- ALL SIDEWALK PAVEMENT SHALL HAVE P.S.I. FIBERSTRAND 150 AT A RATE OF 0.67 LB\CY.

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BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR LICENSED No 52098 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT NUMBER:

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 1750 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-1580
FORT MYERS CERTIFICATE OF AUTHORIZATION EB 2930

dpa

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
PAVEMENT DETAILS

SHEET NUMBER:
C-3.0

BY

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR
LICENSED ARCHITECT
No 52098
STATE OF FLORIDA
PROFESSIONAL

PROJECT NUMBER:

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 1750 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-1086
FORT MYERS
CERTIFICATE OF AUTHORIZATION EB 2930

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB. NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
WATER DISTRIBUTION PLAN

SHEET NUMBER:
C-4.0

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

EAST TREASURE DRIVE

PROPERTY LINE

R/W LINE

EXIST. 30" C.I. WM

EXIST. 12" WM (E1844-1)

EXIST. 30" C.I. WM (E1844-2)

EXIST. 2" GAS MAIN

EXIST. FIRE HYDRANT (TO REMAIN)

TRAFFIC SIGNAL

10' INGRESS AND EGRESS EASEMENT

PROP. F.D.C. W/ GUARD POSTS

LEFT/RIGHT IN

RIGHT/OUT

PROP. 2" GAS METER

SEE PLUMBING PLAN FOR DETAILS

RETAIL / RESIDENTIAL LOADING & BACK OUT

FPL TRANS. VAULT
ELEV. 0'-0"
+9'-6" NGVD

STAIR #1

COLD FOOD STORAGE

LOBBY LOUNGE

ARRIVAL

RECEPTION DESK

RESI. TOWER ABOVE

WATER FEATURE WALL

FIRE COMM. ROOM

EQPMT. ROOM

STAIR #2

MECH. ROOM

GENERATOR ROOM

STO.

TRASH CHUTE

WOMEN

MEN

T. TELECOM ROOM

OFFICE

SERVICE LOBBY

ELEV. #1

ELEV. #2

ELEV. #3

ELEV. 0'-0"
+10'-0" NGVD

DOMESTIC FIRE PUMP ROOM

PACKAGE ROOM

ELECTRICAL ROOM

MAIN LOBBY

LOBBY LOUNGE

3.12 RAMP UP

3.12 RAMP DN

BREEZEWAY

COVERED BREEZEWAY

CROSSWALK (15'-0" VERTICAL CLEARANCE MINIMUM)

GALLERY

PUBLIX LIQUOR
1,676 SQ. FT.
ELEV. 0'-0"

BAZAAR PASSENGER ELEV.

LOBBY

HOSTESS DESK

RETAIL VANILLA BOX SHELL
2,570 SQ. FT.
ELEV. 0'-0"
+10'-0" NGVD

BAZAAR SERVICE ELEV.

BAZAAR ROH
721 SQ. FT.

TELECOMM. ROOM

GARAGE EMERGENCY SWITCHGEAR ROOM

BAZAAR/E.V. CHARGER MAIN ELECTRICAL & EMERGENCY SWITCHGEAR ROOM

VOID SPACE BELOW RAMP

PUMP ROOM

PORTABLE GEN. CONNECTION

STORAGE ROOM

DOCK LIFT

GREASE BARREL

GARAGE GENERATOR

GARAGE GENERATOR

GARAGE TRANSFORMER

RAMP ABOVE

TRASH COMPACTOR

PUBLIX ELECT. ROOM

DEDICATED PUBLIX TRANSFORMER

ENCLOSED DOCK
924 SQ. FT.

LOADING
2,270 SQ. FT.

LOADING ZONE

VANILLA BOX SHELL
(TENANT IMPROVEMENT UNDER SEPARATE PERMIT)
33,558 SQ. FT.
ELEV. 0'-0"
+10'-0" NGVD

CONVENIENCE STAIR #5

ELEV. #4

ELEV. #5

ELEV. #6

ELEV. #7

PUBLIX COMM. ROOM

PUBLIX MECH. ROOM

78 SQ. FT.

STAIR #6

STAIR #7

TEMPORARY POWER POLE TO TRANSFORMER

DUAL 2" WATER METER (DOM)

PROP. 4" T.S.V.

PROP. 6" T.S.V.

PROP. 8" T.S.V.

4" D.I.P. WATER METER (IRR)

PROP. 4" BACKFLOW PREVENTER WITH GUARD POSTS (DOM)

PROP. 4" BACKFLOW PREVENTER WITH GUARD POSTS (IRR)

PROP. 6" BACKFLOW PREVENTER WITH GUARD POSTS

PROP. 8" DDCV WITH GUARD POSTS & P.I.V. W/ TAMPER SWITCH

PROP. 4" BACKFLOW PREVENTER WITH GUARD POSTS

6" WATER METER (DOM)

PROP. 4" T.S.V.

4" WATER METER (DOM)

EXIST. 12" WM

EXIST. FH (TO BE RELOCATED)

25.0'

20.0'

PRIVATE 8" C-900

10" HOPE RW

6" DIP WM

8" DIP WM

PROP 8" DIP WM

PROP 6" DIP WM

PROP 4" DIP WM

4" UTILITY EASEMENT O.R.B. 1000, PAGE 489

OHW

STM

SAN

LEGEND

- PROPOSED SANITARY MANHOLE
- PROPOSED STORM WATER MANHOLE
- PROPOSED DRAINAGE INLET
- PROPOSED DRAINAGE WELL

NORTH

WATER DISTRIBUTION PLAN

SCALE: 1" = 20'

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

EAST TREASURE DRIVE

PROPERTY LINE

R/W LINE

10' INGRESS AND EGRESS EASEMENT

EXIST. 2" GAS MAIN

EXIST. FIRE HYDRANT (TO REMAIN)

TRAFFIC SIGNAL

EXIST. 30" C.I. WM (61844-2)

EXIST. 12" WM (61844-2)

LEFT/RIGHT IN

RIGHT/OUT

FPL TEMPORARY SERVICE TRANSFORMER

FPL TRANS VAULT ELEV. 0'-0" +9'-6" NGVD

STAIR #1

COLD FOOD STORAGE

LOBBY LOUNGE

ARRIVAL

RECEPTION DESK

MECH. ROOM

GENERATOR ROOM

STO.

WOMEN

MEN

TRASH CHUTE

IT. TELECOM ROOM

OFFICE

SERVICE LOBBY

TRASH ROOM

DOMESTIC /FIRE PUMP ROOM ELEV. 0'-0" +10'-0" NGVD

ELECTRICAL ROOM

PACKAGE ROOM

MAIL ROOM

LOBBY LOUNGE

1:12 RAMP DN

FIRE COMM. ROOM

EQPMT. ROOM

ELEV. #1

ELEV. #2

ELEV. 0'-0" +10'-0" NGVD

BREEZEWAY

RESI. TOWER ABOVE

WATER FEATURE WALL

COVERED BREEZEWAY

CROSSWALK (15'-0" VERTICAL CLEARANCE MINIMUM)

GALLERY

RETAIL VANILLA BOX SHELL 2,570 SQ. FT. ELEV. 0'-0" +10'-0" NGVD

PUBLIX LIQUOR 1,676 SQ. FT. ELEV. 0'-0"

BAZAAR PASSENGER ELEV.

LOBBY

HOSTESS DESK

BAZAAR SERVICE ELEV.

BAZAAR BOH 721 SQ. FT.

TELECOMM. ROOM

GARAGE EMERGENCY SWITCHGEAR ROOM

BAZAAR/E.V. CHARGER MAIN ELECTRICAL & EMERGENCY SWITCHGEAR ROOM

PUMP ROOM

PORTABLE GEN. CONNECTION

STORAGE ROOM

1000 LIFT

GREASE BARREL

GARAGE GENERATOR

GARAGE GENERATOR

VOID SPACE BELOW RAMP

CARRIER TRANSFORMER

VANILLA BOX SHELL (TENANT IMPROVEMENT UNDER SEPARATE PERMIT) 33,558 SQ. FT. ELEV. 0'-0" +10'-0" NGVD

ELEV. #3

ELEV. #4

ELEV. #5

ELEV. #6

CONVENIENCE STAIR #5

PUBLIX COMM. ROOM

PUBLIX MECH. ROOM

78 SQ. FT.

STAIR #6

STAIR #7

STAIR #8

LOADING ZONE

LOADING 2,270 SQ. FT.

ENCLOSED DOCK 924 SQ. FT.

TRASH COMPACTOR

PUBLIX ELECT. ROOM

DEDICATED PUBLIX TRANSFORMER

PROPOSED PUBLIX GAS METER

RAMP ABOVE

RETAIL / RESIDENTIAL LOADING & BACK OUT

PROP. 8" SAN C-900 52' @ 1.04%

PROP. SAN MH

MH-8

PROP. 8" SAN C-900 49' @ 1.04%

PROP. 8" SAN C-900 177' @ 0.4%

PROP. 8" SAN C-900 43' @ 1.04%

PROP. SAN MH

MH-7

PROP. 8" SAN C-900 61' @ 0.4%

MH-6

PROP. SAN MH

MH-5

PROP. 8" SAN C-900 109' @ 0.4%

PROP. 8" SAN C-900 93' @ 0.4%

PROP. 8" SAN C-900 21' @ 1.04%

PROP. SAN MH

MH-4

PROP. 8" SAN C-900 52' @ 0.4%

PROP. 8" SAN C-900 78' @ 0.4%

PROP. SAN MH

MH-3

PROP. 8" SAN C-900 42' @ 0.4%

EXIST. SAN MH

MH-1

MH-2

PROP. SAN MH

SEE PLUMBING PLAN FOR DETAILS

PROP. SAN GREASE TRAP

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

25.0'

50.0'

20'-0"

C.O.

PROPOSED SANITARY STRUCTURE TABULATION

STRC. No.	COORDINATES NORTH	COORDINATES EAST	STRUCTURE TYPE	USF No.	TOP EL.	INVERT EL. N	INVERT EL. S	INVERT EL. W	INVERT EL. E
MH-01	--	--	EXISTING	--	--	1.04(*)	1.04	--	1.09
MH-02	--	--	MANHOLE 4' ROUND	310A	5.08	--	1.21	1.21	--
MH-03	--	--	MANHOLE 4' ROUND	310A	5.09	--	--	1.42	1.42
MH-04	--	--	MANHOLE 4' ROUND	310A	6.06		--	1.73	1.73
MH-05	--	--	MANHOLE 4' ROUND	310A	6.40	2.17	--	2.17	2.17
MH-06	--	--	MANHOLE 4' ROUND	310A	6.66	--	--	2.54	2.54
MH-07	--	--	MANHOLE 4' ROUND	310A	6.86	2.78	--	2.78	2.78
MH-08	--	--	MANHOLE 4' ROUND	310A	8.44	3.49	--	--	3.49

(*) EXISTING MH TO BE CORE DRILLED

NORTH

SEWER DISTRIBUTION PLAN

SCALE: 1" = 20'

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR
LICENSED ARCHITECT
No 52098
STATE OF FLORIDA
PROFESSIONAL

PROJECT NUMBER:

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 1250 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-3580
FORT MYERS CERTIFICATE OF AUTHORIZATION EB 2930

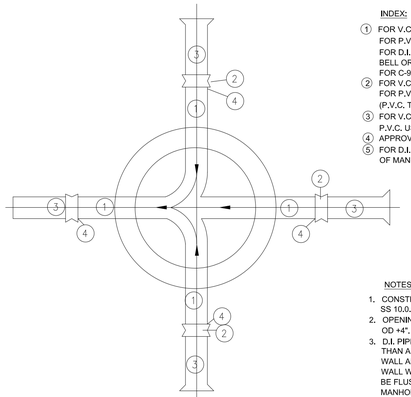
dpa

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
SEWER DISTRIBUTION PLAN

SHEET NUMBER:
C-5.0

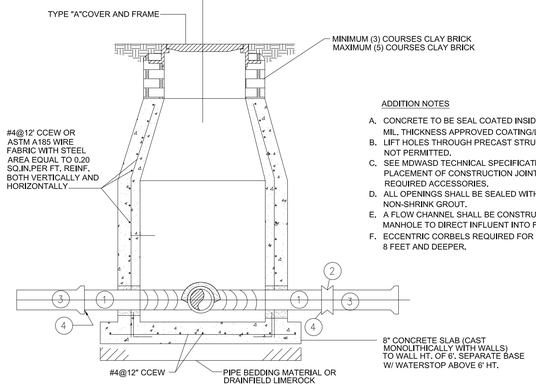


INDEX:

1. FOR V.C.P. USE 2' D.I.P. PExPE
   FOR P.V.C. USE 2' P.V.C. PExPE
   FOR D.I.P. USE 2' D.I.P.-FIRST JOINT TO BE EITHER BELL OR C.I. SOLID SLEEVE
   FOR C-900 SAME AS D.I.P.
2. FOR V.C.P. USE DOBLE HUB CONNECTOR
   FOR P.V.C. USE P.V.C. REPAIR COUPLING (P.V.C. TO P.V.C.)
3. FOR V.C.P. USE 5' V.C.P. LENGTH
   P.V.C. USE 13' P.V.C. LENGTH
4. APPROVED GASKET
5. FOR D.I.P. PROVIDE FLEXIBLE JOINT WITHIN 5' OF MANHOLE

NOTES:

1. CONSTRUCT FLOW CHANNELS AS PER SS 10.0.
2. OPENING SIZE TO BE OF THE PIPE OD +4".
3. D.I. PIPE CANNOT EXTEND MORE THAN A MAX. OF 3" BEYOND INSIDE WALL AND MUST BE FEATHERED TO THE WALL WITH CEMENT, PVC PIPE SHALL BE FLUSH WITH INSIDE WALL OF MANHOLE.



ADDITION NOTES

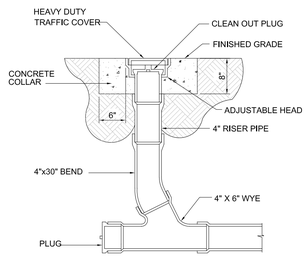
A. CONCRETE TO BE SEAL COATED INSIDE WITH 16 MIL, THICKNESS APPROVED COATING/LINER.
B. LIFT HOLES THROUGH PRECAST STRUCTURE ARE NOT PERMITTED.
C. SEE MDWASD TECHNICAL SPECIFICATIONS FOR PLACEMENT OF CONSTRUCTION JOINTS AND REQUIRED ACCESSORIES.
D. ALL OPENINGS SHALL BE SEALED WITH NON-SHRINK GROUT.
E. A FLOW CHANNEL SHALL BE CONSTRUCTED INSIDE MANHOLE TO DIRECT INFLUENT INTO FLOW STREAM.
F. ECCENTRIC CORBELS REQUIRED FOR MANHOLES 8 FEET AND DEEPER.

STANDARD MANHOLE

N.T.S. (REF. MDWASD STANDARD SS 6.1)

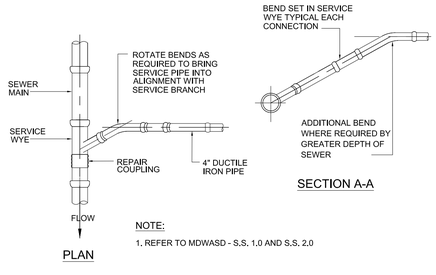
SANITARY SEWER MANHOLES STRUCTURE NOTES:

1. DESIGN CRITERIA: DESIGN, FABRICATION AND ERECTION OF PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ACI 318-99 BUILDING CODE REQUIREMENTS FOR REINFORCE CONCRETE AND PCI DESIGN HANDBOOK.
2. DESIGN LIVE LOADS: THE TOP SLAB OF SANITARY SEWER MANHOLE STRUCTURE SHALL BE DESIGN TO CARRY TRAFFIC LOADS (HS 20 LOADING).
3. GEOTECHNICAL CRITERIA: SOIL BEARING PRESSURE UNDER STRUCTURE ASSUMED TO BE AT MINIMUM 2000 PSF. PRIOR TO INSTALLATION OF SANITARY SEWER MANHOLE STRUCTURE THE SOIL BEARING CAPACITY OF THE FOUNDATION MUST BE CONFIRMED BY THE CONTRACTOR, THROUGHOUT A CERTIFIED GEOTECHNICAL LABORATORY.
4. CONCRETE: CONCRETE SHALL BE NORMAL WEIGHT, AND SHALL MEET THE REQUIREMENT OF ASTM C478, CONCRETE COVER FOR REINFORCEMENT SHALL BE 2 INCHES EXCEPT FOOTING BOTTOM BARS SHALL HAVE 3" COVER.
5. REINFORCING: REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60, AND SHALL BE U.S. MANUFACTURE.
6. MORTAR: MORTAR USED TO SEAL THE PIPE IN THE WALLS SHALL BE OF SUCH A MIX THAT SHRINKAGE WILL NOT CAUSE LEAKAGE INTO OR OUT OF THE UNIT. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR PRECAST STRUCTURE FOR ENGINEER REVIEW AND APPROVAL.
7. SHOP DRAWING: CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SIGNED AND SEALED BY A FLORIDA REGISTER ENGINEER FOR PRECAST STRUCTURES TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE CONSTRUCTION OF STRUCTURE.



SANITARY SEWER CLEAN-OUT DETAIL

N.T.S.



PLAN

SECTION A-A

NOTE:

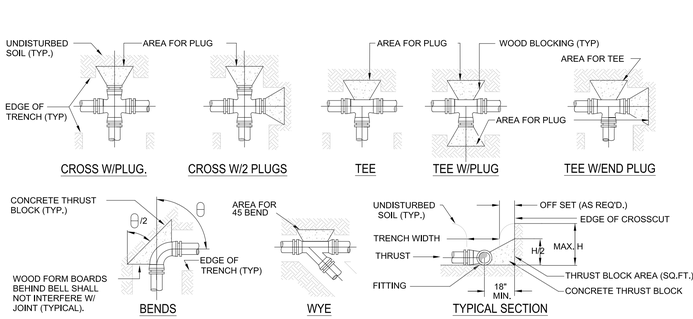
1. REFER TO MDWASD - S.S. 1.0 AND S.S. 2.0

WYE BRANCH CONNECTION DETAIL

N.T.S.

RER NOTES ON WATER-SEWER INSTALLATION

1. A horizontal distance of at least 6 feet, and preferably 10 feet (outside to outside), shall be maintained between gravity or pressure sewer pipes and water pipes. The minimum horizontal separation can be reduced to 3 feet for vacuum-type sewers or for gravity sewers where the top of the sewer pipe is at least 6 inches below the bottom of the water pipe. When the above specified horizontal distance criteria cannot be met due to an existing underground facility conflict, smaller separations are allowed if:
   a- The sewer pipes are designed and constructed equal to the water pipe and pressure tested at 150 psi.
   b- The sewer is encased in a watertight carrier pipe or concrete.
   c- The top of the sewer is at least 18 inches below the bottom of the water pipe.
2. A vertical distance of at least 12 inches (outside to outside) shall be maintained between any water and sewer mains with sewer pipes preferably crossing under water mains. The minimum vertical separation can be reduced to 6 inches for vacuum-type sewers or for gravity sewers where the sewer pipe is below the water main. The crossing shall be arranged so that all water main joints are at least 6 feet from all joints in gravity and pressure sewer pipes. When the above specified vertical distance criteria cannot be met due to an existing underground facility conflict, smaller separations are allowed if:
   a- The sewer pipes are designed and constructed equal to the water pipe and pressure tested at 150 psi.
   b- The sewer is encased in a watertight carrier pipe or concrete.
3. In highly congested areas, where either water or sewer facilities are existing and the separation requirements cannot be met, special consideration may be given subject to submittal of documentation showing that the proposed alternative will result in an equivalent level of reliability and public health protection.
4. The contractor shall verify nature, depth, and character of existing underground utilities prior to start of construction.
5. All other public or private utility facilities shall be constructed at least 5 feet from any water and sewer main as measured from the outside bell of the water of the utility pipe.
6. When the 5 feet separation between proposed and existing line is not possible, the contractor shall hand dig or expose the water and sewer pipes before proceeding with power equipment excavation.
7. In no case shall a contractor install utility pipes, conduits, cables, etc. in the same trench parallel and above an existing water or sewer pipe except where they cross.



CROSS W/PLUG. CROSS W/2 PLUGS TEE TEE W/PLUG TEE W/END PLUG

BENDS WYE TYPICAL SECTION

NOTES:

1. THRUST BLOCK BEARING AREAS SHALL BE POURED AGAINST UNDISTURBED WALL. WHERE WALL HAS BEEN DISTURBED, EXCAVATE ALL LOOSE MATERIAL AND EXTEND TO UNDISTURBED MATERIAL.
2. EXTEND THRUST BLOCK FULL LENGTH OF FITTING. JOINTS SHALL NOT BE COVERED BY THRUST BLOCKS. FITTINGS SHALL BE PROTECTED BY POLYETHYLENE FILM (8 MIL) PRIOR TO PLACING CONCRETE THRUST BLOCK.
3. ROUGH BLOCKING FORMS SHALL BE USED ALONG SIDES OF THRUST BLOCKS, AS REQUIRED.
4. THRUST BLOCKS SHALL BE USED IN COMBINATION, AS REQUIRED TO SUIT THE SPECIFIC FITTING ARRANGEMENT.
5. ALTERNATE DESIGNED RESTRAINING SYSTEMS SHALL BE PROVIDED WHERE STANDARD THRUST BLOCKING IS NOT SUITABLE AND/OR SOIL RESISTANCE BEARING IS LESS THAN 1500 PSF.

SCHEDULE FOR THRUST BLOCK AREAS *

PIPE SIZE (INCHES)	90 BEND (SQ FT)	45 BEND (SQ FT)	22-1/2 BEND (SQ FT)	11-1/4 BEND (SQ FT)	TEE & PLUG (SQ FT)	DESIGN PRESS (PSI)
4	2.6	1.4	1.0	1.0	1.8	150
6	5.3	2.9	1.5	1.0	3.7	150
8	9.1	4.9	2.5	1.3	6.4	150
10	13.7	7.4	3.8	1.9	9.7	150
12	19.4	10.5	5.4	2.7	13.7	150
16	33.6	18.2	9.3	4.7	23.8	150

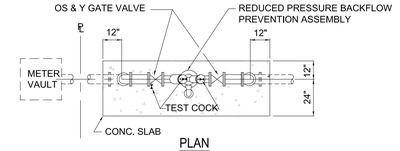
NOTE:
THRUST BLOCK AREAS COMPUTED ON BASIS OF 1500 LBS. PER SQ. FT. SOIL RESISTANT BEARING. (1500 MIN.) SEE NOTE 5.
*TO BE COMPLETED BY ENGINEER.

THRUST BLOCK AREAS DETAILS

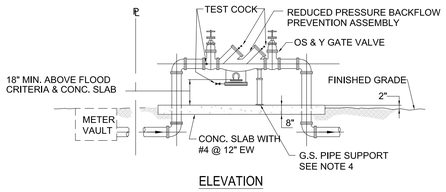
N.T.S.

SEWER COLLECTION SYSTEM NOTES:

1. PROVIDE A MINIMUM SIX (6) INCH BED OF WASHED 3/4 INCH ROCK FOR ALL SUB-AQUEOUS GRAVITY SEWER PIPE.
2. PVC WASTEWATER GRAVITY PIPE SHALL CONFORM TO C-900 SDR 18, LATEST REVISIONS, WITH PUSH-ON RUBBER GASKET JOINTS.
3. MANHOLES SHALL BE PRECAST IN ACCORDANNCE WITH ASTM-C-478, MINIMUM THICKNESS SHALL BE EIGHT (8) INCHES. A MINIMUM SIX (6) INCH BASE EXTENSION OUTSIDE THE WALL OF THE MANHOLE IS REQUIRED. MANHOLES SHALL NOT BE LOCATED AT OR CLOSE TO FINAL GRADE LOW POINTS.
4. TWO (2) COATS OF COOPER BLACK NO. 775 TAR COATING. FIRST RED, SECOND ONE BLACK SHALL BE APPLIED TO THE INSIDE OF ALL MANHOLES AND SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS (8 MILS PER COAT), ONE COAT OF BLACK COOPER BLACK NO.775 EPOXY TAR COATING SHALL BE APPLIED TO THE OUTSIDE OF THE MANHOLE, THE INTERIOR COATS SHALL BE APPLIED AFTER SEWER LAMPING OF INTERIOR LINES. THE APPLICATION OF EACH COAT SHALL BE AN INSPECTION AND SHALL BE SCHEDULED A MINIMUM OF 48 HOURS PRIOR TO TESTING.



PLAN



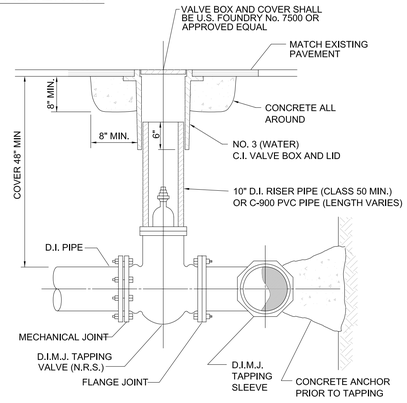
ELEVATION

NOTES

1. THE ASSEMBLY SHALL BE INSTALLED WITH MINIMUM HORIZONTAL CLEARANCES OF 30 INCHES FREE FROM OBSTRUCTIONS IN ALL DIRECTIONS.
2. GUARD POSTS SHALL BE INSTALLED IF THE ASSEMBLY IS EXPOSED TO POSSIBLE DAMAGE FROM VEHICULAR TRAFFIC, AS DETERMINED BY THE DEPARTMENT, OR THE MDWASD INSPECTOR.
3. THE ASSEMBLY SHALL BE INSTALLED IN AN ACCESSIBLE LOCATION, APPROVED BY THE DEPARTMENT AND THE MDWASD INSPECTOR.
4. ADJUSTABLE PIPE SADDLE SUPPORT (GRINNELL FIG. 264, OR EQUAL) SIZED TO FIT CURVATURE OF DOUBLE DETECTOR CHECK VALVE ASSEMBLY, WITH GALVANIZED STEEL PIPE AND FLOOR FLANGE. ATTACH FLOOR FLANGE TO CONCRETE SLAB WITH GALVANIZED EXPANSION BOLTS.
5. THE DEPARTMENT SHALL HAVE UNRESTRICTED AND CONTINUOUS ACCESS TO THE BACKFLOW PREVENTION ASSEMBLY.
6. PIPING 2" AND SMALLER SHALL BE SCHEDULE 40 GALVANIZED STEEL PIPE WITH GALVANIZED MALLEABLE IRON THREADED FITTINGS. PIPING 2-1/2" AND LARGER SHALL BE DUCTILE IRON PIPE WITH FLANGED FITTINGS. ALL PIPING SHALL BE IN ACCORDANCE WITH MDWASD CONSTRUCTION SPECIFICATIONS FOR DONATION OF WATER MAINS. PVC PIPING WILL NOT BE ACCEPTED BY MDWASD.
7. ALL EXPOSED METALLIC THREADS SHALL BE PAINTED WITH BITUMASTIC PAINT.
8. ALL OUTLETS SHALL BE PLUGGED WITH BRASS PLUGS.
9. ALL ABOVE GROUND PIPING AND EQUIPMENT, EXCEPT FOR BRASS AND STAINLESS STEEL PORTIONS, SHALL BE FINISHED WITH BLUE ENAMEL PAINT (KOP-COAT 0508 LEAD FREE), IN ACCORDANCE WITH MDWASD STANDARDS.
10. REDUCED PRESSURE ZONE BACKFLOW PREVENTERS SHALL BE MDWASD APPROVED.
11. SEE SPECIFICATIONS AND CONTRACT MDWASD FOR CURRENTLY APPROVED TYPES OF BACKFLOW PREVENTION ASSEMBLIES AND PRESSURE VACUUM BREAKERS.

REDUCED PRESSURE BACKFLOW PREVENTOR

N.T.S. (SERVICE SIZES 2-1/2" TO 10") (WS 4.18)



NOTE:

WHEN TAPPING INTO A FORCE MAIN , AFTER COMPLATION OF THE TAPPING OPERATION, PLUG VALVE SHALL BE INSTALLED AFTER THE TAPPING VALVE.

TAPPING VALVE SETTING DETAIL

N.T.S. (REF. MDWASD STANDARD G.S. 1.7)

OTHER PIPE	HORIZONTAL SEPARATION	CROSSINGS (1)	JOINT SPACING @ CROSSINGS (FULL JOINT CENTERED)
STORM SEWER; STORMWATER FORCE MAIN; RECLAIMED WATER (2)	WATER MAIN 3 FT. MINIMUM	WATER MAIN 12 inches is the minimum, except for storm sewer, then 6 inches is the minimum and 12 inches preferred.	ALTERNATE: 3 FT MINIMUM WATER MAIN
VACUUM SANITARY SEWER	WATER MAIN 10 FT. PREFERRED 3 FT. MINIMUM	WATER MAIN 12 inches preferred 6 inches minimum	ALTERNATE: 3 FT MINIMUM WATER MAIN
GRAVITY OR PRESSURE; SANITARY SEWER; SANITARY SEWER FORCE MAIN; RECLAIMED WATER (4)	WATER MAIN 10 FT. PREFERRED 6FT. MINIMUM (3)	WATER MAIN 12 inches is the minimum, except for storm sewer, then 6 inches is the minimum and 12 inches preferred.	ALTERNATE: 6 FT MINIMUM WATER MAIN
ON-SITE SEWAGE TREATMENT & DISPOSAL SYSTEM	10 FT MINIMUM	-	-

(1) WATER MAIN SHOULD ABOVE OTHER PIPE. wHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 12 INCHES.
(2) RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
(3) 3 FT GRAVITY SANITARY SEWER WHERE THE BOTTOM OF THE MAIN IS LAID AT LEAST 6 INCHES ABOVE THE TOP OF THE GRAVITY SANITARY SEWER.
(4) RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

WATER AND GRAVITY SEWER MAINS CROSSING

N.T.S. (WS 4.18)

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2690

TODD A. SEYMOUR LICENSE No 52098 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT NUMBER:

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 1750 PONCE DE LEON BLVD. CORAL GABLES, FL. 33134 TELEPHONE (305) 447-0900 FAX (305) 444-4086
FORT MYERS CERTIFICATE OF AUTHORIZATION EB 2690

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

SITE PLAN SUBMITTAL

SHEET TITLE:
WATER & SEWER DETAILS

SHEET NUMBER:
C-6.0

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

EAST TREASURE DRIVE

PROPERTY LINE

R/W LINE

50.0'

10' NORESS AND EGRESS EASEMENT

EXIST. PAVEMENT MARKINGS (TO REMAIN)

PROP. ONE WAY ONLY R6-1R (12"X36")

PROP. DO NOT ENTER R5-1R (30"X30")

R5-1

R6-1R

ONE WAY

STOP

ONLY

ONE WAY ONLY R6-1R (12"X36")
PROP. STOP SIGN R1-1 (30"X30")
RIGHT TURN ONLY R1-5A (30"X36")

PROP. DETECTABLE WARNING DEVICE

LEFT/RIGHT IN

RIGHT/OUT

PROP. STOP BAR 24" WHITE

PROP. 6" DOUBLE YELLOW

11.5'

PROP. STOP BAR 24" WHITE

PROP. STOP SIGN R1-1 (30"X30")

PROP. 6" WHITE (64 LF)

20'-0"

TRAFFIC SIGNAL

EXIST. MAST ARM (TO REMAIN)

EXIST. PAVEMENT MARKINGS (TO REMAIN)

TEMPORARY SERVICE TRANSFORMER

PLAZA

PROP. "CAUTION DRIVEWAY AHEAD" SIGN

PROP. DETECTABLE WARNING DEVICE

25.0'

LOADING ZONE

PROP. 6" YELLOW (TYP)

25 LF OF PROP. 6" DOUBLE YELLOW

PROP. STOP BAR 24" WHITE

PROP. STOP SIGN R1-1 (30"X30") (WALL MOUNTED)

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

FPL TRANS VAULT ELEV. 0'-0" +9'-0" NGVD

STAIR #1

COLD FOOD STORAGE

LOBBY LOUNGE

ARRIVAL

RECEPTION DESK

MECH. ROOM

GENERATOR ROOM

STO.

WOMEN

MEN

TRASH CHUTE

STO. ROOM

ELEV. #1

TRASH ROOM ELEV. 0'-0" +10'-0" NGVD

STO. IT TELECOM ROOM

STAIR

OFFICE

SERVICE LOBBY ELEV. 0'-0" +9'-0" NGVD

DOMESTIC /FIRE PUMP ROOM ELEV. 0'-0" +10'-0" NGVD

PACKAGE ROOM

ELECTRICAL ROOM

MAIL ROOM

LOBBY LOUNGE

UP

7.12 RAMP

16' (TYP)

6' (TYP)

RETAIL / RESIDENTIAL LOADING & BACK OUT

11.5'

25 LF OF PROP. 6" DOUBLE YELLOW

20'

PROP. STOP BARS 24" WHITE

PROP. STOP SIGN R1-1 (30"X30") (WALL MOUNTED)

STOP

FIRE COMM. ROOM

EQPMT. ROOM

ELEV. #2

ELEV. #3

ELEV. 0'-0" +10'-0" NGVD

WATER FEATURE WALL

RES. TOWER ABOVE

BREEZEWAY

COVERED BREEZEWAY / CROSSWALK (15'-0" VERTICAL CLEARANCE MINIMUM)

GALLERY

PROP. 24" WHITE (TYP) DECORATIVE PAVING (SEE LANDSCAPE PLANS)

PROP. DETECTABLE WARNING DEVICE

25 LF OF PROP. 6" DOUBLE YELLOW

PROP. STOP SIGN R1-1 (30"X30")

PROP. STOP BAR 24" WHITE

PROP. STOP SIGN R1-1 (30"X30")

VOID SPACE BELOW RAMP

GARAGE TRANSFORMER

PUMP ROOM

PORTABLE GEN. CONNECTION

STORAGE ROOM

DOCK LIFT

SKIDS

PUBLIX LIQUOR 1,676 SQ. FT.

ELEV. 0'-0"

STAIR #4

ELEV. VEST.

ELEV. #4

BAZAAR PASSENGER ELEV.

LOBBY

HOSTESS DESK

RETAIL VANILLA BOX SHELL 2,570 SQ. FT.

ELEV. 0'-0" +10'-0" NGVD

BAZAAR SERVICE ELEV.

BAZAAR BOH 721 SQ. FT.

VANILLA BOX SHELL (TENANT IMPROVEMENT UNDER SEPARATE PERMIT) 33,558 SQ. FT.

ELEV. 0'-0" +10'-0" NGVD

TELECOMM. ROOM

GARAGE EMERGENCY SWITCHGEAR ROOM

BAZAAR/E.V. CHARGER MAIN ELECTRICAL & EMERGENCY SWITCHGEAR ROOM

TRASH COMPACTOR

PUBLIX ELECT. ROOM

DEDICATED PUBLIX TRANSFORMER

GREASE BARREL

GARAGE GENERATOR

GARAGE GENERATOR

RAMP ABOVE

ENCLOSED DOCK 924 SQ. FT.

LOADING 2,270 SQ. FT.

ELEV. #5

ELEV. #6

CONVENIENCE STAIR #5

PUBLIX COMM. ROOM

PUBLIX MECH. ROOM

78 SQ. FT.

STAIR #6

UP

DN

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

NORTH

SIGNING & PAVEMENT MARKING PLAN

SCALE: 1" = 20'

BY

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION#: EB 2030

TODD A. SEYMOUR
LICENSED
No 52098
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-4986
CERTIFICATE OF AUTHORIZATION EB 2030

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

SITE PLAN SUBMITTAL

SHEET TITLE:
SIGNING & PAVEMENT MARKING PLAN

SHEET NUMBER:
C-7.0

SIGNING AND PAVEMENT MARKING NOTES:

1. ALL SIGNING AND PAVEMENT MARKINGS INSTALLED AS PART OF THESE PLANS SHALL CONFORM TO THE 2009 EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS, FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS. ALL SIGN PANELS SHALL BE FABRICATED TO COMPLY WITH THE MOST RECENT EDITION OF THE FEDERAL HIGHWAY AND ADMINISTRATION STANDARD HIGHWAY SIGNS.

2. THE CONTRACTOR SHALL MATCH EXISTING PAVEMENT MARKINGS AT THE BEGINNING AND THE END OF THE PROJECT AND AT ALL SIDE STREETS WITHOUT JOGS AND OFFSETS.

3. SIGN ASSEMBLY LOCATIONS SHOWN ON PLANS WHICH ARE IN CONFLICT WITH LIGHTING, UTILITIES, DRIVEWAYS, WHEELCHAIR RAMPS, ETC., MAY BE ADJUSTED SLIGHTLY AS DIRECTED BY THE ENGINEER.

4. INCORRECTLY PLACED THERMOPLASTIC (OR PAINT) MARKINGS OVER FINAL COURSE WILL BE REMOVED BY MILLING AND REPLACING THE ASPHALT A MINIMUM WIDTH OF 18 IN AT THE CONTRACTOR'S EXPENSE. THE ENGINEER MAY APPROVE AN ALTERNATIVE METHOD IF IT CAN BE DEMONSTRATED TO COMPLETELY REMOVE THE MARKINGS WITHOUT DAMAGING THE ASPHALT.

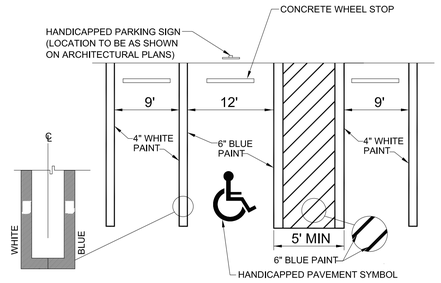
5. THE CONTRACTOR SHALL RELOCATE ALL EXISTING POST-MOUNTED STREET NAME AND STOP SIGNS TO A VISIBLE AREA UNDISTURBED BY THE CONSTRUCTION SO AS TO MINIMIZE DAMAGE TO THE SIGNS DURING CONSTRUCTION. THE STREET NAME SHALL BE REATTACHED TO THE TOP OF THE NEW STOP SIGNS ON MINOR SIDE STREETS AT THE END OF CONSTRUCTION. THE NEW STOP SIGN POST SHALL HAVE ADEQUATE LENGTH TO ACCOMMODATE THE EXISTING STREET NAMES AT THE TOP. COST OF RELOCATION AND REATTACHMENT OF STREET NAME SIGN SHALL BE PAID FOR UNDER PAY ITEM MAINTENANCE OF TRAFFIC.

6. EXTRUDED ALUMINUM SIGN SUPPORT CLAMPS ARE NOT ACCEPTABLE. ALL RELOCATED SIGNS MUST COMPLY WITH THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS AND ROADWAY DESIGN AND TRAFFIC STANDARDS AS IF THEY WERE NEW SIGNS. IF EXISTING CLAMPS, BRACKETS, POLES, ETC. NEED TO BE REPLACED THE COST SHALL BE INCLUDED IN THE RELOCATION PAY ITEMS.

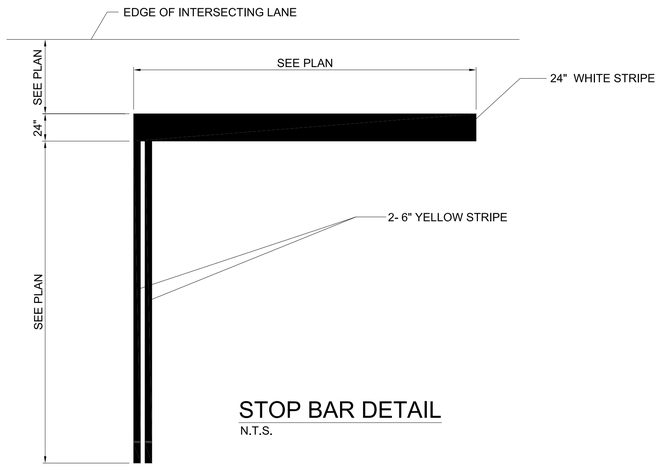
7. THE CONTRACTOR SHALL SUBMIT A LIST OF THE EXISTING SIGNS TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION CONFERENCE. ANY LOST OR DAMAGED DURING CONSTRUCTION SIGNS SHALL BE REPLACED AT NO ADDITIONAL COST. COST OF MAINTAINING OF EXISTING SIGNS TO BE INCLUDED IN ITEM MAINTENANCE OF TRAFFIC.

8. STOP BARS SHALL BE PLACED AT LEAST 4 FEET FROM CROSSWALKS.

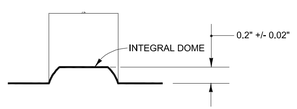
9. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.



ADD HANDICAP PARKING DETAIL
N.T.S.



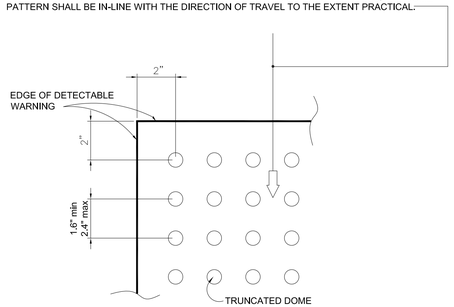
STOP BAR DETAIL
N.T.S.



THE TOP WIDTH OF THE DOME SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMETER.

TRUNCATED DOME

ON RAMPS THAT ARE PERPENDICULAR WITH THE CURB LINE. THE DOME PATTERN SHALL BE IN-LINE WITH THE DIRECTION OF TRAVEL. ON RAMPS INTERSECTING CURBS ON A RADIUS, THE DOME PATTERN SHALL BE IN-LINE WITH THE DIRECTION OF TRAVEL TO THE EXTENT PRACTICAL.



BASE-TO-BASE SPACING SHALL BE 0.65" MINIMUM BETWEEN DOMES.

PLAN VIEW

CURB RAMP DETECTABLE WARNING DETAIL
N.T.S.

DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL FOR 36 INCHES.



R3-5R
(24" X 30")

RIGHT TURN ONLY SIGN
N.T.S.



HANDICAP ACCESSIBLE SIGN
N.T.S.



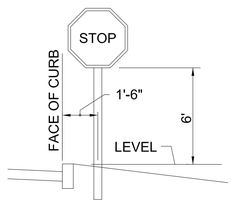
R1-1
(30" X 30")

STOP SIGN
N.T.S.

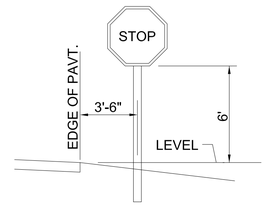


R5-1
(30" X 30")

DO NOT ENTER SIGN
N.T.S.



SIGN ADJACENT TO PAVEMENT WITH CURB



SIGN ADJACENT TO PAVEMENT WITHOUT CURB

NOTE:
STOP SIGN AND ASSEMBLY SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT STANDARD DETAILS AND SPECIFICATIONS.

STOP SIGN LOCATION DETAIL
N.T.S.

NOTES:
1. PAVEMENT MARKINGS SHALL COMPLY WITH THE LATEST ADDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
2. ALL PAVEMENT MARKINGS SHALL BE THERMO-PLASTIC TRAFFIC STRIPES AND MARKINGS, UNLESS OTHERWISED NOTED ON PLANS.

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2690

TODD A. SEYMOUR
LICENSED
No 52098
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

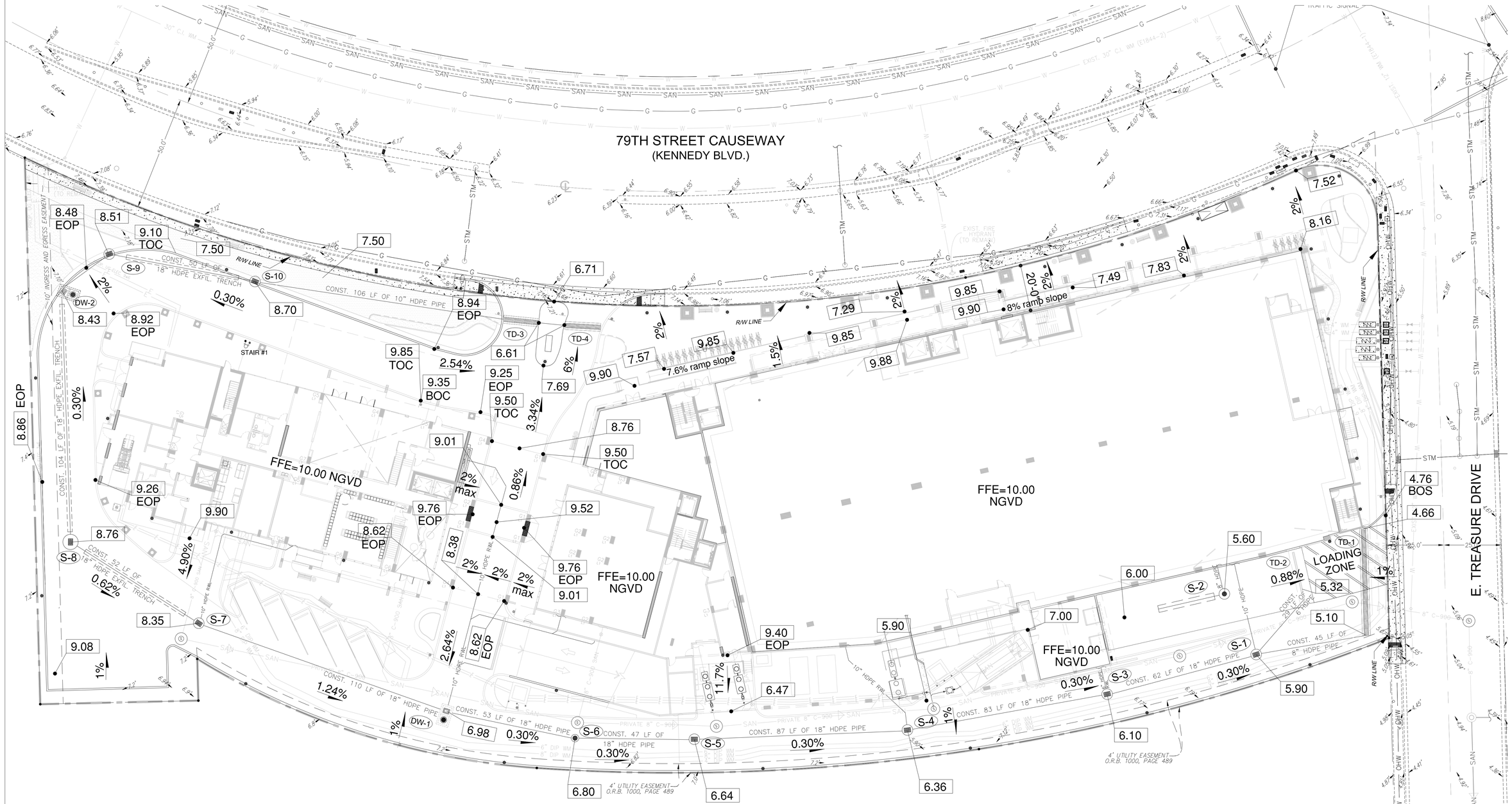
DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES
1750 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FORT MYERS FAX (305) 444-0086
CERTIFICATE OF AUTHORIZATION EB 2690

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
SIGNING & PAVEMENT MARKING NOTES AND DETAILS

SHEET NUMBER:
C-8.0



PROPOSED DRAINAGE STRUCTURE TABULATION

STRC. No.	COORDINATES LATITUDE	COORDINATES LONGITUDE	STRUCTURE TYPE	USF No.	TOP EL.	INVERT EL. N	S	W	E	NW	SW	NE	SE	BOTT. EL.	NOTES	SUMP
S-1			PROP CATCH BASIN Ø4'	4700-6223	5.90	3.30	--	2.60	2.60	--	--	3.30	--	0.60	--	2.00
S-2			PROP MANHOLE Ø4'	310A	5.60	2.60	--	2.40	--	--	--	--	--	(-)1.10	1 BAFFLE	3.50
S-3			PROP CATCH BASIN Ø4'	4700-6223	6.10	3.70	--	2.50	2.50	--	--	--	--	0.50	--	2.00
S-4			PROP CATCH BASIN Ø4'	4700-6223	6.36	3.00	--	2.40	2.40	--	--	--	--	0.40	--	2.00
S-5			PROP CATCH BASIN Ø4'	4700-6223	6.64	--	--	2.30	2.30	--	--	--	--	0.30	--	2.00
S-6			PROP MANHOLE Ø3'	310A	6.80	--	--	2.20	2.20	--	--	--	--	0.20	--	2.00
S-7			PROP CATCH BASIN Ø4'	4700-6223	8.35	4.00	--	--	--	3.00	--	--	3.00	(-)0.50	2 BAFFLE	3.50
S-8			PROP CATCH BASIN Ø6'	4700-6223	8.76	3.00	--	--	--	--	--	--	3.00	(-)0.50	2 BAFFLE	3.50
S-9			PROP CATCH BASIN Ø4'	4700-6223	8.51	--	--	--	3.00	--	3.00	--	--	(-)0.50	1 BAFFLE	3.50
S-10			PROP CATCH BASIN Ø4'	4700-6223	8.70	--	--	3.00	3.00	--	--	--	--	(-)0.50	1 BAFFLE	3.50
DW-1	25°50'51.14" N	80°08'51.41" W	PROP DEEP WELL	4105-6220	6.98	4.20	--	3.00	2.10	--	--	--	--	(-)4.60	--	--
DW-2	25°50'52.96" N	80°08'53.24" W	PROP DEEP WELL	4105-6220	8.43	--	3.00	--	--	--	--	3.00	--	(-)3.10	1 BAFFLE	--
TD-1			PROP TRENCH DRAIN	Z882 DGC	5.10	--	--	4.00	--	--	--	--	--	--	--	--
TD-2			PROP TRENCH DRAIN	Z882 DGC	5.32	--	--	--	--	--	4.00	--	--	--	--	--
TD-3			PROP TRENCH DRAIN	Z882 DGC	6.61	--	--	5.50	5.60	--	--	--	--	--	--	--
TD-4			PROP TRENCH DRAIN	Z882 DGC	6.61	--	--	5.60	--	--	--	--	--	--	--	--

LEGEND

- XX.XX — EXISTING ELEVATIONS
- XX.XX — PROPOSED ELEVATIONS
- CATCH BASIN PRECAST W/ BAFFLES (MINIMUM 6' DIAM.)
- TRENCH DRAIN
- PROPOSED DRAINAGE DEEP WELL
- DRAINAGE MH
- HDPE — PROPOSED DRAINAGE PIPE
- PROPOSED EXFILTRATION TRENCH
- X-X — DRAIN STRUCTURE ID
- FFE — FINISH FLOOR ELEVATION
- EOP — EDGE OF PAVEMENT
- BOC — BACK OF CURB
- TOP — TOP OF CURB

NORTH

GRADING PLAN

SCALE: 1" = 20'

177

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2030

TODD A. SEYMOUR — LICENSED — No 52098 — STATE OF FLORIDA — PROFESSIONAL ENGINEER

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CERTIFICATE OF AUTHORIZATION EB 2030

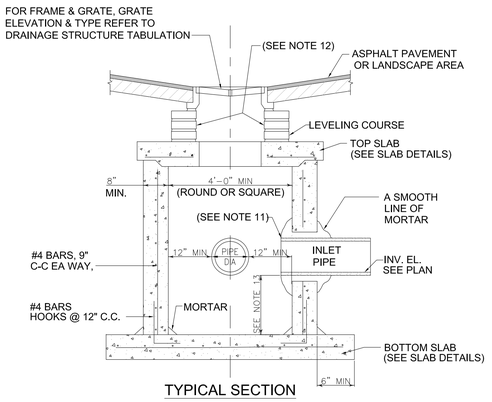
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DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
GRADING & DRAINAGE PLAN

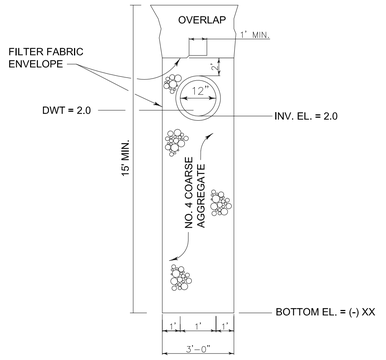
SHEET NUMBER:
C-9.0



TYPICAL SECTION

PRECAST DRAINAGE STRUCTURES

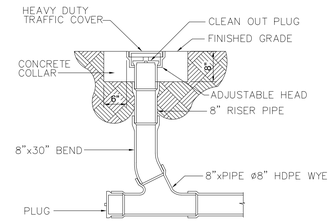
N.T.S.



FRENCH DRAIN CROSS SECTION (FOR SPECIAL GARAGE DRAIN)

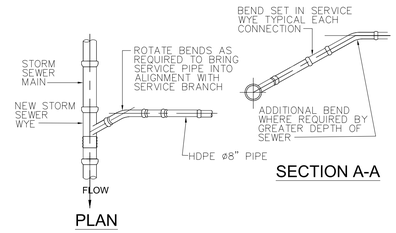
N.T.S.

NOTES:
1. FOR ADDITIONAL INFORMATION SEE M-D C STANDARD STORM DRAINAGE DETAIL SD 1.1.
2. FRENCH DRAIN PIPE SHALL BE HDPE PIPE OR APPROVED EQUAL.



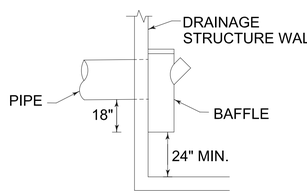
STORM WATER CLEAN OUT DETAIL

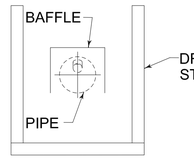
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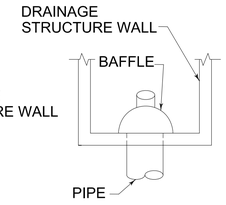


STORM WATER WYE BRANCH CONNECTION DETAIL

N.T.S.







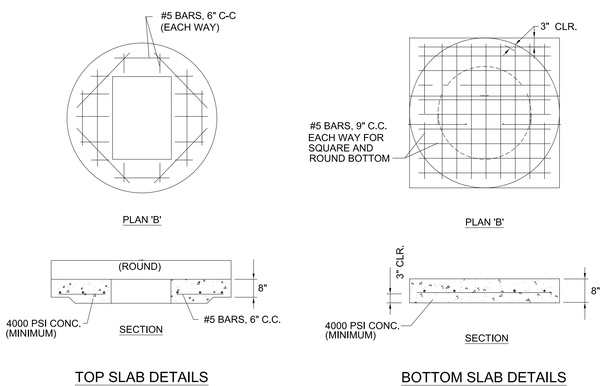
BAFFLE DETAIL (FRENCH DRAIN)

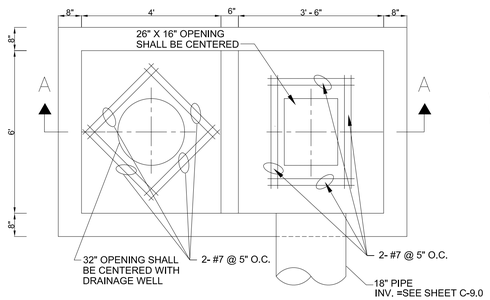
N.T.S.

NOTES:
1. FOR ADDITIONAL INFORMATION SEE M-D C STANDARD STORM DRAINAGE DETAIL SD 1.1.
2. FRENCH DRAIN PIPE SHALL BE HDPE PIPE OR APPROVED EQUAL.

NOTES:

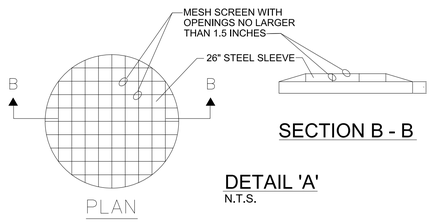
1. DESIGN CRITERIA: DESIGN, FABRICATION AND ERECTION OF PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ACI 318-99 BUILDING CODE REQUIREMENTS FOR REINFORCE CONCRETE AND PCI DESIGN HANDBOOK.
2. DESIGN LIVE LOADS: THE TOP SLAB DRAINAGE STRUCTURE SHALL BE DESIGN TO CARRY TRAFFIC LOADS (HS 20 LOADING).
3. CONCRETE: CONCRETE SHALL BE NORMAL WEIGHT, AND SHALL MEET THE REQUIREMENT OF ASTM C478. CONCRETE COVER FOR REINFORCEMENT SHALL BE 2 INCHES EXCEPT FOOTING BOTTOM BARS SHALL HAVE 3" COVER.
4. REINFORCING: REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60, AND SHALL BE U.S. MANUFACTURE.
5. MORTAR: MORTAR USED TO SEAL THE PIPE IN THE WALLS SHALL BE OF SUCH A MIX THAT SHRINKAGE WILL NOT CAUSE LEAKAGE INTO OR OUT OF THE UNIT. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR PRECAST STRUCTURE FOR ENGINEER REVIEW AND APPROVAL.
6. SHOP DRAWING: CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR PRECAST STRUCTURES TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE CONSTRUCTION OF STRUCTURE.
7. PRECAST MANUFACTURE SHALL SIZE THE DRAINAGE STRUCTURE TO ACCOMMODATE THE PROPOSED DRAINAGE PIPES. STEEL AND DIMENSIONS SHOWN IN PRECAST DRAINAGE STRUCTURE DETAIL IS FOR REFERENCE USE ONLY, PRECASTER SHALL DESIGN DRAINAGE STRUCTURE TO CARRY TRAFFIC LOADS (HS 20 LOADING), AND SHALL SUBMIT SHOP DRAWINGS FOR REVIEW AND APPROVAL, PRIOR TO THE TO THE CONSTRUCTION OF ANY DRAINAGE STRUCTURE..
8. TOP SLAB TO BE CAST WITH NOTCH TO FIT WALL USED.
9. PIPES MAY EXTEND INTO CATCH BASIN A MAXIMUM OF 3".
10. NONSHRINK GROUT MORTAR SHALL BE AS PER FDOT SECTION 934
11. A SMOOTH LINE OF NONSHRINK GROUT MORTAR 1/2" THICK INSIDE AND OUTSIDE.
12. SEAL STRUCTURE TOP SLAB TO STRUCTURE WALL WITH 1/2" MORTAR
13. 1'-0" MINIMUM SUMP DEPTH FOR MANHOLES AND CATCH BASIN WITHOUT BAFFLES; 3.5' MINIMUM SUMP DEPTH FOR CATCH BASINS WITH BAFFLES.
14. FOR ADDITIONAL CONCRETE AND REINFORCING STEEL DETAILS SEE M-D C STANDARD STORM DRAINAGE DETAIL SD 2.2.





DRAINAGE WELL DETAIL DW-1 & DW-2

N.T.S.



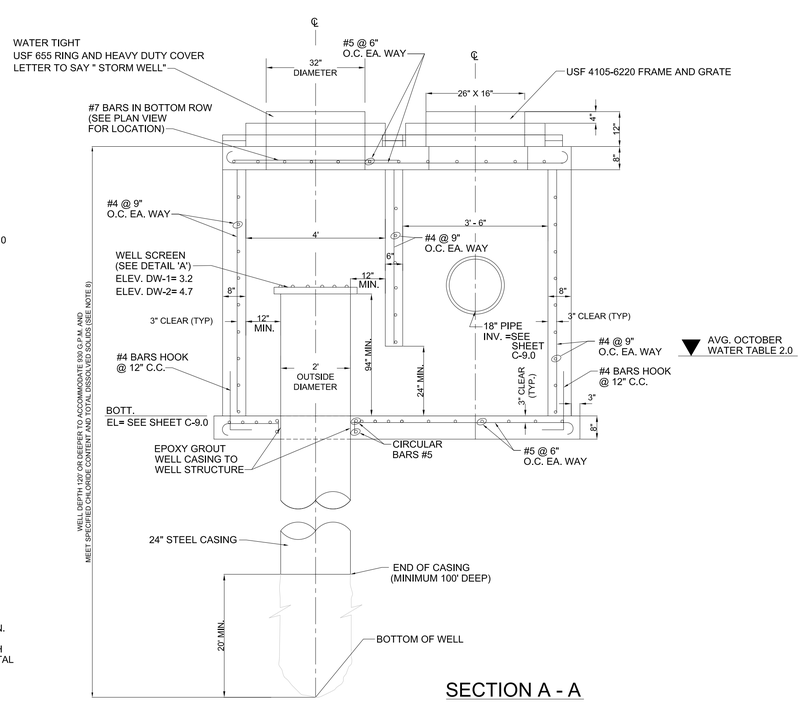
SECTION B - B

DETAIL 'A'

N.T.S.

DRAINAGE WELL NOTES:

1. CONCRETE SHALL BE f'c 4000 PSI AT 28 DAYS. TYPE II CEMENT
2. STRUCTURE TO BE CONSTRUCTED OF REINFORCED CONCRETE.
3. ALL REINFORCING STEEL SHALL BE NEW BARS IN ACCORDANCE WITH ASTM A-615 GRADE 60.
4. THE WELL DRILLER SHALL PROVIDE THE ENGINEER WITH CERTIFICATION OF THE CAPACITY AND COMPLETION OF CONSTRUCTION UPON COMPLETION OF INSTALLATION.
5. ALL STEEL BARS HAVE 3" MINIMUM COVER UNLESS OTHERWISE SHOWN AND SHALL BE HOOKED WHERE INDICATED. HORIZONTAL STEEL SHALL BE LAPPED A MINIMUM OF 24 BAR DIAMETERS AT CORNERS. FLOOR SLABS MAY BE SECURED TO STRUCTURE WALLS BY NO. 5 DOWEL BARS (A MINIMUM OF 6 DOWELS) PUSHED INTO THE WET CONCRETE AFTER THE FLOOR SLAB IS PLACED.
6. THE DRAINAGE WELL SHALL HAVE A MINIMUM CAPACITY OF 930 GPM/FOOT OF AVAILABLE HEAD.
7. THE DEEP WELL SHALL BE CLEANED AND FREE OF ALL SAND, SILT AND CONSTRUCTION DEBRIS PRIOR TO PROJECT COMPLETION.
8. A CERTIFIED WELL DRILLER SHALL DEVELOP THE WELL TO A DEPTH AT WHICH THE WATER CONTAINS A MINIMUM OF 10,000 PPM OF TOTAL DISSOLVED SOLIDS AND 1500 PPM OF CHLORIDES.
9. ALL STORM WATER RUNOFF FOR THE ENTIRE PROJECT IS ROUTED THROUGH THE DRAINAGE SYSTEM AS SHOWN ON DRAINAGE PLAN.



SECTION A - A

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, FL. 33134 TELEPHONE (305) 447-0900 FAX (305) 444-4986
CERTIFICATE OF AUTHORIZATION EB 26500

dpa

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2690

TODD A. SEYMOUR LICENSED No 52098 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT NUMBER:

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

SITE PLAN SUBMITTAL

SHEET TITLE:
DRAINAGE DETAILS

SHEET NUMBER:
C-10.0

178

BY

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

E. TREASURE DRIVE

R/W LINE

50.0'

25.0'

10' INGRESS AND EGRESS EASEMENT

SOIL TRACKING PREVENTION DEVICE

4' UTILITY EASEMENT
O.R.B. 1000, PAGE 489

— X — X — STAKED TURBIDITY BARRIER

NORTH

STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 20'

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR
LICENSED
No 52098
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

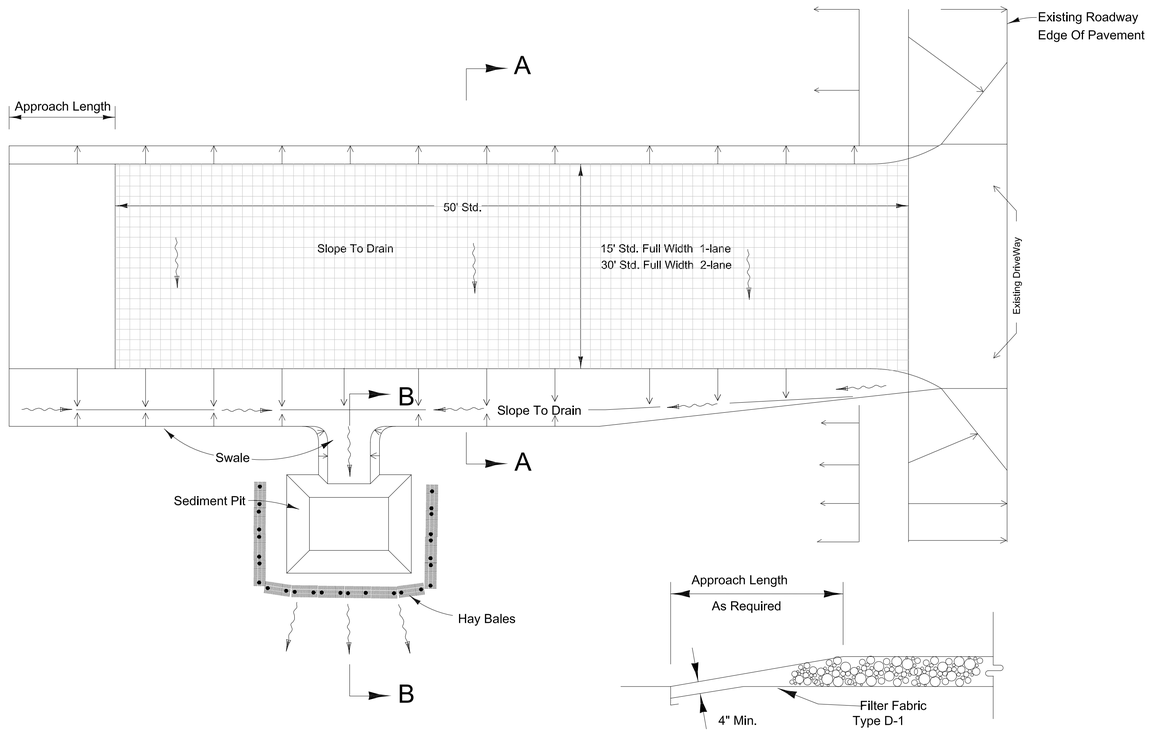
DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 33134 TELEPHONE (305) 447-0900 FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, FL (305) 447-0900 FAX (305) 448-4986
CERTIFICATE OF AUTHORIZATION EB 2930

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

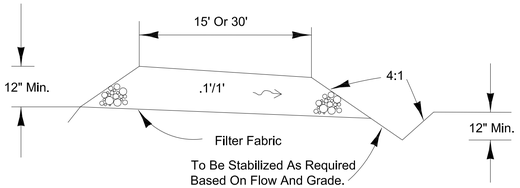
SITE PLAN SUBMITTAL

SHEET TITLE:
STORMWATER POLLUTION PREVENTION PLAN

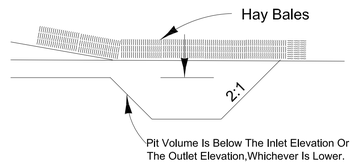
SHEET NUMBER:
C-11.0



TRANSITION DETAIL

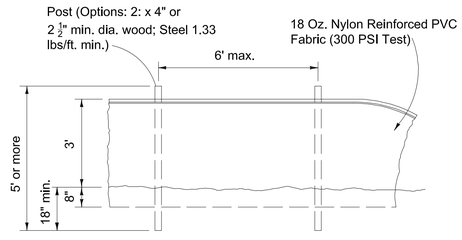


SECTION A-A



SECTION B-B

SOIL TRACKING PREVENTION DEVICE
N.T.S.



STAKED TURBIDITY BARRIER
N.T.S.

GENERAL NOTES

1. A Soil Tracking Prevention Device (STPD) shall be constructed at locations designated by the engineer for points of egress from unstabilized areas of the project to public roads where offsite tracking of mud could occur. Traffic from unstabilized areas of the construction project shall be directed thru a STPD. Barriers, flagging or other positive means shall be used as required to limit and direct vehicular egress across the STPD.

2. The Contractor may propose an alternative technique to minimize offsite tracking of sediment. The alternative must be reviewed and approved by the Engineer prior to its use.

3. All materials spilled, dropped, or tracked onto public roads(including the STPD aggregate and construction mud) shall be removed daily, or more frequently if so directed by the Engineer.

4. Aggregates shall be FDOT Size #1. Other sizes contain excessive small size aggregate which would track off project and are unsuitable. #2 aggregate may be substituted only with approval of the Engineer.

5. The Sediment Pit should provide a retention volume of 3600 cubic feet/acre of surface area draining to the pit. When the STPD is isolated from other drainage areas, the following pit volumes will satisfy this requirement:
FOR 15'X50' PROVIDE 100 CF FOR 30'X50' PROVIDE 200 CF
As an option to the sediment pit, the width of the swale bottom can be increased to obtain the volume. When the sediment pit or swale volume has been reduced to one half,it shall be cleaned. When a swale is used, bales shall be placed along the entire length.

6. The swale ditch draining the STPD shall have a 0.2% minimum and a 1.0% maximum grade along the STPD and to the sediment pit.

7. The STPD shall be maintained in a condition that will allow it to perform its function.To prevent offsite tracking, the STPD shall be rinsed (daily when in use) to move accumulated mud downward thru the stone. Additional stabilization of the vehicular route leading to the STPD may be required to limit the mud tracked.

180

BY

SHOMA NORTH BAY VILLAGE
FOR:
SHOMA GROUP
LOCATED AT:
1850 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FL 33141

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2930

TODD A. SEYMOUR
LICENSED
No 52098
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

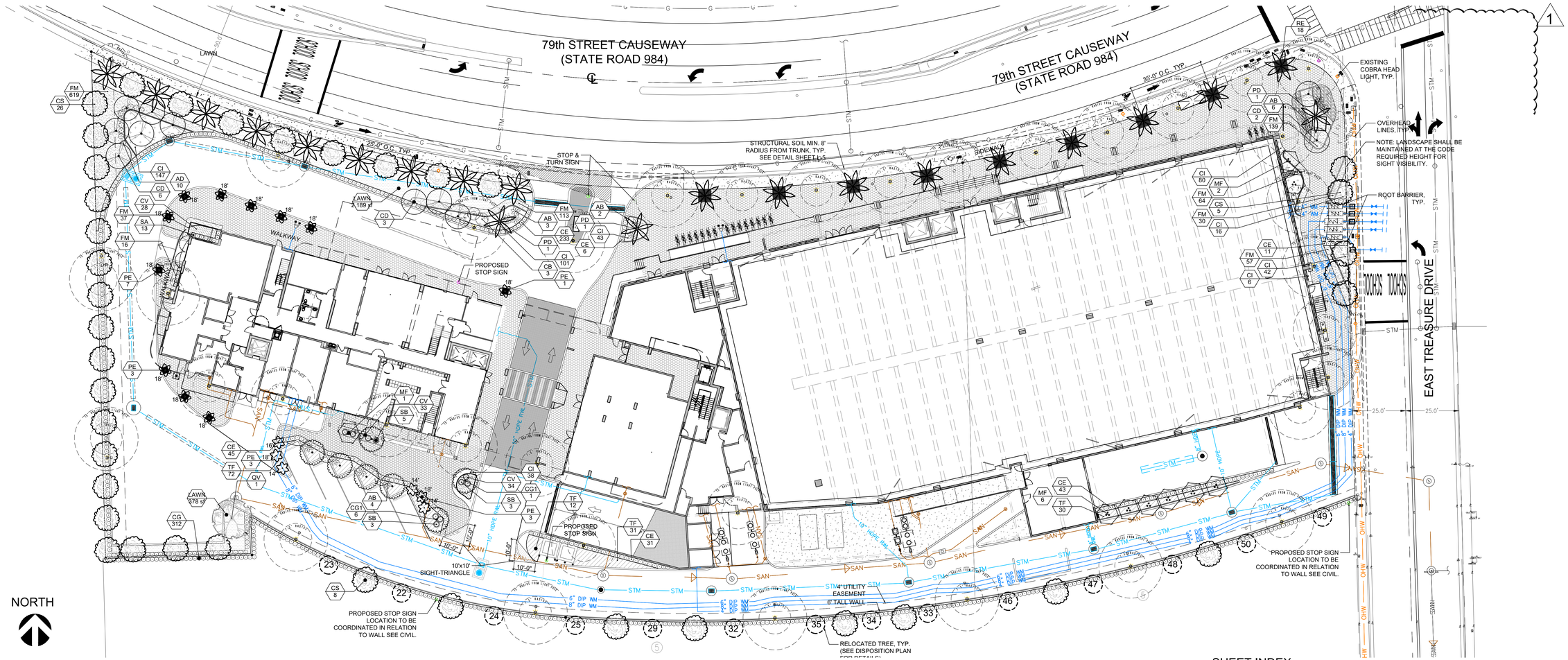
DAVID PLUMMER & ASSOCIATES,INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 33134 TELEPHONE (305) 447-0900 FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, FL. FAX (305) 444-4986
CERTIFICATE OF AUTHORIZATION EB 2930

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
STORMWATER POLLUTION PREVENTION NOTES & DETAILS

SHEET NUMBER:
C-12.0



PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
	CG1	7	Clusia guttifera Small Leaf Clusia	10` HT. X 5` SPR. X 2" DBH	F.G.	Y	-
	CD	11	Coccoloba diversifolia Pigeon Plum	10` HT. X 5` SPR. X 2" DBH	F.G.	Y	-
	CS	39	Conocarpus erectus sericeus Silver Buttonwood	12` HT. X 5` SPR. X 2" DBH	F.G.	Y	-
	MF	9	Myrcianthes fragrans Simpson's Stopper	12` HT. X 6` SPR. X 2" CAL.	45 GAL.	Y	MULTI TRUNK
	QV	1	Quercus virginiana Live Oak	12` HT. X 5` SPR. 2" DBH	F.G.	Y	-
PALM TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
	PD	3	Phoenix dactylifera 'Medjool' Medjool Date Palm	10` HT. X 8` SPR.	F.G.		
	PE	17	Ptychosperma elegans 'single' Alexander Palm	14` - 18` HT.	F.G.	N	SEE PLAN FOR HTS.
	RE	18	Roystonea elata Florida Royal Palm	20` O.A. HT.	F.G.	Y	MATCHED HEIGHTS
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
	AB	15	Aechmea blanchetiana Bright Yellow Bromeliad	36" HT. X 24" SPR.	10" POT	N	-
	AD	10	Asparagus densiflorus 'Myers' Foxtail Fern	24" HT. X 24" SPR.	3 GAL.	N	-
	CG	312	Clusia guttifera Small Leaf Clusia	36" HT. X 36" SPR. /24" O.C.	7 GAL.	N	-
	CE	369	Conocarpus erectus Green Buttonwood	24" HT. X 24" SPR. / 24" O.C.	7 GAL.	Y	-
	CB	3	Cordyline fruticosa 'Black Magic' Black Magic Ti Plant	36" HT. X 36" SPR.	3 GAL.	N	-
	SA	13	Schefflera arboricola Green Schefflera	24" HT. X 24" SPR. / 24" O.C.	3 GAL.	N	-
	SB	11	Spartina bakeri Sand Cordgrass	18" HT. X 18" SPR. / 18 O.C.	1 GAL.	Y	-
SHRUB AREAS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
	CI	473	Chrysobalanus icaco 'Red Tip' Red Tip Cocoplum	18" HT. X 18" SPR. / 18" O.C.	3 GAL.	Y	-
	CV	95	Codiaeum variegatum 'Mammy' Red - Yellow Croton	18" HT. X 18" SPR. / 18" O.C	3 GAL.	N	-
	TF	145	Tripsacum floridana Dwarf Fakahatchee Grass	30" HT. X 30" SPR. / 30" O.C.	3 GAL.	Y	-
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
	FM	1,075	Ficus microcarpa Green Island ficus	15" HT. X 15" SPR. / 15" O.C.	3 GAL.	N	-
TURF GRASS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	NATIVE	NOTES
	LAWN	2,567 sf	Stenotaphrum secundatum 'Floratam' Floratam St. Augustine Grass	SOLID EVEN SOD	-	N	-

LANDSCAPE LEGEND Information Required to be Permanently Affixed to Plan

Zoning District: MO/RM — Net Lot Area 2.798 acres 121,914 s.f.

OPEN SPACE	REQUIRED	PROVIDED
A. Square Feet of open space required by Chapter 33, as indicated on site plan: Net lot area = 121,914 s.f. x 10 % = 12,191 s.f.	12,191	31,336
B. Square Feet of parking lot open space required by Chapter 33, as indicated on site plan: No. outside/ground-level parking spaces 5 x 10 s.f. per parking spaces =	50	50
C. Total s.f. of landscaped open space required: A + B =	12,241	31,386
LAWN AREA CALCULATION		
A. 12,241 total s.f. of landscaped open space required		
B. Maximum lawn area (sod) permitted = 60 % x 7,345 s.f. =	7,345	2,567
TREES		
A. No. trees required per net lot acre Less existing number of trees meeting minimum requirements = 28 trees x net lot acres =	78	78
B. % Palms Allowed: No. trees required x 30% = (palms provided in excess of 30% are not counted towards code)	23	23
C. % Natives Required: No. trees provided x 30% =	23	63
D. Street trees (maximum average spacing of 35' o.c.): 590 linear feet along street =	17	17
E. Street trees located directly beneath power lines (maximum average spacing of 25' o.c.): 146 linear feet along street / 25 =	6	7
F. Total Trees Required A + D + E = 95 Total Trees	95	96
SHRUBS		
A. No. trees required x 10 = No. of shrubs allowed	950	950+
B. No. shrubs allowed x 30% = No. of native shrubs required	285	285+
		SEE LANDSCAPE

Mitigation	
Total SqFt TREE Canopy Removed	1,597
Total SqFt Specimen TREE Canopy Removed (x2)	831
Total SqFt PALM Canopy Removed	4,252
Total SqFt Specimen PALM Canopy Removed	0
Total SqFt Specimen PALM & Tree Canopy Removed	831
Total Credits Required	**6,680**
Total Credits Provided	**27,400**
Total Deficency	**-20,720**

Canopy Replacement Calculations			
Tree / Palm	Quantity	Credit	Total Credits
Native Shade (Hardwood) Tree 1	1	500	500
Non-Native Shade (Hardwood) (Category 1)	0	500	0
Native Shade Tree (Hardwood) (Category 2)	46	300	13,800
Non-Native Shade Tree (Hardwood) (Category 2)	11	300	3,300
Native Small Tree (Category 3)	9	200	1,800
Non-Native Small Tree (Category 3)	0	200	0
Native Palm (Category 1)	18	300	5,400
Non-Native Palm (Category 1)	3	300	900
Native Palm (Category 2)	0	100	0
Non-Native Palm (Category 2)	17	100	1,700
TOTAL CREDITS PROVIDED			**27,400**
TOTAL TREES			**67**
TOTAL PALM			**38**
TOTAL % NATIVE TREES			**70%**
TOTAL % PALMS			**36%**

SHEET INDEX:

L-1 INDEX & LANDSCAPE PLAN - GROUND FLOOR
L-2 LANDSCAPE PLAN - LVL 11
L-3 LANDSCAPE PLAN - POOL DECK
L-4 LANDSCAPE DETAILS
HS-1 HARDSCAPE PLAN - GROUND FLOOR
HS-2 HARDSCAPE PLAN - LVL 11
HS-3 HARDSCAPE PLAN - POOL DECK
HS-4 HARDSCAPE DETAILS

GENERAL NOTES:

- Irrigation Plans shall be submitted for review and permitting at time of building permit
- All tree removal and relocated trees will require a tree permit from North Bay Village prior to the commencement of work
- All principals of Florida-Friendly landscaping and design standards shall be utilized.
- All landscaping shall meet or exceed North Bay Village code specification requirements and proper horticultural practices
- Call Sunshine One Call Service at 811 before digging
- All landscaping shall be warranted for one year after final acceptance
- No landscape substitutions shall be made without the North Bay Village approval
- All bracing shall be removed within one year of final inspection
- All proposed planting soil must be free of construction debris, weeds, and rocks
- All proposed mulch must be pulled away 3" from the tree/palm trunks
- All plant root balls shall be 10% above grade and the wire baskets, burlap, string, and rope must be removed
- All fire hydrants and fire check valves should have a minimum 7'-6" clearance from the font and sides with a 4'-0" clearance from the rear to all landscape material
- All lights should have a minimum 15'-0" separation on large trees and 7'-6" on palms and small trees
- All planting pits shall be a minimum of 2x the root ball diameter
- All trees trimming shall be done in accordance with North Bay Village req.
- All invasive exotic plants shall be removed from the site

WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
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www.witkindesign.com

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SHOMA NORTH BAY VILLAGE

NORTH BAY VILLAGE, FL

INDEX & LANDSCAPE PLAN - GROUND FLOOR

Project: SHOMA

Phase: SHOMA BAY / SAP SUBMISSION

Revisions:	Date:	By:
1) City Comments	06.28.2023	JT

Seal: ANDREW N. WITKIN LA0000889 STATE OF FLORIDA

Digitally signed by Andrew M Witkin
Date: 2023.07.03 10:33:41 -04'00'

Lic. # LA0000889
Member: A.S.L.A.

Drawing: Index

Date: 05/26/2023

Scale: 1" = 20'

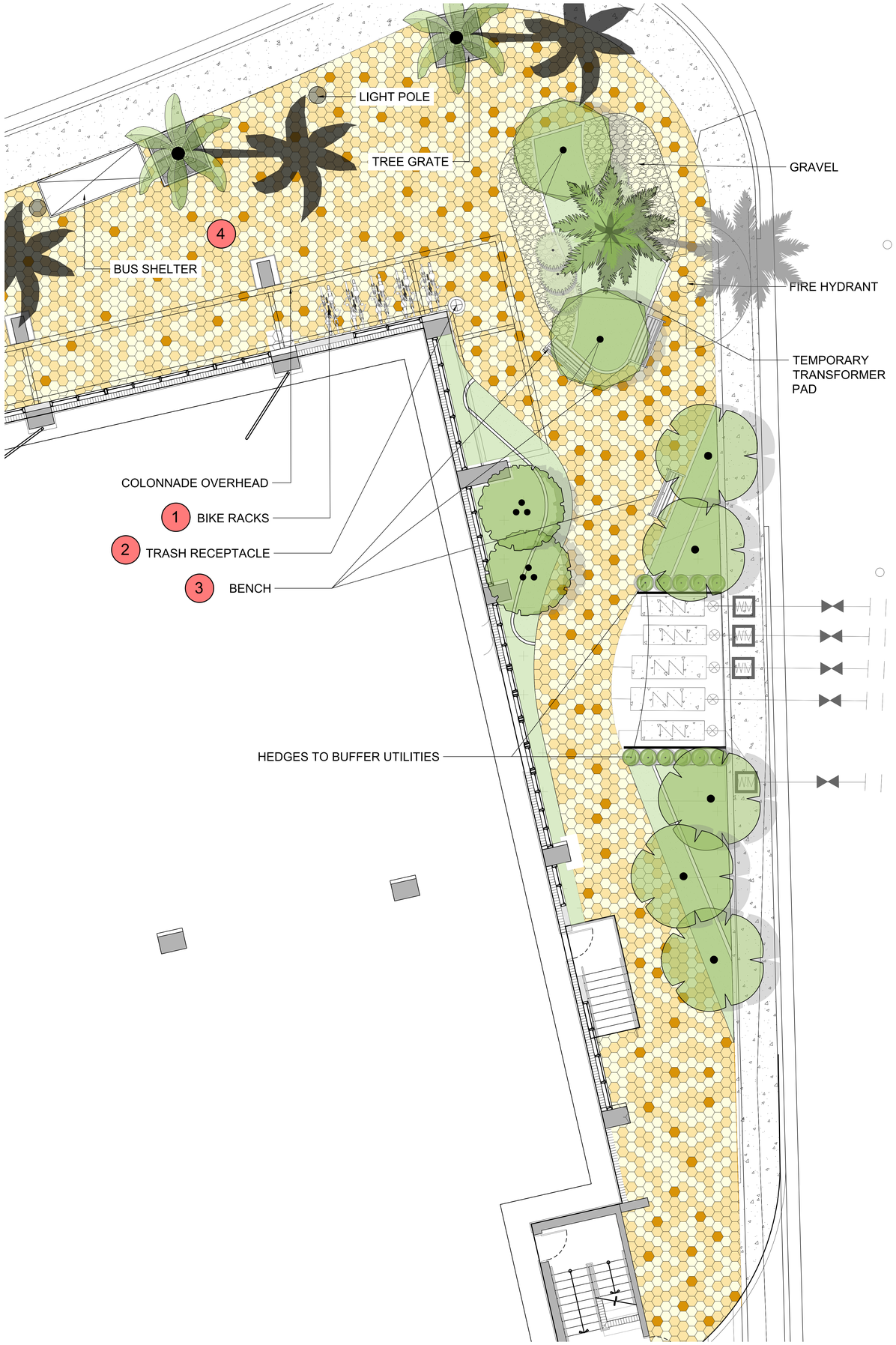
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Sheet No.:

L-1

Cad Id.: 2020-035

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PLANTING PALETTE







1 BIKE RACKS

2 TRASH RECEPTACLE

3 BENCH



4 PLAZA HARDSCAPE PATTERN

WITKIN HULTS + PARTNERS
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Project: SHOMA NORTH BAY VILLAGE

NORTH BAY VILLAGE, FL

NE PLAZA ENLARGEMENT

Phase: 40% CONSTRUCTION DOCUMENTS

Issue Date: 05.26.2023

Revisions:	Date:	By:

Seal: REGISTERED LANDSCAPE ARCHITECT ANDREW M. WITKIN LA0000889 STATE OF FLORIDA

Digitally signed by Andrew M Witkin
Date: 2023.07.03 10:34:14 -04'00'

Lic. # LA0000889
Member: A.S.L.A.

Drawing: NE Plaza Enlargement

Date: 06/28/2023

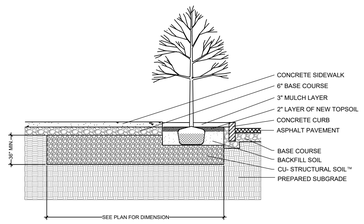
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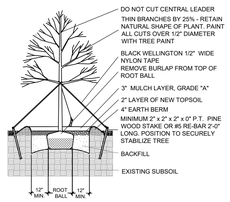
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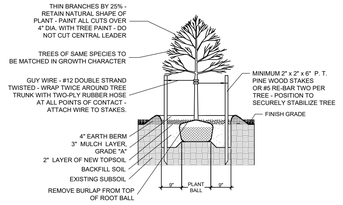
Cad Id.: 2020-035



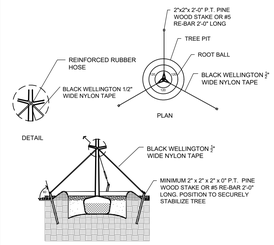
STRUCTURAL SOIL PLANTING DETAIL



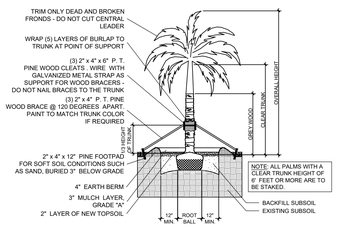
LARGE TREE PLANTING DETAIL



SMALL TREE PLANTING DETAIL



TYPICAL TREE GUYING DETAIL



STRAIGHT TRUNK PALM PLANTING DETAIL

Surround Style Planting with Deeproot Universal Barriers

When selecting the Surround style planting application you will have the greatest success by following these simple steps as illustrated below:

A. Prepare the initial planting hole as illustrated below. This is based upon the combination of desired barrier diameter and depth. Consider if drainage devices or amendments are needed to correct any adverse soil or planting conditions in the backfill area.

B. Assemble the appropriate number of DeepRoot Universal Barrier panels. The vertical root deflecting ribs on the panel must face inward, toward the root ball. (This is very important, otherwise the roots will become girdled by traveling around the smooth walled surface)

C. Next place the barrier in the center of the planting hole, keeping in mind that the double top edge of the barrier should be positioned approximately 1/2" (13mm) above grade. This helps retard potential root overgrowth. Failing to position the top edge above grade can allow root overgrowth which can lead to uprooted hardscapes.

D. Backfill and compact with soil inside the barrier to the level where the bottom of the root ball will be when positioned correctly with the crown of the root ball approximately 1" (26mm) above grade.

E. Remove the tree from its container, or cut away the top portion of burlap and position in the center of the barrier. Complete the backfill of the soil. Distribute evenly to maintain the shape of the barrier and compact the backfill every 4"-6" (10cm-15cm). Roots will die quickly if left exposed to the elements so keep exposure of the roots to a minimum.

F. If staking or guying is required we recommend using the soft, safe and economical alternative to traditional wire and hose, ArborTie (see www.deeproot.com for details)

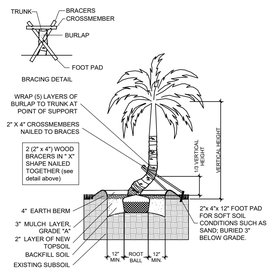
G. If the tree(s) will be subject to maintenance work such as lawn mowing or weed trimming we strongly recommend the installation of ArborGard+ Tree Trunk Protectors which are placed around the base of young trees to protect them from damage by weed trimmers, lawn mowers and smal rodents. (See www.deeproot.com)

H. Water and follow proper tree maintenance practices.

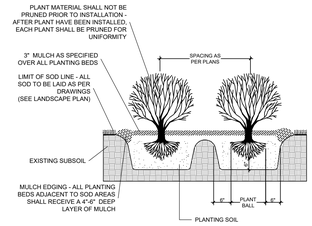
Trees do require care and nurturing after planting. Consult with your local supplier for proper care procedures for the species you are planting. The planting instructions given here are by no means a comprehensive guide. Rather they are general guidelines to planting with DeepRoot Barriers and a survey of current planting methods. Conditions will vary however and it is recommended that an Arborist be consulted before planting.

For additional information please visit our website at www.deeproot.com

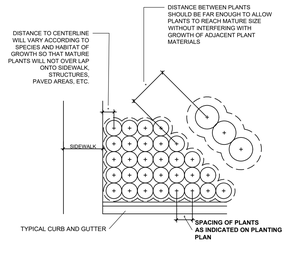
For information regarding distributors please call: 1 800 ILV ROOT (458.7668). For help with drainage or other difficult installation questions please call DeepRoot Technical Support at: 1 800 ROOT TEK (766.8835).



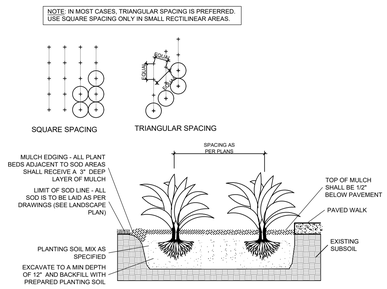
CURVED TRUNK PALM PLANTING DETAIL



TYPICAL SHRUB PLANTING DETAIL



TYPICAL CONTAINER SPACING DETAIL



TYPICAL GROUNDCOVER PLANTING DETAIL

PLANTING NOTES:

-All plant material is to be Florida Number 1 or better pursuant to the Florida Department of Agriculture's Grades and Standards for Nursery Plants.

-All plants are to be top dressed with a minimum 3" layer of Melaleuca mulch, Eucalyptus mulch or equal.

-Planting plans shall take precedence over plant list in case of discrepancies.

-No changes are to be made without the prior consent of the Landscape Architect and Owner. Additions and or deletions to the plant material must be approved by the project engineer.

-Landscape Contractor is responsible for providing their own square footage takeoffs and field verification for 100% sod coverage for all areas specified.

- All landscape areas are to be provided with automatic sprinkler system which provide 100% coverage, and 50% overlap.

- All trees in lawn areas are to receive a 24" diameter mulched saucer at the base of the trunk.

- Trees are to be planted within parking islands after soil is brought up to grade. Deeply set root balls are not acceptable.

- Planting soil for topsoil and backfill shall be 50/50 mix, nematode free. Planting soil for annual beds to be comprised of 50% Canadian peat moss, 25% salt free coarse sand and 25% Aerolite.

- Tree and shrub pits will be supplemented with "Agriform Pells", 21 gram size with a 20-10-5 analysis, or substitute application accepted by Landscape Architect. Deliver in manufacturer's standard containers showing weight, analysis and name of manufacturer.

SOD NOTES:

-Sod is to be grade "A" weed free.

-All areas marked "LAWN" shall be solid sodded with St. Augustine 'Floratam' solid sod. See limit on plan. All areas marked 'Bahia Grass' shall be solid sodded with Paspalum.

-Provide a 2" deep blanket of planting soil as described in planting notes this sheet. Prior to planting, remove stones, sticks, etc. from the sub soil surface. Excavate existing non-conforming soil as required so that the finish grade of sod is flush with adjacent pavement or top of curb as well as adjacent sod in the case of sod patching.

-Place sod on moistened soil, with edges tightly butted, in staggered rows at right angles to slopes.

-Keep edge of sod bed a minimum of 18" away from groundcover beds and 24" away from edge of shrub beds and 36" away from trees, measured from center of plant.

-Sod Shall be watered immediatley after installation to uniformly wet the soil to at least 2" below the bottom of the sod strips.
-Excavate and remove excess soil so top of sod is flush with top of curb or adjacent pavement or adjacent existing sod.

GENERAL NOTES:

-The Landscape Contractor is to locate and verify all underground and overhead utilities prior to beginning work. Contact proper utility companies and / or General Contractor prior to digging for field verification. The Owner and the Landscape Architect shall not be responsible for any damages to utility or irrigation lines (see Roadway Plans for more utility notes).

-Landscape Contractor is to verify all current drawings and check for discrepancies and bring to the attention of the Landscape Architect prior to commencing with the work.

-All unattended and unplanted tree pits are to be properly barricaded and flagged during installation.

-All planting plans are issued as directives for site layout. Any deviations, site changes, etcetera are to be brought to the attention of the Landscape Architect for clarification prior to installation.

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Project: SHOMA NORTH BAY VILLAGE
NORTH BAY VILLAGE, FL
LANDSCAPE DETAILS

Phase: SHOMA BAY / SAP SUBMISSION

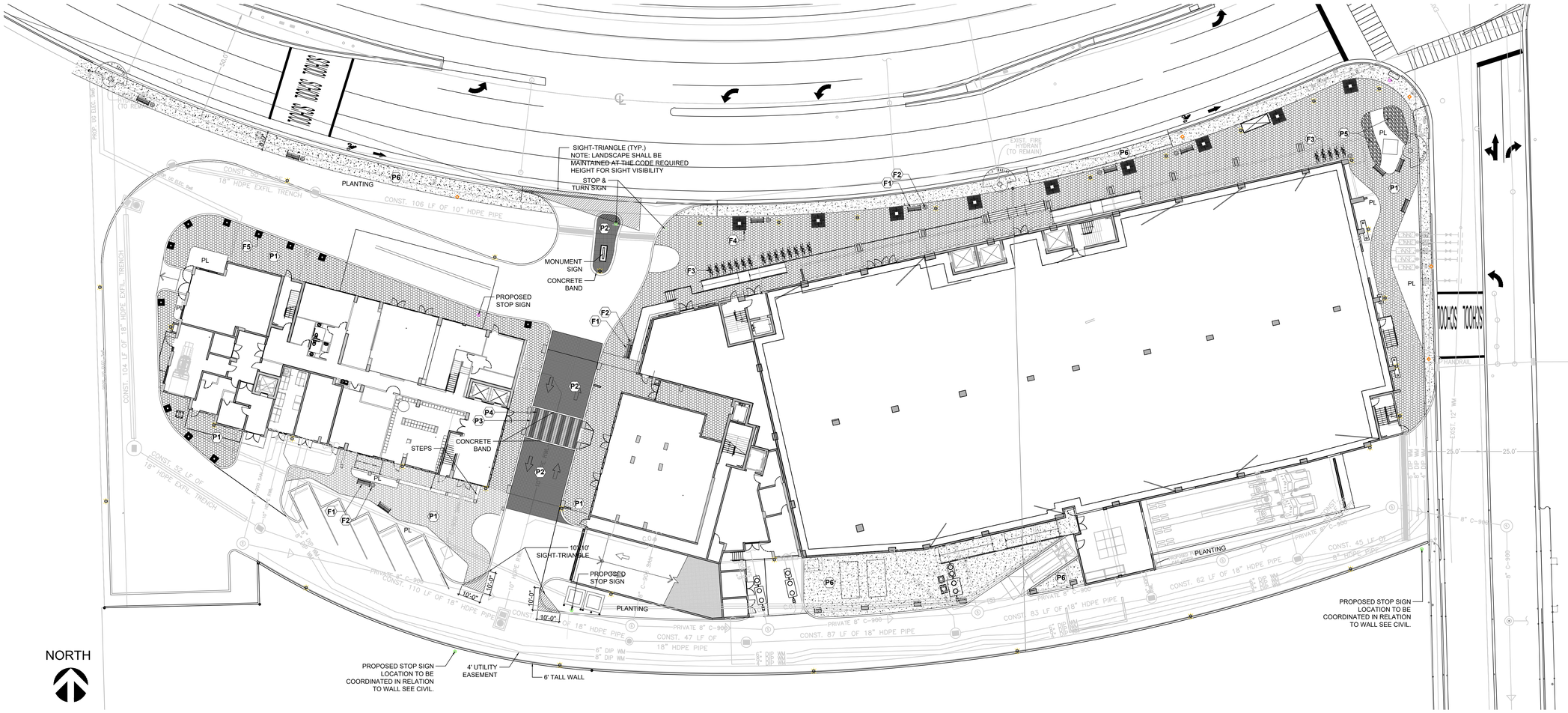
Revisions:

Revisions:	Date:	By:
1) City Comments	06.28.2023	JT

Seal:
MEMBER FLORIDA LANDSCAPE ARCHITECTURE COUNCIL ANDREW M. WITKIN LA0000889 STATE OF FLORIDA
Digitally signed by Andrew M Witkin
Date: 2023.07.03 10:34:59 -04'00'
Lic. # LA0000889
Member: A.S.L.A.

Drawing: Landscape Details
Date: 05/26/2023
Scale: See Left
Drawn by: JT
Sheet No.:
L-4
Cad Id.: 2020-035

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SITE FURNISHINGS & MATERIAL LEGEND
GROUND FLOOR

PAVEMENT

P1 — PEDESTRIAN WALKWAYS
HATCH
MANUFACTURER: WAUSAU TILE INC.
MODEL: HEXAGON H-SERIES-RIVERSIDE
COLOR: MIX OF 40%HRS-15,40%HRS-33 AND 20%HRS-20 (SEE REF. BELOW FOR PATTERN)
CONTACT: TROY DAHLKE
(813) 334-0016 | TROYD.WT@GMAIL.COM

COLORS
HRS-15 HRS-33 HRS-20

PATTERN



P2 — VENICULAR PAVERS
HATCH
MANUFACTURER: TREMRON
MODEL: 4"X4" TUSCANY PAVERS
COLOR: GRANITE



P3 — VENICULAR PAVERS AT CROSSWALK
HATCH
MANUFACTURER: WAUSAU TILE INC.
MODEL: RECTANGULAR H-SERIES-RIVERSIDE
COLOR: HRS-15
CONTACT: TROY DAHLKE
(813) 334-0016 | TROYD.WT@GMAIL.COM



P4 — VENICULAR PAVERS AT CROSSWALK
HATCH
MANUFACTURER: WAUSAU TILE INC.
MODEL: RECTANGULAR H-SERIES-RIVERSIDE
COLOR: HRS-33
CONTACT: TROY DAHLKE
(813) 334-0016 | TROYD.WT@GMAIL.COM



P5 — GRAVEL
HATCH
MANUFACTURER: TAMPA BAY PONDS & ROCKS
MODEL: CREAM BEACH LARGE
COLOR: WHITE



P6 — CONCRETE WALKWAYS AND BANDS
HATCH
MANUFACTURER: TBD
STYLE: BROOM FINISH CONC.
COLOR: STANDARD

FURNISHINGS

F1 — FGP BENCH
SYMBOL
MANUFACTURER: LANDSCAPE FORMS
STYLE: BACKED 70"
COLOR: POWDERCOATED METAL (METALLIC) SILVER
WOODGRAIN: IPE
QUANTITY: 13
CONTACT: MICHELLE MONTESANO-MULLINEX
(269) 337-1334 | michellem@landscapeforms.com
* SPECIFIED AS SHOWN ABOVE OR APPROVED EQUAL



F2 — FGP TRASH RECEPTACLE
SYMBOL
MANUFACTURER: LANDSCAPE FORMS
STYLE: LITTER
COLOR: POWDERCOATED METAL (METALLIC) SILVER
WOODGRAIN: IPE
QUANTITY: 9
CONTACT: MICHELLE MONTESANO-MULLINEX
(269) 337-1334 | michellem@landscapeforms.com
* SPECIFIED AS SHOWN ABOVE OR APPROVED EQUAL



F3 — FGP BIKE RACK
SYMBOL
MANUFACTURER: LANDSCAPE FORMS
STYLE: BIKE RACK
COLOR: POWDERCOATED METAL (METALLIC) SILVER
QUANTITY: 20
CONTACT: MICHELLE MONTESANO-MULLINEX
(269) 337-1334 | michellem@landscapeforms.com
* SPECIFIED AS SHOWN ABOVE OR APPROVED EQUAL



F4 — TREE GRATE
SYMBOL
MANUFACTURER: URBAN ACCESSORIES
STYLE: BOSTON
SIZE: 5' SQUARE
MATERIAL: GREY IRON
FINISH: NATURAL
QUANTITY: 20
* SPECIFIED AS SHOWN ABOVE OR APPROVED EQUAL



F5 — TREE GRATE
SYMBOL
MANUFACTURER: URBAN ACCESSORIES
STYLE: BOSTON
SIZE: 5' SQUARE
MATERIAL: GREY IRON
FINISH: NATURAL
QUANTITY: 20
* SPECIFIED AS SHOWN ABOVE OR APPROVED EQUAL



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SHOMA NORTH BAY VILLAGE

NORTH BAY VILLAGE, FL

HARDSCAPE PLAN - GROUND LEVEL

Project: SHOMA

Phase: SHOMA BAY / SAP SUBMISSION
Issue Date: 06.28.2023

Revisions: Date: By:

Seal:
REGISTERED LANDSCAPE ARCHITECT ANDREW M. WITKIN LA0000889 STATE OF FLORIDA

Digitally signed by Andrew M Witkin
Date: 2023.07.03 10:35:29 -04'00'

Lic. # LA0000889
Member: A.S.L.A.

Drawing: Index

Date: 05/26/2023

Scale: 1" = 20'-0"

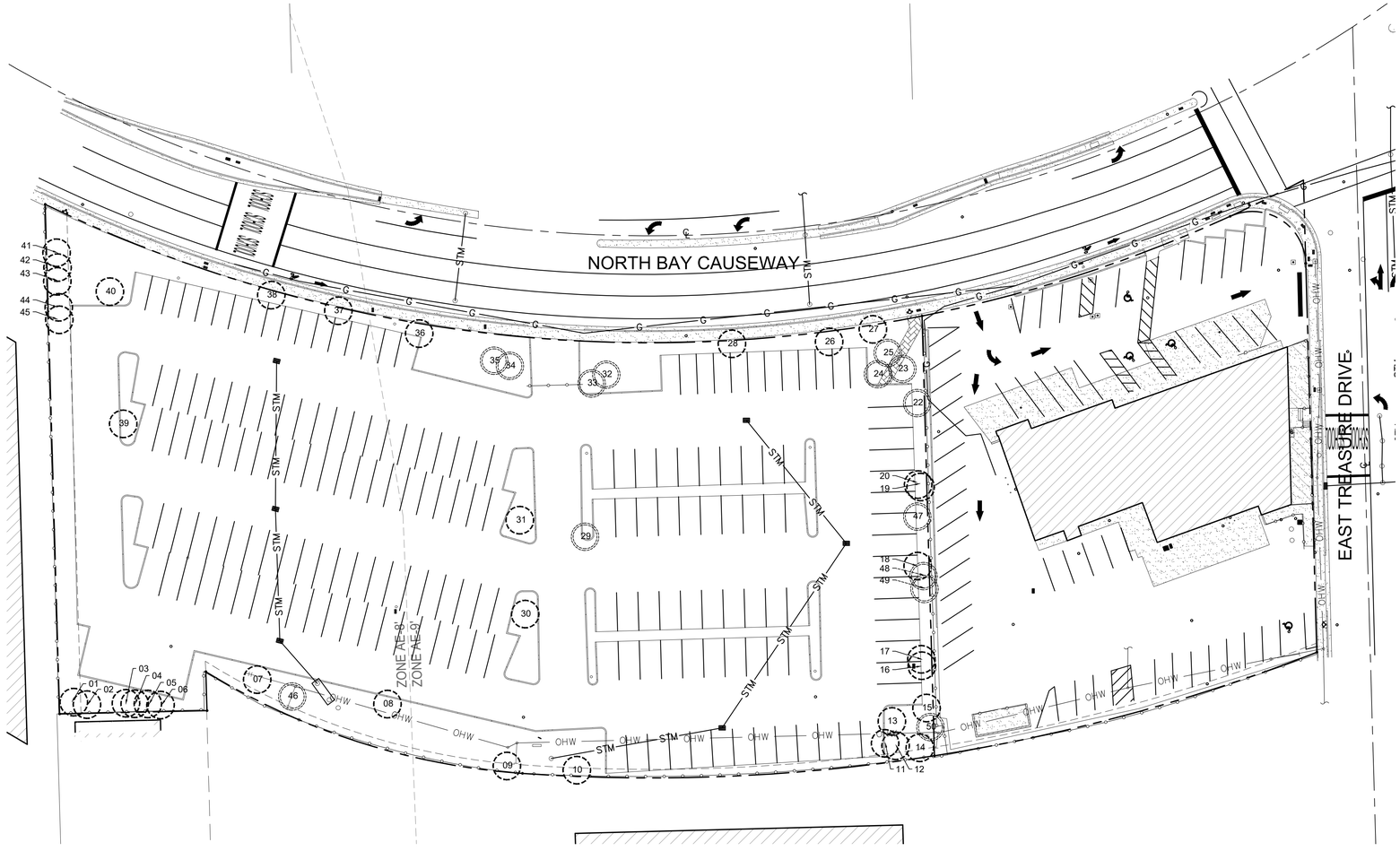
Drawn by: JT

Sheet No.:

HS-1

Cad Id.: 2020-000

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TREE DISPOSITION PLAN

Scale: 1" = 30'-0"

NORTH

SYMBOL LEGEND

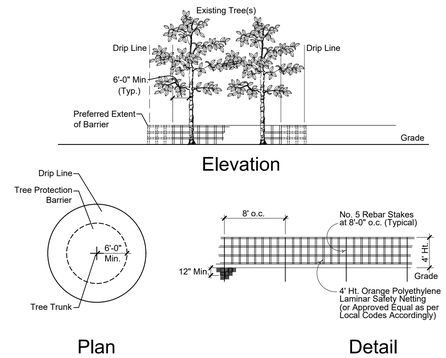
#X Tree to Relocate

#x Tree to Remove

REPLACEMENT CHART

TOTAL CANOPY AREA OF TREES TO BE REMOVED	TOTAL NUMBER OF REPLACEMENT TREES REQUIRED
4,564 SQ. FT. TO BE REMOVED	9,128 SQ. FT. TO BE REPLACED (22) Category 2 Replacement Trees & (9) Category 1 Replacement Palms Required & Provided in Landscape Plan
MINIMUM NUMBER OF REPLACEMENT SPECIES REQUIRED: 4	MINIMUM NUMBER OF REPLACEMENT SPECIES PROVIDED: 4 See Landscape Plans for more information.

Note: Protective barriers shall be placed around each tree, cluster of trees, or the edge of the preservation area no less than six (6) feet (in radius) from the trunk of any protected tree cluster or preservation area unless a lesser distance is specified by the Department. Protective barriers shall be a minimum of four (4) feet above ground level and shall be constructed of wood, plastic or metal, and shall remain in place until development is completed and the Department has authorized their removal. Protective barriers shall be in place prior to the start of any construction.



Tree Protection Barrier Detail

Tree #	Scientific Name	Common Name	DBH - in.	Height - ft. (Palms - CT)	Canopy (Dia. Ft.)	Canopy (Sq. ft.)	Condition	Disposition
1	*Ficus benjamina*	Ficus	5	22	10	79	Invasive	Remove
2	*Ficus benjamina*	Ficus	8	23	15	177	Invasive	Remove
3	*Ficus benjamina*	Ficus	8	22	14	154	Invasive	Remove
4	*Ficus benjamina*	Ficus	8	20	18	254	Invasive	Remove
5	*Ficus benjamina*	Ficus	11	26	13	133	Invasive	Remove
6	*Ficus benjamina*	Ficus	9	25	12	113	Invasive	Remove
7	*Ficus aurea*	Ficus	9	40	55	2,375	Fair	Remove
8	*Podocarpus gracilor*	Weeping Podocarpus	6	16	14	154	Fair	Remove
9	*Schinus terebinthifolia*	Brazilian Pepper	26	27	30	707	Invasive	Remove
10	*Schinus terebinthifolia*	Brazilian Pepper	30	20	40	1,256	Invasive	Remove
11	*Schinus terebinthifolia*	Brazilian Pepper	24	19	14	154	Invasive	Remove
12	*Schinus terebinthifolia*	Brazilian Pepper	24	20	15	177	Invasive	Remove
13	*Schinus terebinthifolia*	Brazilian Pepper	8	25	18	254	Invasive	Remove
14	*Schinus terebinthifolia*	Brazilian Pepper	24	12	15	177	Invasive	Remove
15	*Schinus terebinthifolia*	Brazilian Pepper	14	16	18	254	Invasive	Remove
16	*Schinus terebinthifolia*	Brazilian Pepper	29	22	17	227	Invasive	Remove
17	*Bischofia javanica*	Bischofia	4	12	10	79	Invasive	Remove
18	*Schinus terebinthifolia*	Brazilian Pepper	8	15	12	113	Invasive	Remove
19	*coccoloba uvifera*	Seagrape	29	25	23	415	Fair	Remove
20	*Schinus terebinthifolia*	Brazilian Pepper	30	30	20	314	Invasive	Remove
22	*Sabal palmetto*	Cabbage Palm	12	14	15	177	Fair	Relocate
23	*Sabal palmetto*	Cabbage Palm	14	10	25	491	Good	Relocate
24	*Sabal palmetto*	Cabbage Palm	12	25	12	113	Good	Relocate
25	*Sabal palmetto*	Cabbage Palm	12	23	10	79	Good	Relocate
26	*Tabebuia caraiba*	Yellow Tabebuia	13	22	15	177	Fair	Remove
27	*Cocos nucifera*	Coconut Palm	9	25	15	177	Fair	Remove
28	*Tabebuia caraiba*	Yellow Tabebuia	9	15	8	50	Fair	Remove
29	*Sabal palmetto*	Cabbage Palm	17	10	10	79	Fair	Relocate
30	*Tabebuia caraiba*	Yellow Tabebuia	15	18	15	177	Fair	Remove
31	*Tabebuia caraiba*	Yellow Tabebuia	6	8	10	79	Fair	Remove
32	*Sabal palmetto*	Cabbage Palm	12	22	10	79	Good	Relocate
33	*Sabal palmetto*	Cabbage Palm	12	25	10	79	Good	Relocate
34	*Sabal palmetto*	Cabbage Palm	10	25	12	113	Good	Relocate
35	*Sabal palmetto*	Cabbage Palm	12	20	10	79	Good	Relocate
36	*Tabebuia caraiba*	Yellow Tabebuia	7	18	10	79	Fair	Remove
37	*Tabebuia caraiba*	Yellow Tabebuia	15	27	25	491	Fair	Remove
38	*Tabebuia caraiba*	Yellow Tabebuia	17	29	20	314	Fair	Remove
39	*Tabebuia caraiba*	Yellow Tabebuia	12	10	10	79	Fair	Remove
40		Uprooted	N/A	N/A	N/A	N/A	Uprooted	Remove
41	*Ficus benjamina*	Ficus	14	25	25	491	Invasive	Remove
42	*Ficus benjamina*	Ficus	8	23	15	177	Invasive	Remove
43	*Ficus benjamina*	Ficus	8	10	5	20	Invasive	Remove
44	*Ficus benjamina*	Ficus	7	12	10	79	Invasive	Remove
45		Dead	N/A	N/A	N/A	N/A	Dead	Remove
46	*Sabal palmetto*	Cabbage Palm	12	30	10	79	Fair	Relocate
47	*Sabal palmetto*	Cabbage Palm	14	17	11	95	Fair	Relocate
48	*Sabal palmetto*	Cabbage Palm	12	17	12	113	Fair	Relocate
49	*Sabal palmetto*	Cabbage Palm	7	10	8	50	Fair	Relocate
50	*Sabal palmetto*	Cabbage Palm	10	18	10	79	Fair	Relocate
	Total Square Footage Removed					4,564		

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SHOMA NORTH BAY VILLAGE

NORTH BAY VILLAGE, FL

TREE DISPOSITION PLAN

Project: SHOMA BAY / SAP SUBMISSION

Issue Date: 06.28.2023

Revisions: Date: By:

Seal:

FLORIDA REGISTERED LANDSCAPE ARCHITECT ANDREW M WITKIN LA0000889 STATE OF FLORIDA

Digitally signed by Andrew M Witkin
Date: 2023.07.03 10:36:01 -04'00'

Lic. # LA0000889
Member: A.S.L.A.

Drawing: Tree Disposition Plan

Date: 09/21/2020

Scale: See Left

Drawn by: AGS

Sheet No.:

TD-1

Cad Id.: 2020-035

ABNEY + ABNEY GREEN SOLUTIONS

Commercial + Residential
Sustainable Development Consulting

Green Certification Management
Commissioning
Building Simulations
Green Home Certifications

June 27, 2023

Silvia Vargas
Village Planner
North Bay Village

Re: Shoma North Bay Village – 1872 79th St. Causeway

Dear Ms. Vargas,

This purpose of this letter is to attest that I, Kyle Abney, have met all the requirements and am currently in good standing with the Home Innovation Research Labs and their National Green Building Standard (NGBS) certification program as an accredited NGBS Master Green Verifier. With this credential, I am qualified to perform third-party design reviews and field verification services for projects that are pursuing a NGBS green building certification.

Shoma North Bay Village, LLC has hired my firm, Abney + Abney Green Solutions, to provide consulting services for their referenced project, located at 1872 79th St. Causeway. in North Bay Village, Florida. As the sustainable design consultants for this project, our team will work closely with both the design and construction teams to secure the NGBS certification. Our services include review of the design and construction documents as well as multiple site visits to verify and document each element of the NGBS program is implemented to confirm the project remains on track to earn a NGBS Silver certification.

Please contact me with any questions.

Respectfully,



Kyle M. Abney
Principal

NBV Green Building Program

Green Design Option	Points	Description	Claimed Points	Comments
Photovoltaic system	4	Generate at least 30% of energy demand based on daytime peak load and on an annual basis.	0	
Photovoltaic system	6	Generate at least 60% of energy demand based on daytime peak load and on an annual basis.	0	
Photovoltaic system with back-up battery storage	8	Generate at least 30% of energy demand based on daytime peak load and on an annual basis and provide at least 24 hours of energy use in battery storage.	0	
Photovoltaic system with back-up battery storage	10	Generate at least 60% of energy demand based on daytime peak load and on an annual basis and provide at least 24 hours of energy use in battery storage.	0	
Solar Water Heater	2	Solar water heating with at least an 80-gallon storage tank.	0	
Electric Vehicle Charging	2+	All other project types: 2 points for each station installed above the baseline number required pursuant to § 8.23.A and B.		Are any being provided?
Permeable surface for parking and drives	4	At least 50% of total surface of driveway and parking needs are permeable surfaces.	0	
Permeable surface for parking and drives	2	At least 25% of total surface of driveway and parking needs are permeable surfaces.	0	
Green roof	6	At least 50% or more of roof surface area is green roof.	0	
Green roof	4	At least 25% or more of roof surface area is green roof	0	
Green wall	4	Green wall must cover at least forty (40) percent of the surface of the external wall	0	
White roof (also known as cool roof)	4	The entire roof surface must be covered in white/reflective covering and provide an initial and 3-year-aged, LEED standardized Solar Reflectance Index (SRI) as follows: • Low-sloped roofs with a slope less than or equal to 2:12: initial SRI of 82 and 3-year aged SRI of 64 • Steep-sloped roofs with a slope greater than 2:12: initial SRI of 39 and 3-year aged SRI of 32	4	100% white TPO
Cool pavement	4	Provide a surface with an initial solar reflectance 20%, higher than the 5-10% reflectance of a dark asphalt parking lot	0	
Enhanced hurricane resistant structure	4	Meet a wind load 20 mph greater than Florida Building Code requirements	0	
LID/green infrastructure (e.g., use of bioswales, rain gardens, cisterns, filtration media, etc.)	2	Demonstrate efficacy of the system and provide maintenance plan	2	Drainage well
SITES Certification for landscaping	2	Provide Certification	0	
100% native plants in landscaping	2	Meet all landscaping requirements with 100% native vegetation	2	Need to confirm
Energy star rating for all appliances/equipment	4	All appliances/equipment associated with the building are Energy Star rated	4	Need to confirm
Other - Innovative Design feature	2+	Provide other design features that conserve energy, promote sustainable landscapes, support public health or increase sustainability, to be awarded at the discretion of the Village manager and reviewed on a case-by-case basis	0	
Diversion of waste from landfill	2	For projects involving demolition, provide documentation that at least 30% of all demolition materials will be reclaimed, recycled or otherwise diverted from the landfill	2	Shouldn't be hard to get to 30%
Use of reclaimed/recycled materials	2	Demonstrate that at least 20% of buildings materials are reclaimed/recycled content	0	
NGBS Bronze	10	Obtain NGBS Bronze certification	0	
NGBS Silver	12	Obtain NGBS Silver certification	12	
		TOTAL	**26**	20 is Required

ABNEY + ABNEY | GREEN SOLUTIONS

CHAPTER 5 - Lot Design, Preparation, and Development

Section 501 - Lot Selection		Claimed	Documentation	Assigned To	Notes
501.1 - Lot					
501.1	The lot is selected to minimize environmental impact by one or more of the following:				
	(1) An infill lot is selected.	Yes	Evidence that the lot is adjacent to land that has been previously developed for al least five years.	SHOMA	
	(2) An infill lot is selected that is a greyfield.	Yes	Evidence that the site was a previously developed site with abandoned or underutilized structures.	SHOMA	
501.2 - Multi-modal transportation					
501.2	A range of multi-modal transportation choices are promoted by one or more of the following:				
	(1) Lot is selected within one-half mile of pedestrian access to a mass transit system or within five miles of a mass transit station with provisions for parking.	Yes	Map showing location of transportation relative to the building.	AbneyGreen	
	(3) Walkways, street crossings and entrances designed to promote pedestrian activity are provided. New buildings are connected to existing sidewalks and areas of development.	Yes	None. Infrastructure in the community should be considered applicable to this practice.	MSA	

Section 502 - Project Team, Mission Statement and Goals		Claimed	Documentation	Assigned To	Notes
502.1	A knowledgeable team is established and team members roles are identified with respect to green lot design, preparation and development. The project's green goals and objectives are written into a mission statement.	Yes	Project mission statement, goals and specific team members roles identified.	AbneyGreen	Certification Plan

Section 503 - Lot Design		Claimed	Documentation	Assigned To	Notes
503.1 - Natural resources					
503.1	(1) A natural resources inventory is completed under the direction of a qualified professional.	Yes	Natural resources inventory signed by qualified professional.	David Plummer	
503.3 - Soil disturbance and erosion					
503.3	(3) Limits of clearing and grading are demarcated on the plan.	Yes	Plans showing grading & clearing limits.	David Plummer	
503.4 - Storm water management					
503.4	The stormwater management system is designed to use low-impact development/green infrastructure practices to preserve, restore or mitigate changes in site hydrology due to land disturbance and the construction of impermeable surfaces through the use of one or more of the following techniques:				
	(2) A hydrologic analysis is conducted that results in the design of a stormwater management system that maintains the pre-development (i.e., stable, natural) runoff hydrology of the lot throughout the development or redevelopment process. Post-construction runoff rate, volume, and duration cannot exceed predevelopment rates.	Yes	Hydrologic analysis; plans that show features to minimize concentrated flows.	David Plummer	
	(3) Low-Impact Development/Green infrastructure stormwater management practices to promote infiltration and evapotranspiration are used to manage rainfall on the lot and prevent the off-lot discharge of runoff from all storms up to and including the volume of following storm events:	Yes	Engineer's report showing X% event will not result in rainwater leaving the lot.	David Plummer	
	(c) 95th percentile storm event				
503.5 - Landscape plan					
503.5	A plan for the lot is developed to limit water and energy use while preserving or enhancing the natural environment.				
	(2) Non-invasive vegetation that is native or regionally appropriate for local growing conditions is selected to promote biodiversity.	Yes	List of regionally appropriate plants must be on plan. Landscape contractor statement or labels on plants.	Witkin Hults	

	(5) For landscaped vegetated areas, the maximum percentage of turf area is:	Yes	Calculation showing % of lot (minus building footprint & hardscape) that is turf or EPA Budget Tool. Landscape plan by qualified landscape professional stating intent of practice will be met.	Witkin Hults	55%
	(d) 40% to 60%				
	(6) Plants with similar watering needs are grouped (hydrozoning) and shown on the lot plan.	Yes	Landscape plan by qualified landscape professional showing watering needs.	Witkin Hults	
503.7 - Environmentally sensitive areas					
503.7	The lot is in accordance with one or both of the following:				
	(1) The lot does not contain any environmentally sensitive areas that are disturbed by construction.	Yes	Lot specific plan showing no sensitive areas.	SHOMA	
503.8 - Demolition of existing building(s)					
503.8	A demolition waste management plan is developed, posted at the jobsite, and implemented to recycle and/or salvage with a goal of recycling or salvaging a minimum of 50% of the nonhazardous demolition waste.	??	Demolition waste management plan.	SHOMA / GC/Builder	Will the waste from the existing conditions being demoed be recycled?
Section 504 - Lot Construction		***Claimed***	***Documentation***	***Assigned To***	***Notes***
504.1 - On-site supervision and coordination					
504.1	On-site supervision and coordination is provided during clearing, grading, trenching, paving and installation of utilities to ensure that specified green development practices are implemented.	Yes	List of practices implemented.	GC/Builder	
504.3 - Soil disturbance and erosion control					
504.3	On-site soil disturbance and erosion are minimized by one or more of the following in accordance with the SWPPP or applicable plan:				
	(1) Sediment and erosion controls are installed on the lot and maintained in accordance with the stormwater pollution prevention plan, where required.	Yes	SWPPP	GC/Builder	
	(2) Limits of clearing and grading are staked out on the lot.	Yes	Field verification	GC/Builder	
	(7) Soil is improved with organic amendments and mulch.	Yes	Invoice or evident from landscape contractor	Witkin Hults / GC/Builder	
Section 505 - Innovative Practices		***Claimed***	***Documentation***	***Assigned To***	***Notes***
505.1 - Driveways or parking areas					
505.1	Driveways and parking areas are minimized by one or more of the following:				
	(2) In a multi-unit project, parking capacity does not exceed the local minimum requirements.	??	Document with local regulations	MSA	
	(3) Structured parking is utilized to reduce the footprint of surface parking areas.	Yes	Field verification	Structures	
	(c) greater than 75%				
505.3 - Density					
505.3	The average density on the lot on a net developable area basis is:				
	(5) 70 or greater dwelling units per acre	Yes	Calculation of number of units divided by lot size for the building.	MSA	116 Units/acre
505.4 - Mixed-use development					
505.4	The lot contains a mixed-use building.	Yes	Field verification	MSA	

505.6 - Multi-unit plug-in electric vehicle charging					
505.6	Plug-in electric vehicle charging capability is provided for at least 1 percent of parking stalls. Electrical capacity in main electric panels supports Level 2 charging (208/240V-40 amp). Each stall is provided with conduit and wiring infrastructure from the electric panel to support Level 2 charging (208/240V-40 amp) service to the designated stalls, and stalls are equipped with either Level 2 charging AC grounded outlets (208/240V-40 amp) or Level 2 charging stations (240V/40A) by a third party charging station.	??	Plan specs	Franyie	Any being provided?

CHAPTER 6 - Resource Efficiency

Section 601 - Quality of Construction Materials and Waste		***Claimed***	***Documentation***	***Assigned To***	***Notes***
601.1 - Conditioned floor area					
601.1	Finished floor area of a dwelling unit is limited. Finished floor area is calculated in accordance with ANSI Z765 for single family and ANSI/BOMA Z65.4 for multifamily buildings. Only the finished floor area for stories above grade plane is included in the calculation.	Yes	Plans or other document by architect or designer showing square footage calculation per ANSI Z765. Calculation showing weighted average unit size for multi-family buildings.	MSA	889 SF is average unit size
	(2) less than or equal to 1,000 square feet (93 m2)				
601.6 - Stacked stories					
601.6	Stories above grade are stacked, such as in 1½-story, 2-story, or greater structures. The area of the upper story is a minimum of 50 percent of the area of the story below based on areas with a minimum ceiling height of 7 feet.	Yes	Field verification	MSA	21 story building
601.7 - Pre-finished materials					
601.7	Building materials or assemblies listed below that do not require additional site-applied material for finishing are incorporated in the building.	Yes	List of materials that do not receive site finishing.	MSA	Windows
	(1) 90% or more of the installed building materials or assemblies listed below	Yes			
	(c) window, skylight, and door assemblies not requiring paint or stain on one of the following surfaces: i. exterior surfaces ii. interior surfaces	Yes			

Section 602 - Enhanced Durability and Reduced Maintenance		***Claimed***	***Documentation***	***Assigned To***	***Notes***
602.1 - Moisture Management - Building Envelope					
602.1.1	Capillary breaks				
602.1.1.1	A capillary break and vapor retarder are installed at concrete slabs in accordance with ICC IRC Sections R506.2.2 and R506.2.3 or ICC IBC Sections 1907 and 1805.4.1	**Mandatory**	Plans/specifications AND scope of work(s) detailing how this mandatory requirement has been met. Photo(s) showing installation. Report from certified professional when the building code exceptions are used.	MSA	
602.1.6 - Termite-resistant materials					
602.1.6	In areas of termite infestation probability, termite-resistant materials are used as follows:	Yes	Field verification	MSA	
	(3) Very heavy termites - foundation, all structural walls, floors, concealed roof spaces, exterior decks, and exterior claddings.				
602.1.7 - Moisture control measures					
602.1.7.1	Moisture control measures are in accordance with the following:				
	(1) Building materials with visible mold are not installed or are cleaned or encapsulated prior to concealment and closing.	Yes	Field verification	GC/Builder	
	(2) Insulation in cavities is dry in accordance with manufacturer's instructions when enclosed (e.g., with drywall).	**Mandatory**	If wet insulation is used, provide documentation of the moisture content before enclosure.	GC/Builder	
602.1.7.2	Moisture content of subfloor, substrate, or concrete slabs is in accordance with the appropriate industry standard for the finish flooring to be applied.	Yes	Flooring manufacturer's recommendations for moisture content. Moisture sampling data by builder or 3rd party.	GC/Builder	

602.1.9 - Flashing					
602.1.9	Flashing is provided as follows to minimize water entry into wall and roof assemblies and to direct water to exterior surfaces or exterior water-resistive barriers for drainage. Flashing details are provided in the construction documents and are in accordance with the fenestration manufacturer's instructions, the flashing manufacturer's instructions, or as detailed by a registered design professional.				
	(1) Flashing is installed at all of the following locations, as applicable:	**Mandatory**	Plans showing flashing details at all required locations.	MSA / GC/Builder	
	(a) around exterior fenestrations, skylights, and doors				
	(b) at roof valleys				
	(c) at all building-to-deck, -balcony, -porch, and -stair intersections				
	(d) at roof-to-wall intersections, at roof-to-chimney intersections, at wall-to-chimney intersections, and at parapets.				
	(e) at ends of and under masonry, wood, or metal copings and sills				
	(f) above projecting wood trim				
	(g) at built-in roof gutters, and				
	(h) drip edge is installed at eaves and rake edges.				
602.1.10 - Exterior doors					
602.1.10	Entries at exterior door assemblies, inclusive of side lights, are covered by one of the following methods to protect the building from the effects of precipitation and solar radiation. A projection factor of 0.375 minimum is provided. Eastern- and western-facing entries in Climate Zones 1, 2, and 3, as determined in accordance with Figure 6(1) or Appendix C, have a projection factor of 1.0 minimum, unless protected from direct solar radiation by other means (e.g., screen wall, vegetation).	Yes	Projection factor calculations = overhang width/ height to the overhang (Measure height from sill of window or door to the overhang)	MSA	Main entrance qualifies
602.1.11 - Tile backing materials					
602.1.11	Tile backing materials installed under tiled surfaces in wet areas are in accordance with ASTM C1178, C1278, C1288, or C1325. Mandatory for certification.	**Mandatory**	Manufacturer's literature/specification/labeling showing ASTM compliance. Plans/specifications and scope of work showing installation.	MSA / GC/Builder	
602.1.14 - Architectural features					
602.1.14	Architectural features that increase the potential for water intrusion are avoided:				
	(1) All horizontal ledgers are sloped away to provide gravity drainage as appropriate for the application.	**Mandatory**	Field verification	MSA	
	(2) No roof configurations that create horizontal valleys in roof design.	Yes	Field verification	MSA	
	(3) No recessed windows and architectural features that trap water on horizontal surfaces.	Yes	Field verification	MSA	
602.2 - Roof surfaces					
602.2	A minimum of 90% of roof surfaces, not used for roof penetrations and associated equipment, on-site renewable energy systems such as photovoltaics or solar thermal energy collectors, or rooftop decks, amenities and walkways, are constructed of one or both of the following:				
	(1) Products that are in accordance with the ENERGY STAR cool roof certification or equivalent	Yes	Manufacturer's literature showing ENERGY STAR cool roof certification or equivalent	SHOMA / MSA	White TPO
602.3 - Roof water discharge					
602.3	A gutter and downspout system or splash blocks and effective grading are provided to carry water a minimum of 5 feet away from perimeter foundation walls.	Yes	Field verification	MSA / Franyie / David Plummer	Tied to underground stormwater system
602.4 - Finished grade					
602.4.1	Finished grade at all sides of a building is sloped to provide a minimum of 6 inches of fall within 10 feet of the edge of the building. Where lot lines, walls, slopes, or other physical barriers prohibit 6 inches of fall within 10 feet, the final grade is sloped away from the edge of the building at a minimum slope of 2%.	**Mandatory**	Field verification	David Plummer	
602.4.3	Water is directed to drains or swales to ensure drainage is away from the structure.	Yes	Field verification	MSA / Franyie / David Plummer	Tied to underground stormwater system

Section 609 - Regional Materials		Claimed	Documentation	Assigned To	Notes
609.1 - Regional Materials					
609.1	Regional materials are used for major and/or minor components of the building. For a component to comply with this practice, a minimum of 75% of all products in that component category must be sourced regionally, e.g., stone veneer category – 75% or more of the stone veneer on a project must be sources regionally.	Yes	List of materials or components and manufacturing location used in the project that are extracted, processed and manufactured within 500 miles.	GC/Builder	Concrete, CMU and drywall
611 - Innovative Practices		**Claimed**	**Documentation**	**Assigned To**	**Notes**
611.3 - Universal design elements					
611.3	Dwelling incorporates one or more of the following universal design elements. Conventional industry construction tolerances are permitted.	Yes	Field verification	MSA	Assumed
	(4) Blocking or equivalent installed in the accessible bathroom walls for future installation of grab bars at water closet and bathing fixture, if applicable.	Yes			
	(5) All interior and exterior door handles are levers rather than knobs.	Yes			
	(6) All sink faucet controls are single-handle controls of both volume and temperature.	Yes			
	(8) All light switches are rocker-type switches or other similar switches that can be operated by pressing them (with assistive devices). Toggle-type switches may not be used.	Yes			

CHAPTER 7 - Energy Efficiency

Section 701 - Minimum Energy Efficiency Requirements		Claimed	Documentation	Assigned To	Notes
701.1.1	Minimum performance path requirements A building complying with Section 702 shall include a minimum of two practices from Section 705.	**Mandatory**	Software report indicating at least compliance with the 2015 IECC requirement for the relevant climate location. Acceptable software includes, among others, REM/Rate, Open Studio, or EnergyGauge.	Franyie	
701.3	A review by a third party shall be conducted to verify design and compliance with Chapter 7.	**Mandatory**	3rd party report/statement showing design has been reviewed to ensure energy efficient performance or specific prescriptive details are adequately implemented in the building's design, and to ensure proper integration of various energy efficient technologies. In Climate Zone 1 PE must sign off that the system will maintain the cooling season indoor humidity less than the ASHRAE Simplified method for Design Indoor RH (70%) if the system size is not consistent with Manual S.	AbneyGreen	
701.4.1.1	HVAC systems HVAC system sizing - Space heating and cooling system/equipment is sized according to heating and cooling loads calculated using ACCA Manual J, or equivalent.	**Mandatory**	Software output report using ACCA Manual J or equivalent with recommended HVAC equipment sizes.	Franyie	
701.4.2.1	Duct air sealing Ducts are air sealed. All duct sealing materials are in conformance with UL 181A or UL 181B specifications and are installed in accordance with manufacturer's instructions.	**Mandatory**	For buildings with ducted systems provide product spec or trade contractor's scope of work to confirm use of duct sealing using UL 181 tape, mastic, gaskets, or an IRC or ICC/IMC approved system.	Franyie / GC/Builder	
701.4.2.2	Ducts & Plenums Building cavities are not used as supply ducts or plenums.	**Mandatory**	Field verification	Franyie	
701.4.2.3	Duct system sizing Duct system is sized and designed in accordance with ACCA Manual D or equivalent.	**Mandatory**	Software output report for this building using ACCA Manual D or equivalent.	Franyie	

701.4.3.1	Building thermal envelope air sealing				
	The building thermal envelope is durably sealed to limit infiltration. The sealing methods between dissimilar materials allow for differential expansion and contraction. The following are caulked, gasketed, weather-stripped or otherwise sealed with an air barrier material, suitable film, or solid material:	**Mandatory**	Drawing, specifications, scopes of work detailing air sealing that is not readily inspected during the rough inspection.	GC/Builder / AbneyGreen	
	(a) All joints, seams and penetrations.				
	(b) Site-built windows, doors, and skylights.				
	(c) Openings between window and door assemblies and their respective jambs and framing.				
	(d) Utility penetrations.				
	(e) Dropped ceilings or chases adjacent to the thermal envelope.				
	(f) Knee walls.				
	(g) Walls and ceilings separating a garage from conditioned spaces.				
	(h) Behind tubs and showers on exterior walls.				
	(i) Common walls between dwelling units.				
	(j) Attic access openings.				
	(k) Rim joist junction.				
	(l) Other sources of infiltration.				
701.4.3.2	Air sealing and insulation				
	Grade 2 and 3 insulation installation is not permitted. Building envelope air tightness and insulation installation is verified to be in accordance with Section 701.4.3.2(1) and 701.4.3.2(2).	**Mandatory**	Insulation installation requirements, either manufacturer's instructions or specific look code guidance.	GC/Builder / AbneyGreen	
	(2) Visual inspection - The air barrier and insulation items listed in Table 701.4.3.2(2) are field verified by visual inspection.	**Mandatory**	Field verification	GC/Builder / AbneyGreen	
701.4.3.2.1	Grade 1 insulation installations are in accordance with the following:	**Mandatory**	Field verification	GC/Builder / AbneyGreen	
	(1) Grading applies to field-installed insulation products.				
	(2) Grading applies to ceilings, walls, floors, band joists, rim joists, conditioned attics basements and crawlspaces, except as specifically noted.				
	(3) Inspection is conducted before insulation is covered.				
	(4) Air-permeable insulation is enclosed on all six sides and is in substantial contact with the sheathing material on one or more sides (interior or exterior) of the cavity. Air permeable insulation in ceilings is not required to be enclosed when the insulation is installed in substantial contact with the surfaces it is intended to insulate.				
	(5) Cavity insulation uniformly fills each cavity side-to-side and top-to-bottom, without substantial gaps or voids around obstructions (such as blocking or bridging).				
	(6) Cavity insulation compression or incomplete fill amounts to 2% or less, presuming the compressed or incomplete areas are a minimum of 70% of the intended fill thickness; occasional small gaps are acceptable.				
	(7) Exterior rigid insulation has substantial contact with the structural framing members or sheathing materials and is tightly fitted at joints.				
	(8) Cavity insulation is split, installed, and/or fitted tightly around wiring and other services.				
	(9) Exterior sheathing is not visible from the interior through gaps in the cavity insulation.				
	(10) Faced batt insulation is permitted to have side-stapled tabs, provided the tabs are stapled neatly with no buckling, and provided the batt is compressed only at the edges of each cavity, to the depth of the tab itself.				
	(11) Where properly installed, ICFs, SIPs, and other wall systems that provide integral insulation are deemed in compliance with the Grade 1 insulation installation requirements.				
701.4.3.4	Fenestration air leakage				
	Windows, skylights and sliding glass doors have an air infiltration rate of no more than 0.3 cfm per square foot, and swinging doors no more than 0.5 cfm per square foot, when tested in accordance with NFRC 400 or AAMA/WDMA/CSA 101/I.S.2/A440 by an accredited, independent laboratory and listed and labeled. This practice does not apply to site-built windows, skylights, and doors.	**Mandatory**	Manufacturer's label or literature indicating listing complying with this practice.	MSA / GC/Builder	
701.4.4	High-efficacy lighting				
	Lighting efficacy in dwelling units is in accordance with one of the following:				
	(1) A minimum of 75% of the total hard-wired lighting fixtures, or the bulbs in those fixtures, qualify as high efficacy or equivalent. (60 lumens/W for lamps over 40W; 50 lumens/W for lamps over 15W to 40W; 40 lumens/W for lamps 15W or less.)	**Mandatory**	Field verification	SHOMA / GC/Builder	

Section 702 - Performance Path		Claimed	Documentation	Assigned To	Notes
702.2 - Energy cost performance					
702.2.1	ICC IECC analysis - Energy efficiency features are implemented to achieve energy cost or source energy performance that meets the ICC IECC. A documented analysis using software in accordance with ICC IECC, Section R405, or ICC IECC Section C407.2 through C407.5, applied as defined in the ICC IECC, is required.	**Mandatory**	EnergyGuage meets the requirement.	Franyie	
702.2.2	Energy cost performance analysis - Energy cost savings levels above the ICC IECC are determined through an analysis that includes improvements in building envelope, air infiltration, heating system efficiencies, cooling system efficiencies, duct sealing, water heating system efficiencies, lighting and appliances.	Yes	If performance claim is 1) not to be supported by performance test data, and 2) not to be based on energy recovery; then 1) the qualified professional must assume in their energy simulation an SLA of 0.00036 for the infiltration, 2) duct system efficiency of 0.88 when all ducts are in conditioned space, and 3) no energy recovery for the ventilation system for either the REM/Rate or EnergyGauge output report. If there is duct work outside of the conditioned space then the duct blaster test must be conducted in accordance with the 2015 IECC.	Franyie	3% better than code is assumed

Section 705 - Additional Practices		Claimed	Documentation	Assigned To	Notes
705.2.1 - Lighting					
705.2.1.2	Exterior lighting - Photo or motion sensors are installed on 75% of outdoor lighting fixtures to control lighting.	Yes	Field verification	Franyie	
705.2.1.3	Multifamily common areas				
	(1) In a multifamily building, occupancy sensors, or dimmers are installed in common areas (except corridors and stairwells).	Yes	Field verification	Franyie	
	(a) 50% to less than 75% of lighting fixtures.				
705.2.4	Recessed luminaires. The number of recessed luminaires that penetrates the thermal envelope is less than 1 per 400 square feet of total conditioned floor area and they are in accordance with Section 701.4.3.5.	Yes	Field verification	Franyie	None in the thermal envelope
705.4 - Return ducts and transfer grilles					
705.4	Return ducts or transfer grilles in all rooms with a door except baths, kitchens, closets, pantries, & laundry.	Yes	Field verification	Franyie	

706 Innovative Practices		Claimed	Documentation	Assigned To	Notes
706.1 - Energy consumption control					
706.1	A whole-building or whole-dwelling unit device or system is installed that controls or monitors energy consumption.				
	(1) programmable communicating thermostat with the capability to be controlled remotely	??	Manufacturer's product specification(s).	Franyie	
706.8 - Electric vehicle charging station					
706.8	A Level 2 or Level 3 electric vehicle charging station is installed on the building site.	??	Field verification	Franyie	Any being provided?

CHAPTER 8 - Water Efficiency

Section 801 -Indoor and Outdoor Water Use		Claimed	Documentation	Assigned To	Notes
801.2 - Water conserving appliances					
801.2	ENERGY STAR or equivalent water conserving appliances are installed.				
	(1) ALL dishwashers	Yes	Field verification	SHOMA	
	(2) Washing machine	??	Field verification	SHOMA	
	(3) Washing machine with a water factor of 4.0 or less	??	Field verification	SHOMA	

801.3 - Showerheads					
801.3	Showerheads are in accordance with the following:				
	(1) The total maximum combined flow rate of all showerheads controlled by a single valve at any point in time in a shower compartment is **1.6 to less than 2.5 gpm**. Maximum of two valves are installed per shower compartment. The flow rate is tested at 80 psi in accordance with ASME A112.18.1. Showerheads are served by an automatic compensating valve that complies with ASSE 1016 or ASME A112.18.1 and specifically designed to provide thermal shock and scald protection at the flow rate of the showerhead.	Yes	Manufacturer's specifications showing compliance.	Franyie / GC/Builder	1.5 gpm is speced
	(2) All shower compartments in the dwelling unit(s) and common areas meet the requirements of 801.3(1) and all showerheads are in accordance with one of the following:	Yes	Manufacturer's specifications showing compliance.	Franyie / GC/Builder	1.5 gpm is speced
	(b) 1.6 to <2.0 gpm				
801.4 - Lavatory Faucets					
801.4.1	Water-efficient lavatory faucets with a maximum flow rate of **1.5 gpm**, tested at 60 psi in accordance with ASME A112.18.1, are installed:				
	(1) ALL lavatory faucets per bathroom comply.	Yes	Manufacturer's specifications showing compliance.	Franyie / GC/Builder	1.5 gpm is speced
	(2) ALL lavatory faucets per dwelling comply.	Yes	Manufacturer's specifications showing compliance.	Franyie / GC/Builder	1.5 gpm is speced
801.5 - Water closets and urinals					
801.5	Water closets and urinals are in accordance with the following:				
	(2) A water closet is installed with an effective flush volume of 1.28 gallons or less and meets the flush performance criteria when tested in accordance with ASME A112.19.2/CSA B45.1 or ASME A112.19.14 as applicable.	Yes	Manufacturer's specifications showing compliance.	Franyie / GC/Builder	1.28 gpf is speced
	(3) All water closets are in accordance with Section 801.5(2).	Yes			
801.6 - Irrigation systems					
801.6.1	Sprinkler nozzles have a maximum precipitation rate of 1.20 inches per hour for turf or landscaping. Nozzle performance is tested by an accredited third party laboratory and results are posted on Smart Water Application Technologies website or similar.	Yes	Nozzle performance test results by an accredited third-party laboratory and results are posted on Smart Water Application Technologies website or similar.	Witkin Hults	
801.6.3	Where an irrigation system is installed, an irrigation plan and implementation are executed by a qualified professional certified by a WaterSense labeled program or equivalent program as approved by Adopting Entity.	**Mandatory**	Plan and statement from WaterSense professional indicating compliance.	Witkin Hults	
801.6.4	The irrigation system(s) is controlled by a smart controller or no irrigation is installed.				
	(1) Evapotranspiration (ET) based irrigation controller with a rain sensor or soil moisture sensor based irrigation controller.	Yes	Manufacturer's literature.	Witkin Hults	Either/or
	(2) Irrigation controllers are labeled by EPA WaterSense program.	Yes	Manufacturer's literature.	Witkin Hults	Either/or
801.6.5	All irrigation zones utilize pressure regulation so emission devices (sprinklers and drip emitters) operate at manufacturer's recommended operating pressure.	Yes	Field verification	Witkin Hults	

CHAPTER 9 - Indoor Environmental Quality

Section 901 - Pollutant Source Control		***Claimed***	***Documentation***	***Assigned To***	***Notes***
901.1 - Space and water heating					
901.1.2	Air handling equipment or return ducts are not located in the garage, unless in isolated, air-sealed mechanical room with an outside air source.	Yes	Field verification	Franyie	
901.2 - Solid fuel-burning appliances					
901.2.2	Fireplaces, wood stoves, pellet stoves, or masonry heaters are not installed.	Yes	Field verification	MSA	

901.3 - Garages					
901.3	Garages are in accordance with the following:				
	(1) Attached garages				
	(a) Doors installed in the common wall between the attached garage and conditioned space are tightly sealed and gasketed.	**Mandatory**	Field verification	MSA / GC/Builder	
	(b) A continuous air barrier is provided separating the garage space from the conditioned living spaces.	**Mandatory**	Field verification	MSA / GC/Builder	
901.6 - Carpets					
901.6	(1) Wall-to-wall carpeting is not installed adjacent to water closets and bathing fixtures.	**Mandatory**	Field verification	MSA	
901.9 - Architectural coatings					
901.9.1	Site-applied interior architectural coatings, which are inside the water proofing envelope, are in accordance with one or more of the following:	Yes	List of interior coatings used showing amount used, %, and VOC criteria. Manufacturer's literature showing VOC. Scopes of work or specifications showing which materials were to be used.	MSA / GC/Builder	
	(3) CARB Suggested Control Measure for Architectural Coatings				
	(a) 50 g/L flat,				
	(b) 100 g/L non flat,				
	(c) 150 g/L high-gloss				
901.9.2	Architectural coating colorant additive VOC content is in accordance with the following:	Yes	List of all colorants used showing amount used, %, and VOC criteria. Manufacturer's literature showing VOC as listed. Scopes of work or specifications showing which materials were to be used.	MSA / GC/Builder	
	(1) Architectural Coatings, excluding IM Coatings -- 50 g/L				
	(2) Solvent-Based IM -- 600 g/L				
	(3) Waterborne IM -- 50 g/L				
901.10 - Interior adhesives and sealants					
901.10	A minimum of 85% of site-applied adhesives and sealants located inside the waterproofing envelope are in accordance with one of the following, as applicable.				
	(3) SCAQMD Rule 1168 in accordance with Table 901.10(3), excluding products that are sold in 16 ounce containers or less and are regulated by the California Air Resources Board (CARB) Consumer Products Regulations.	Yes	List of all interior sealants used showing amount, %, and VOC criteria. Manufacturer's literature showing VOC as listed.	MSA / GC/Builder	
901.11 - Insulation					
901.11	Emissions of 85% of wall, ceiling, and floor insulation materials are in accordance with the emission levels of CDPH/EHLB Standard Method v1.1. Emission levels are determined by a laboratory accredited to ISO/IEC 17025 and the CDPH/EHLB Standard Method v1.1 is in its scope of accreditation. Insulation is certified by a third-party program accredited to ISO 17065, such as, but not limited to, those in Appendix D.	Yes	Manufacturer's literature or product marking showing compliance for wall, ceiling and/or floor insulation.	MSA / GC/Builder	
901.14 - Non-smoking areas					
901.14	Environmental tobacco smoke is minimized by one or more of the following:				
	(1) All interior common areas of a multi-unit building are designated as non-smoking areas with postage signage.	Yes	Field verification	SHOMA	Code
	(2) Exterior smoking areas of a multi-unit building are designated with posted signage and located a minimum of 25 feet from entries, outdoor air intakes, and operable windows.	Yes	Field verification	SHOMA	Assumed - Smoking is not allowed anywhere on property, including in units. That would qualifies for this practice.

Section 902 -Pollutant Control	***Claimed***	***Documentation***	***Assigned To***	***Notes***

902.1 - Spot ventilation					
902.1.1	Spot ventilation is in accordance with the following:				
	(1) All bathrooms are vented to the outdoors. The minimum ventilation rate is 50 cfm for intermittent operation or 20 cfm for continuous operation.	**Mandatory**	Manufacturer's literature/specifications for the fan showing cfm.	Franyie	
	(2) Clothes dryers (except listed and labeled condensing ductless dryers) are vented to the outdoors.	**Mandatory**	Field verification	Franyie	
902.1.4	Exhaust fans are ENERGY STAR labeled				
	(1) ENERGY STAR, or equivalent, fans	Yes	Manufacturer's literature/specifications for the fan showing cfm.	Franyie	
	(2) ENERGY STAR, or equivalent, fans operating at or below 1 sone	Yes	Manufacturer's literature/specifications for the fan showing cfm.	Franyie	
902.2 - Building ventilation systems					
902.2.3	MERV filters 8 to 13 are installed on central forced air systems and are accessible. Designer or installer is to verify that the HVAC equipment is able to accommodate the greater pressure drop of MERV 8 to 13 filters.	??	Designer/installer certification of system capability for installed MERV filters.	Franyie / GC/Builder	
902.4 - HVAC system protection					
902.4	One of the following HVAC system protection measures is performed.				
	(1) HVAC supply registers (boots), return grilles, and rough-ins are covered during construction activities to prevent dust and other pollutants from entering the system.	Yes	Field verification	Franyie / GC/Builder	
902.6 - Living space contaminants					
902.6	The living space is sealed in accordance with Section 701.4.3.1 to prevent unwanted contaminants.	**Mandatory**	Field verification	GC/Builder	
Section 903 - Moisture Management: Vapor, Rainwater, Plumbing, HVAC		***Claimed***	***Documentation***	***Assigned To***	***Notes***
903.1 - Plumbing					
903.1.2	Plumbing is not in unconditioned spaces	Yes	Field verification	Franyie	
903.2 - Duct insulation					
903.2	Ducts are in accordance with one of the following:	Yes	Manufacturer's literature/specs showing R-value for insulation.	Franyie	
	(2) All HVAC ducts, plenums, and trunks are in conditioned space. All HVAC ducts are insulated to a minimum of R4.				

CHAPTER 10 - Operation, Maintenance, and Building Owner Education

Section 1002 - Construction, Operation, & Maintenance Manuals & Training for Multi-Family Buildings		***Claimed***	***Documentation***	***Assigned To***	***Notes***
1002.1 - Building construction manual					
1002.1	A building construction manual that includes **five or more** of the following is compiled and distributed in accordance with the intent of this practice.	Yes	Verifier must review building construction manual that addresses the mandatory 3 items (a certificate placeholder is acceptable) plus at least 2 of the listed additional optional items. Verify the expected process to deliver manual(s) to the responsible party.	AbneyGreen / GC/Builder	
	(1) Narrative detailing the importance of constructing a green building, including a list of green building attributes included in the building. Mandatory for certification.	**Mandatory**			
	(2) Green building program certificate (or place holder), copy of the National Green Building Standard, & the individual measures achieved. Mandatory for certification.	**Mandatory**			
	(3) Warranty, operation, & maintenance instructions for all equipment, fixtures, appliances, & finishes. Mandatory for certification.	**Mandatory**			
	(4) Record drawings of the building	Yes			
	(5) A record drawing of the site including stormwater management plans, utility lines, landscaping with common name and genus/species of planting.	Yes			

	(6) A diagram showing the location of safety valves and controls for major building systems.	Yes			
	(7) A list of the type and wattage of light bulbs installed in light fixtures.	Yes			
	(8) A photo record of framing with utilities installed. Photos are taken prior to installing insulation and clearly labeled.				
1002.2 - Operations manuals					
1002.2	Operations manuals are created/distributed to the responsible parties per 1002.0. Between all of the operational manuals, **five or more** of the following options are included.	Yes	Operations manual with the required items.	AbneyGreen / SHOMA / GC/Builder	
	(1) A narrative detailing the importance of operating and living in a green building. This narrative is included in all responsible parties' manuals.	**Mandatory**			
	(2) List of practices to conserve water and energy (e.g., turning off lights when not in use, shorter showers, using ENERGY STAR labeled electronics).	**Mandatory**			
	(3) Information on methods of maintaining the building's relative humidity in the range of 30-60%.	Yes			
	(4) Information on opportunities to purchase renewable energy from local utilities or national green power providers and information on utility and tax incentives for the installation of no-site renewable energy systems.				
	(5) Information on local & on-site recycling and hazardous waste disposal programs and, if applicable, building recycling waste hazardous waste handling and disposal procedures.	Yes			
	(6) Local public transportation options.	Yes			
	(7) Explanation of the benefits of using compact fluorescent light bulbs, LEDs or other high-efficiency lighting.	Yes			
	(8) Information on native landscape materials and/or those that have low water requirements.				
	(9) Information on radon mitigation system, where applicable				
	(10) A procedure for educating tenants in rental properties on the proper use, benefits and maintenance of green building systems including a maintenance process for the improperly functioning equipment.	Yes			
	(11) Information on the importance and operation of the building's fresh air ventilation system.				
1002.3 Maintenance manual					
1002.3	Maintenance manuals are created and distributed to the responsible parties in accordance with Section 1002.0. Between all of the maintenance manuals, **five or more** of the following options are included.	Yes	Review the maintenance manual that addresses the mandatory item and at least 4 of the optional items.	AbneyGreen / SHOMA / GC/Builder	
	(1) A narrative detailing the importance of maintaining a green building. This narrative is included in all responsible parties' manuals.	**Mandatory**			
	(2) List of local service providers that offer regularly scheduled service and maintenance contracts to assure proper performance of equipment and the structure (e.g., HVAC, water heating equipment, sealants, caulks, gutter and downspout system, shower and/or tub surrounds, irrigation system).	Yes			
	(3) User-friendly maintenance checklist that includes:	Yes			
	(a) HVAC filters				
	(b) Thermostat operation and programming				
	(c) Lighting controls				
	(d) Appliances and settings				
	(e) Water heater settings				
	(f) Fan controls				
	(4) List of common hazardous materials often used around the building and instructions for proper handling and disposal of these materials.	Yes			
	(5) Information on organic pest control, fertilizers, deicers, and cleaning products	Yes			
	(6) Instructions for maintaining gutters and downspouts and importance of diverting water a minimum of 5 feet away from the foundation.	Yes			
	(7) Instructions for inspecting the building for termite infestation.	Yes			
	(8) A procedure for rental tenant occupancy turnover that preserves the green features.	Yes			
	(9) An outline of formal green building training program for maintenance staff.				
	(10) A green cleaning plan which includes guidance on sustainable cleaning products.				

1002.4 - Training of building owners					
1002.4	Building owners and occupants are familiarized with the green building goals and strategies implemented and the impacts of occupants' practices on the costs of operating the building. Training is provided to the responsible party(ies) regarding all equipment operation and control systems. Systems include, but not limited to, all of the following:	**Mandatory**	Builder's documented procedures and standard practices explaining the occupant training process. Examples of training materials and written confirmation from similar projects that training has actually been done.	GC/Builder	
	(1) HVAC filters				
	(2) Thermostat operation and programming				
	(3) Lighting controls				
	(4) Appliances and settings				
	(5) Water heater settings				
	(6) Fan controls				
	(7) Recycling practices				
Section 1003 - Public Education		***Claimed***	***Documentation***	***Assigned To***	***Notes***
1003.1 - Public Education					
1003.1	One or more of the following is implemented.				
	(1) Signage. Signs showing the project is designed and built in accordance with the National Green Building Standard are posted on the construction site.	Yes	Visual confirmation and/or photos of the construction signs visible on site during construction.	GC/Builder	
	(2) Certification Plaques. National Green Building Standard certification plaques with rating level attainted are placed in a conspicuous location near the utility area of the home or, in a conspicuous location near the main entrance of a multifamily building.	Yes	Purchase order for certification signage and written instructions regarding installation location.	SHOMA	

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Summary of Results of the Design Phase

Project Name: SHOMA North Bay Village
Location: 1850 Kennedy Causeway, North Bay Village, Florida 33141

✓	**No Mandatory items missing on the "Overview (Design)" page**

	Points Required				Points Claimed	Mandatory Practices	No Errors
	Bronze	Silver	Gold	Emerald			
Chapter 5: Lot Design, Preparation, and Development	50	64	93	121	**122**	✓	✓
Chapter 6: Resource Efficiency	43	59	89	119	**65**	✓	✓
Chapter 7: Energy Efficiency	30	45	60	70	**48**	✓	✓
Chapter 8: Water Efficiency	25	39	67	92	**60**	✓	✓
Chapter 9: Indoor Environmental Quality	25	42	69	97	**47**	✓	✓
Chapter 10: Operation, Maintenance, and Building Owner Education	8	10	11	12	**10**	✓	✓
Additional Points required	50	75	100	100			
Additional points required due to SF over 4000 (601.1)	0	0	0	0			
Total points required	231	334	489	611	**352**		
Additional Points Claimed	**171**	**93**	**(37)**	**(159)**			

Overall Level Achieved for Design	**Silver**

SHOMA BAY

TRAFFIC STUDY

dpa

Since 201

Prepared By:
David Plummer & Associates

Prepared For:
Shoma Group

Prepared In:
June 2023

DPA Job #:
20105

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EXECUTIVE SUMMARY

The proposed Shoma Bay project is located at 1850 and 1872 79th Street Causeway in North Bay Village, FL. The site is currently occupied by a surface parking lot and a 7,737 SF shopping center. The project proposes a new mixed-use development consisting of 333 residential units, and 50,017 SF of retail space (with a supermarket use). Access to the site will be through an existing left-in / right-in / right-out driveway located on the 79th Street Causeway (John F. Kennedy Causeway) and a proposed full access driveway located on E. Treasure Drive. For the purpose of this traffic analysis, project build-out is anticipated by 2025.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the North Bay Village Comprehensive Plan. The results of the intersection analysis show that the following intersections currently operate and will continue to operate within the North Bay Village LOS standards during the AM and PM peak hours:

- 79th Street Causeway / Project Driveway
- 79th Street Causeway / 1800 Block

The results show that the E. Treasure Drive / 79th Street Causeway intersection experiences delay at the southbound approach during the AM and PM peak hours for existing, future without project, and future with project conditions. It should be noted that the project adds no additional traffic to the southbound approach of the intersection. Furthermore, the southbound approach is a split phase and therefore the additional traffic generated by the project should have no effect on the operations of the southbound approach. At future without project and future with project conditions, the southbound approach of the 1800 Block / 79th Street Causeway intersection shows delays during the AM peak hour. Signal timing adjustments are recommended to improve the southbound delay at the intersection during the AM peak hour. Adding one second of green time to the northbound / southbound phase, improves the LOS of the approach from E to D. The intersection capacity analysis results also show adequate operations at the unsignalized project driveways during the AM and PM peak hours.

The results of the roadway segment analysis show that the following roadway segments currently operate and will continue to operate within the Village's LOS standards during the AM and PM peak hours:

- 79th Street Causeway between the Project Driveway and E. Treasure Drive
- 79th Street Causeway between 1800 Block and the Project Driveway

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by Miami-Dade bus route 112 and the North Bay Village Mini-Bus. The project is also located in an area that is conducive for pedestrian activities. Bike lanes are available on both sides of the 79th Street Causeway, ample sidewalks are available along all roadways, and the major intersections adjacent to the site have clearly marked and signalized crosswalks. These conditions surrounding the project facilitate pedestrian activity to and from nearby schools, restaurants, retail, and entertainment; encouraging the use of other modes of transportation and reducing the vehicular impact on the roadway network. An AutoTurn analysis was performed showing the loading area can accommodate WB-67 trucks.

1.0 INTRODUCTION

1.1 Project Background

The proposed Shoma Bay project is located at 1850 and 1872 79th Street Causeway in North Bay Village, FL (See Exhibit 1). The site is currently occupied by a surface parking lot and a 7,737 SF shopping center. The project is proposing a new, mixed-use development consisting of 333 residential units, and 50,017 SF of retail space (with a supermarket use). Access to the site will be through an existing left-in / right-in / right-out driveway located on the 79th Street Causeway (John F. Kennedy Causeway) and a proposed full access driveway located on E. Treasure Drive. See Appendix A for the site plan. For the purpose of this traffic analysis, project build-out is anticipated by 2025.

1.2 Study Objective

The purpose of the Study is to provide a traffic study that meets the requirements of the North Bay Village Comprehensive Plan for the project. This study includes vehicular flow, trip generation, and roadway segment and intersection analyses.

1.3 Study Area and Methodology

The analysis undertaken follows the study methodology for a typical North Bay Village Traffic Study. A synopsis of the methodology is as follows.

Study Area

The study area for the project includes the following two intersections:

- 79th Street Causeway / E. Treasury Drive (Signalized)
- 79th Street Causeway / 1800 Block (Signalized)

The project driveways will also be included in the analysis.

The study area also includes the following roadway links:

- 79th Street Causeway between the Project Driveway and E. Treasure Drive
- 79th Street Causeway between the 1800 Block and the Project Driveway.



Project Location

Exhibit 1

Location Map

NORTH
MAP NOT TO SCALE

Analysis Scenarios

The analysis scenarios for this study were as follows:

- Existing (2021) year
- Project build-out year (2025) without project trips (background traffic)
- Project build-out year (2025) with project trips (total traffic)

Data Collection

- Consistent with the correspondence with Village staff, Field TMCs used in the Shuckers traffic study were used as the existing condition for the roadway. The peak hour vehicle turning movement counts (TMCs) were obtained from movement counts previously collected on May 20, 2021 at the 1800 Block / JFK Causeway and E treasure Drive / JFK Causeway intersections during the AM (7:00 – 9:00 am), and PM (4:00 – 6:00 pm) peak periods.

Existing Conditions Intersection / Link Analysis

- Intersection capacity analysis was evaluated for the study area intersections using the Synchro Software. All input files will be provided for review purposes. Access driveways were included as part of the LOS analysis. All input files will be provided for review purposes.
- Link / Segment capacity were estimated using service volume obtained from the generalized vehicular capacities from the latest (2023) FDOT Quality / LOS Handbook.

Future Conditions Intersection / Link Analysis – Background Traffic Conditions

- Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic (if any). The growth rate was determined after discussions with the City to be 2.65%. This percentage was determined as it was the average growth rate between a previously approved and completed study for the Shoma Bay project (3.91%) and the approved Shucker's (1.4%) traffic impact study.
- Committed development information was requested from North Bay Village. The Isle of Dreams, Shucker's, and 1755 Kennedy Causeway projects were considered as committed

developments for background traffic.

- Committed roadway improvements were obtained from the 2*023 Miami-Dade County TIP* and/or FDOT's *5-year program*. Any programmed improvement that increases capacity were included in the analysis.
- Planned roadway improvements will be obtained from MDCs *2045 Long Range Plan* for documentation purposes only.

Project Trip Generation

- Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition, trips associated with the existing and proposed development were estimated. Pass-by trips were established based on the ITE *Generation Manual*, 11th Edition. Internal capture trips were established based on the ITE *Trip Generation Manual*, 3rd Edition. A deduction for other modes of transportation was based on local characteristics and/or modal splits near the proposed development.

Project Trip Distribution

- Trip Distribution / Trip Assignment – Net new external project traffic was assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade 2045 Long Range Transportation Plan Update*, published by the *Metropolitan Planning Organization*. Normal traffic patterns were considered when assigning project trips.

Future Conditions Intersection / Link Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by adding project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. Signal timings might be optimized for future conditions analyses. Signal timing optimizations and modifications might be coordinated with Miami Dade County Public Works Traffic and Signs Division for approval as necessary.
- Link / Segment capacity was estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis was completed for peak hour directional and two-way traffic volumes.

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, roadway segment counts, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

79th Street Causeway / SR 934/ John F. Kennedy Causeway

The 79th Street Causeway is a state principal arterial roadway that provides east / west access connecting mainland City of Miami to the island of Normandy Isle in the City of Miami Beach. Within the study area, the 79th Street Causeway is a two-way, six-lane divided roadway. Exclusive left turn lanes are provided throughout the segment. Bike lanes are provided on both sides of the roadway. FDOT has jurisdiction over the 79th Street Causeway. The posted speed limit is 30 mph.

E. Treasure Drive

E. Treasure Drive is classified as a local collector street that provides north / south access from the 79th Street Causeway (John F. Kennedy Causeway) to S. Treasure Drive. E. Treasure Drive is a two-way, two-lane, undivided roadway. There is on-street parking provided along both sides of the roadway. North Bay Village has jurisdiction over E. Treasure Drive. The posted speed limit is 25 mph.

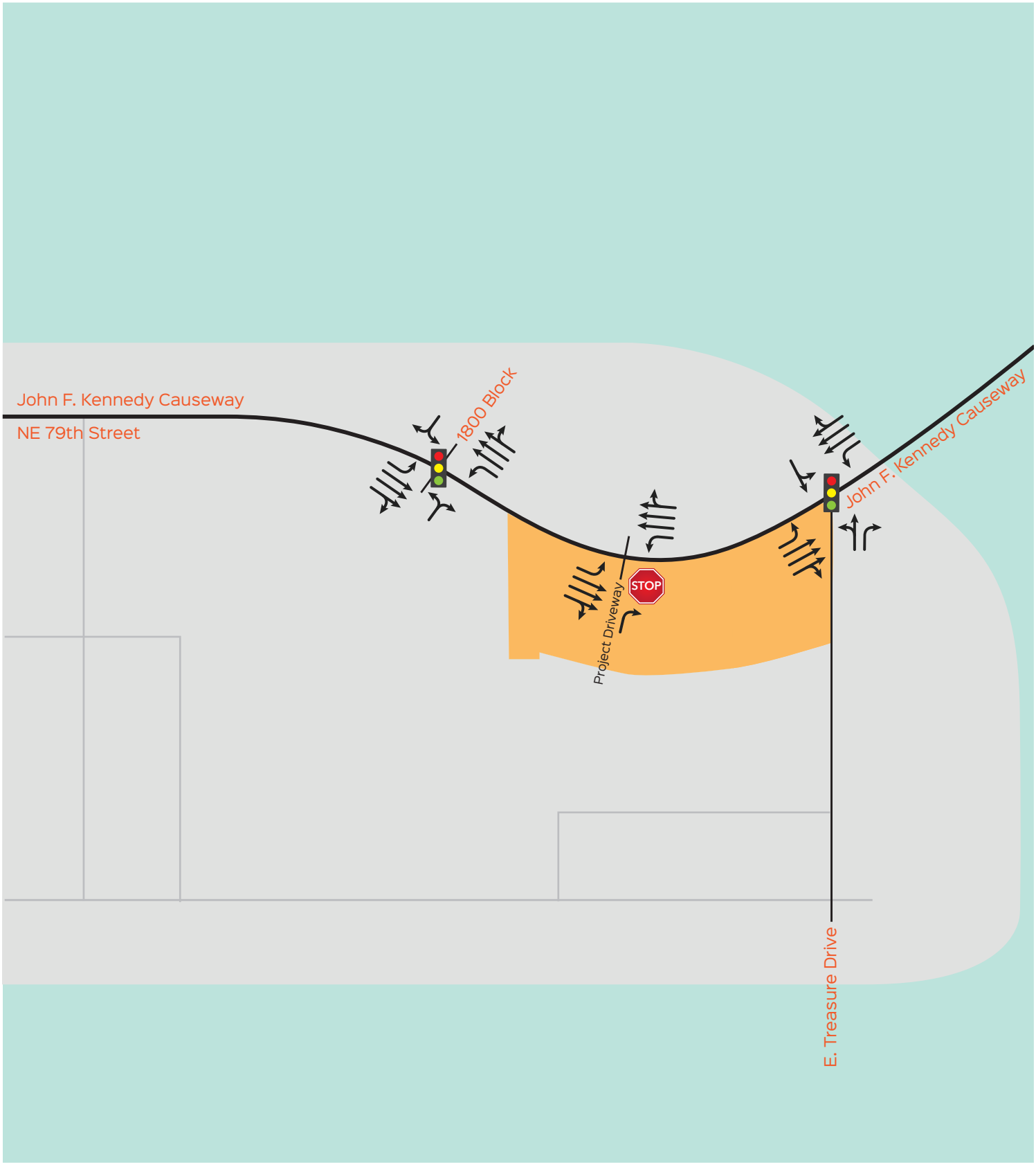
2.2 Traffic Counts

Consistent with the correspondence with Village staff, Field TMCs used in the Shuckers traffic study were used as the existing condition for the roadway. The peak hour vehicle turning movement counts (TMCs) were obtained from movement counts previously collected on May 20, 2021 at the 1800 Block / JFK Causeway and E treasure Drive / JFK Causeway intersections during the AM (7:00 – 9:00 am), and PM (4:00 – 6:00 pm) peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the 2021 weekly volume adjustment factors obtained from FDOT. A weekly volume peak season conversion factor of 1.00 (Miami-Dade County North) corresponding to the date of the counts was used. Next the counts were grown two

years by the agreed upon growth rate (see Section 4.2) to determine the existing 2023 conditions. Traffic counts and FDOT season factors are provided in Appendix C.

2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the peak hours at the segments and intersections analyzed are shown in Exhibit 3. The signal timings are provided in Appendix D.

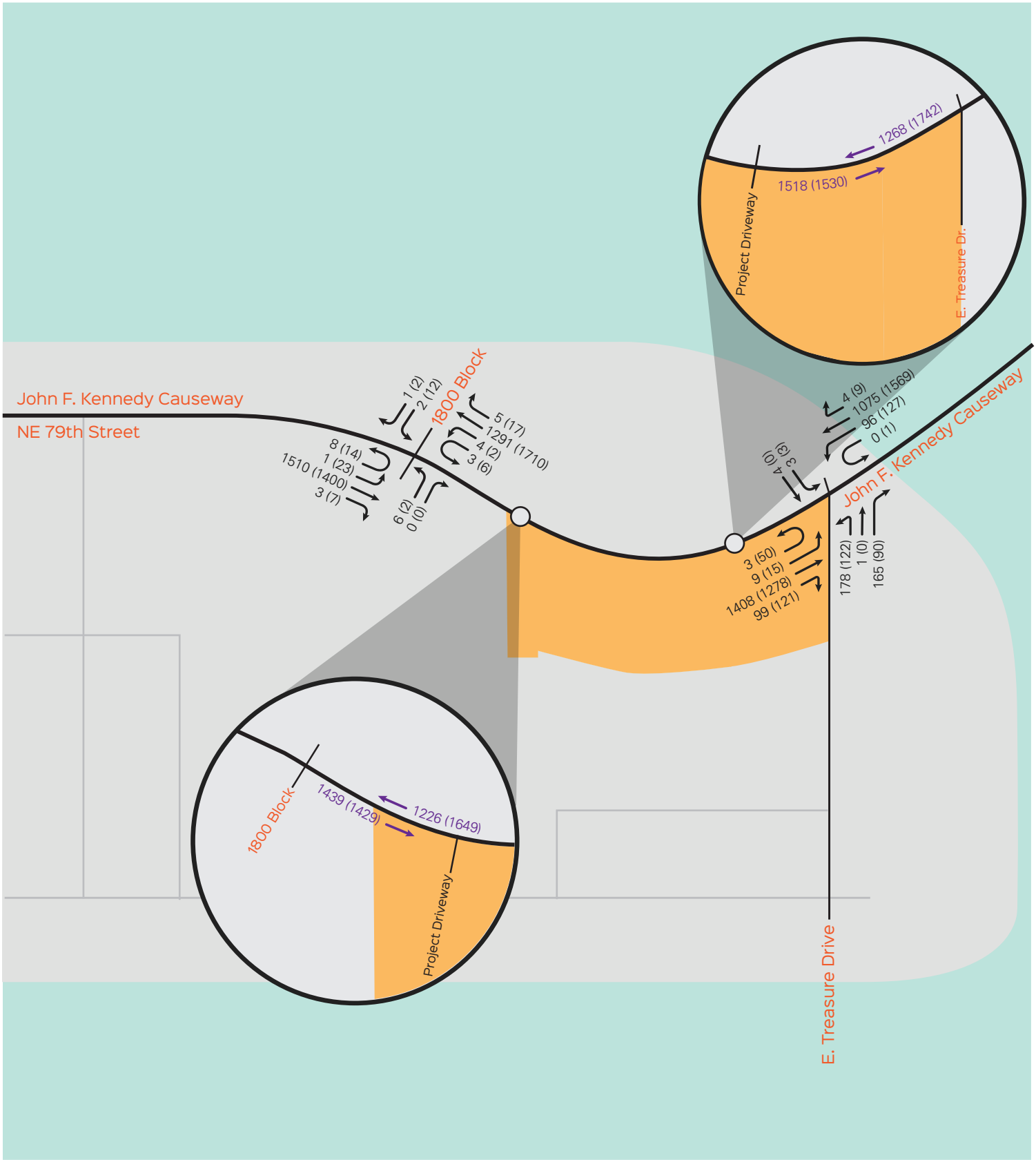


Project Location

Exhibit 2

Existing Lane Configurations

NORTH
MAP NOT TO SCALE



Project Location 00 AM → Peak Hour Segment Volumes
(00) PM

Exhibit 3

Existing AM & PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

2.4 Roadway Capacity Analysis

The FDOTs generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition. FDOTs generalized service volume tables are provided in Appendix C. Exhibit 4 shows the roadway link analysis for the study area segments based on the FDOT generalized peak hour directional and two-way service volume tables. All roadway segments currently operate within the Village's LOS standards.

Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume	Meet LOS Std?
79th Street Causeway between the Project Driveway and E. Treasure Drive	EB	3LD	1,518	1,530	D	2,804	Yes
	WB	3LD	1,268	1,742	D	2,804	Yes
	Two-way	6LD	2,786	3,272	D	5,093	Yes
79th Street Causeway between 1800 Block and the Project Driveway	EB	3LD	1,516	1,505	D	2,804	Yes
	WB	3LD	1,292	1,738	D	2,804	Yes
	Two-way	6LD	2,808	3,243	D	5,093	Yes

79th Street Causeway: Two-way with Exclusive Left-turn lanes - C5 Urban Center - 6 Lane Divided (4,850*1.05 = 5,093 vph); ***Directional*** - C5 Urban Center - 3 Lane Divided (2,670*2 = 2,804 vph)

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for existing weekday AM and PM peak hour conditions. The analysis indicates that all intersections are projected to operate within the Village's overall LOS standards. The E. Treasure Drive / 79th Street Causeway intersection experiences delay at the southbound approach during the AM peak hour and in the northbound / southbound approaches during the PM peak hour. This condition may be due to the fact that the state gives priority to vehicles travelling east / west through this area therefore, accepting delays on minor cross-streets. The un-signalized intersection capacity analysis results show adequate operations at the existing project driveway. Intersection capacity analysis worksheets are included in Appendix D.

Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	AM Peak		PM Peak		LOS Std
		LOS	Delay (sec)	LOS	Delay (sec)	
79th Street Causeway / E. Treasure Drive	S	B	20.0	B	18.9	D
79th Street Causeway / 1800 Block	S	A	6.0	B	13.0	D

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The *2023 Miami-Dade County Transportation Improvement Program (TIP)* and the *2045 Long Range Transportation Plan* were reviewed to identify any programmed or planned projects within the limits of the study area established. This document shows the following project within the study area:

DT4486291 – Kennedy Causeway Complete Streets Project – Pedestrian safety improvement

DT4106461 – SR 934/NE 79th Street and 82nd Street – From SR 5 / Biscayne Boulevard to Bay Drive – Flexible pavement reconstruction

The document shows no planned capacity improvements to the study intersections and corridors prior to completion of the proposed project. Roadway project documentation is included in Appendix E.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic. The growth rate was determined after discussions with the City to be 2.65%. This percentage is the average growth rate between a previously approved and completed study for the Shoma Bay project (3.91%) and the approved Shucker's (1.4%) traffic impact study.

The Village was consulted to determine any committed developments in the vicinity of the project site. The Isle of Dreams, Shucker's, and 1755 Kennedy Causeway projects were considered as committed developments for background traffic. Exhibit 6 provides a tabulation of the AM and PM peak hour trips generated by the committed developments. Committed development information is included in Appendix E.

Exhibit 6: Committed Development Trip Generation Summary

Development	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
	In	Out	Total	In	Out	Total
Isle of Dreams	19	53	72	58	45	103
Shuckers	121	121	242	120	103	223
1755 Kennedy Causeway	69	52	121	80	77	157
Total Gross Trips	**209**	**226**	**435**	**258**	**225**	**483**

4.2 Future Traffic Conditions

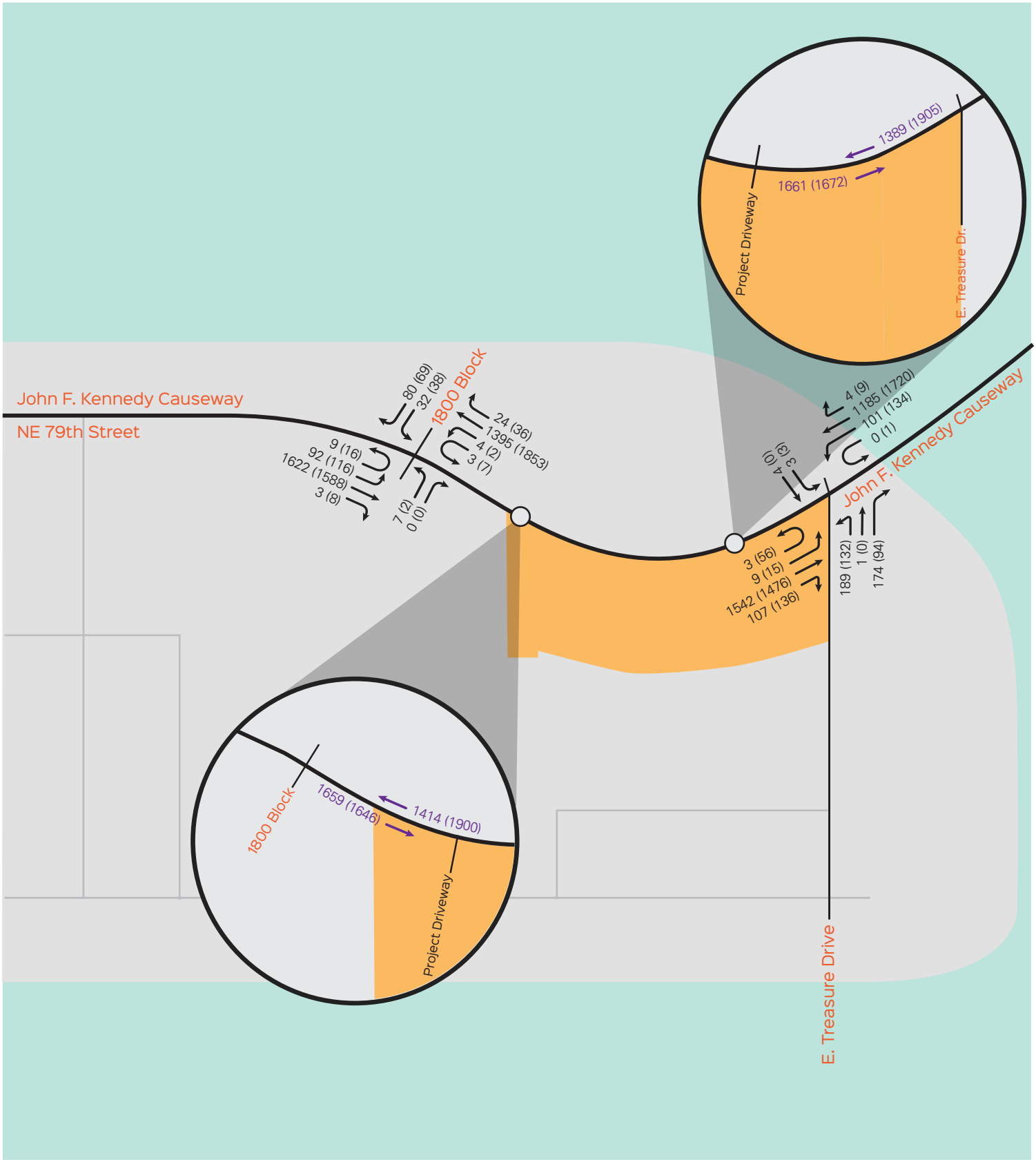
4.2.1 Future Roadway and Intersection Analysis without Project

Traffic volumes for future without project conditions were obtained by adding background traffic to existing traffic volumes. Exhibit 7 shows the future without project AM and PM peak hour traffic at each roadway segment and the roadway capacity (based on the FDOT generalized peak hour directional and two-way service volume tables). All roadway segments continue to operate within the Village's LOS standards during the AM and PM peak hours. Exhibit 8 shows the future without project traffic volumes.

Exhibit 7: Future without Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume	Meet LOS Std?
79th Street Causeway between the Project Driveway and E. Treasure Drive	EB	3LD	1,747	1,758	D	2,804	Yes
	WB	3LD	1,461	2,003	D	2,804	Yes
	Two-way	6LD	3,208	3,761	D	5,093	Yes
79th Street Causeway between 1800 Block and the Project Driveway	EB	3LD	1,745	1,731	D	2,804	Yes
	WB	3LD	1,487	1,998	D	2,804	Yes
	Two-way	6LD	3,232	3,730	D	5,093	Yes

79th Street Causeway: Two-way with Exclusive Left-turn lanes - C5 Urban Center - 6 Lane Divided (4,850*1.05 = 5,093 vph); ***Directional*** - C5 Urban Center - 3 Lane Divided (2,670*2 = 2,804 vph)



Project Location 00 AM → Peak Hour Segment Volumes
(00) PM

Exhibit 8

Future Without Project AM & PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.2.2 Future Intersection Analysis without Project

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 9 shows the resulting LOS for AM and PM peak hour conditions for future without project. The analysis indicates that all intersections are projected to continue to operate within the Village's overall LOS standards. As with existing conditions, the E. Treasure Drive / 79th Street Causeway intersection experiences delay at the southbound approach during the AM peak hour and in the northbound / southbound approaches during the PM peak hour. The southbound approach of the 1800 Block / 79th Street Causeway intersection shows delays during the AM peak hour. These conditions may be due to the fact that the state gives priority to vehicles travelling east / west through this area therefore, accepting delays on minor cross-streets. Intersection capacity analysis worksheets are included in Appendix D.

Exhibit 9: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	AM Peak		PM Peak		LOS Std
		LOS	Delay (sec)	LOS	Delay (sec)	
79th Street Causeway / E. Treasure Drive	S	C	22.1	C	20.8	D
79th Street Causeway / 1800 Block	S	A	8.4	C	28.8	D

Source: David Plummer & Associates

4.3 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. See Appendix F for project trip generation worksheets.

The proposed development plan incorporates residential and retail with supermarket land uses, which can satisfy the work trip and retail needs for some residents, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Appendix F.

ITE research shows that a certain percent of the trips for the retail with supermarket use and retail without supermarket use are "*pass-by*" trips. These are described as trips "attracted from the traffic passing the site on an adjacent street." These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Pass-by trips for this use were established based on guidelines provided in ITE's *Trip Generation Manual*, 11th Edition. The average pass-by rate published by ITE for the retail uses and the existing volume of the adjacent street were used to establish the pass-by component.

The study area provides mass transit within walking distance (see Section 5 of this report for additional pedestrian and transit information). Furthermore, the United States Census Bureau shows that 15.8% of the public within the area use other modes of transportation. A 15.8% adjustment was used to account for other modes of transportation. The project trip generation summary is provided in Exhibit 10.

Exhibit 10: Project Trip Generation Summary

Proposed Use

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing *Land Use Code: 222*	333 DU	1,630	24	68	92	68	42	110
Shopping Plaza *Land Use Code: 821*	50,017 SF	4,726	109	67	176	241	261	502
Total Gross Trips		**6,356**	**133**	**135**	**268**	**309**	**303**	**612**
Internalization [2] AM 0.9% PM 15.9%			-1	-1	-2	-41	-41	-82
Other Modes of Transportation[3]		15.8%	-21	-22	-43	-49	-48	-97
Pass-by Retail (PM)[1]		40.0%	0	0	0	-76	-76	-152
Net Proposed Trips			**111**	**112**	**223**	**143**	**138**	**281**

[1]Based on ITE Trip Generation, 11th Edition

[2]Based on ITE Trip Generation Handbook, 3rd Edition.

[3]Based on US Census tract 39.17.

Existing Use

Existing ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Strip Retail[2] *Land Use Code: 822*	7,737 SF	556	11	7	18	32	32	64
Total Gross Trips		**556**	**11**	**7**	**18**	**32**	**32**	**64**
Other Modes of Transportation[2]		15.8%	-2	-1	-3	-5	-5	-10
Pass-by Retail (PM)[3]		40.0%	-	-	-	-15	-15	-30
Net Proposed Trips			**9**	**6**	**15**	**12**	**12**	**24**

[1]Based on ITE Trip Generation, 11th Edition.

[2]Based on US Census tract 39.17.

[3]Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 40% reduction was used for a more conservative analysis.

New External Trips

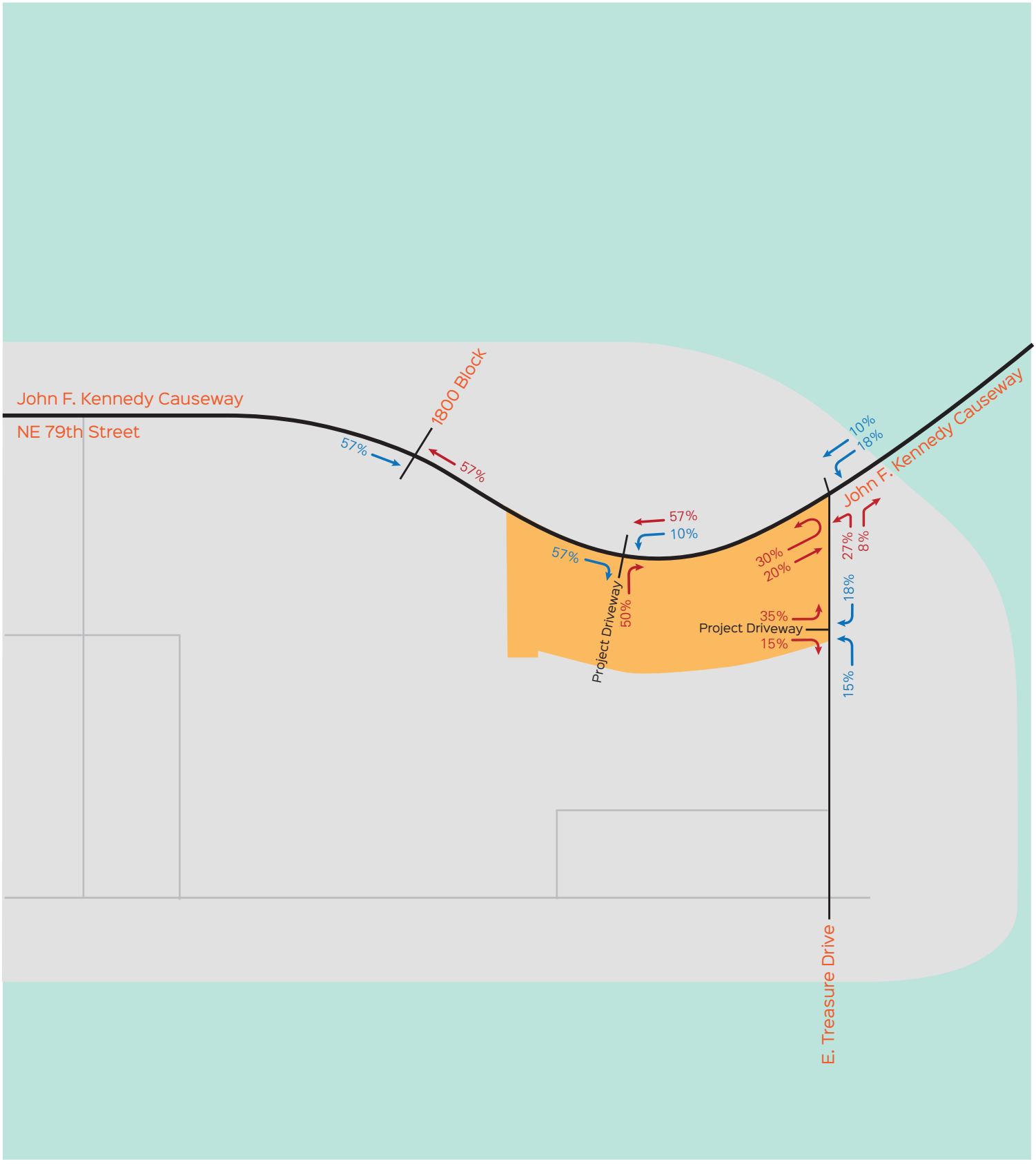
	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	**6,356**	**111**	**112**	**223**	**143**	**138**	**281**
Approved	**556**	**9**	**6**	**15**	**12**	**12**	**24**
Difference	**5,800**	**102**	**106**	**208**	**131**	**126**	**257**

4.4 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 624 shown in Exhibit 11. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as follows: 28% to the north, 22% to the south, 7% to the east, and 43% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution and assignment for the proposed project is shown in Exhibits 12 and 13 respectively.

Exhibit 11: Cardinal Distribution (TAZ 624)

Direction	Distribution
NNE	10.73%
ENE	5.35%
ESE	1.03%
SSE	6.31%
SSW	16.16%
WSW	25.99%
WNW	17.10%
NNW	17.43%

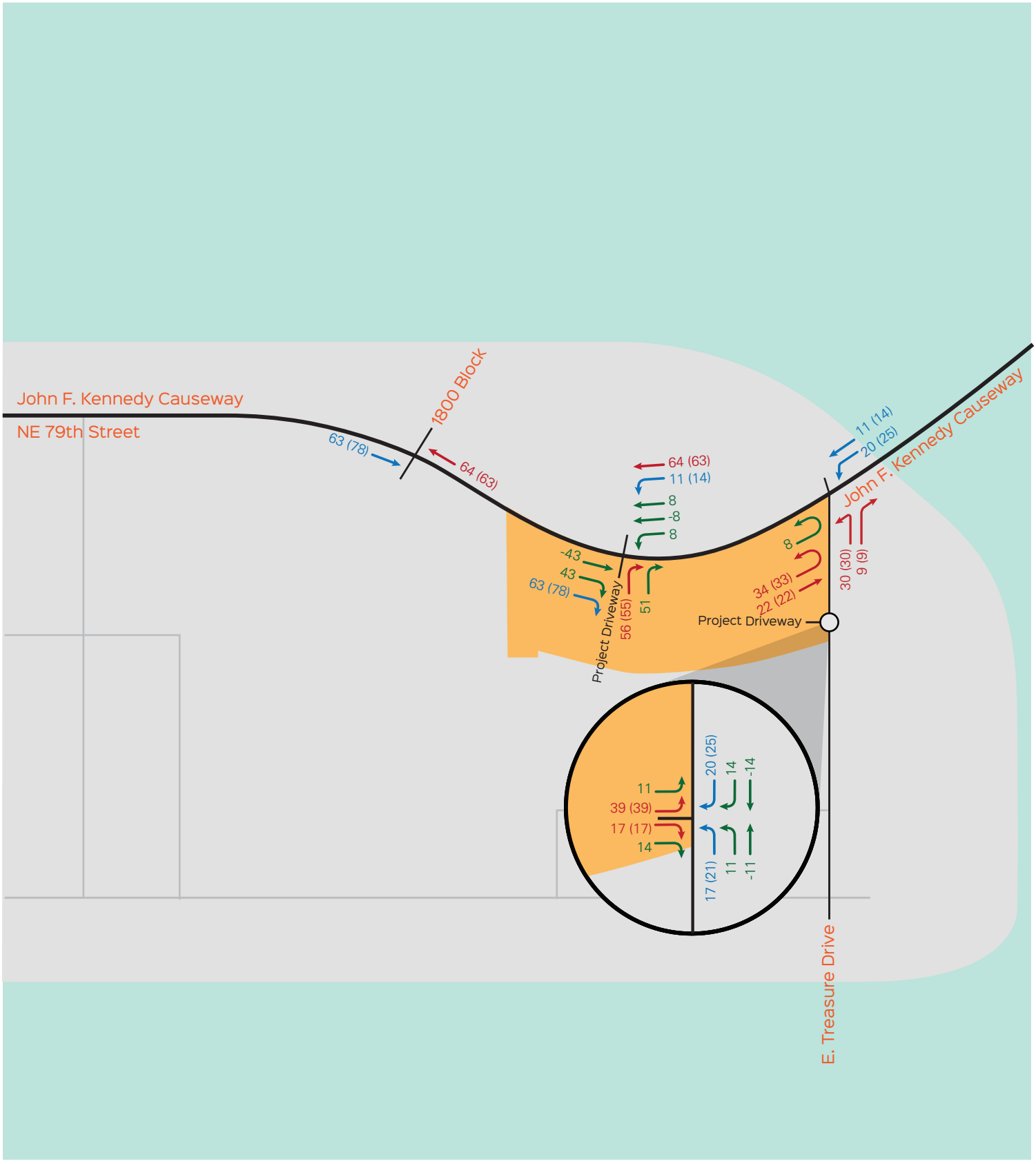


Project Location
% Inbound
% Outbound

Exhibit 12

Project Trip Distribution

NORTH
MAP NOT TO SCALE



Project Location
00 AM
(00) PM
Inbound
Outbound
PM Passby

Exhibit 13

Project Trip Assignment

NORTH
MAP NOT TO SCALE

4.5 Future with Project Conditions

4.5.1 Future with Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 14 shows roadway capacity for the future with project conditions during the AM and PM peak hours for each roadway segment based on the FDOT generalized peak hour directional and two-way service volume tables. As with existing and future without project conditions, all of the roadway segments operate within the Village's LOS standards during the AM and PM peak hours.

Exhibit 14: Future with Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

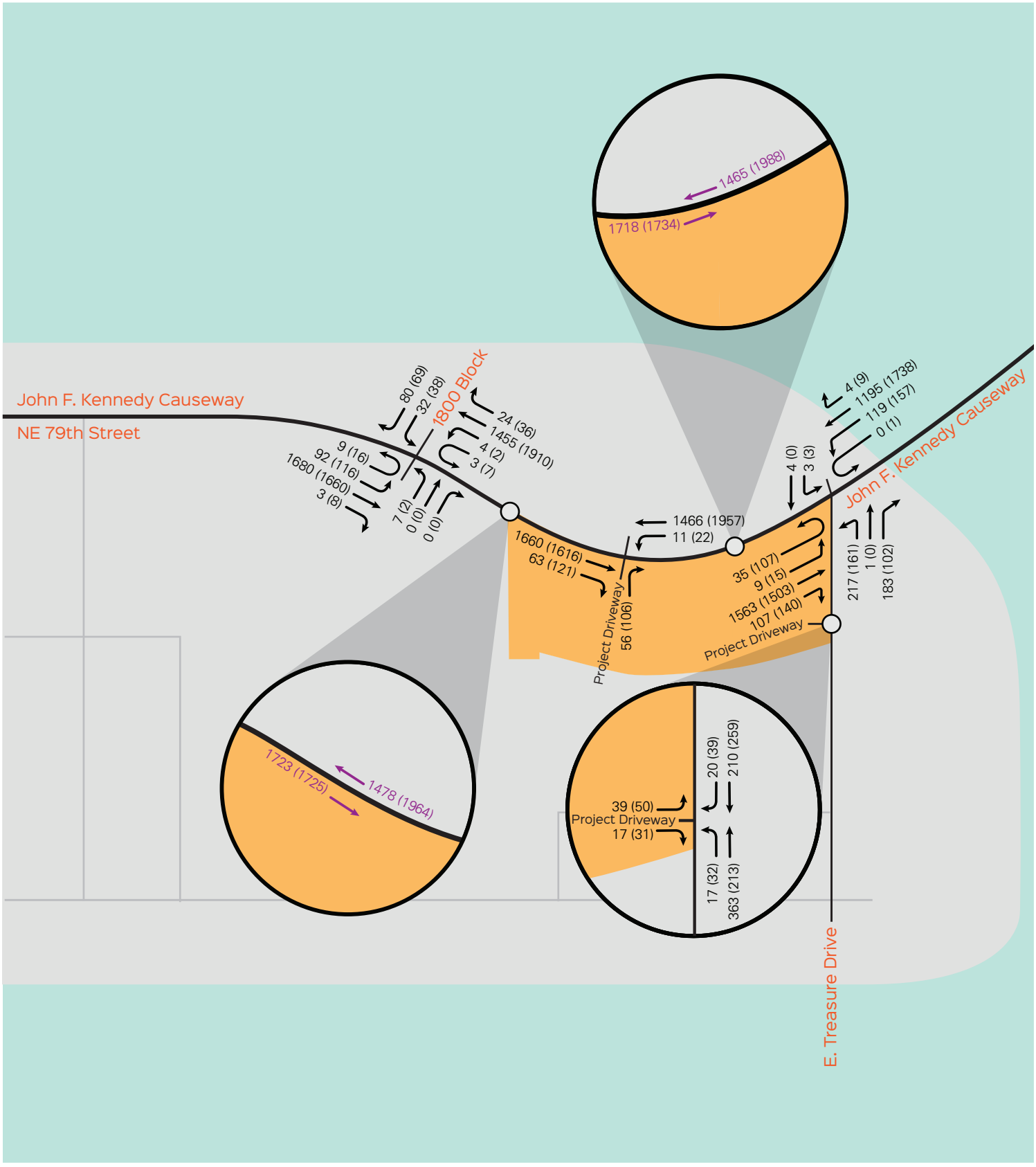
Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume	Meet LOS Std?
79th Street Causeway between the Project Driveway and E. Treasure Drive	EB	3LD	1,803	1,820	D	2,804	Yes
	WB	3LD	1,536	2,087	D	2,804	Yes
	Two-way	6LD	3,339	3,907	D	5,093	Yes
79th Street Causeway between 1800 Block and the Project Driveway	EB	3LD	1,808	1,810	D	2,804	Yes
	WB	3LD	1,551	2,062	D	2,804	Yes
	Two-way	6LD	3,359	3,872	D	5,093	Yes

79th Street Causeway: Two-way with Exclusive Left-turn lanes - C5 Urban Center - 6 Lane Divided (4,850*1.05 = 5,093 vph); ***Directional*** - C5 Urban Center - 3 Lane Divided (2,670*2 = 2,804 vph)

4.5.2 Future with Project Intersection Analysis

Future background traffic and traffic projections for the project were combined to obtain future traffic with project at the analyzed intersection. Exhibit 15 shows the projected traffic volumes for future with project conditions. Exhibit 16 shows the resulting LOS for the weekday AM and PM peak hour conditions for future with project. The analysis indicates that the 79th Street Causeway / 1800 Block and 79th Street Causeway / E Treasure Drive intersections are projected to continue to operate within the Village's overall LOS standards during the AM and PM peak hours. The un-signalized intersection capacity analysis shows adequate operations at the project driveways.

As with existing and future without project conditions, the E. Treasure Drive / 79th Street Causeway intersection experiences delay at the southbound approach during the AM peak hour and in the northbound / southbound approaches during the PM peak hour. It should be noted that the project adds no additional traffic to the southbound approach of the intersection. Furthermore, the southbound approach is a split phase and therefore the additional traffic generated by the project should have no effect on the operations of the southbound approach. The southbound approach of the 1800 Block / 79th Street Causeway intersection continues to show delays during the AM peak hour. As previously mentioned these conditions may be due to the fact that the state gives priority to vehicles travelling east / west through this area therefore, accepting delays on minor cross-streets. Signal timing adjustments are recommended to improve the southbound approach delay at the 1800 Block / 79th Street intersection during the AM peak hour. Adding one second of green time to the northbound / southbound phase of the 1800 Block / 79th Street intersection improved the LOS for the southbound approach from LOS E to LOS D during the AM peak hour. Exhibit 17 shows the resulting LOS for the morning peak hour conditions with improvements. Intersection capacity analysis worksheets are included in Appendix D.



Project Location 00 AM → Peak Hour Segment Volumes
(00) PM

Exhibit 15

Future With Project AM & PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

Exhibit 16: Future with Project Intersection Capacity Analysis

Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	AM Peak		PM Peak		LOS Std
		LOS	Delay (sec)	LOS	Delay (sec)	
79th Street Causeway / E. Treasure Drive	S	C	28.0	C	26.4	D
79th Street Causeway / Project Driveway	U	D	25.5	D	34.3	D
79th Street Causeway / 1800 Block	S	A	8.4	C	31.8	D
E. Treasure Drive / Project Driveway	U	B	11.7	B	12.0	D

Source: David Plummer & Associates

Exhibit 17: Future with Project with Signal Timing Improvements

Intersection Capacity Analysis

Intersection	Signalized/ Unsignalized	AM Peak		PM Peak		LOS Std
		LOS	Delay (sec)	LOS	Delay (sec)	
79th Street Causeway / 1800 Block	S	B	12.3	-	-	D

Source: David Plummer & Associates

5.0 CIRCULATION PLAN

The proposed project will be located at 1850 and 1872 Kennedy Causeway in North Bay Village, FL. Access to the site will be provided via two driveways; the existing right-out only driveway located on 79th Street Causeway (John F. Kennedy Causeway) and a proposed two-way driveway located on E. Treasure Drive. The 79th Street Causeway driveway will provide access to the retail and townhomes on the west end of the property and to the residential / supermarket parking garage on the east. The E. Treasure Drive driveway will provide access to a two-way drive along the southeast end of the property that also provides access to the parking garage entrance. The supermarket loading area will be on the southeast corner of the project. Access to the supermarket loading area will be via the driveway along E. Treasure Drive. An AutoTURN analysis (Appendix H) was performed for the loading area using WB-67 trucks.

The project is located in an area that is conducive for pedestrian and bicycle activities. Bike lanes are available on both sides of the 79th Street Causeway. Sidewalks are available throughout the study area and major intersections adjacent to the site have clearly marked crosswalks. The signalized intersections provide pedestrian signals. A mobility plan was prepared for the site (Exhibit 18) showing the project location, bike lanes, sidewalk connections, and pedestrian crosswalks within the area. The area surrounding the project is served by transit (bus route 112 and the North Bay Village Mini Bus). Metrobus route 112 connects the island to the Miami Beach Convention Center, Amtrak, and the Hialeah Tri-Rail / Metrorail station. The North Bay Village Mini Bus is a local service with 28 stops along the Village's islands. The Metrobus stop and North Bay Village Mini Bus stop closest to the project is located on the southwest corner of the E. Treasure Drive / 79th Street Causeway intersection, at the northeast corner of the project boundary. Exhibit 19 shows the available transit routes and bus stops in the area. Appendix G shows all transit documentation.



Project Location

Exhibit 18

Mobility - Pedestrians

Sidewalks
Crosswalks
Bike Lanes

NORTH
MAP NOT TO SCALE



Project Location

Bus / Shuttle Stop

Shuttle Stop

Transit Routes

Miami-Dade Bus Route 112

NBAYVL Shuttle Bus

NORTH

MAP NOT TO SCALE

Exhibit 19

Mobility - Transit

6.0 CONCLUSION

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the North Bay Village Comprehensive Plan. The results of the intersection analysis show that the following intersections currently operate and will continue to operate within the North Bay Village LOS standards during the AM and PM peak hours:

- 79th Street Causeway / Project Driveway
- 79th Street Causeway / 1800 Block

The results show that the E. Treasure Drive / 79th Street Causeway intersection experiences delay at the southbound approach during the AM and PM peak hours for existing, future without project, and future with project conditions. It should be noted that the project adds no additional traffic to the southbound approach of the intersection. Furthermore, the southbound approach is a split phase and therefore the additional traffic generated by the project should have no effect on the operations of the southbound approach. At future without project and future with project conditions, the southbound approach of the 1800 Block / 79th Street Causeway intersection shows delays during the AM peak hour. Signal timing adjustments are recommended to improve the southbound delay at the intersection during the AM peak hour. Adding one second of green time to the northbound / southbound phase, improves the LOS of the approach from E to D. The intersection capacity analysis results also show adequate operations at the unsignalized project driveways during the AM and PM peak hours.

The results of the roadway segment analysis show that the following roadway segments currently operate and will continue to operate within the Village's LOS standards during the AM and PM peak hours:

- 79th Street Causeway between the Project Driveway and E. Treasure Drive
- 79th Street Causeway between 1800 Block and the Project Driveway

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by Miami-Dade bus route 112 and the North Bay Village Mini-Bus. The project is also located in an area that is conducive for pedestrian activities.

Bike lanes are available on both sides of the 79th Street Causeway, ample sidewalks are available along all roadways, and the major intersections adjacent to the site have clearly marked and signalized crosswalks. These conditions surrounding the project facilitate pedestrian activity to and from nearby schools, restaurants, retail, and entertainment; encouraging the use of other modes of transportation and reducing the vehicular impact on the roadway network. An AutoTurn analysis was performed showing the loading area can accommodate WB-67 trucks.

W:\20\20105\June 2023 Shoma Bay Traffic Study and Volume comparision\Shoma Bay Traffic Study_June 2023.docx

Appendix A
Site Plan

A PORTION OF
SECTION 9-53-42

50.0'

50.0'

TOWER TOWER TOWER

℄

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

R=650.48'
CA=37°02'17"
A=420.33'

R/W LINE

ACCESS TYPE (LEFT IN,
RIGHT IN AND RIGHT OUT)

15.5'

16'

R/W LINE

R=650.48'
CA=13°21'39"
A=151.68'

R=25.00'
CA=113°00'00"
A=49.31'

Blade Sign Above

R/W LINE

N01°37'08"W 238.39'

Supplemental
Sign Above

Entry Sign Above

Supplemental
Storeroom
F.F.E. 10.00

Storeroom
F.F.E. 10.00

S07°37'08"E 181.89'

Blade Sign Above

FLOOD ZONE AE-8'
FLOOD ZONE AE-9'

24'

Retail
2,729 SQFT
F.F.E. 10.00

Loading Dock

Grease Barrage

Trash Compactor

Generator Quick Conn.

R/W LINE

30'-7"

EGRESS FROM
PARKING GARAGE

24'

INGRESS TO PARKING
GARAGE

FULL ACCESS

Conc. Wall

23.8'

R=853.98'
CA=12°26'49"
A=185.52'

E. TREASURE DRIVE

S88°41'24"W
68.95'

18.18'
S01°37'08"E

R=324.98'
CA=27°40'09"
A=156.95'

Conc. Wall

23'

R=853.98'
CA=12°57'47"
A=193.28'

A PORTION OF
SECTION 9-53-42

15.00 53.00
3.00 45.50
0.00
4.00 19.50

WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

LEGEND

- PROPOSED SANITARY MANHOLE
- PROPOSED STORM WATER MANHOLE
- PROPOSED DRAINAGE INLET
- CATCH BASIN PRECAST W/ BAFFLES (MINIMUM 6' DIAM.)
- TRENCH DRAIN
- PROPOSED DRAINAGE DEEP WELL
- DRAINAGE MH
- GREASE TRAP
- FPL TRANSFORMER
- BACKFLOW PREVENTER

LEASE SITE PLAN

NORTH

SCALE: 1" = 20'

237

BY

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
NORTH BAY VILLAGE, FL

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2650

TODD A SEYMOUR
LICENSE
No 52098
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS AND SPECIFICATIONS COMPLY WITH THE MIAMI-DADE BUILDING CODE AND THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE CITY OF MIAMI IN ACCORDANCE WITH SECTION 110, FLORIDA BUILDING CODE AND CHAPTER 633, FLORIDA STATUTES.

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 33134 TELEPHONE (305) 443-0090 FAX (305) 444-1086
1750 PONCE DE LEON BLVD. CORAL GABLES, FLORIDA
CERTIFICATE OF AUTHORIZATION EB 2650

DRAWN	
DATE	03/08/2023
SCALE	AS SHOWN
JOB NO.	20180

SHEET TITLE:
LEASE
SITE PLAN

SHEET NUMBER:
LSP-1.0

Appendix B
Methodology and correspondence with the Village

Kansas Goodrum

Subject: FW: [External] Shoma TIS redo recommendation

From: Garcia-Serra, Mario <MGarcia-Serra@gunster.com>
Sent: Tuesday, June 20, 2023 9:10 PM
To: Silvia Vargas <SVargas@cgasolutions.com>; Ruiz-Diaz de la Portilla, Elinette <erportilla@gunster.com>
Cc: Masoud Shojaee <mshojaee@shomagroup.com>; rrosado@nbvillage.com; Salman Rathore <srathore@cgasolutions.com>; Juan Espinosa <Juan.Espinosa@dplummer.com>; Tony Recio <TRecio@wsh-law.com>; Timothy J. Plummer <tim.plummer@dplummer.com>
Subject: RE: [External] Shoma TIS redo recommendation

Hello, Silvia,

Thank you for working with us! The below is acceptable and Tim / Juan are proceeding accordingly. Which comments have not yet been issued? I think that we are down to just the Village Engineer and your Planning / Zoning review comments, correct?

Mario

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS
Mario Garcia-Serra | Shareholder
600 Brickell Avenue
Brickell World Plaza
Suite 3500
Miami, Florida 33131

P 305-376-6061 **F** 786-425-4104
gunster.com

From: Silvia Vargas <SVargas@cgasolutions.com>
Sent: Monday, June 19, 2023 6:34 PM
To: Garcia-Serra, Mario <MGarcia-Serra@gunster.com>; Ruiz-Diaz de la Portilla, Elinette <erportilla@gunster.com>
Cc: Masoud Shojaee <mshojaee@shomagroup.com>; rrosado@nbvillage.com; Salman Rathore <srathore@cgasolutions.com>; Juan Espinosa <juan.espinosa@dplummer.com>; Tony Recio <TRecio@wsh-law.com>
Subject: RE: [External] Shoma TIS redo recommendation

Mario and Juan,
Thank you for your prompt reply.

Regarding the traffic study: it is my understanding (Salman, please correct me if I'm mistaken) that the original Shoma study completed by DPA in 2020 used 2018 counts and applied the equivalent of a 3.91% annual growth rate to extrapolate to 2020. CGA's suggestion was to use the same rate to be consistent with your own study.

While it is true that the Shuckers study, completed in 2022 using 2021 counts, applied an annual growth rate of 1.4%, we think a more conservative approach, using a higher growth rate, would be prudent to assuage potential questions about the lack of up-to-date turning movement counts as inputs to the study. As a new compromise, however, we could accept an average of 2.65% between the low of 1.4% and the high of 3.91% annual growth to extrapolate to 2023 counts.

Third, attached are the traffic/parking comments resulting from the review of the site plan. Since I'm still waiting for comments from the Village Engineer, I again don't want to delay in getting these to you. I'll also add mine to these shortly.

Thanks,

Silvia E. Vargas, FAICP
Principal Planner

Calvin, Giordano & Associates, Inc. - a SAFEbuilt Company
2103 Coral Way, Suite 810 | Miami, FL 33145 |Office: 786.485.5200 | Direct: 786.485.5197 | Fax: 786.485.1520

Fort Lauderdale | Miami-Dade | West Palm Beach | Clearwater/Tampa | Estero | Port St. Lucie

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From: Garcia-Serra, Mario <MGarcia-Serra@gunster.com>
Sent: Saturday, June 17, 2023 1:46 PM
To: Silvia Vargas <SVargas@cgasolutions.com>; Ruiz-Diaz de la Portilla, Elinette <erportilla@gunster.com>
Cc: Masoud Shojaee <mshojaee@shomagroup.com>; rrosado@nbvillage.com; Salman Rathore <srathore@cgasolutions.com>; Juan Espinosa <juan.espinosa@dplummer.com>
Subject: RE: [External] Shoma TIS redo recommendation

Hello, Silvia,

Many thanks for working with us to find a way to proceed with the traffic analysis for this revision to the previously approved project. Tim has issues with Salman's proposal and it is not acceptable to my client. Please see Tim's comments summarized below. Salman, please feel free to reach out to Tim Plummer directly to discuss if that is helpful since I know that there is a time zone difference between you and Tim. Silvia, on the issue of ingress / egress to the project site, the project went through an extensive review process with FDOT regarding its ingress / egress points and that cannot be changed now. Similarly, traffic circulation has remained the same as previously approved. My client's concerned that with a lease signed with Publix, units under contract, foundation plans submitted, and construction plans at 60% completion, that comments to a plan which has not changed its ingress / egress or internal circulation, could negatively impact its viability which does not make sense in the context of modifications to a previously approved plan. We strongly believe that there is a disconnect between our traffic consultants which may result from the fact that they have not previously met to discuss context of approval / methodology, etc. Salman and Tim and can connect separately but let's schedule a time to discuss other pending comments with the project team and get this project back on track. Do any of the following timeframes on Monday work?: 10am to 12pm or 4:30pm or later? Mario

Point of clarification: The rate of growth to be applied is 3.91%, not 3.4%.

DPA RESPONSE: IF TRAFFIC COUNTS FROM THE SHUCKERS STUDY ARE TO BE USED, THEN THE SAME GROWTH RATE WILL APPLY, WHICH IS 1.4%. THE DATA MUST REMAIN CONSISTENT.

The TIS must be updated for the following (but not limited to):

1. 2023 conditions

DPA RESPONSE: OK.

2. Recent trip generation manual

DPA RESPONSE: OK.

3. Recent FDOT's Peak Seasons Conversion Factor

DPA RESPONSE: OK.

4. Committed developments

DPA RESPONSE: BECAUSE SHOMA BAY IS APPROVED AND THIS IS AN UPDATED STUDY FOR MINOR INCREASES IN TRAFFIC GENERATION, THE SAME COMMITTED DEVELOPMENTS FROM THE ORIGINAL STUDY SHOULD BE USED (ONLY IF THESE PROJECTS ARE STILL UNBUILT AND NOT IN THE 2021 TRAFFIC COUNTS FROM THE SHUCKERS STUDY). PLEASE NOTE, ALTHOUGH SHOMA BAY WAS APPROVED PRIOR TO THE SHUCKERS STUDY, SHOMA BAY WAS NOT INCLUDED IN SHUCKERS STUDY AS A COMMITTED DEVELOPMENT.

5. 2023 FDOT Q/LOS Tables

DPA RESPONSE: OK.

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Mario Garcia-Serra | Shareholder
600 Brickell Avenue
Brickell World Plaza
Suite 3500
Miami, Florida 33131

P 305-376-6061 **F** 786-425-4104
gunster.com

From: Silvia Vargas <SVargas@cgasolutions.com>
Sent: Thursday, June 15, 2023 1:30 PM
To: Garcia-Serra, Mario <MGarcia-Serra@gunster.com>; Ruiz-Diaz de la Portilla, Elinette <erportilla@gunster.com>
Cc: Masoud Shojaee <mshojaee@shomagroup.com>; rrosado@nbvillage.com; Salman Rathore <srathore@cgasolutions.com>; Juan Espinosa <juan.espinosa@dplummer.com>
Subject: FW: [External] Shoma TIS redo recommendation

Good afternoon, Mario,

Although this morning's meeting was cancelled, Salman and I separately discussed alternative paths that could satisfy the need for up to date information and allow for acceptable evaluation of the project's traffic generation and impacts.

The proposed compromise solution is explained below. We can go over questions via email once Juan's got a chance to review it.

Separately, I will be forwarding comments related to the site plan's ingress/egress, internal circulation and parking. In anticipation of also having Village Engineering and my own comments provided to you by the end of the week as well, I

would like to reserve a time Monday afternoon for a virtual meeting (via separate email) to discuss questions or concerns about those comments. Will that work for you?

Best,

Silvia E. Vargas, FAICP
Principal Planner

Calvin, Giordano & Associates, Inc. - a SAFEbuilt Company
2103 Coral Way, Suite 810 | Miami, FL 33145 |Office: 786.485.5200 | Direct: 786.485.5197 | Fax: 786.485.1520

Fort Lauderdale | Miami-Dade | West Palm Beach | Clearwater/Tampa | Estero | Port St. Lucie

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From: Salman Rathore <srathore@cgasolutions.com>
Sent: Thursday, June 15, 2023 12:44 PM
To: Silvia Vargas <SVargas@cgasolutions.com>
Subject: Re: [External] Shoma TIS redo recommendation

Hi Silvia,

The Shoma traffic study may utilize the 2021 counts used in the attached study. Apply the same growth rate (3.4%) from the 2021 Shoma study to extrapolate to 2023.

The TIS must be updated for the following (but not limited to):

- 2023 conditions
- Recent trip generation manual
- Recent FDOT's Peak Seasons Conversion Factor
- Committed developments
- 2023 FDOT Q/LOS Tables

Regards,
Salman

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

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305•447•0900 | DPA@DPLUMMER.COM

Shoma North Bay Village
Traffic Study Methodology

June 17, 2020

DPA will undertake a Traffic Impact Analysis as required by North Bay Village. This methodology will provide the details of the Traffic Impact Analysis proposed for this development. This methodology is based on the requirements from the Village. Confirmation of this methodology will be requested from the Village prior to performing the study. All work will be based on the final development plan to be provided by the client.

Location: The proposed project will be located at 1850 and 1872 Kennedy Causeway in North Bay Village, FL. The project proposes a new mixed-use development consisting of residential and commercial space. Access to the site will be through a two-way driveway on the 79th Street Causeway. The proposed site plan is provided in Attachment A.

Existing Site: Surface parking

Proposed Plan: High Rise Multifamily Housing – 333 units
Supermarket – 30,000 SF
Retail – 10,000 SF

Trip Generation:

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) *Land Use Code: 222*	333 DU	1,524	25	81	106	74	47	121
Supermarket *Land Use Code: 850*	30,000 SF	3,340	69	46	115	162	156	318
Retail[2] *Land Use Code: 820*	10,000 SF	1,256	6	4	10	47	51	98
Total Gross Trips		**6,120**	**100**	**131**	**231**	**283**	**254**	**537**
Internalization[3]	AM 3.5% / PM 25.3%		-4	-4	-8	-68	-68	-136
Other Modes of Transportation[4]		15.8%	-16	-19	-35	-34	-29	-63
Pass-by Supermarket (PM)[3]		36.0%	0	0	0	-41	-41	-82
Pass-by Retail (PM)[3]		34.0%	0	0	0	-11	-11	-22
Net Proposed Trips			**80**	**108**	**188**	**129**	**105**	**234**

[1]Based on ITE Trip Generation, 10th Edition.

[2]Rate was used for the AM peak hour to better reflect the size of use.

[3]Based on ITE Trip Generation Handbook, 3rd Edition.

[4]Based on US Census tract 39.17

Methodology: The proposed methodology is outlined below:

Study Area

The study area for the project will include the following intersections:

- 79th Street Causeway / E. Treasury Drive (Signalized)
- 79th Street Causeway / Project Driveway (Un-signalized)
- 79th Street Causeway / 1800 Block (Signalized)

The study are will also include the following roadway links:

- 79th Street Causeway between the Project Driveway and E. Treasure Drive
- 79th Street Causeway between the 1800 Block and the Project Driveway

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year
- Project build-out year (2022) without project trips (background traffic)
- Project build-out year (2022) with project trips (total traffic)

Data Collection

- Turning movement counts (TMCs) previously collected during the morning (7 – 9 am) and afternoon (4 – 6 pm) peak hour conditions of a regular weekday at the study intersections will be used for the intersection and link analysis. Counts were collected on November 7, 2018. Traffic counts will be adjusted to existing conditions (2020) by applying the appropriate growth factor.
- Collected counts will be adjusted to reflect the AM and PM peak hour average daily traffic conditions for the intersection analysis. The traffic volumes will be adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*
- Field reviews will be performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data to be acquired will include the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.
- Roadway improvements included within the first three years of the 5-year FDOT Work Program or roadway improvements identified by the Village will be assumed as committed for analysis purposes.

Existing Conditions Intersection / Link Analysis

- Intersection capacity analyses will be evaluated for the study area intersections using the Synchro software. Access driveways will be included as part of the LOS analysis. All input files will be provided for review purposes.
- Link / Segment capacity will be estimated using service volumes obtained from the generalized vehicular capacities from the latest FDOT Quality / LOS Handbook.

Future Conditions Intersection / Link Analysis – Background Traffic Conditions

- Future background traffic volumes will be determined by applying a compound growth rate to existing volumes and adding committed development traffic (if any). The growth rate will be calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County. If the historical growth rate is calculated to be less than 0.5 percent, a 0.5 percent annual growth will be used for analysis purposes.
- Committed development information (if any) will be provided by the Village.
- Committed roadway improvements will be obtained from the 2*020 Miami-Dade County TIP* and/or FDOT's *5-year program*. Any programmed improvement that increases capacity will be included in the analysis.
- Planned roadway improvements will be obtained from MDC's *2045 Long Range Plan* for documentation purposes only.

Project Trip Generation

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 10th Edition, trips associated with the existing and proposed development will be estimated. Pass-by and internal capture trips will be established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 3rd Edition. A deduction for other modes of transportation will be based on local characteristics and/or modal splits near the proposed development.

Project Trip Distribution

Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade 2040 Long Range Transportation Plan Update*, published by the *Transportation Planning Organization*. Normal traffic patterns will also be considered when assigning project trips.

Future Conditions Intersection / Link Analysis – Total Traffic Conditions

- Future total traffic volumes will be determined by adding project trips to committed development and background traffic volumes.
- Intersection capacity analyses will be evaluated using the Synchro software. Signal timings may be optimized for future conditions analyses. Signal timing optimizations and modifications will be coordinated with Miami Dade County Public Works Traffic and Signs Division for approval as necessary.
- For intersections that fail to operate at an acceptable level of service, improvements will be recommended to mitigate the impacts of project trips from the proposed development. The improvements are intended to mitigate project traffic impacts, the improvements will not necessarily result in the intersection operating at an acceptable level of service.
- Link / Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analyses will be completed for peak hour directional and two-way traffic volumes.
- Alternative modes of transportation in the area will be described in the report.

Other Considerations:

- An Auto-turn analysis for the proposed loading area will be conducted.

Attachment A



SITE DATA				
Location:				
Zoning Designation:	T6-24			
Overlay District:	Kennedy Boulevard District			
Type of Use:	Multi-Family Housing			
BUILDING DISPOSITION	**Required**	**Provided**		**Remarks**
A. Lot Area	10,000 sf min.	2.798 acres	121,914 sf	
B. Lot Width	100' min	576'-7"		
C. Lot Coverage	90% max / 109,723 sf	61,672 sf	50.59%	
D. Floor Lot Ratio (FLR) - N/A				
E. Frontage @ Front Setback				
79th Street Causeway	70% min / 403'-6"	541'-8"	94%	
F. Open Space	10% min / 12,191 sf	16,433 sf	13.48%	
G. Density	120 du's/ac. = **335 units**	**333 units**	119 du's/ac	
BUILDING SETBACK				
A. Principal Front				
Kennedy Blvd.	20'-0" min.	20'-0"		
B. Side A	10'-0" min.	10'-0"		
C. Side B	0' min.	29'-0"		
D. Rear	5'-0" min.	9'-4"		
E. Stepback 1	10'-0" min. above 5th Story	No Stepback		
F. Stepback 2	5'-0" min. above 15th Story	No Stepback		

BUILDING CONFIGURATION FRONTAGE				
A. Common Lawn	Prohibited	-		
B. Porch & Fence	Prohibited	-		
C. Terrace	Prohibited	-		
D. Forecourt	Allowed	-		
E. Stoop	Allowed	-		
F. Shopfront	Allowed	Yes		
G. Gallery	Allowed	Yes		
H. Arcade	Prohibited	-		
BUILDING HEIGHT				
Min. Height	2 stories			
Max. Pedestal Height	5 stories	1 story	19'-2"	
Max. Height	24 stories	19 stories	205'-7"	

Parking Summary			
Required			
Type of parking	**# of DU's or SF.**	**Code Required**	**Total**
Residential (No Micro-Units needed)	333 units	1.5 spaces/unit	500 spaces
Visitor	333 units	0.1 spaces/unit	34 spaces
Sub-Total			**534 spaces**
Retail/Super-market	40,000 sf	3 sp/1,000 sf	120 spaces
Shared Parking reduction = 120 sp/1.2 = 100 *Per Shared Parking Standards Table*			**-20 spaces**
Sub-Total			**100 spaces**
Grand Total Required			**634 spaces**
HC Parking: (501-1000-2% total) = 13 spaces required			
Provided			
Designation		**Levels**	**Total**
Curbside Parking		Level 1	6 sp
Retail/Super-market Parking		Level 2	79 sp
		Level 3	21 sp
Sub-Total			**106 sp**
Visitor Parking		Level 3	44 sp
Resi. Parking		Level 4	70 sp
		Level 5-8	388 sp
		Level 9	78 sp
Total			**686 sp**
			2.06 sp/unit

UNIT MIX					
Unit Type	**Area**	**Total # of units**		**%**	**NRSF**
MICRO-UNIT					
MU	360 sf	38	38	11%	13,680 sf
1 BD					
A	600 sf	19			11,400 sf
A1	672 sf	19			12,768 sf
A2	700 sf	146	196	59%	102,200 sf
A3	601 sf	6			3,606 sf
A4	781 sf	6			4,686 sf
2BD					
B1	1,036 sf	57			59,052 sf
B2	1,406 sf	28	94	28%	39,368 sf
B3	1,020 sf	9			9,180 sf
TOWNHOMES					
TH1	1,344 sf	2	5	2%	2,688 sf
TH2	1,400 sf	3			4,200 sf
Grand Total		333 units		100%	262,828 sf
				Avg. Unit	789 sf/du

SITE PLAN - LEVEL 1

5 TOWNHOMES
6 SPACES

NORTH

SCALE: 1" = 20'

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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BY

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
NORTH BAY VILLAGE, FL

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

DRAWN
DATE 04/29/2020
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
SP-1

Scenario - Daily Trip Gen

Scenario Name: Daily Trip Gen
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
222 - Multifamily Housing (High-Rise)	General Urban/Suburban	Dwelling Units	333	Weekday	Best Fit (LIN)	762	762	1524
Data Source: Trip Gen Manual, 10th Ed					T = 3.94(X) + 211.81	50%	50%	
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	30	Weekday	Best Fit (LIN)	1670	1670	3340
Data Source: Trip Gen Manual, 10th Ed					T = 70.89(X) + 1212.64	50%	50%	
820 - Shopping Center	General Urban/Suburban	1000 Sq. Ft. GLA	10	Weekday	Best Fit (LOG)	628	628	1256
Data Source: Trip Gen Manual, 10th Ed					Ln(T) =0.68Ln(X) + 5.57	50%	50%	

Scenario - AM Peak hour

Scenario Name: am
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
222 - Multifamily Housing (High-Rise)	General Urban/Suburban	Dwelling Units	333	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	25	81	106
Data Source: Trip Gen Manual, 10th Ed					T = 0.28(X) + 12.86	24%	76%	
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	30	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	69	46	115
Data Source: Trip Gen Manual, 10th Ed					3.82	60%	40%	
820 - Shopping Center	General Urban/Suburban	1000 Sq. Ft. GLA	10	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	6	4	10
Data Source: Trip Gen Manual, 10th Ed					0.94	62%	38%	

Scenario - PM Peak hour

Scenario Name: am User Group:
Dev. phase: 1 No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
222 - Multifamily Housing (High-Rise)	General Urban/Suburban	Dwelling Units	333	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	74	47	121
Data Source: Trip Gen Manual, 10th Ed					T = 0.34(X) + 8.56	61%	39%	
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	30	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	162	156	318
Data Source: Trip Gen Manual, 10th Ed					Ln(T) =0.75Ln(X) + 3.21	51%	49%	
820 - Shopping Center	General Urban/Suburban	1000 Sq. Ft. GLA	10	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	47	51	98
Data Source: Trip Gen Manual, 10th Ed					Ln(T) =0.74Ln(X) + 2.89	48%	52%	

United States™ Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau.

Note: This download or printed version may have missing information from the original table.

COMMUTING CHARACTERISTICS BY SEX

Survey/Program:
American Community Survey
Year:
2018
Estimates:
5-Year
Table ID:
S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

For more information on understanding race and Hispanic origin data, please see the Census 2010 Brief entitled, Overview of Race and Hispanic Origin: 2010 , issued March 2011. (pdf format)

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
- An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
- An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

	Census Tract 39.17, Miami-Dade County, Florida		
	Total	Male	Female
	Estimate	Estimate	Estimate
Workers 16 years and over	2,956	1,518	1,438
MEANS OF TRANSPORTATIC			
Car, truck, or van	76.2%	75.0%	77.5%
Drove alone	63.3%	66.3%	60.2%
Carpooled	12.9%	8.8%	17.2%
In 2-person carpool	10.5%	8.2%	12.9%
In 3-person carpool	2.1%	0.0%	4.4%
In 4-or-more person ca	0.3%	0.5%	0.0%
Workers per car, truck, or	1.10	1.06	1.14
Public transportation (excl	15.3%	17.4%	13.0%
Walked	0.5%	0.9%	0.0%
Bicycle	0.0%	0.0%	0.0%
Taxicab, motorcycle, or oth	4.6%	3.9%	5.4%
Worked at home	3.5%	2.8%	4.2%
PLACE OF WORK			
Workers 16 years and over wh	2,854	1,476	1,378
VEHICLES AVAILABLE			
PERCENT ALLOCATED			

AM Peak Hour Trip Generation and Internalization

Shoma North Bay Village

Supermarket Land Use 850 30,000 Sq Ft		Retail Land Use 820 10,000 Sq Ft		Multi-Family Housing (High-Rise) Land Use 222 333 DU		
In	**Out**	**In**	**Out**	**In**	**Out**	
69	**46**	**6**	**4**	**25**	**81**	231 ITE Trips
UNBALANCED INTERNALIZATION						
0% *0*	*0%* *0*	***0*** ***0***	*0%* *0*	*0%* *0*		
14% *6*		***1*** ***1***		*2%* *1*	*1%* *1*	
17% *12*						
		14% *1*	*2%* *1*			
		1 ***1***				
		17% *1*	*1%* *1*			
Supermarket		**Retail**		**-Family Housing (High-**		
In	**Out**	**In**	**Out**	**In**	**Out**	
69	**46**	**6**	**4**	**25**	**81**	231 Vehicle Trips
BALANCED INTERNALIZATION						
0	*0*	*0*	*0*			
-1				*-1*	*-1*	
-1						
		-1	*-1*			
		-1	*-1*			
-1	-1	-1	-1	-2	-2	-8 Internal
68	45	5	3	23	79	223 External Trips
	1.7%		*20.0%*		*3.8%*	*3.5%* % Internal
-11	-7	-1	0	-4	-12	-35 -15.8% Transit/Pedestrian
57	**38**	**4**	**3**	**19**	**67**	188
0	0					0 0% Passby (Supermarket)
		0	0			0 0% Passby (Retail)
57	**38**	**4**	**3**	**19**	**67**	**188 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Shoma North Bay Village

Supermarket Land Use 850 30,000 Sq Ft		Retail Land Use 820 10,000 Sq Ft		-Family Housing (High- Land Use 222 333 DU		
In	**Out**	**In**	**Out**	**In**	**Out**	
162	**156**	**47**	**51**	**74**	**47**	537 ITE Trips
UNBALANCED INTERNALIZATION						
	0% *0*	***0***	*0%* *0*			
0% *0*		***0***		*0%* *0*		
	26% *41*	***34***		*46%* *34*		
10% *16*		***16***			*42%* *20*	
		26% *13*	***13***	*46%* *34*		
		10% *5*	***5***		*42%* *20*	
Supermarket		**Retail**		**-Family Housing (High-**		
In	**Out**	**In**	**Out**	**In**	**Out**	
162	**156**	**47**	**51**	**74**	**47**	537 Vehicle Trips
BALANCED INTERNALIZATION						
	0		*0*			
0				*0*		
	-34			*-34*		
-16					*-16*	
		-13		*-13*		
		-5			*-5*	
-16	-34	-5	-13	-47	-21	-136 Internal
146	122	42	38	27	26	401 External Trips
	15.7%		*18.4%*		*56.2%*	*25.3%* % Internal
-23	-19	-7	-6	-4	-4	-63 -15.8% Transit/Pedestrian
123	**103**	**35**	**32**	**23**	**22**	338
-41	-41					-82 -36% Passby (Supermarket)
		-11	-11			-22 -34% Passby (Retail)
82	**62**	**24**	**21**	**23**	**22**	**234 Net New External Trips**

Appendix C
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth
Cardinal Distribution
FDOT LOS Handbook Tables & Seasonal Factors

Traffic Volumes

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	162	0	162	0	0	204	1	205	0	0	0	0	0	0	1	0	0	1	368
07:15 AM	0	0	230	0	230	0	0	233	0	233	0	0	0	1	1	0	0	0	0	0	464
07:30 AM	4	3	265	1	273	0	1	291	0	292	0	3	0	0	3	0	0	0	0	0	568
07:45 AM	3	0	305	0	308	0	0	303	1	304	0	0	0	0	0	0	0	0	2	2	614
Total	7	3	962	1	973	0	1	1031	2	1034	0	3	0	1	4	0	1	0	2	3	2014
08:00 AM	0	0	320	0	320	0	0	286	0	286	0	2	0	0	2	0	1	0	0	1	609
08:15 AM	3	0	411	1	415	1	0	306	2	309	0	2	0	0	2	0	1	0	1	2	728
08:30 AM	2	1	369	2	374	1	3	304	1	309	0	0	0	0	0	0	0	0	0	0	683
08:45 AM	3	0	333	0	336	1	1	329	2	333	0	2	0	0	2	0	0	0	0	0	671
Total	8	1	1433	3	1445	3	4	1225	5	1237	0	6	0	0	6	0	2	0	1	3	2691
09:00 AM	1	0	303	2	306	0	0	260	0	260	0	3	0	0	3	0	0	0	1	1	570
09:15 AM	0	1	275	2	278	0	0	293	0	293	0	2	0	0	2	0	0	0	0	0	573
09:30 AM	3	2	269	1	275	2	0	253	0	255	0	1	0	0	1	0	1	0	0	1	532
09:45 AM	2	0	244	7	253	0	0	271	1	272	0	1	0	0	1	0	3	0	0	3	529
Total	6	3	1091	12	1112	2	0	1077	1	1080	0	7	0	0	7	0	4	0	1	5	2204
*** BREAK ***																					
11:00 AM	0	2	263	2	267	0	0	303	3	306	0	1	0	0	1	0	0	0	1	1	575
11:15 AM	1	1	208	0	210	0	2	296	1	299	0	0	0	1	1	0	2	0	0	2	512
11:30 AM	2	3	166	1	172	4	1	266	4	275	0	1	0	0	1	0	2	0	2	4	452
11:45 AM	2	3	327	0	332	3	1	222	6	232	0	2	0	0	2	0	1	0	0	1	567
Total	5	9	964	3	981	7	4	1087	14	1112	0	4	0	1	5	0	5	0	3	8	2106
12:00 PM	3	3	252	4	262	0	1	295	3	299	0	1	0	0	1	0	1	0	0	1	563
12:15 PM	0	3	289	3	295	1	0	300	4	305	0	1	0	0	1	0	2	0	0	2	603
12:30 PM	3	2	328	5	338	2	0	284	1	287	0	1	0	1	2	0	1	0	1	2	629
12:45 PM	0	4	239	3	246	3	1	301	3	308	0	1	0	0	1	0	3	0	0	3	558
Total	6	12	1108	15	1141	6	2	1180	11	1199	0	4	0	1	5	0	7	0	1	8	2353

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 2

Groups Printed- Autos - Heavy Vehicles

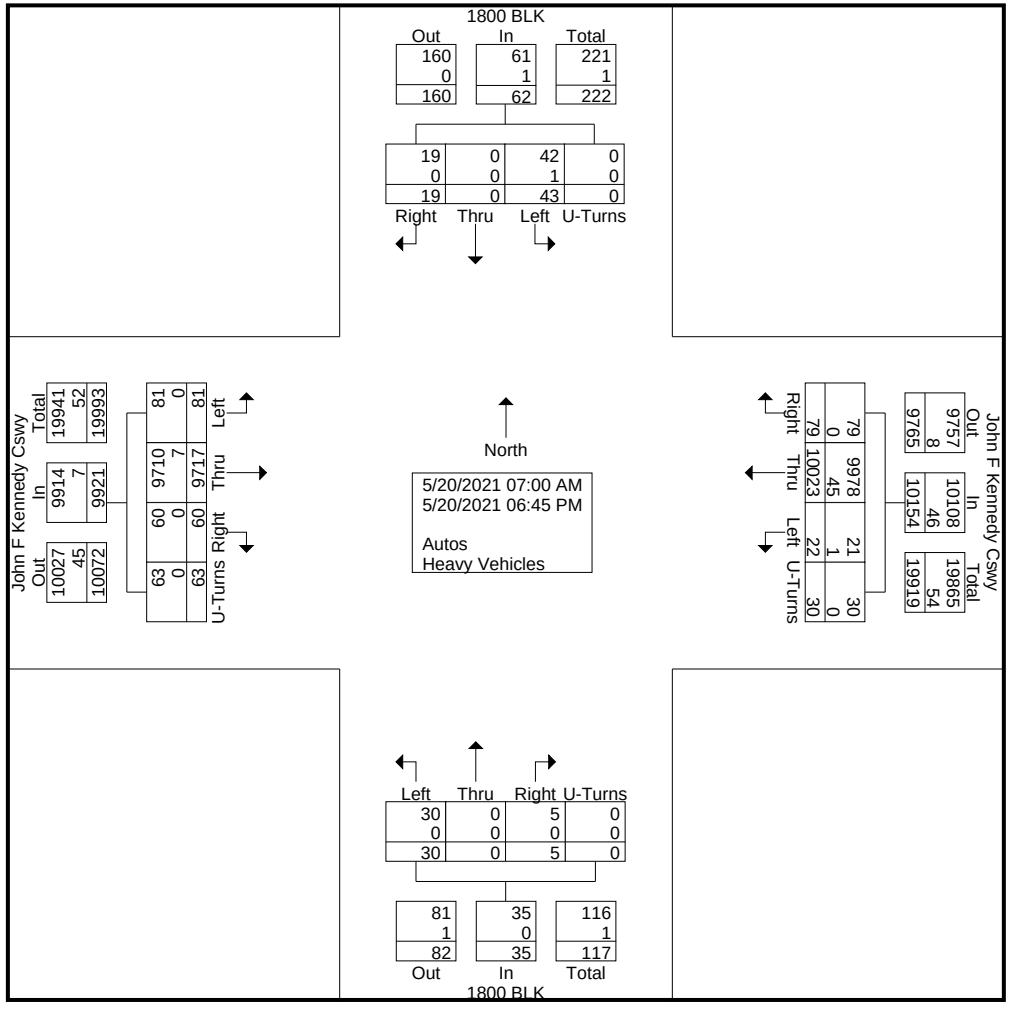
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	6	7	326	2	341	0	1	390	4	395	0	2	0	0	2	0	2	0	0	2	740
04:15 PM	1	8	392	1	402	1	0	396	2	399	0	0	0	0	0	0	2	0	1	3	804
04:30 PM	2	3	326	3	334	1	0	431	4	436	0	0	0	0	0	0	5	0	0	5	775
04:45 PM	5	5	356	1	367	4	1	406	6	417	0	0	0	0	0	0	2	0	1	3	787
Total	14	23	1400	7	1444	6	2	1623	16	1647	0	2	0	0	2	0	11	0	2	13	3106
05:00 PM	1	2	328	4	335	0	1	392	2	395	0	1	0	0	1	0	5	0	0	5	736
05:15 PM	5	3	383	1	392	0	0	389	2	391	0	0	0	0	0	0	0	0	2	2	785
05:30 PM	3	5	333	1	342	0	0	397	4	401	0	0	0	0	0	0	2	0	2	4	747
05:45 PM	2	3	328	2	335	2	3	407	6	418	0	1	0	0	1	0	3	0	2	5	759
Total	11	13	1372	8	1404	2	4	1585	14	1605	0	2	0	0	2	0	10	0	6	16	3027
06:00 PM	0	1	384	4	389	0	0	297	3	300	0	2	0	2	4	0	1	0	1	2	695
06:15 PM	1	3	312	1	317	0	2	364	5	371	0	0	0	0	0	0	0	0	1	1	689
06:30 PM	2	8	350	4	364	1	0	281	4	286	0	0	0	0	0	0	1	0	1	2	652
06:45 PM	3	5	341	2	351	3	3	273	4	283	0	0	0	0	0	0	1	0	0	1	635
Total	6	17	1387	11	1421	4	5	1215	16	1240	0	2	0	2	4	0	3	0	3	6	2671
Grand Total	63	81	9717	60	9921	30	22	10023	79	10154	0	30	0	5	35	0	43	0	19	62	20172
Apprch %	0.6	0.8	97.9	0.6		0.3	0.2	98.7	0.8		0	85.7	0	14.3		0	69.4	0	30.6		
Total %	0.3	0.4	48.2	0.3	49.2	0.1	0.1	49.7	0.4	50.3	0	0.1	0	0	0.2	0	0.2	0	0.1	0.3	
Autos	63	81	9710	60	9914	30	21	9978	79	10108	0	30	0	5	35	0	42	0	19	61	20118
% Autos	100	100	99.9	100	99.9	100	95.5	99.6	100	99.5	0	100	0	100	100	0	97.7	0	100	98.4	99.7
Heavy Vehicles	0	0	7	0	7	0	1	45	0	46	0	0	0	0	0	0	1	0	0	1	54
% Heavy Vehicles	0	0	0.1	0	0.1	0	4.5	0.4	0	0.5	0	0	0	0	0	0	2.3	0	0	1.6	0.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 4

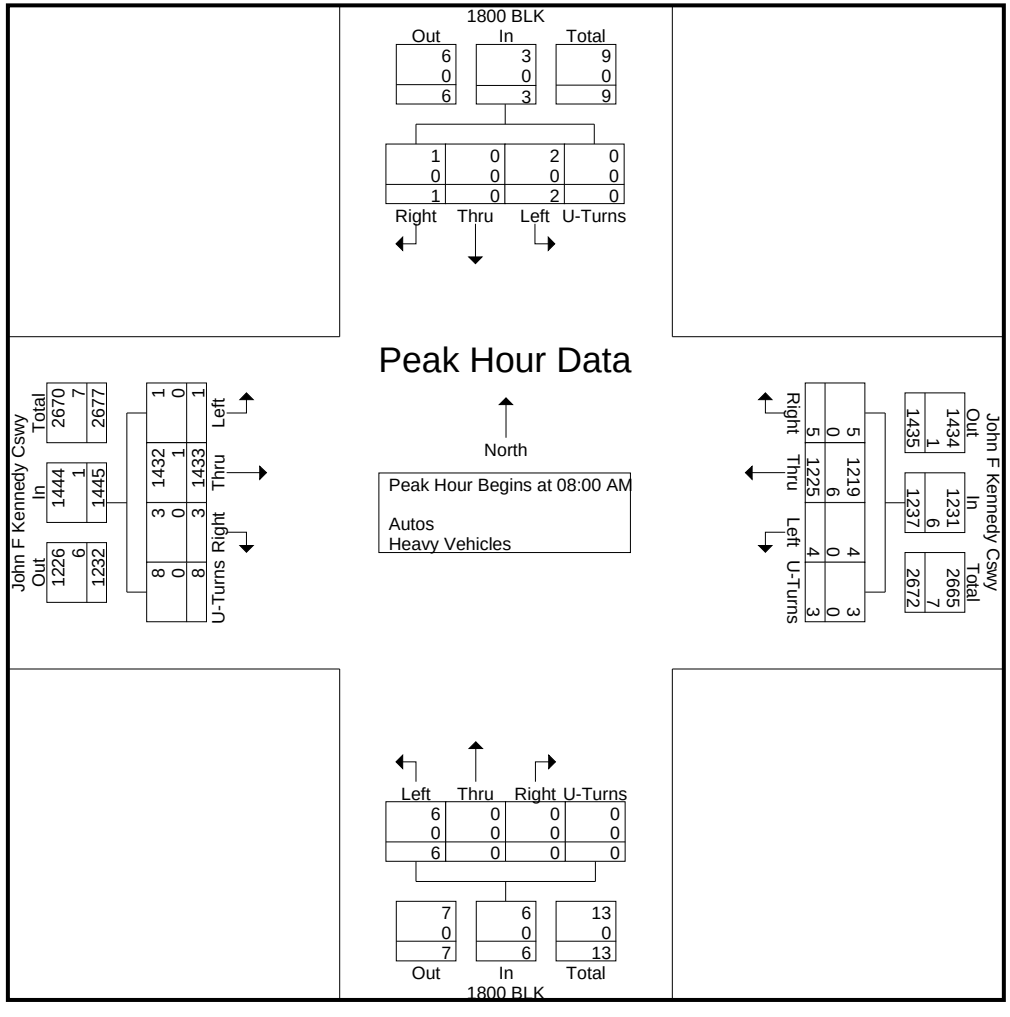
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	320	0	320	0	0	286	0	286	0	**2**	0	0	**2**	0	**1**	0	0	1	609
08:15 AM	**3**	0	**411**	1	**415**	**1**	0	306	**2**	309	0	2	0	0	2	0	1	0	**1**	**2**	**728**
08:30 AM	2	**1**	369	**2**	374	1	**3**	304	1	309	0	0	0	0	0	0	0	0	0	0	683
08:45 AM	3	0	333	0	336	1	1	**329**	2	**333**	0	2	0	0	2	0	0	0	0	0	671
Total Volume	8	1	1433	3	1445	3	4	1225	5	1237	0	6	0	0	6	0	2	0	1	3	2691
% App. Total	0.6	0.1	99.2	0.2		0.2	0.3	99	0.4		0	100	0	0		0	66.7	0	33.3		
PHF	.667	.250	.872	.375	.870	.750	.333	.931	.625	.929	.000	.750	.000	.000	.750	.000	.500	.000	.250	.375	.924
Autos	8	1	1432	3	1444	3	4	1219	5	1231	0	6	0	0	6	0	2	0	1	3	2684
% Autos	100	100	99.9	100	99.9	100	100	99.5	100	99.5	0	100	0	0	100	0	100	0	100	100	99.7
Heavy Vehicles	0	0	1	0	1	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	7
% Heavy Vehicles	0	0	0.1	0	0.1	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 6

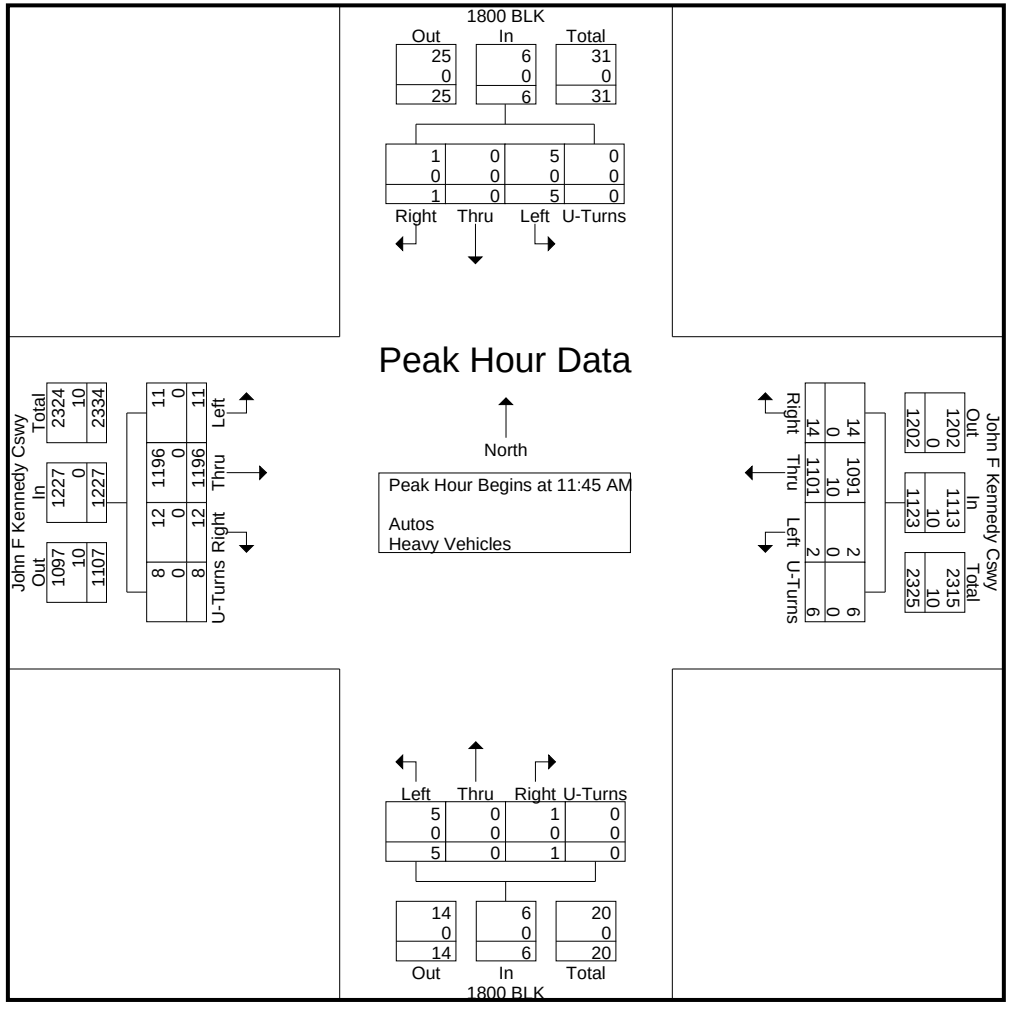
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	**3**	327	0	332	**3**	**1**	222	**6**	232	0	**2**	0	0	**2**	0	1	0	0	1	567
12:00 PM	**3**	3	252	4	262	0	1	295	3	299	0	1	0	0	1	0	1	0	0	1	563
12:15 PM	0	3	289	3	295	1	0	**300**	4	**305**	0	1	0	0	1	0	**2**	0	0	**2**	603
12:30 PM	3	2	**328**	**5**	**338**	2	0	284	1	287	0	1	0	**1**	2	0	1	0	**1**	2	**629**
Total Volume	8	11	1196	12	1227	6	2	1101	14	1123	0	5	0	1	6	0	5	0	1	6	2362
% App. Total	0.7	0.9	97.5	1		0.5	0.2	98	1.2		0	83.3	0	16.7		0	83.3	0	16.7		
PHF	.667	.917	.912	.600	.908	.500	.500	.918	.583	.920	.000	.625	.000	.250	.750	.000	.625	.000	.250	.750	.939
Autos	8	11	1196	12	1227	6	2	1091	14	1113	0	5	0	1	6	0	5	0	1	6	2352
% Autos	100	100	100	100	100	100	100	99.1	100	99.1	0	100	0	100	100	0	100	0	100	100	99.6
Heavy Vehicles	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	10
% Heavy Vehicles	0	0	0	0	0	0	0	0.9	0	0.9	0	0	0	0	0	0	0	0	0	0	0.4

CTS Engineering, Inc.

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Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 8

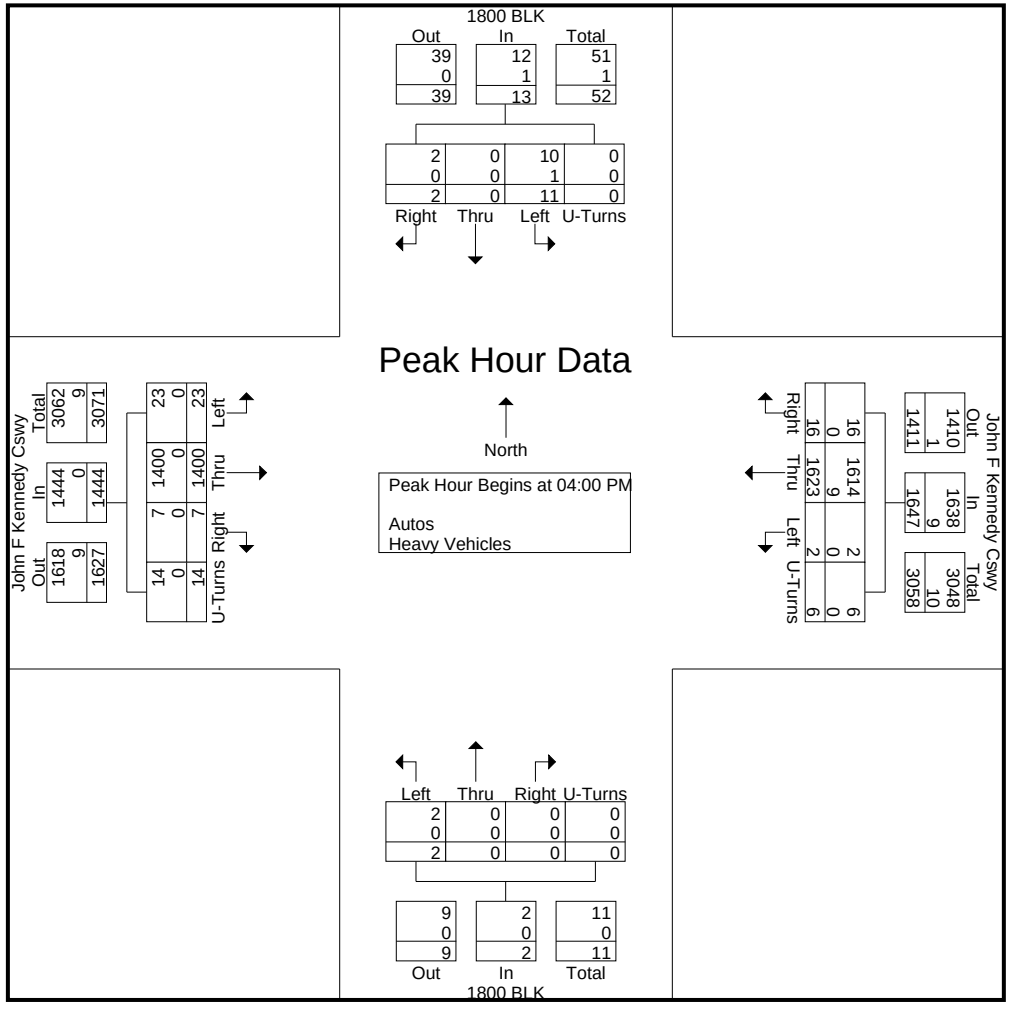
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**6**	7	326	2	341	0	**1**	390	4	395	0	**2**	0	0	**2**	0	2	0	0	2	740
04:15 PM	1	**8**	**392**	1	**402**	1	0	396	2	399	0	0	0	0	0	0	2	0	**1**	3	**804**
04:30 PM	2	3	326	**3**	334	1	0	**431**	4	**436**	0	0	0	0	0	0	**5**	0	0	**5**	775
04:45 PM	5	5	356	1	367	**4**	1	406	**6**	417	0	0	0	0	0	0	2	0	1	3	787
Total Volume	14	23	1400	7	1444	6	2	1623	16	1647	0	2	0	0	2	0	11	0	2	13	3106
% App. Total	1	1.6	97	0.5		0.4	0.1	98.5	1		0	100	0	0		0	84.6	0	15.4		
PHF	.583	.719	.893	.583	.898	.375	.500	.941	.667	.944	.000	.250	.000	.000	.250	.000	.550	.000	.500	.650	.966
Autos	14	23	1400	7	1444	6	2	1614	16	1638	0	2	0	0	2	0	10	0	2	12	3096
% Autos	100	100	100	100	100	100	100	99.4	100	99.5	0	100	0	0	100	0	90.9	0	100	92.3	99.7
Heavy Vehicles	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	1	0	0	1	10
% Heavy Vehicles	0	0	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0	0	9.1	0	0	7.7	0.3

CTS Engineering, Inc.

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Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 1

Groups Printed- Heavy Vehicles

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	1	0	1	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
09:45 AM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	2	0	2	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	9
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																					
11:45 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	1	0	1	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	1	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	1	0	1	0	1	9	0	10	0	0	0	0	0	0	0	0	0	0	11

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021

Groups Printed- Heavy Vehicles

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	1	0	0	1	10
*** BREAK ***																					
Grand Total	0	0	7	0	7	0	1	45	0	46	0	0	0	0	0	0	1	0	0	1	54
Apprch %	0	0	100	0		0	2.2	97.8	0		0	0	0	0		0	100	0	0		
Total %	0	0	13	0	13	0	1.9	83.3	0	85.2	0	0	0	0	0	0	1.9	0	0	1.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: 1800 Block and JFK Cswy
County: Miami-Dade

File Name : 7-1800 Block & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 1

Groups Printed- Peds & Bikes

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
12:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: E.Treasure Dr and JFK Cswy
County: Miami-Dade

File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	152	8	164	0	6	167	1	174	0	27	0	12	39	0	0	0	0	0	377
07:15 AM	0	2	181	14	197	0	7	206	0	213	0	17	0	14	31	0	0	0	0	0	441
07:30 AM	1	0	265	16	282	0	11	251	1	263	0	31	0	23	54	0	0	0	0	0	599
07:45 AM	0	1	281	13	295	0	16	253	2	271	0	38	1	30	69	0	1	1	0	2	637
Total	5	3	879	51	938	0	40	877	4	921	0	113	1	79	193	0	1	1	0	2	2054
08:00 AM	1	2	309	16	328	0	24	257	0	281	0	35	0	42	77	0	0	1	0	1	687
08:15 AM	0	0	371	37	408	0	24	260	3	287	0	40	1	37	78	0	2	2	0	4	777
08:30 AM	1	3	352	21	377	0	28	261	1	290	0	50	0	46	96	0	0	1	0	1	764
08:45 AM	1	4	304	20	329	0	15	242	0	257	0	44	0	32	76	0	1	0	0	1	663
Total	3	9	1336	94	1442	0	91	1020	4	1115	0	169	1	157	327	0	3	4	0	7	2891
09:00 AM	1	6	281	23	311	0	10	274	0	284	0	19	0	33	52	0	0	0	0	0	647
09:15 AM	1	5	278	8	292	1	12	269	2	284	0	36	0	26	62	0	0	0	1	1	639
09:30 AM	0	5	239	16	260	0	9	234	4	247	0	26	0	18	44	0	2	0	1	3	554
09:45 AM	2	7	223	14	246	0	12	239	2	253	0	23	0	29	52	0	1	0	0	1	552
Total	4	23	1021	61	1109	1	43	1016	8	1068	0	104	0	106	210	0	3	0	2	5	2392
*** BREAK ***																					
11:00 AM	1	1	249	19	270	0	20	279	1	300	0	34	1	25	60	0	0	0	0	0	630
11:15 AM	2	1	197	20	220	2	16	252	1	271	0	25	0	29	54	0	0	0	0	0	545
11:30 AM	1	2	159	16	178	0	12	233	3	248	0	24	0	22	46	0	1	0	0	1	473
11:45 AM	1	3	294	24	322	0	13	225	1	239	0	22	0	18	40	0	0	0	0	0	601
Total	5	7	899	79	990	2	61	989	6	1058	0	105	1	94	200	0	1	0	0	1	2249
12:00 PM	3	0	241	20	264	0	16	289	2	307	0	28	0	18	46	0	0	0	0	0	617
12:15 PM	2	2	245	29	278	0	17	252	1	270	0	40	1	20	61	0	3	0	0	3	612
12:30 PM	0	1	250	18	269	0	21	248	1	270	0	23	0	19	42	0	0	0	0	0	581
12:45 PM	1	2	292	30	325	1	17	268	2	288	0	23	0	30	53	0	0	0	0	0	666
Total	6	5	1028	97	1136	1	71	1057	6	1135	0	114	1	87	202	0	3	0	0	3	2476

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8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: E.Treasure Dr and JFK Cswy
County: Miami-Dade

File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 2

Groups Printed- Autos - Heavy Vehicles

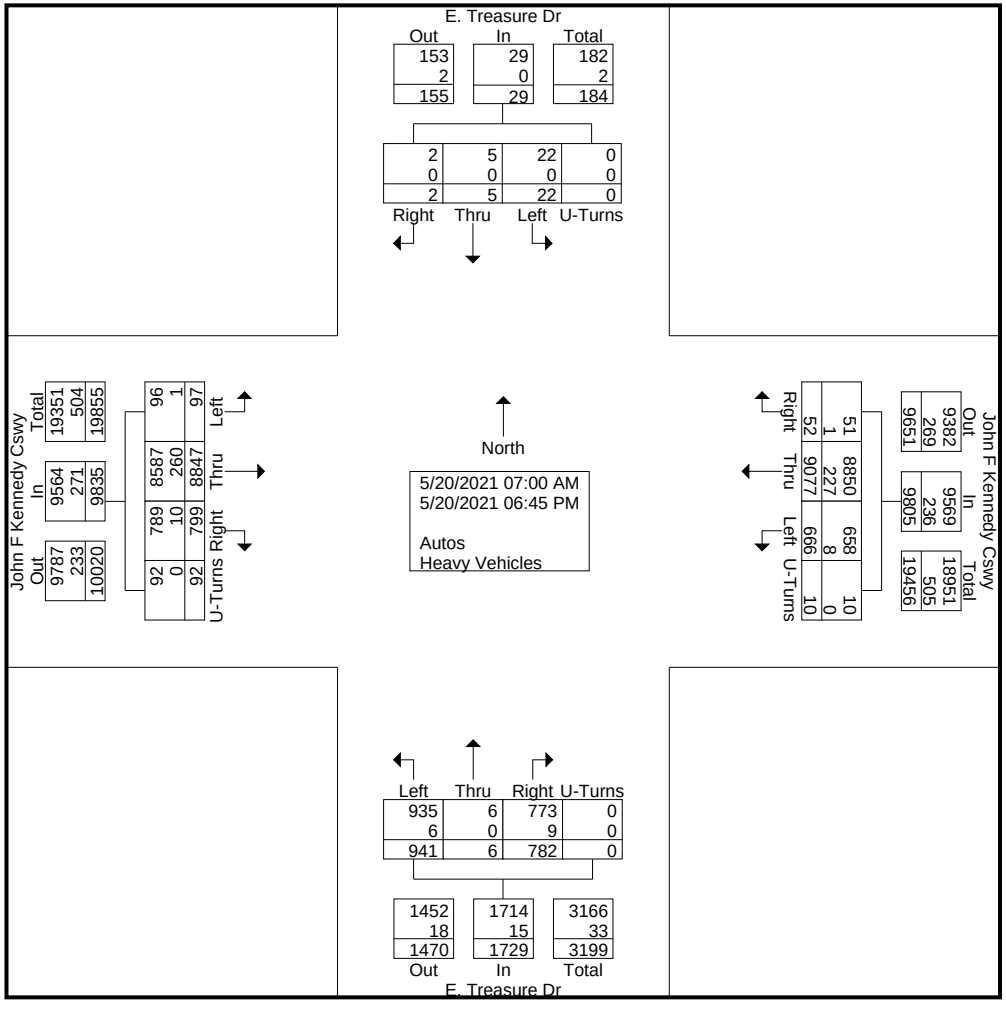
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	1	1	304	25	331	2	23	358	1	384	0	25	1	20	46	0	1	0	0	1	762
04:15 PM	20	3	351	38	412	0	31	351	1	383	0	24	0	22	46	0	1	0	0	1	842
04:30 PM	9	3	302	25	339	0	30	374	0	404	0	34	0	21	55	0	0	0	0	0	798
04:45 PM	18	3	315	31	367	0	27	379	5	411	0	33	0	22	55	0	1	0	0	1	834
Total	48	10	1272	119	1449	2	111	1462	7	1582	0	116	1	85	202	0	3	0	0	3	3236
05:00 PM	3	6	310	27	346	1	33	385	3	422	0	25	0	20	45	0	1	0	0	1	814
05:15 PM	2	1	312	38	353	1	32	369	1	403	0	28	0	21	49	0	0	0	0	0	805
05:30 PM	5	4	309	38	356	0	21	369	1	391	0	20	0	23	43	0	0	0	0	0	790
05:45 PM	3	8	291	42	344	0	31	389	0	420	0	33	0	25	58	0	2	0	0	2	824
Total	13	19	1222	145	1399	2	117	1512	5	1636	0	106	0	89	195	0	3	0	0	3	3233
06:00 PM	4	5	303	37	349	0	27	289	3	319	0	23	0	18	41	0	0	0	0	0	709
06:15 PM	1	7	312	24	344	0	38	335	3	376	0	32	0	17	49	0	2	0	0	2	771
06:30 PM	2	6	296	41	345	2	38	263	3	306	0	27	0	25	52	0	2	0	0	2	705
06:45 PM	1	3	279	51	334	0	29	257	3	289	0	32	1	25	58	0	1	0	0	1	682
Total	8	21	1190	153	1372	2	132	1144	12	1290	0	114	1	85	200	0	5	0	0	5	2867
Grand Total	92	97	8847	799	9835	10	666	9077	52	9805	0	941	6	782	1729	0	22	5	2	29	21398
Apprch %	0.9	1	90	8.1		0.1	6.8	92.6	0.5		0	54.4	0.3	45.2		0	75.9	17.2	6.9		
Total %	0.4	0.5	41.3	3.7	46	0	3.1	42.4	0.2	45.8	0	4.4	0	3.7	8.1	0	0.1	0	0	0.1	
Autos	92	96	8587	789	9564	10	658	8850	51	9569	0	935	6	773	1714	0	22	5	2	29	20876
% Autos	100	99	97.1	98.7	97.2	100	98.8	97.5	98.1	97.6	0	99.4	100	98.8	99.1	0	100	100	100	100	97.6
Heavy Vehicles	0	1	260	10	271	0	8	227	1	236	0	6	0	9	15	0	0	0	0	0	522
% Heavy Vehicles	0	1	2.9	1.3	2.8	0	1.2	2.5	1.9	2.4	0	0.6	0	1.2	0.9	0	0	0	0	0	2.4

CTS Engineering, Inc.

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File Name : 8-E.Treasure Dr & JFK Cswy
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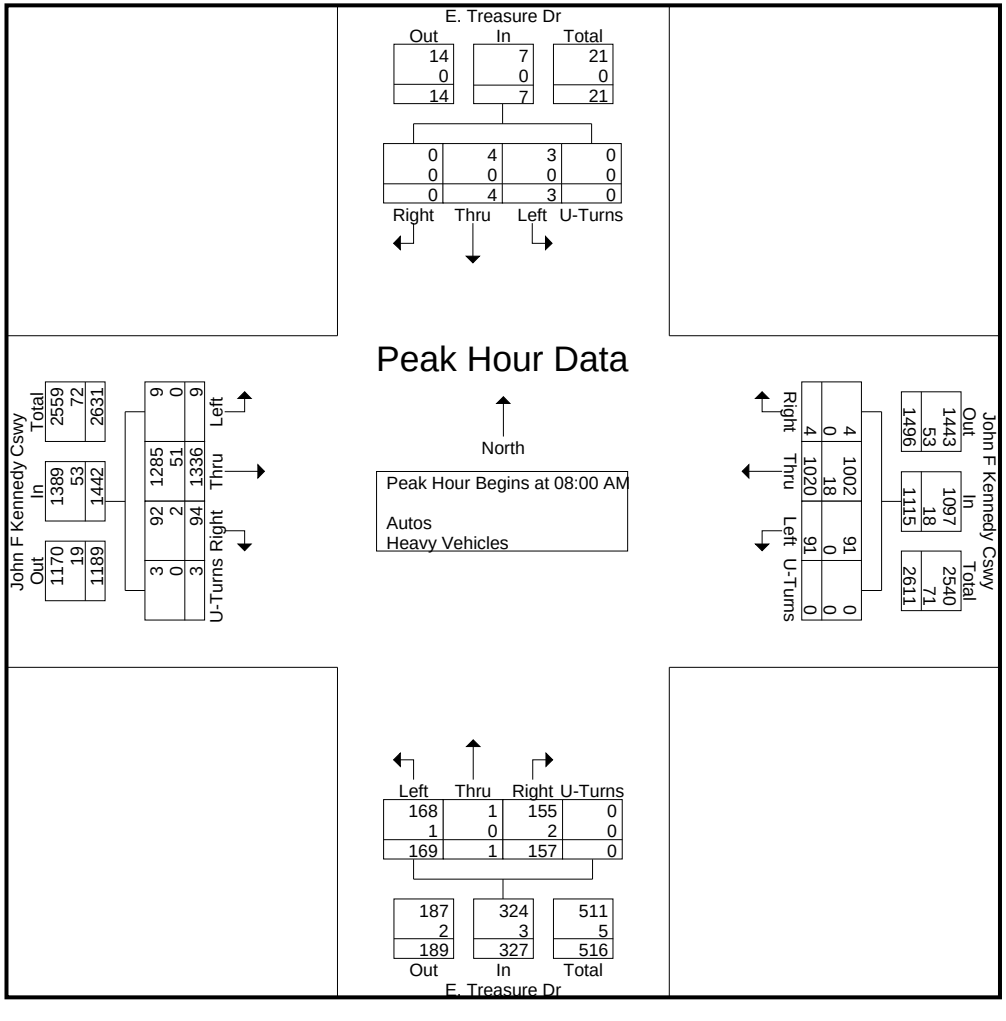
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	2	309	16	328	0	24	257	0	281	0	35	0	42	77	0	0	1	0	1	687
08:15 AM	0	0	**371**	**37**	**408**	0	24	260	**3**	287	0	40	**1**	37	78	0	**2**	**2**	0	**4**	**777**
08:30 AM	1	3	352	21	377	0	**28**	**261**	1	**290**	0	**50**	0	**46**	**96**	0	0	1	0	1	764
08:45 AM	1	**4**	304	20	329	0	15	242	0	257	0	44	0	32	76	0	1	0	0	1	663
Total Volume	3	9	1336	94	1442	0	91	1020	4	1115	0	169	1	157	327	0	3	4	0	7	2891
% App. Total	0.2	0.6	92.6	6.5		0	8.2	91.5	0.4		0	51.7	0.3	48		0	42.9	57.1	0		
PHF	.750	.563	.900	.635	.884	.000	.813	.977	.333	.961	.000	.845	.250	.853	.852	.000	.375	.500	.000	.438	.930
Autos	3	9	1285	92	1389	0	91	1002	4	1097	0	168	1	155	324	0	3	4	0	7	2817
% Autos	100	100	96.2	97.9	96.3	0	100	98.2	100	98.4	0	99.4	100	98.7	99.1	0	100	100	0	100	97.4
Heavy Vehicles	0	0	51	2	53	0	0	18	0	18	0	1	0	2	3	0	0	0	0	0	74
% Heavy Vehicles	0	0	3.8	2.1	3.7	0	0	1.8	0	1.6	0	0.6	0	1.3	0.9	0	0	0	0	0	2.6

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Site Code : 00000000
Start Date : 5/20/2021
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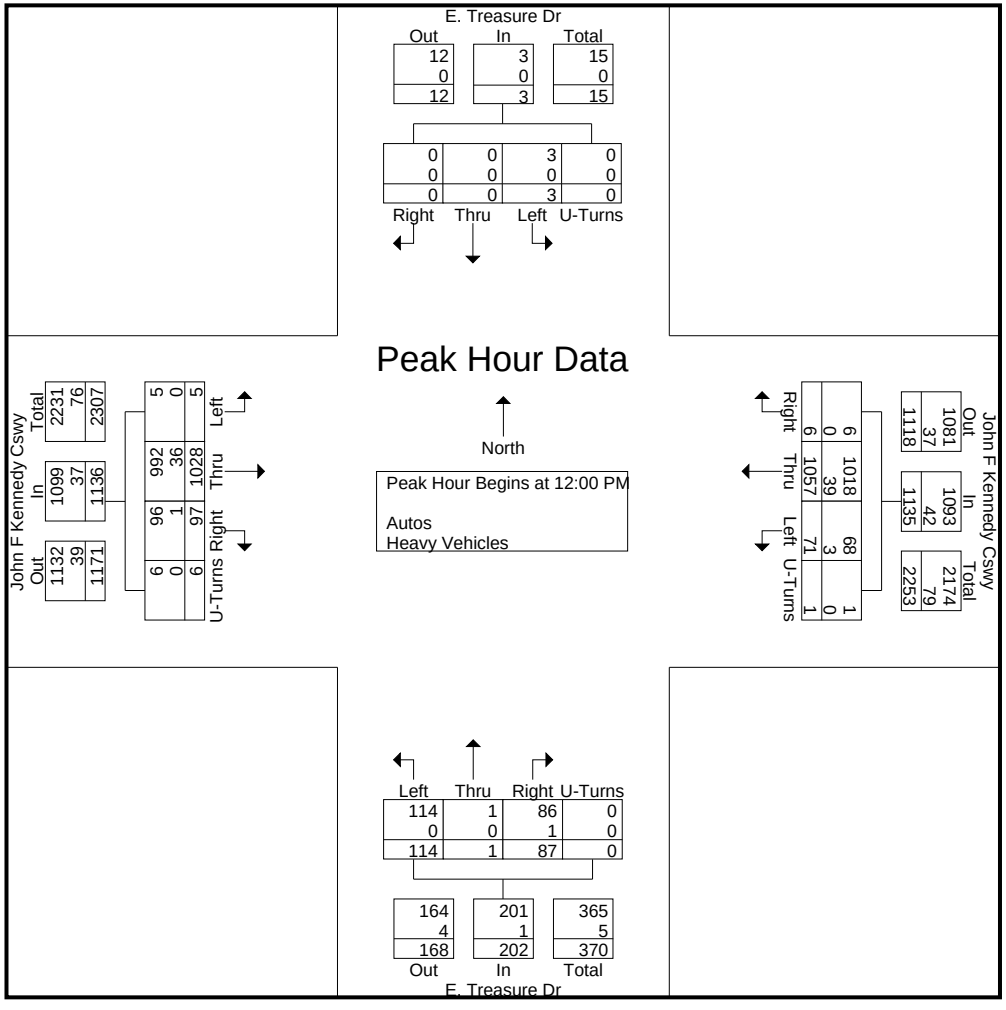
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**3**	0	241	20	264	0	16	**289**	**2**	**307**	0	28	0	18	46	0	0	0	0	0	617
12:15 PM	2	**2**	245	29	278	0	17	252	1	270	0	**40**	**1**	20	**61**	0	**3**	0	0	**3**	612
12:30 PM	0	1	250	18	269	0	**21**	248	1	270	0	23	0	19	42	0	0	0	0	0	581
12:45 PM	1	2	**292**	**30**	**325**	**1**	17	268	2	288	0	23	0	**30**	53	0	0	0	0	0	**666**
Total Volume	6	5	1028	97	1136	1	71	1057	6	1135	0	114	1	87	202	0	3	0	0	3	2476
% App. Total	0.5	0.4	90.5	8.5		0.1	6.3	93.1	0.5		0	56.4	0.5	43.1		0	100	0	0		
PHF	.500	.625	.880	.808	.874	.250	.845	.914	.750	.924	.000	.713	.250	.725	.828	.000	.250	.000	.000	.250	.929
Autos	6	5	992	96	1099	1	68	1018	6	1093	0	114	1	86	201	0	3	0	0	3	2396
% Autos	100	100	96.5	99.0	96.7	100	95.8	96.3	100	96.3	0	100	100	98.9	99.5	0	100	0	0	100	96.8
Heavy Vehicles	0	0	36	1	37	0	3	39	0	42	0	0	0	1	1	0	0	0	0	0	80
% Heavy Vehicles	0	0	3.5	1.0	3.3	0	4.2	3.7	0	3.7	0	0	0	1.1	0.5	0	0	0	0	0	3.2

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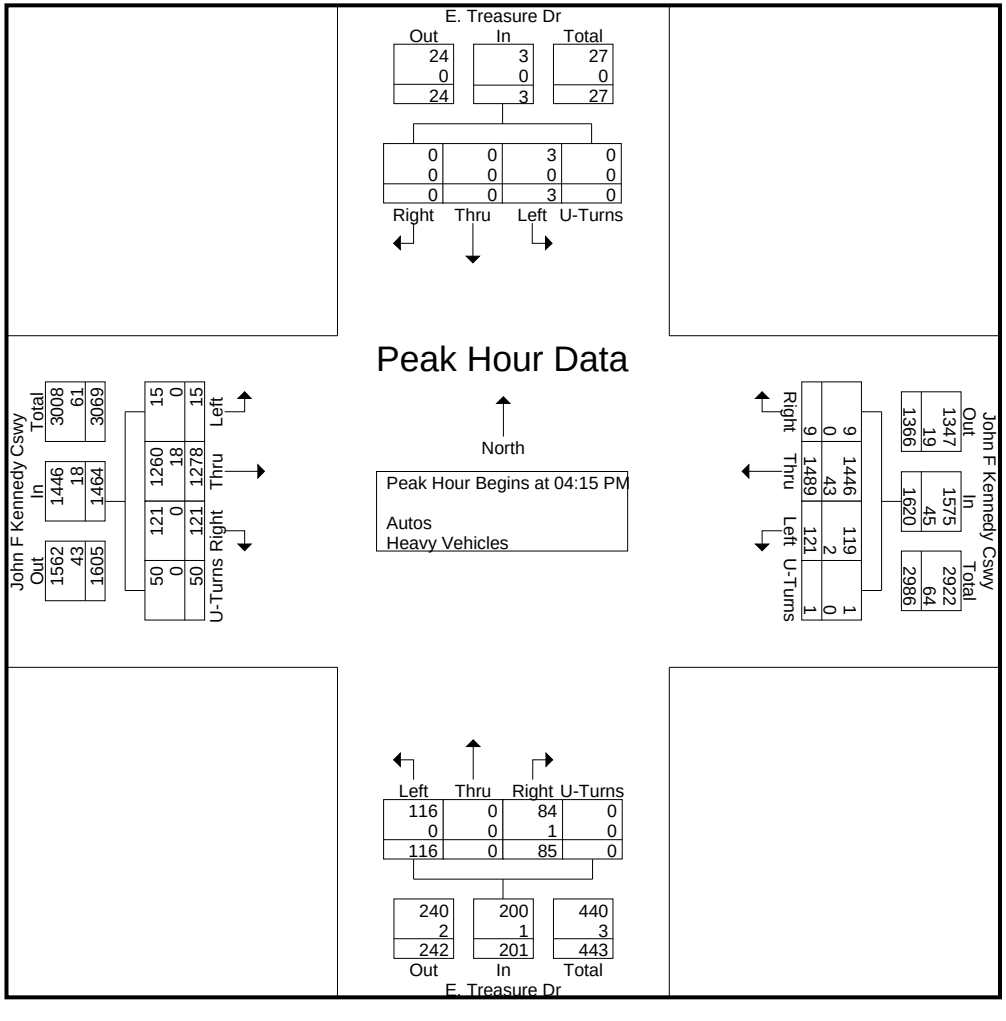
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**20**	3	**351**	**38**	**412**	0	31	351	1	383	0	24	0	**22**	46	0	**1**	0	0	**1**	**842**
04:30 PM	9	3	302	25	339	0	30	374	0	404	0	**34**	0	21	**55**	0	0	0	0	0	798
04:45 PM	18	3	315	31	367	0	27	379	**5**	411	0	33	0	22	55	0	1	0	0	1	834
05:00 PM	3	**6**	310	27	346	**1**	**33**	**385**	3	**422**	0	25	0	20	45	0	1	0	0	1	814
Total Volume	50	15	1278	121	1464	1	121	1489	9	1620	0	116	0	85	201	0	3	0	0	3	3288
% App. Total	3.4	1	87.3	8.3		0.1	7.5	91.9	0.6		0	57.7	0	42.3		0	100	0	0		
PHF	.625	.625	.910	.796	.888	.250	.917	.967	.450	.960	.000	.853	.000	.966	.914	.000	.750	.000	.000	.750	.976
Autos	50	15	1260	121	1446	1	119	1446	9	1575	0	116	0	84	200	0	3	0	0	3	3224
% Autos	100	100	98.6	100	98.8	100	98.3	97.1	100	97.2	0	100	0	98.8	99.5	0	100	0	0	100	98.1
Heavy Vehicles	0	0	18	0	18	0	2	43	0	45	0	0	0	1	1	0	0	0	0	0	64
% Heavy Vehicles	0	0	1.4	0	1.2	0	1.7	2.9	0	2.8	0	0	0	1.2	0.5	0	0	0	0	0	1.9

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File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
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File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 1

Groups Printed- Heavy Vehicles

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	11	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12
07:15 AM	0	0	7	0	7	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	11
07:30 AM	0	0	13	0	13	0	0	8	0	8	0	1	0	1	2	0	0	0	0	0	23
07:45 AM	0	0	15	0	15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	46	0	46	0	0	14	0	14	0	2	0	1	3	0	0	0	0	0	63
08:00 AM	0	0	16	1	17	0	0	7	0	7	0	0	0	1	1	0	0	0	0	0	25
08:15 AM	0	0	13	0	13	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	18
08:30 AM	0	0	11	1	12	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	15
08:45 AM	0	0	11	0	11	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	16
Total	0	0	51	2	53	0	0	18	0	18	0	1	0	2	3	0	0	0	0	0	74
09:00 AM	0	0	5	1	6	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	19
09:15 AM	0	0	13	0	13	0	1	9	0	10	0	0	0	1	1	0	0	0	0	0	24
09:30 AM	0	0	14	0	14	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	18
09:45 AM	0	1	11	0	12	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	19
Total	0	1	43	1	45	0	1	33	0	34	0	0	0	1	1	0	0	0	0	0	80
*** BREAK ***																					
11:00 AM	0	0	10	0	10	0	2	13	0	15	0	1	0	0	1	0	0	0	0	0	26
11:15 AM	0	0	14	2	16	0	0	7	0	7	0	0	0	2	2	0	0	0	0	0	25
11:30 AM	0	0	8	1	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
11:45 AM	0	0	11	1	12	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	43	4	47	0	2	36	0	38	0	1	0	2	3	0	0	0	0	0	88
12:00 PM	0	0	3	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	12
12:15 PM	0	0	11	0	11	0	0	12	0	12	0	0	0	1	1	0	0	0	0	0	24
12:30 PM	0	0	13	1	14	0	2	11	0	13	0	0	0	0	0	0	0	0	0	0	27
12:45 PM	0	0	9	0	9	0	1	7	0	8	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	36	1	37	0	3	39	0	42	0	0	0	1	1	0	0	0	0	0	80

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Groups Printed- Heavy Vehicles

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	0	0	4	1	5	0	0	6	0	6	0	0	0	1	1	0	0	0	0	0	12
04:15 PM	0	0	6	0	6	0	2	12	0	14	0	0	0	0	0	0	0	0	0	0	20
04:30 PM	0	0	4	0	4	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	20
04:45 PM	0	0	5	0	5	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	19	1	20	0	2	42	0	44	0	0	0	1	1	0	0	0	0	0	65
05:00 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	1	1	0	0	0	0	0	11
05:15 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	2	0	2	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	9
05:45 PM	0	0	3	0	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	10	0	10	0	0	27	0	27	0	1	0	1	2	0	0	0	0	0	39
06:00 PM	0	0	3	0	3	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	5	1	6	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	15
06:45 PM	0	0	1	0	1	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	7
Total	0	0	12	1	13	0	0	18	1	19	0	1	0	0	1	0	0	0	0	0	33
Grand Total	0	1	260	10	271	0	8	227	1	236	0	6	0	9	15	0	0	0	0	0	522
Apprch %	0	0.4	95.9	3.7		0	3.4	96.2	0.4		0	40	0	60		0	0	0	0		
Total %	0	0.2	49.8	1.9	51.9	0	1.5	43.5	0.2	45.2	0	1.1	0	1.7	2.9	0	0	0	0	0	

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Site Code : 00000000
Start Date : 5/20/2021
Page No : 1

Groups Printed- Peds & Bikes

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30 AM	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9
07:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	10	0	0	0	10	0	0	0	0	0	4	0	0	2	6	0	0	0	0	0	16
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	9
Total	20	0	0	0	20	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	23
09:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
09:45 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	9	0	0	0	9	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	12
*** BREAK ***																					
11:00 AM	2	0	0	0	2	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	4
11:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
11:30 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	6
11:45 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
Total	13	0	0	0	13	0	0	0	1	1	1	0	0	5	6	0	0	0	0	0	20
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
12:30 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	8	0	0	0	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

Client: FDOT District 6
Project: North Village Bridge Study
Location: E.Treasure Dr and JFK Cswy
County: Miami-Dade

File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 2

Groups Printed- Peds & Bikes

	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Peds			Bikes	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	11	0	0	0	11	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	12
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	8
04:45 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	5
Total	20	0	0	0	20	0	0	0	0	0	1	0	0	5	6	0	0	0	0	0	26
05:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	3
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	9
Total	14	0	0	0	14	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	17
06:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
06:45 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	8
Total	9	0	0	1	10	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	17
Grand Total	103	0	0	1	104	0	0	0	1	1	8	0	0	27	35	0	0	0	0	0	140
Apprch %	99	0	0	1		0	0	0	100		22.9	0	0	77.1		0	0	0	0		
Total %	73.6	0	0	0.7	74.3	0	0	0	0.7	0.7	5.7	0	0	19.3	25	0	0	0	0	0	

Signal Timings

TOD Schedule Report

for 3016: J. F. Kennedy Blvd&Treasure Dr E

Print Date: 10/4/2021

Print Time: 3:59 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3016	J. F. Kennedy Blvd&Treasure Dr E	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	14 - 12 - 12	3.7	2.5
2 WBT	4 - 4 - 4	19 - 19 - 19	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2.5
3 SBT	4 - 4 - 4	36 - 36 - 36	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	40 - 10 - 12	4	3
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 2.5 - 2.5	7 - 7 - 7	20 - 12 - 16	4	3.1
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	14 - 10 - 12	3.7	2.5
6 EBT	4 - 4 - 4	19 - 19 - 19	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2.5
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

TOD Schedule Report

for 3016: J. F. Kennedy Blvd&Treasure Dr E

Print Date: 10/4/2021

Print Time: 3:59 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	120	9	39	34	12	9	39	0	0	0	19
	2	120	8	31	41	14	8	31	0	0	0	106
	3	120	9	35	38	12	9	35	0	0	0	27
	4	150	10	54	41	19	10	54	0	0	0	106
	5	120	9	39	34	12	9	39	0	0	0	29
	6	120	9	39	34	12	9	39	0	0	0	19
	8	150	14	50	41	19	14	50	0	0	0	106
	9	150	11	53	41	19	11	53	0	0	0	146
	11	140	9	50	41	14	9	50	0	0	0	5
	12	110	9	25	38	12	9	25	0	0	0	10
	15	130	8	50	38	8	8	50	0	0	0	48

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	4	M T W Th F
0800	4	Su S
1330	8	M T W Th F
1530	9	M T W Th F
2000	11	Su S
2200	11	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

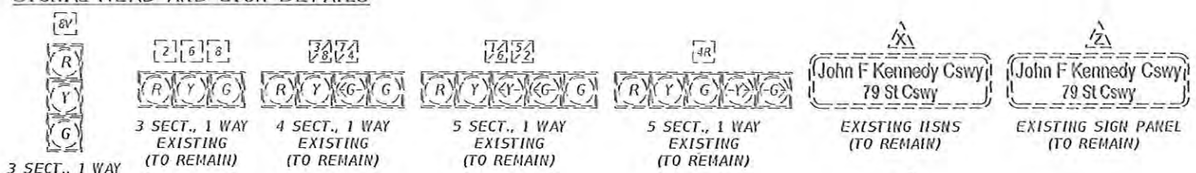
Timing Phases	Direction / Head No.	EB 1/6	EB 6	WB 5/2	WB 2	SB 3/8	SB 8	SB 8V	NB 7/4	NB 4R	Ped Heads P2	Ped Heads P6	Ped Heads	Ped Heads P8	Movements/Display/Actuation
(1+5)	Dwell	<G/R	R	<G/R	R	R	R	R	R	R/G>	DW	DW		DW	
E/WLT	clear to 1+6	<G/R	R	<Y/R	R	R	R	R	R	R/Y>	DW	DW		DW	
	clear to 2+5	<Y/R	R	<G/R	R	R	R	R	R	R/G>	DW	DW		DW	
JFK BLVD	clear to 2+6	<Y/R	R	<Y/R	R	R	R	R	R	R/Y>	DW	DW		DW	
	clear to														
(ACTUATED)	clear to														'1/6, '5/2, 4R
(1+6)	Dwell	<G/G	G	G	G	R	R	R	R	R	DW	W/F		DW	
	clear to 2+6	<Y/G	Y	Y	Y	R	R	R	R	R	DW	W/F		DW	
EB	clear to														
	clear to														
JFK BLVD	clear to														
	clear to														
(ACTUATED)	clear to														1/6, 6, P6
(2+5)		R	R	<G/G	G	R	R	R	R	R/G>	W/F	DW		DW	
	clear to 2+6	R	R	<Y/G	G	R	R	R	R	R/Y>	W/F	DW		DW	
WB	clear to														
	clear to														
JFK BLVD	clear to														
	clear to														
(ACTUATED)	clear to														2, 5/2, 4R
(2+6)	Dwell	G	G	G	G	R	R	R	R	R	W/F	W/F		DW	
	clear to 3	Y	Y	Y	Y	R	R	R	R	R	DW	DW		DW	
E/WB	clear to 4	Y	Y	Y	Y	R	R	R	R	R	DW	DW		DW	
	clear to														
JFK BLVD	clear to														
	clear to														
(RECALL)	clear to														P2, 2, 6, P6
3	Dwell	R	R	R	R	<G/G	G	G	R	R	DW	DW		W/F	
	clear to 4	R	R	R	R	Y	Y	Y	R	R	DW	DW		DW	
SB	clear to 1+5	R	R	R	R	Y	Y	Y	R	R	DW	DW		DW	
	clear to 1+6	R	R	R	R	Y	Y	Y	R	R	DW	DW		DW	
TREASURE DR	clear to 2+5	R	R	R	R	Y	Y	Y	R	R	DW	DW		DW	
	clear to 2+6	R	R	R	R	Y	Y	Y	R	R	DW	DW		DW	
(ACTUATED)	clear to														'3/8, 8, 8V, P8
4	Dwell	R	R	R	R	R	R	R	<G/G	G	DW	DW		DW	
	clear to 1+5	R	R	R	R	R	R	R	Y	Y	DW	DW		DW	
NB	clear to 1+6	R	R	R	R	R	R	R	Y	Y	DW	DW		DW	
	clear to 2+5	R	R	R	R	R	R	R	Y	Y	DW	DW		DW	
TREASURE DR	clear to 2+6	R	R	R	R	R	R	R	Y	Y	DW	DW		DW	
	clear to														
(ACTUATED)	clear to														7/4, 4R
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR	FR					Page 1 of 1

N

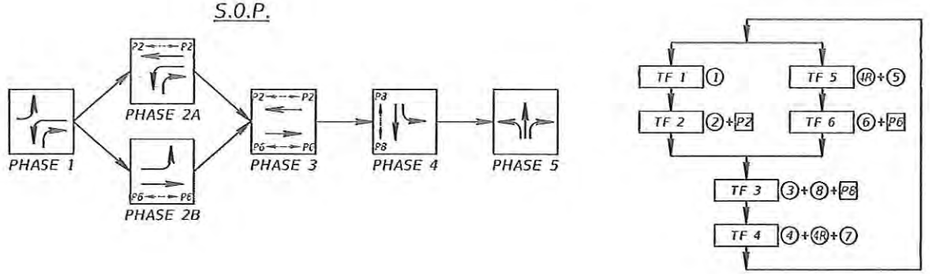
Miami-Dade County Public Works Department

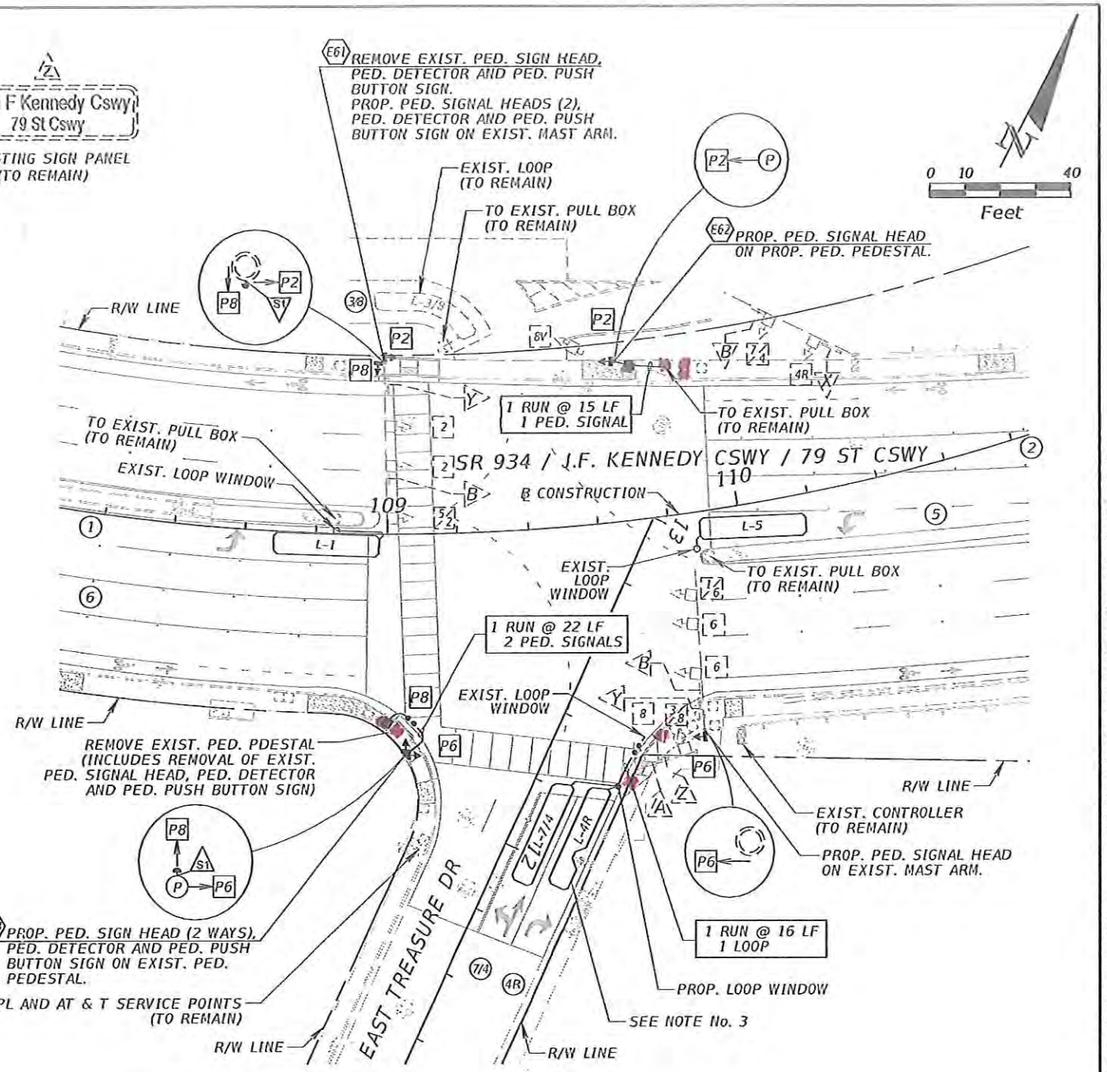
Designed by:	Date	J.F. KENNEDY BLVD & TREASURE DR E		
WILLIAM RIVERA-PAZ	5/20/2016			
Checked by:	Date	Placed in Service	Phasing No.	Asset Number
		Date 7/14/16 By FSC	11	3016

SIGNAL HEAD AND SIGN DETAILS



S.O.P.





CONTROLLER OPERATIONS:

1. MAJOR STREET: SR 934 / J.F. KENNEDY CSWY
   MINOR STREET: EAST TREASURE DR
2. SIGNAL OPERATING PLAN (SOP) AS SHOWN
3. FLASHING OPERATION: 2 & 6 – YELLOW
   3, 4, 4R & 8 – RED

PROPOSED PEDESTRIAN SIGNALS				
ID	STA	OFFSET	ALUM POLE	PUSH BUTTON
E61	PROP. PED. DETECTOR & SIGN PANEL ON EXIST. PEDESTAL			1
E62	109+70	BACK OF SIDEWALK (LT)	1	
E63	109+05	BACK OF SIDEWALK (RT)	1	1

635-2-11 2 EA
646-1-11 2 EA
665-1-11 2 EA

NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS AND WASTE MANAGEMENT, TRAFFIC SIGNALS AND SIGNS DIVISION.
2. PEDESTRIAN SIGNAL HEADS TO BE ORIENTED TO THE CENTER OF THE RAMP THEY SERVE.
3. LOOP SHALL BE INSTALLED TO AVOID ANY CONFLICT WITH THE EXISTING UTILITY COVER. PLAN ONLY SHOWS A GRAPHICAL VIEW OF SUCH INSTALL SHAPE.

DETECTORS FOR LOOPS			
LOOP	No. OF LOOPS	No. OF EXIST. LOOPS	No. OF EXIST. DETS.
L-1	1		1
L-4R	1		1
L-7/4	1		1
L-5	1		1
L-3/8		1	1

660-2-101 4 AS

CONTROLLER ITEM		CONDUIT & CABLE ITEMS		REMOVAL ITEMS	
670-5-400	1 AS	630-2-12	56 LF	646-1-60	1 EA
		632-7-2	280 LF	653-1-60	2 EA
				665-1-60	2 EA

Florida Safety Contractors Inc.
Asbuilt
7-25-16

SR 934 / J.F. KENNEDY CSWY AND EAST TREASURE DR
INTERSECTION ID No. 3016

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

C H Perez and Associates Consulting Engineers, Inc.
Certificate of Authorization No. 25976
5594 NW 41 Street, Suite 201 | Doral, Florida 33178
Tel. (305) 592-1070 | Fax. (305) 592-1078
Alejandro G. Meitin
Florida P.E. No. 44744
www.p-a.cc agm@p-a.cc

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD No.	COUNTY	FINANCIAL PROJECT ID
934	MIAMI-DADE	431180-1-52-01

SIGNALIZATION PLAN

SHEET No. T-9

mefaura 1/15/2015 11:52:34 AM U:\130352DS01-79StCauseway_AmericanConsulting\431180152O1\signals\plans09.dgn

TOD Schedule Report

for 3874: J. F. Kennedy Blvd@1800 Blk

Print Date: 10/4/2021

Print Time: 5:33 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3874	J. F. Kennedy Blvd@1800 Blk	DOW-2	TOD	[09] MID-AFT./AFTNOO	150	63	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	-	EBT	-	SBT
0	102	0	36	0	102	0	36



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	40 - 50 - 50	0 - 0 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	29 - 29 - 29	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 15 - 15	60 - 8 - 10	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	40 - 50 - 50	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	7 - 7 - 7	29 - 29 - 29	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 15 - 15	60 - 8 - 10	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 3874: J. F. Kennedy Blvd@1800 Blk

Print Date: 10/4/2021

Print Time: 5:33 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	100	0	52	0	36	0	52	0	36	0	11
	2	110	0	62	0	36	0	62	0	36	0	17
	3	110	0	62	0	36	0	62	0	36	0	51
	4	150	0	114	0	24	0	114	0	24	0	106
	5	100	0	52	0	36	0	52	0	36	0	41
	6	100	0	52	0	36	0	52	0	36	0	36
	8	150	0	102	0	36	0	102	0	36	0	48
	9	150	0	102	0	36	0	102	0	36	0	63
	11	140	0	114	0	14	0	114	0	14	0	5
	12	110	0	62	0	36	0	62	0	36	0	59
	15	130	0	82	0	36	0	82	0	36	0	84

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	4	M T W Th F
0800	4	Su S
1330	8	M T W Th F
1530	9	M T W Th F
2000	11	Su S
2200	11	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

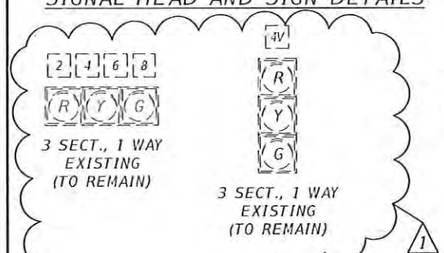
Timing Phases	Direction / Head No.	EB 6	WB 2	SB 8	NB 4	Ped Heads P2	P4	P8	Movements/Display/Actuation
	Dwell								
	Start to								
(2+6)	Dwell	G	G	R	R	W/F	DW	DW	P2 2
	4+8	Y	Y	R	R	DW	DW	DW	
E/WB	Clear to								6
J.F.KENNEDY									
(RECALL)									
	Dwell								
	Clear to								
	Dwell								
	Clear to								
(4+8)	Dwell	R	R	G	G	DW	W/F	W/F	P4 8 4 P8
	2+6	R	R	Y	Y	DW	DW	DW	
N/SB	Clear to								
1800 BLK									
(ACTUATED)		FY	FY	FR	FR				

Miami-Dade County Public Works Department

Drawn	Date	
William Rivera-Paz	5/25/2016	J.F. KENNEDY CSWY & 1800 BLK
Checked	Date	Placed in Service: Date 6/27/16 By FSC; Phasing No. 4; Asset Number 3874

Blank12

SIGNAL HEAD AND SIGN DETAILS

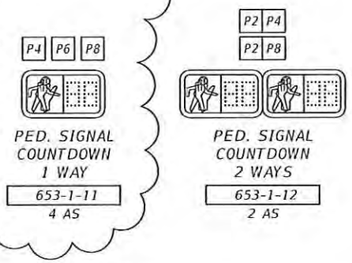




EXISTING IISNS
(TO REMAIN)

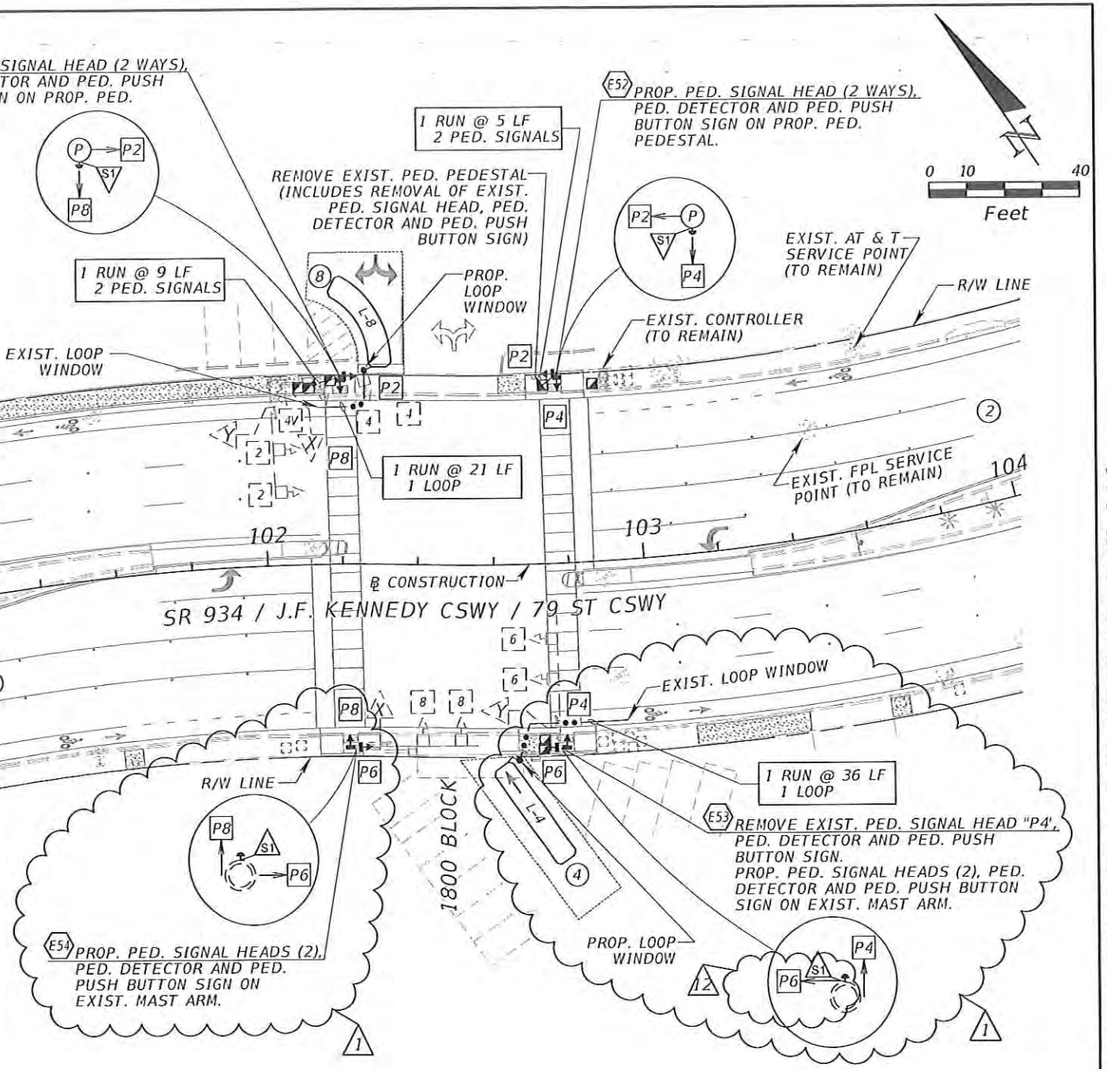


EXISTING IISNS
(TO REMAIN)



DETECTORS FOR LOOPS			
LOOP	No. OF LOOPS	No. OF EXIST. LOOPS	No. OF EXIST. DETS.
L-4	1		1
L-8	1		1

660-2-101 2 AS



ALEJANDRO G. MEITIN
LICENSE
No. 44744
8/17/2016
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

CONTROLLER OPERATIONS:

1. MAJOR STREET: SR 934 / J.F. KENNEDY CSWY
   MINOR STREET: 1800 BLOCK
2. SIGNAL OPERATING PLAN (SOP) AS SHOWN
3. FLASHING OPERATION: 2 & 6 - YELLOW
   1 4 & 8 - RED

NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS AND WASTE MANAGEMENT, TRAFFIC SIGNALS AND SIGNS DIVISION.
2. PEDESTRIAN SIGNAL HEADS TO BE ORIENTED TO THE CENTER OF THE RAMP THEY SERVE.

PROPOSED PEDESTRIAN SIGNALS				
ID	STA	OFFSET	ALUM POLE	PUSH BUTTON
E51	102+20	BACK OF SIDEWALK (LT)	1	1
E52	102+79	BACK OF SIDEWALK (LT)	1	1
E53	PROP. PED. DETECTOR & SIGN PANEL ON EXIST. MAST ARM			1
E54	PROP. PED. DETECTOR & SIGN PANEL ON EXIST. MAST ARM			1

635-2-11 2 EA
646-1-11 2 EA
665-1-11 4 EA

PULL BOXES ITEM
635-2-11 5 EA

CONTROLLER ITEM
670-5-400 1 AS

CONDUIT & CABLE ITEMS
630-2-12 74 LF
632-7-2 125 LF

REMOVAL ITEMS
646-1-60 1 EA
653-1-60 1 EA
665-1-60 1 EA

Florida Safety Contractors Inc.
Asbuilt
X 11-11-15

SR 934 / J.F. KENNEDY CSWY AND 1800 BLOCK
INTERSECTION ID No. 3874

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
1-21-16	1 SIGNALIZATION ITEMS HAVE BEEN CHANGED AS SHOWN		
8-17-16	2 REVISED LOCATION OF PED HEAD ON MASTARM UPRIGHT		

C H Perez and Associates
Consulting Engineers, Inc.
Certificate of Authorization No. 25976
9594 NW 41 Street, Suite 201 | Doral, Florida 33178
Tel. (305) 592-1070 | Fax. (305) 592-1078
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD No.	COUNTY	FINANCIAL PROJECT ID
934	MIAMI-DADE	431180-1-52-01

SIGNALIZATION PLAN

SHEET No. T-8

$USERS $DATES $TIMES $FILES

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

Background Growth

Kansas Goodrum

Subject: FW: [External] Shoma TIS redo recommendation

From: Garcia-Serra, Mario <MGarcia-Serra@gunster.com>
Sent: Tuesday, June 20, 2023 9:10 PM
To: Silvia Vargas <SVargas@cgasolutions.com>; Ruiz-Diaz de la Portilla, Elinette <erportilla@gunster.com>
Cc: Masoud Shojaee <mshojaee@shomagroup.com>; rrosado@nbvillage.com; Salman Rathore <srathore@cgasolutions.com>; Juan Espinosa <Juan.Espinosa@dplummer.com>; Tony Recio <TRecio@wsh-law.com>; Timothy J. Plummer <tim.plummer@dplummer.com>
Subject: RE: [External] Shoma TIS redo recommendation

Hello, Silvia,

Thank you for working with us! The below is acceptable and Tim / Juan are proceeding accordingly. Which comments have not yet been issued? I think that we are down to just the Village Engineer and your Planning / Zoning review comments, correct?

Mario

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS
Mario Garcia-Serra | Shareholder
600 Brickell Avenue
Brickell World Plaza
Suite 3500
Miami, Florida 33131

P 305-376-6061 **F** 786-425-4104
gunster.com

From: Silvia Vargas <SVargas@cgasolutions.com>
Sent: Monday, June 19, 2023 6:34 PM
To: Garcia-Serra, Mario <MGarcia-Serra@gunster.com>; Ruiz-Diaz de la Portilla, Elinette <erportilla@gunster.com>
Cc: Masoud Shojaee <mshojaee@shomagroup.com>; rrosado@nbvillage.com; Salman Rathore <srathore@cgasolutions.com>; Juan Espinosa <juan.espinosa@dplummer.com>; Tony Recio <TRecio@wsh-law.com>
Subject: RE: [External] Shoma TIS redo recommendation

Mario and Juan,
Thank you for your prompt reply.

Regarding the traffic study: it is my understanding (Salman, please correct me if I'm mistaken) that the original Shoma study completed by DPA in 2020 used 2018 counts and applied the equivalent of a 3.91% annual growth rate to extrapolate to 2020. CGA's suggestion was to use the same rate to be consistent with your own study.

While it is true that the Shuckers study, completed in 2022 using 2021 counts, applied an annual growth rate of 1.4%, we think a more conservative approach, using a higher growth rate, would be prudent to assuage potential questions about the lack of up-to-date turning movement counts as inputs to the study. As a new compromise, however, we could accept an average of 2.65% between the low of 1.4% and the high of 3.91% annual growth to extrapolate to 2023 counts.

Cardinal Distribution

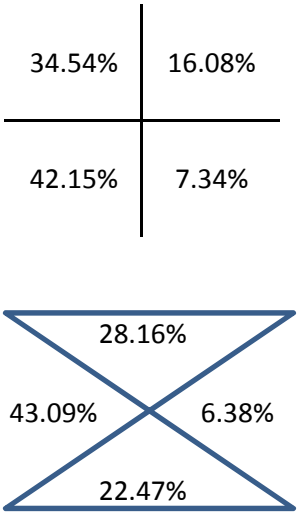
Cardinal Distribution

20105

Shoma North Bay Village

TAZ	624

DIRECTION	2015	2045	2022
NNE	10.8%	10.5%	10.73%
ENE	6.0%	3.2%	5.35%
ESE	1.1%	0.8%	1.03%
SSE	6.1%	7.0%	6.31%
SSW	15.2%	19.3%	16.16%
WSW	26.2%	25.3%	25.99%
WNW	16.8%	18.1%	17.10%
NNW	17.9%	15.9%	17.43%



Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	591	34	0	13	16	316	294	397	1,717
599	3499	Percent	35.6	2.0	0.0	0.8	1.0	19.0	17.7	23.9	
600	3500	Trips	1,964	258	20	47	84	1,205	1,079	998	5,795
600	3500	Percent	34.7	4.6	0.4	0.8	1.5	21.3	19.1	17.7	
601	3501	Trips	70	-	-	28	277	290	175	257	1,104
601	3501	Percent	6.4	-	-	2.5	25.3	26.4	15.9	23.5	
602	3502	Trips	67	17	-	103	540	455	472	464	2,181
602	3502	Percent	3.2	0.8	-	4.9	25.5	21.5	22.3	21.9	
603	3503	Trips	27	-	-	3	177	160	92	111	570
603	3503	Percent	4.8	-	-	0.5	31.0	28.1	16.2	19.5	
604	3504	Trips	45	-	-	6	506	334	458	381	1,779
604	3504	Percent	2.6	-	-	0.4	29.3	19.3	26.5	22.0	
605	3505	Trips	136	16	-	144	498	321	433	386	1,958
605	3505	Percent	7.0	0.8	-	7.4	25.7	16.6	22.4	20.0	
606	3506	Trips	830	-	-	845	1,407	1,998	1,040	2,384	9,052
606	3506	Percent	9.8	-	-	9.9	16.5	23.5	12.2	28.0	
607	3507	Trips	197	83	-	165	848	498	671	627	3,154
607	3507	Percent	6.4	2.7	-	5.4	27.5	16.1	21.7	20.3	
608	3508	Trips	109	-	-	17	655	545	562	535	2,497
608	3508	Percent	4.5	-	-	0.7	27.0	22.5	23.2	22.1	
609	3509	Trips	80	-	-	30	482	700	242	744	2,414
609	3509	Percent	3.5	-	-	1.3	21.2	30.7	10.6	32.7	
610	3510	Trips	576	187	-	313	1,639	1,859	1,152	2,527	9,381
610	3510	Percent	7.0	2.3	-	3.8	19.9	22.5	14.0	30.6	
611	3511	Trips	344	38	-	107	861	847	782	1,269	4,444
611	3511	Percent	8.1	0.9	-	2.5	20.3	20.0	18.4	29.9	
612	3512	Trips	102	-	-	38	497	479	354	809	2,324
612	3512	Percent	4.5	-	-	1.7	21.8	21.0	15.5	35.5	
613	3513	Trips	50	-	-	45	147	146	130	221	738
613	3513	Percent	6.8	-	-	6.1	19.9	19.8	17.6	30.0	
614	3514	Trips	107	-	-	231	720	908	522	868	3,436
614	3514	Percent	3.2	-	-	6.9	21.5	27.1	15.6	25.9	
615	3515	Trips	748	321	-	855	1,825	1,774	1,120	2,278	9,551
615	3515	Percent	8.4	3.6	-	9.6	20.5	19.9	12.6	25.5	
616	3516	Trips	631	418	-	1,214	1,619	1,428	921	1,966	9,585
616	3516	Percent	7.7	5.1	-	14.8	19.8	17.4	11.2	24.0	
617	3517	Trips	18	4	17	9	11	16	6	43	125
617	3517	Percent	14.3	3.3	13.7	7.4	9.0	13.1	4.7	34.7	
618	3518	Trips	243	105	-	241	640	556	295	599	2,736
618	3518	Percent	9.1	3.9	-	9.0	23.9	20.8	11.0	22.4	
619	3519	Trips	114	-	-	442	1,579	1,258	675	2,112	6,703
619	3519	Percent	1.8	-	-	7.2	25.6	20.4	10.9	34.2	
620	3520	Trips	85	-	-	385	1,902	1,775	809	2,132	7,584
620	3520	Percent	1.2	-	-	5.4	26.8	25.1	11.4	30.1	
621	3521	Trips	411	-	112	336	917	877	409	774	3,916
621	3521	Percent	10.7	-	2.9	8.8	23.9	22.9	10.7	20.2	
622	3522	Trips	725	-	-	733	1,372	1,695	887	1,623	7,653
622	3522	Percent	10.3	-	-	10.4	19.5	24.1	12.6	23.1	
623	3523	Trips	394	243	139	749	727	1,431	755	921	5,657
623	3523	Percent	7.4	4.5	2.6	14.0	13.6	26.7	14.1	17.2	
624	3524	Trips	1,100	613	112	625	1,542	2,663	1,706	1,821	11,072
624	3524	Percent	10.8	6.0	1.1	6.1	15.2	26.2	16.8	17.9	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	392	108	7	13	41	341	344	485	1,765
599	3499	Percent	22.6	6.2	0.4	0.8	2.4	19.7	19.9	28.0	
600	3500	Trips	1,603	330	17	42	94	1,157	1,332	1,506	6,163
600	3500	Percent	26.4	5.4	0.3	0.7	1.6	19.0	21.9	24.8	
601	3501	Trips	73	-	-	36	470	342	267	332	1,552
601	3501	Percent	4.8	-	-	2.4	30.9	22.5	17.5	21.8	
602	3502	Trips	62	6	-	148	713	574	523	476	2,566
602	3502	Percent	2.5	0.3	-	5.9	28.5	22.9	20.9	19.0	
603	3503	Trips	14	-	-	1	337	258	161	172	980
603	3503	Percent	1.5	-	-	0.1	35.7	27.4	17.1	18.3	
604	3504	Trips	64	-	-	41	951	737	707	668	3,445
604	3504	Percent	2.0	-	-	1.3	30.0	23.3	22.3	21.1	
605	3505	Trips	99	36	-	135	670	549	585	509	2,652
605	3505	Percent	3.8	1.4	-	5.2	25.9	21.2	22.7	19.7	
606	3506	Trips	643	-	-	754	1,891	2,383	1,151	2,389	9,786
606	3506	Percent	7.0	-	-	8.2	20.5	25.9	12.5	25.9	
607	3507	Trips	188	140	-	182	1,171	780	868	741	4,188
607	3507	Percent	4.6	3.4	-	4.5	28.8	19.2	21.3	18.2	
608	3508	Trips	110	-	-	48	1,108	1,101	706	785	3,985
608	3508	Percent	2.9	-	-	1.2	28.7	28.5	18.3	20.4	
609	3509	Trips	86	-	-	37	718	953	371	839	3,169
609	3509	Percent	2.9	-	-	1.2	23.9	31.7	12.3	27.9	
610	3510	Trips	681	182	-	382	2,239	2,515	1,391	2,792	12,047
610	3510	Percent	6.7	1.8	-	3.8	22.0	24.7	13.7	27.4	
611	3511	Trips	449	13	-	118	1,000	1,197	848	1,206	5,036
611	3511	Percent	9.3	0.3	-	2.4	20.7	24.8	17.6	25.0	
612	3512	Trips	74	-	-	56	640	617	408	906	2,773
612	3512	Percent	2.8	-	-	2.1	23.7	22.9	15.1	33.6	
613	3513	Trips	42	-	-	27	203	188	128	185	774
613	3513	Percent	5.5	-	-	3.5	26.3	24.2	16.5	24.0	
614	3514	Trips	160	-	-	231	1,441	1,400	1,004	1,429	5,961
614	3514	Percent	2.8	-	-	4.1	25.4	24.7	17.7	25.2	
615	3515	Trips	657	228	-	698	1,586	1,570	1,040	1,804	7,950
615	3515	Percent	8.7	3.0	-	9.2	20.9	20.7	13.7	23.8	
616	3516	Trips	663	430	-	1,243	2,224	2,161	1,427	2,581	12,275
616	3516	Percent	6.2	4.0	-	11.6	20.7	20.1	13.3	24.1	
617	3517	Trips	13	10	12	23	29	51	31	41	219
617	3517	Percent	6.4	4.8	5.8	10.9	13.8	24.0	14.9	19.5	
618	3518	Trips	155	54	-	218	768	639	484	831	3,208
618	3518	Percent	4.9	1.7	-	6.9	24.4	20.3	15.4	26.4	
619	3519	Trips	148	-	-	378	1,965	1,591	822	2,087	7,426
619	3519	Percent	2.1	-	-	5.4	28.1	22.8	11.8	29.9	
620	3520	Trips	101	-	-	236	1,860	2,343	1,013	2,177	8,233
620	3520	Percent	1.3	-	-	3.1	24.1	30.3	13.1	28.2	
621	3521	Trips	349	-	81	272	1,070	1,011	417	959	4,287
621	3521	Percent	8.4	-	1.9	6.6	25.7	24.3	10.0	23.1	
622	3522	Trips	552	-	-	687	1,638	2,319	1,127	2,032	8,893
622	3522	Percent	6.6	-	-	8.2	19.6	27.8	13.5	24.3	
623	3523	Trips	475	123	70	728	1,143	1,694	801	1,023	6,274
623	3523	Percent	7.8	2.0	1.2	12.0	18.9	28.0	13.2	16.9	
624	3524	Trips	1,356	409	98	912	2,505	3,276	2,354	2,063	13,940
624	3524	Percent	10.5	3.2	0.8	7.0	19.3	25.3	18.1	15.9	

FDOT LOS Handbook Tables
&
Seasonal Factors

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.01	1.03
2	01/03/2021 - 01/09/2021	1.05	1.07
3	01/10/2021 - 01/16/2021	1.08	1.10
4	01/17/2021 - 01/23/2021	1.07	1.09
5	01/24/2021 - 01/30/2021	1.07	1.09
6	01/31/2021 - 02/06/2021	1.06	1.08
7	02/07/2021 - 02/13/2021	1.05	1.07
8	02/14/2021 - 02/20/2021	1.05	1.07
9	02/21/2021 - 02/27/2021	1.04	1.06
10	02/28/2021 - 03/06/2021	1.03	1.05
11	03/07/2021 - 03/13/2021	1.02	1.04
12	03/14/2021 - 03/20/2021	1.02	1.04
13	03/21/2021 - 03/27/2021	1.01	1.03
14	03/28/2021 - 04/03/2021	0.99	1.01
15	04/04/2021 - 04/10/2021	0.98	1.00
16	04/11/2021 - 04/17/2021	0.97	0.99
17	04/18/2021 - 04/24/2021	0.97	0.99
18	04/25/2021 - 05/01/2021	0.97	0.99
19	05/02/2021 - 05/08/2021	0.98	1.00
20	05/09/2021 - 05/15/2021	0.98	1.00
21	05/16/2021 - 05/22/2021	0.98	1.00
22	05/23/2021 - 05/29/2021	0.99	1.01
23	05/30/2021 - 06/05/2021	1.00	1.02
24	06/06/2021 - 06/12/2021	1.01	1.03
25	06/13/2021 - 06/19/2021	1.02	1.04
26	06/20/2021 - 06/26/2021	1.01	1.03
27	06/27/2021 - 07/03/2021	1.01	1.03
28	07/04/2021 - 07/10/2021	1.00	1.02
29	07/11/2021 - 07/17/2021	0.99	1.01
30	07/18/2021 - 07/24/2021	0.99	1.01
31	07/25/2021 - 07/31/2021	0.99	1.01
32	08/01/2021 - 08/07/2021	0.99	1.01
33	08/08/2021 - 08/14/2021	0.99	1.01
34	08/15/2021 - 08/21/2021	0.99	1.01
35	08/22/2021 - 08/28/2021	0.99	1.01
*36	08/29/2021 - 09/04/2021	0.99	1.01
*37	09/05/2021 - 09/11/2021	0.99	1.01
*38	09/12/2021 - 09/18/2021	0.99	1.01
*39	09/19/2021 - 09/25/2021	0.98	1.00
*40	09/26/2021 - 10/02/2021	0.98	1.00
*41	10/03/2021 - 10/09/2021	0.97	0.99
*42	10/10/2021 - 10/16/2021	0.96	0.98
*43	10/17/2021 - 10/23/2021	0.96	0.98
*44	10/24/2021 - 10/30/2021	0.97	0.99
*45	10/31/2021 - 11/06/2021	0.97	0.99
*46	11/07/2021 - 11/13/2021	0.98	1.00
*47	11/14/2021 - 11/20/2021	0.99	1.01
*48	11/21/2021 - 11/27/2021	0.99	1.01
49	11/28/2021 - 12/04/2021	1.00	1.02
50	12/05/2021 - 12/11/2021	1.01	1.03
51	12/12/2021 - 12/18/2021	1.01	1.03
52	12/19/2021 - 12/25/2021	1.05	1.07
53	12/26/2021 - 12/31/2021	1.08	1.10

* PEAK SEASON

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

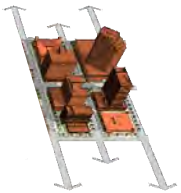


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

Appendix D
Intersection Capacity Analysis Worksheets

Existing Conditions



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	9	1408	99	96	1075	4	178	1	165	3	4
Future Volume (vph)	3	9	1408	99	96	1075	4	178	1	165	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)		6.2	6.5		6.2	6.5			7.1	7.1		7.0
Lane Util. Factor		1.00	0.91		1.00	0.91			1.00	1.00		1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Frt		1.00	0.99		1.00	1.00			1.00	0.85		1.00
Flt Protected		0.95	1.00		0.95	1.00			0.95	1.00		0.98
Satd. Flow (prot)		1742	4760		1745	4913			1792	1583		1859
Flt Permitted		0.23	1.00		0.08	1.00			0.95	1.00		0.98
Satd. Flow (perm)		417	4760		154	4913			1792	1583		1859
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.85	0.85	0.85	0.44	0.44
Adj. Flow (vph)	3	10	1600	112	100	1120	4	209	1	194	7	9
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	0	142	0	0
Lane Group Flow (vph)	0	13	1710	0	100	1124	0	0	210	52	0	16
Confl. Peds. (#/hr)		20		20	20		20					
Confl. Bikes (#/hr)				3						3		
Heavy Vehicles (%)	0%	0%	4%	3%	0%	2%	0%	1%	0%	2%	0%	0%
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2		4	4	4 5!	3	3
Permitted Phases	6	6			2							
Actuated Green, G (s)		89.6	87.4		100.6	92.9			25.1	39.9		3.0
Effective Green, g (s)		89.6	87.4		100.6	92.9			25.1	39.9		3.0
Actuated g/C Ratio		0.60	0.58		0.67	0.62			0.17	0.27		0.02
Clearance Time (s)		6.2	6.5		6.2	6.5			7.1			7.0
Vehicle Extension (s)		2.0	1.0		2.0	1.0			3.0			2.5
Lane Grp Cap (vph)		268	2773		184	3042			299	421		37
v/s Ratio Prot		0.00	c0.36		c0.03	0.23			c0.12	0.03		c0.01
v/s Ratio Perm		0.03			0.33							
v/c Ratio		0.05	0.62		0.54	0.37			0.70	0.12		0.43
Uniform Delay, d1		12.3	20.4		14.7	14.1			58.9	41.8		72.7
Progression Factor		0.65	0.70		1.00	1.00			1.00	1.00		1.00
Incremental Delay, d2		0.0	1.0		1.8	0.3			7.3	0.1		5.8
Delay (s)		8.1	15.2		16.5	14.4			66.2	41.9		78.5
Level of Service		A	B		B	B			E	D		E
Approach Delay (s)			15.2			14.6			54.5			78.5
Approach LOS			B			B			D			E

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



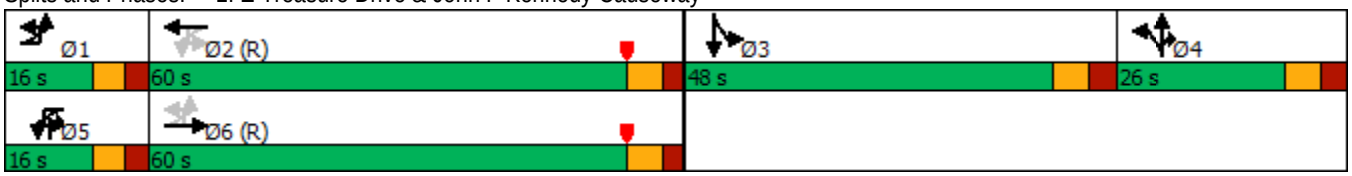
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.44
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	3
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	9	1408	99	96	1075	4	178	1	165	3	4
Future Volume (vph)	3	9	1408	99	96	1075	4	178	1	165	3	4
Confl. Peds. (#/hr)		20		20	20		20					
Confl. Bikes (#/hr)				3						3		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.85	0.85	0.85	0.44	0.44
Heavy Vehicles (%)	0%	0%	4%	3%	0%	2%	0%	1%	0%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	1713	0	100	1124	0	0	210	194	0	16
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2		4	4	4 5!	3	3
Permitted Phases	6	6			2							
Detector Phase	1	1	6		5	2		4	4	4 5	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.2	11.2	29.5		11.2	29.5		14.1	14.1		47.0	47.0
Total Split (s)	16.0	16.0	60.0		16.0	60.0		26.0	26.0		48.0	48.0
Total Split (%)	10.7%	10.7%	40.0%		10.7%	40.0%		17.3%	17.3%		32.0%	32.0%
Yellow Time (s)	3.7	3.7	4.0		3.7	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5		3.1	3.1		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		6.2	6.5		6.2	6.5			7.1			7.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
v/c Ratio		0.04	0.59		0.53	0.34			0.70	0.35		0.18
Control Delay		6.9	14.8		20.2	13.1			71.3	6.5		73.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		6.9	14.8		20.2	13.1			71.3	6.5		73.1
Queue Length 50th (ft)		2	215		24	122			196	0		15
Queue Length 95th (ft)		m4	523		72	279			259	46		20
Internal Link Dist (ft)			291			746			1372			253
Turn Bay Length (ft)		100			50							
Base Capacity (vph)		368	2908		216	3299			300	565		508
Starvation Cap Reductn		0	0		0	0			0	0		0
Spillback Cap Reductn		0	0		0	0			0	0		0
Storage Cap Reductn		0	0		0	0			0	0		0
Reduced v/c Ratio		0.04	0.59		0.46	0.34			0.70	0.34		0.03

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.
! Phase conflict between lane groups.

Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	3
Peak Hour Factor	0.44
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	53	15	1347	127	1	127	1569	9	122	0	90	3
Future Volume (vph)	53	15	1347	127	1	127	1569	9	122	0	90	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	12	12	12	12	12
Total Lost time (s)		6.2	6.5			6.2	6.5			7.1	7.1	
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.99			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1745	4847			1711	4864			1805	1583	
Flt Permitted		0.11	1.00			0.11	1.00			0.95	1.00	
Satd. Flow (perm)		209	4847			190	4864			1805	1583	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.75
Adj. Flow (vph)	60	17	1513	143	1	132	1634	9	134	0	99	4
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	0	77	0
Lane Group Flow (vph)	0	77	1652	0	0	133	1643	0	0	134	22	0
Confl. Peds. (#/hr)	2	10		10	2	10		10	2		2	2
Confl. Bikes (#/hr)											5	
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	3%	0%	0%	0%	2%	0%
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA	pt+ov	Split
Protected Phases	1	1	6		5!	5	2		4	4	4 5!	3
Permitted Phases	6	6			2!	2						
Actuated Green, G (s)		103.5	96.1			107.3	98.0			16.4	32.8	
Effective Green, g (s)		103.5	96.1			107.3	98.0			16.4	32.8	
Actuated g/C Ratio		0.69	0.64			0.72	0.65			0.11	0.22	
Clearance Time (s)		6.2	6.5			6.2	6.5			7.1		
Vehicle Extension (s)		2.0	1.0			2.0	1.0			3.0		
Lane Grp Cap (vph)		219	3105			230	3177			197	346	
v/s Ratio Prot		0.02	0.34			c0.04	0.34			c0.07	0.01	
v/s Ratio Perm		0.22				c0.38						
v/c Ratio		0.35	0.53			0.58	0.52			0.68	0.06	
Uniform Delay, d1		9.0	14.7			10.3	13.6			64.3	46.4	
Progression Factor		0.82	1.21			1.00	1.00			1.00	1.00	
Incremental Delay, d2		0.3	0.6			2.2	0.6			9.3	0.1	
Delay (s)		7.7	18.4			12.5	14.2			73.6	46.5	
Level of Service		A	B			B	B			E	D	
Approach Delay (s)			18.0				14.1			62.1		
Approach LOS			B				B			E		

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	7.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	0.95	
Satd. Flow (prot)	1805	
Flt Permitted	0.95	
Satd. Flow (perm)	1805	
Peak-hour factor, PHF	0.75	0.75
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	4	0
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	1.4	
Effective Green, g (s)	1.4	
Actuated g/C Ratio	0.01	
Clearance Time (s)	7.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	16	
v/s Ratio Prot	c0.00	
v/s Ratio Perm		
v/c Ratio	0.25	
Uniform Delay, d1	73.8	
Progression Factor	1.00	
Incremental Delay, d2	5.9	
Delay (s)	79.7	
Level of Service	E	
Approach Delay (s)	79.7	
Approach LOS	E	

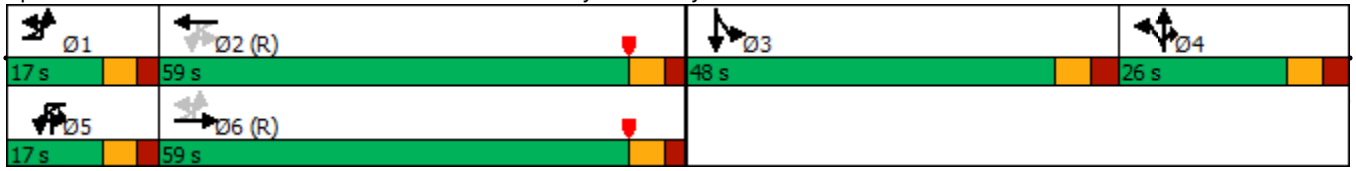
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	53	15	1347	127	1	127	1569	9	122	0	90	3
Future Volume (vph)	53	15	1347	127	1	127	1569	9	122	0	90	3
Confl. Peds. (#/hr)	2	10		10	2	10		10	2		2	2
Confl. Bikes (#/hr)											5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.75
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	3%	0%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	1656	0	0	133	1643	0	0	134	99	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA	pt+ov	Split
Protected Phases	1	1	6		5!	5	2		4	4	4 5!	3
Permitted Phases	6	6			2!	2						
Detector Phase	1	1	6		5	5	2		4	4	4 5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	5.0	7.0		7.0	7.0		7.0
Minimum Split (s)	11.2	11.2	29.5		11.2	11.2	29.5		14.1	14.1		47.0
Total Split (s)	17.0	17.0	59.0		17.0	17.0	59.0		26.0	26.0		48.0
Total Split (%)	11.3%	11.3%	39.3%		11.3%	11.3%	39.3%		17.3%	17.3%		32.0%
Yellow Time (s)	3.7	3.7	4.0		3.7	3.7	4.0		4.0	4.0		4.0
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5	2.5		3.1	3.1		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.2	6.5			6.2	6.5			7.1		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
v/c Ratio		0.34	0.50			0.56	0.49			0.68	0.24	
Control Delay		8.3	17.0			16.6	13.0			81.0	8.6	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		8.3	17.0			16.6	13.0			81.0	8.6	
Queue Length 50th (ft)		6	369			24	233			128	0	
Queue Length 95th (ft)		59	599			83	436			194	45	
Internal Link Dist (ft)			291				746			1372		
Turn Bay Length (ft)		100				50						
Base Capacity (vph)		269	3290			263	3359			235	410	
Starvation Cap Reductn		0	0			0	0			0	0	
Spillback Cap Reductn		0	0			0	0			0	0	
Storage Cap Reductn		0	0			0	0			0	0	
Reduced v/c Ratio		0.29	0.50			0.51	0.49			0.57	0.24	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 146 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

! Phase conflict between lane groups.

Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway





Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.75	0.75
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	4	0
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Detector Phase	3	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	47.0	
Total Split (s)	48.0	
Total Split (%)	32.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
v/c Ratio	0.05	
Control Delay	69.7	
Queue Delay	0.0	
Total Delay	69.7	
Queue Length 50th (ft)	4	
Queue Length 95th (ft)	14	
Internal Link Dist (ft)	253	
Turn Bay Length (ft)		
Base Capacity (vph)	493	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.01	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	1	1510	3	3	4	1291	5	6	0	0	2
Future Volume (vph)	8	1	1510	3	3	4	1291	5	6	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1744	4963			1744	4962			1805		
Flt Permitted		0.17	1.00			0.11	1.00			0.75		
Satd. Flow (perm)		309	4963			203	4962			1430		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.38
Adj. Flow (vph)	9	1	1736	3	3	4	1388	5	8	0	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	10	1739	0	0	7	1393	0	0	8	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		114.0	114.0			114.0	114.0			24.0		
Effective Green, g (s)		114.0	114.0			114.0	114.0			24.0		
Actuated g/C Ratio		0.76	0.76			0.76	0.76			0.16		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		234	3771			154	3771			228		
v/s Ratio Prot			c0.35				0.28					
v/s Ratio Perm		0.03				0.03				c0.01		
v/c Ratio		0.04	0.46			0.05	0.37			0.04		
Uniform Delay, d1		4.5	6.7			4.5	6.0			53.2		
Progression Factor		1.00	1.00			0.63	0.65			1.00		
Incremental Delay, d2		0.3	0.4			0.5	0.3			0.3		
Delay (s)		4.8	7.1			3.3	4.2			53.5		
Level of Service		A	A			A	A			D		
Approach Delay (s)			7.0				4.2			53.5		
Approach LOS			A				A			D		

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.95	
Flt Protected	0.97	
Satd. Flow (prot)	1749	
Flt Permitted	0.90	
Satd. Flow (perm)	1620	
Peak-hour factor, PHF	0.38	0.38
Adj. Flow (vph)	0	3
RTOR Reduction (vph)	7	0
Lane Group Flow (vph)	1	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	24.0	
Effective Green, g (s)	24.0	
Actuated g/C Ratio	0.16	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	259	
v/s Ratio Prot		
v/s Ratio Perm	0.00	
v/c Ratio	0.00	
Uniform Delay, d1	53.0	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	53.0	
Level of Service	D	
Approach Delay (s)	53.0	
Approach LOS	D	

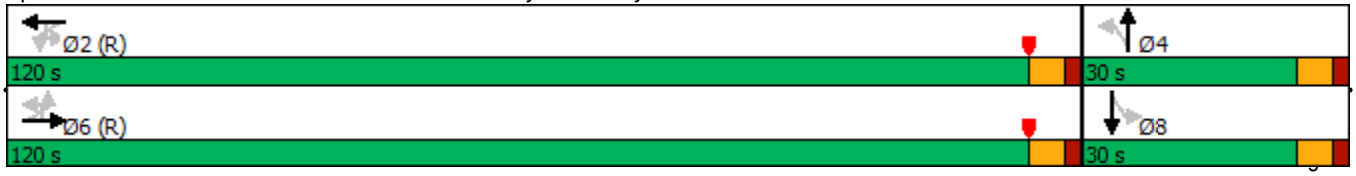
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	1	1510	3	3	4	1291	5	6	0	0	2
Future Volume (vph)	8	1	1510	3	3	4	1291	5	6	0	0	2
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.38
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	1739	0	0	7	1393	0	0	8	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	120.0	120.0	120.0		120.0	120.0	120.0		30.0	30.0		30.0
Total Split (%)	80.0%	80.0%	80.0%		80.0%	80.0%	80.0%		20.0%	20.0%		20.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		0.04	0.46			0.05	0.37			0.04		
Control Delay		5.0	7.1			3.6	4.2			54.0		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		5.0	7.1			3.6	4.2			54.0		
Queue Length 50th (ft)		2	204			1	129			7		
Queue Length 95th (ft)		7	216			m2	58			20		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		234	3772			153	3769			228		
Starvation Cap Reductn		0	0			0	0			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.04	0.46			0.05	0.37			0.04		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway





Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Confl. Peds. (#/hr)		
Peak Hour Factor	0.38	0.38
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	8	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	30.0	
Total Split (%)	20.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.03	
Control Delay	4.3	
Queue Delay	0.0	
Total Delay	4.3	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	0	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	277	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.03	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	24	1475	7	6	2	1710	17	2	0	0	12
Future Volume (vph)	15	24	1475	7	6	2	1710	17	2	0	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1745	5010			1744	4957			1805		
Flt Permitted		0.09	1.00			0.11	1.00			0.74		
Satd. Flow (perm)		161	5010			209	4957			1413		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.65
Adj. Flow (vph)	17	27	1639	8	6	2	1819	18	8	0	0	18
RTOR Reduction (vph)	0	0	0	0	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	44	1647	0	0	8	1836	0	0	8	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		102.0	102.0			102.0	102.0			36.0		
Effective Green, g (s)		102.0	102.0			102.0	102.0			36.0		
Actuated g/C Ratio		0.68	0.68			0.68	0.68			0.24		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		109	3406			142	3370			339		
v/s Ratio Prot			0.33				c0.37					
v/s Ratio Perm		0.27				0.04				c0.01		
v/c Ratio		0.40	0.48			0.06	0.54			0.02		
Uniform Delay, d1		10.6	11.4			8.0	12.2			43.6		
Progression Factor		1.00	1.00			1.40	1.03			1.00		
Incremental Delay, d2		10.7	0.5			0.7	0.6			0.1		
Delay (s)		21.3	11.9			11.8	13.2			43.7		
Level of Service		C	B			B	B			D		
Approach Delay (s)			12.2				13.2			43.7		
Approach LOS			B				B			D		

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.98	
Flt Protected	0.96	
Satd. Flow (prot)	1646	
Flt Permitted	0.83	
Satd. Flow (perm)	1426	
Peak-hour factor, PHF	0.65	0.65
Adj. Flow (vph)	0	3
RTOR Reduction (vph)	16	0
Lane Group Flow (vph)	5	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	36.0	
Effective Green, g (s)	36.0	
Actuated g/C Ratio	0.24	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	342	
v/s Ratio Prot		
v/s Ratio Perm	0.00	
v/c Ratio	0.01	
Uniform Delay, d1	43.5	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	43.6	
Level of Service	D	
Approach Delay (s)	43.6	
Approach LOS	D	

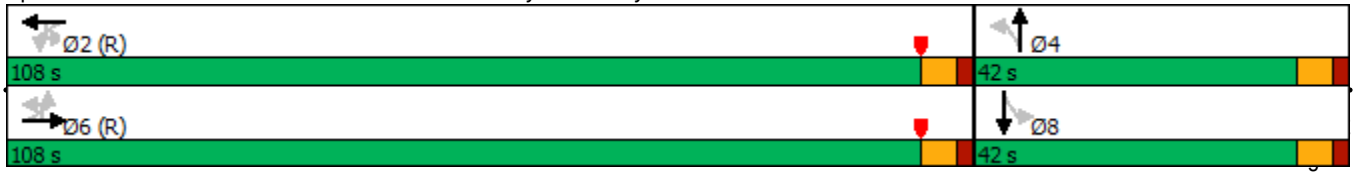
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	24	1475	7	6	2	1710	17	2	0	0	12
Future Volume (vph)	15	24	1475	7	6	2	1710	17	2	0	0	12
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	1647	0	0	8	1837	0	0	8	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	108.0	108.0	108.0		108.0	108.0	108.0		42.0	42.0		42.0
Total Split (%)	72.0%	72.0%	72.0%		72.0%	72.0%	72.0%		28.0%	28.0%		28.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		0.40	0.48			0.06	0.54			0.02		
Control Delay		23.6	12.0			12.5	13.3			44.0		
Queue Delay		0.0	0.0			0.0	0.1			0.0		
Total Delay		23.6	12.0			12.5	13.3			44.0		
Queue Length 50th (ft)		18	262			2	244			6		
Queue Length 95th (ft)		55	293			m8	378			6		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		110	3406			142	3372			339		
Starvation Cap Reductn		0	0			0	292			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.40	0.48			0.06	0.60			0.02		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway





Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Confl. Peds. (#/hr)		
Peak Hour Factor	0.65	0.65
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	21	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	42.0	
Total Split (%)	28.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.06	
Control Delay	15.5	
Queue Delay	0.0	
Total Delay	15.5	
Queue Length 50th (ft)	0	
Queue Length 95th (ft)	12	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.06	

Intersection Summary

Future without Project Conditions



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	9	1542	107	101	1185	4	189	1	174	3	4
Future Volume (vph)	3	9	1542	107	101	1185	4	189	1	174	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)		6.2	6.5		6.2	6.5			7.1	7.1		7.0
Lane Util. Factor		1.00	0.91		1.00	0.91			1.00	1.00		1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Frt		1.00	0.99		1.00	1.00			1.00	0.85		1.00
Flt Protected		0.95	1.00		0.95	1.00			0.95	1.00		0.98
Satd. Flow (prot)		1743	4762		1745	4913			1792	1583		1859
Flt Permitted		0.19	1.00		0.06	1.00			0.95	1.00		0.98
Satd. Flow (perm)		357	4762		112	4913			1792	1583		1859
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.85	0.85	0.85	0.44	0.44
Adj. Flow (vph)	3	10	1752	122	105	1234	4	222	1	205	7	9
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	0	147	0	0
Lane Group Flow (vph)	0	13	1871	0	105	1238	0	0	223	58	0	16
Confl. Peds. (#/hr)		20		20	20		20					
Confl. Bikes (#/hr)										3		
Heavy Vehicles (%)	0%	0%	4%	3%	0%	2%	0%	1%	0%	2%	0%	0%
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2		4	4	4 5!	3	3
Permitted Phases	6	6			2							
Actuated Green, G (s)		86.9	84.7		98.7	90.6			27.4	42.6		3.0
Effective Green, g (s)		86.9	84.7		98.7	90.6			27.4	42.6		3.0
Actuated g/C Ratio		0.58	0.56		0.66	0.60			0.18	0.28		0.02
Clearance Time (s)		6.2	6.5		6.2	6.5			7.1			7.0
Vehicle Extension (s)		2.0	1.0		2.0	1.0			3.0			2.5
Lane Grp Cap (vph)		227	2688		161	2967			327	449		37
v/s Ratio Prot		0.00	c0.39		c0.04	0.25			c0.12	0.04		c0.01
v/s Ratio Perm		0.03			0.39							
v/c Ratio		0.06	0.70		0.65	0.42			0.68	0.13		0.43
Uniform Delay, d1		13.6	23.4		20.4	15.7			57.2	39.9		72.7
Progression Factor		0.66	0.73		1.00	1.00			1.00	1.00		1.00
Incremental Delay, d2		0.0	1.4		7.0	0.4			5.8	0.1		5.8
Delay (s)		9.0	18.5		27.4	16.2			63.0	40.1		78.5
Level of Service		A	B		C	B			E	D		E
Approach Delay (s)			18.5			17.0			52.0			78.5
Approach LOS			B			B			D			E

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



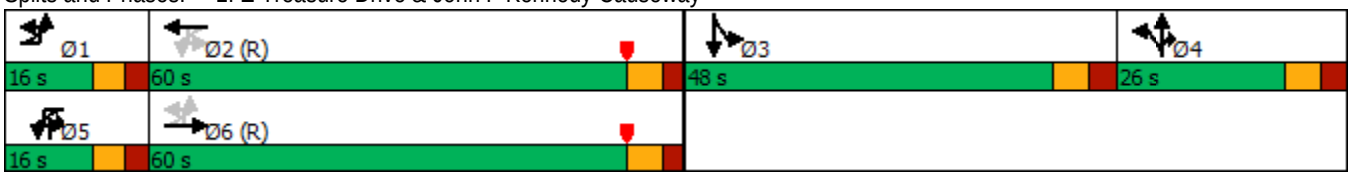
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.44
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	3
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	9	1542	107	101	1185	4	189	1	174	3	4
Future Volume (vph)	3	9	1542	107	101	1185	4	189	1	174	3	4
Confl. Peds. (#/hr)		20		20	20		20					
Confl. Bikes (#/hr)										3		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.85	0.85	0.85	0.44	0.44
Heavy Vehicles (%)	0%	0%	4%	3%	0%	2%	0%	1%	0%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	1874	0	105	1238	0	0	223	205	0	16
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2		4	4	4 5!	3	3
Permitted Phases	6	6			2							
Detector Phase	1	1	6		5	2		4	4	4 5	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.2	11.2	29.5		11.2	29.5		14.1	14.1		47.0	47.0
Total Split (s)	16.0	16.0	60.0		16.0	60.0		26.0	26.0		48.0	48.0
Total Split (%)	10.7%	10.7%	40.0%		10.7%	40.0%		17.3%	17.3%		32.0%	32.0%
Yellow Time (s)	3.7	3.7	4.0		3.7	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5		3.1	3.1		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		6.2	6.5		6.2	6.5			7.1			7.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
v/c Ratio		0.05	0.66		0.64	0.38			0.68	0.35		0.18
Control Delay		7.4	17.9		35.2	14.4			68.0	6.1		73.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		7.4	17.9		35.2	14.4			68.0	6.1		73.1
Queue Length 50th (ft)		2	380		27	146			207	0		15
Queue Length 95th (ft)		m5	618		104	320			272	46		20
Internal Link Dist (ft)			291			746			1372			253
Turn Bay Length (ft)		100			50							
Base Capacity (vph)		326	2821		189	3226			327	608		508
Starvation Cap Reductn		0	0		0	0			0	0		0
Spillback Cap Reductn		0	0		0	0			0	0		0
Storage Cap Reductn		0	0		0	0			0	0		0
Reduced v/c Ratio		0.04	0.66		0.56	0.38			0.68	0.34		0.03

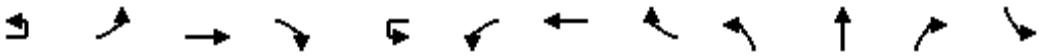
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.
! Phase conflict between lane groups.

Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	3
Peak Hour Factor	0.44
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	56	15	1476	136	1	134	1720	9	132	0	94	3
Future Volume (vph)	56	15	1476	136	1	134	1720	9	132	0	94	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	12	12	12	12	12
Total Lost time (s)		6.2	6.5			6.2	6.5			7.1	7.1	
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.99			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1710	4839			1711	4912			1770	1583	
Flt Permitted		0.09	1.00			0.08	1.00			0.95	1.00	
Satd. Flow (perm)		162	4839			147	4912			1770	1583	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.75
Adj. Flow (vph)	63	17	1658	153	1	140	1792	9	145	0	103	4
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	0	79	0
Lane Group Flow (vph)	0	80	1807	0	0	141	1801	0	0	145	24	0
Confl. Peds. (#/hr)	31	2		11	1	11		2	31		1	1
Confl. Bikes (#/hr)				3				13				
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA	pt+ov	Split
Protected Phases	1	1	6		5!	5	2		4	4	4 5!	3
Permitted Phases	6	6			2!	2						
Actuated Green, G (s)		101.7	94.0			106.9	96.6			17.5	34.9	
Effective Green, g (s)		101.7	94.0			106.9	96.6			17.5	34.9	
Actuated g/C Ratio		0.68	0.63			0.71	0.64			0.12	0.23	
Clearance Time (s)		6.2	6.5			6.2	6.5			7.1		
Vehicle Extension (s)		2.0	1.0			2.0	1.0			3.0		
Lane Grp Cap (vph)		189	3032			212	3163			206	368	
v/s Ratio Prot		0.02	0.37			c0.05	0.37			c0.08	0.02	
v/s Ratio Perm		0.26				c0.43						
v/c Ratio		0.42	0.60			0.67	0.57			0.70	0.07	
Uniform Delay, d1		10.7	16.7			15.2	15.0			63.8	44.8	
Progression Factor		0.89	1.18			1.00	1.00			1.00	1.00	
Incremental Delay, d2		0.5	0.8			6.0	0.7			10.4	0.1	
Delay (s)		10.1	20.5			21.2	15.8			74.2	44.9	
Level of Service		B	C			C	B			E	D	
Approach Delay (s)			20.1				16.2			62.0		
Approach LOS			C				B			E		

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	7.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	0.95	
Satd. Flow (prot)	1770	
Flt Permitted	0.95	
Satd. Flow (perm)	1770	
Peak-hour factor, PHF	0.75	0.75
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	4	0
Confl. Peds. (#/hr)		31
Confl. Bikes (#/hr)		3
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	1.4	
Effective Green, g (s)	1.4	
Actuated g/C Ratio	0.01	
Clearance Time (s)	7.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	16	
v/s Ratio Prot	c0.00	
v/s Ratio Perm		
v/c Ratio	0.25	
Uniform Delay, d1	73.8	
Progression Factor	1.00	
Incremental Delay, d2	5.9	
Delay (s)	79.7	
Level of Service	E	
Approach Delay (s)	79.7	
Approach LOS	E	

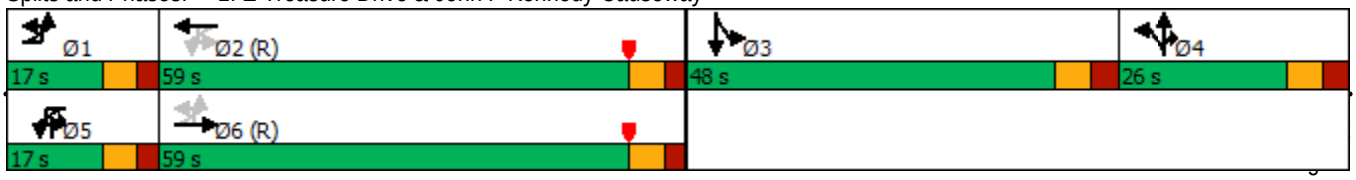
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	56	15	1476	136	1	134	1720	9	132	0	94	3
Future Volume (vph)	56	15	1476	136	1	134	1720	9	132	0	94	3
Confl. Peds. (#/hr)	31	2		11	1	11		2	31		1	1
Confl. Bikes (#/hr)				3				13				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	1811	0	0	141	1801	0	0	145	103	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA	pt+ov	Split
Protected Phases	1	1	6		5!	5	2		4	4	4 5!	3
Permitted Phases	6	6			2!	2						
Detector Phase	1	1	6		5	5	2		4	4	4 5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	5.0	7.0		7.0	7.0		7.0
Minimum Split (s)	11.2	11.2	29.5		11.2	11.2	29.5		14.1	14.1		47.0
Total Split (s)	17.0	17.0	59.0		17.0	17.0	59.0		26.0	26.0		48.0
Total Split (%)	11.3%	11.3%	39.3%		11.3%	11.3%	39.3%		17.3%	17.3%		32.0%
Yellow Time (s)	3.7	3.7	4.0		3.7	3.7	4.0		4.0	4.0		4.0
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5	2.5		3.1	3.1		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.2	6.5			6.2	6.5			7.1		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
v/c Ratio		0.41	0.56			0.65	0.54			0.70	0.24	
Control Delay		11.4	19.0			28.2	14.5			81.3	8.1	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		11.4	19.0			28.2	14.5			81.3	8.1	
Queue Length 50th (ft)		11	433			27	278			139	0	
Queue Length 95th (ft)		57	688			121	512			208	45	
Internal Link Dist (ft)			291				746			1372		
Turn Bay Length (ft)		100				50						
Base Capacity (vph)		233	3216			238	3344			237	438	
Starvation Cap Reductn		0	0			0	0			0	0	
Spillback Cap Reductn		0	0			0	0			0	0	
Storage Cap Reductn		0	0			0	0			0	0	
Reduced v/c Ratio		0.34	0.56			0.59	0.54			0.61	0.24	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 146 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway





Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Confl. Peds. (#/hr)		31
Confl. Bikes (#/hr)		3
Peak Hour Factor	0.75	0.75
Shared Lane Traffic (%)		
Lane Group Flow (vph)	4	0
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Detector Phase	3	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	47.0	
Total Split (s)	48.0	
Total Split (%)	32.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
v/c Ratio	0.05	
Control Delay	69.7	
Queue Delay	0.0	
Total Delay	69.7	
Queue Length 50th (ft)	4	
Queue Length 95th (ft)	14	
Internal Link Dist (ft)	253	
Turn Bay Length (ft)		
Base Capacity (vph)	483	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.01	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	92	1622	3	3	4	1395	24	7	0	0	32
Future Volume (vph)	9	92	1622	3	3	4	1395	24	7	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1744	4963			1745	4951			1805		
Flt Permitted		0.14	1.00			0.09	1.00			0.58		
Satd. Flow (perm)		264	4963			173	4951			1098		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.92
Adj. Flow (vph)	10	106	1864	3	3	4	1500	26	9	0	0	35
RTOR Reduction (vph)	0	0	0	0	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	116	1867	0	0	7	1525	0	0	9	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		114.0	114.0			114.0	114.0			24.0		
Effective Green, g (s)		114.0	114.0			114.0	114.0			24.0		
Actuated g/C Ratio		0.76	0.76			0.76	0.76			0.16		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		200	3771			131	3762			175		
v/s Ratio Prot			0.38				0.31					
v/s Ratio Perm		c0.44				0.04				0.01		
v/c Ratio		0.58	0.50			0.05	0.41			0.05		
Uniform Delay, d1		7.7	6.9			4.5	6.2			53.4		
Progression Factor		1.00	1.00			0.70	0.69			1.00		
Incremental Delay, d2		11.7	0.5			0.7	0.3			0.6		
Delay (s)		19.4	7.4			3.9	4.6			53.9		
Level of Service		B	A			A	A			D		
Approach Delay (s)			8.1				4.6			53.9		
Approach LOS			A				A			D		

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.90	
Flt Protected	0.99	
Satd. Flow (prot)	1693	
Flt Permitted	0.91	
Satd. Flow (perm)	1560	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	0	87
RTOR Reduction (vph)	60	0
Lane Group Flow (vph)	62	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	24.0	
Effective Green, g (s)	24.0	
Actuated g/C Ratio	0.16	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	249	
v/s Ratio Prot		
v/s Ratio Perm	c0.04	
v/c Ratio	0.25	
Uniform Delay, d1	55.1	
Progression Factor	1.00	
Incremental Delay, d2	2.4	
Delay (s)	57.5	
Level of Service	E	
Approach Delay (s)	57.5	
Approach LOS	E	

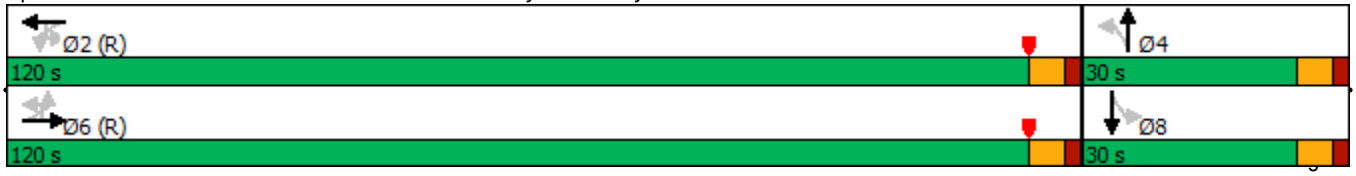
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	92	1622	3	3	4	1395	24	7	0	0	32
Future Volume (vph)	9	92	1622	3	3	4	1395	24	7	0	0	32
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.92
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	1867	0	0	7	1526	0	0	9	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	120.0	120.0	120.0		120.0	120.0	120.0		30.0	30.0		30.0
Total Split (%)	80.0%	80.0%	80.0%		80.0%	80.0%	80.0%		20.0%	20.0%		20.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		0.58	0.49			0.05	0.41			0.05		
Control Delay		21.5	7.5			4.1	4.6			54.4		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		21.5	7.5			4.1	4.6			54.4		
Queue Length 50th (ft)		43	228			1	142			8		
Queue Length 95th (ft)		112	241			m2	80			21		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		200	3772			131	3761			175		
Starvation Cap Reductn		0	0			0	0			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.58	0.49			0.05	0.41			0.05		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway





Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Confl. Peds. (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	30.0	
Total Split (%)	20.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.39	
Control Delay	28.9	
Queue Delay	0.0	
Total Delay	28.9	
Queue Length 50th (ft)	44	
Queue Length 95th (ft)	110	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	309	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.39	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	116	1588	8	7	2	1853	36	2	0	0	38
Future Volume (vph)	16	116	1588	8	7	2	1853	36	2	0	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1745	5010			1745	4949			1805		
Flt Permitted		0.07	1.00			0.10	1.00			0.58		
Satd. Flow (perm)		126	5010			176	4949			1107		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.65
Adj. Flow (vph)	18	129	1764	9	7	2	1971	38	8	0	0	58
RTOR Reduction (vph)	0	0	0	0	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	147	1773	0	0	9	2008	0	0	8	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		102.0	102.0			102.0	102.0			36.0		
Effective Green, g (s)		102.0	102.0			102.0	102.0			36.0		
Actuated g/C Ratio		0.68	0.68			0.68	0.68			0.24		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		85	3406			119	3365			265		
v/s Ratio Prot			0.35				0.41					
v/s Ratio Perm		c1.16				0.05				0.01		
v/c Ratio		1.73	0.52			0.08	0.60			0.03		
Uniform Delay, d1		24.0	11.9			8.1	12.9			43.6		
Progression Factor		1.00	1.00			1.53	1.07			1.00		
Incremental Delay, d2		372.5	0.6			1.1	0.7			0.2		
Delay (s)		396.5	12.5			13.5	14.5			43.8		
Level of Service		F	B			B	B			D		
Approach Delay (s)			41.9				14.5			43.8		
Approach LOS			D				B			D		

Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	69
Future Volume (vph)	0	69
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.91	
Flt Protected	0.98	
Satd. Flow (prot)	1646	
Flt Permitted	0.89	
Satd. Flow (perm)	1485	
Peak-hour factor, PHF	0.65	0.65
Adj. Flow (vph)	0	106
RTOR Reduction (vph)	17	0
Lane Group Flow (vph)	147	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	36.0	
Effective Green, g (s)	36.0	
Actuated g/C Ratio	0.24	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	356	
v/s Ratio Prot		
v/s Ratio Perm	c0.10	
v/c Ratio	0.41	
Uniform Delay, d1	48.1	
Progression Factor	1.00	
Incremental Delay, d2	3.5	
Delay (s)	51.6	
Level of Service	D	
Approach Delay (s)	51.6	
Approach LOS	D	

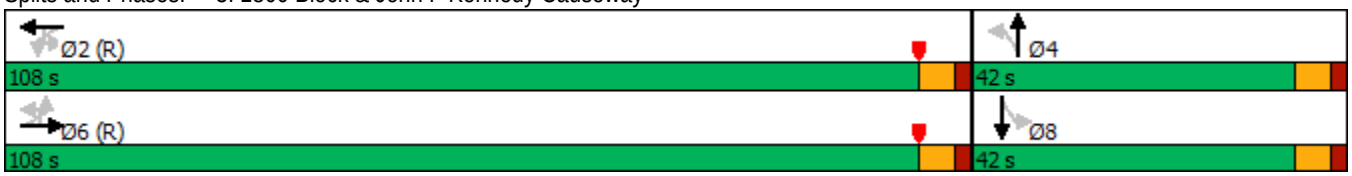
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	116	1588	8	7	2	1853	36	2	0	0	38
Future Volume (vph)	16	116	1588	8	7	2	1853	36	2	0	0	38
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	1773	0	0	9	2009	0	0	8	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	108.0	108.0	108.0		108.0	108.0	108.0		42.0	42.0		42.0
Total Split (%)	72.0%	72.0%	72.0%		72.0%	72.0%	72.0%		28.0%	28.0%		28.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		1.71	0.52			0.08	0.60			0.03		
Control Delay		386.3	12.5			14.4	14.6			44.5		
Queue Delay		0.0	0.0			0.0	0.1			0.0		
Total Delay		386.3	12.5			14.4	14.7			44.5		
Queue Length 50th (ft)		~126	292			3	275			6		
Queue Length 95th (ft)		#278	327			m10	460			6		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		86	3405			119	3365			265		
Starvation Cap Reductn		0	0			0	282			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		1.71	0.52			0.08	0.65			0.03		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	69
Future Volume (vph)	0	69
Confl. Peds. (#/hr)		
Peak Hour Factor	0.65	0.65
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	164	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	42.0	
Total Split (%)	28.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.44	
Control Delay	46.0	
Queue Delay	0.0	
Total Delay	46.0	
Queue Length 50th (ft)	119	
Queue Length 95th (ft)	128	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	372	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.44	

Intersection Summary

Future with Project Conditions



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	35	9	1563	107	119	1195	4	217	1	183	3	4
Future Volume (vph)	35	9	1563	107	119	1195	4	217	1	183	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)		6.2	6.5		6.2	6.5			7.1	7.1		7.0
Lane Util. Factor		1.00	0.91		1.00	0.91			1.00	1.00		1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Frt		1.00	0.99		1.00	1.00			1.00	0.85		1.00
Flt Protected		0.95	1.00		0.95	1.00			0.95	1.00		0.98
Satd. Flow (prot)		1744	4762		1745	4913			1792	1583		1859
Flt Permitted		0.18	1.00		0.05	1.00			0.95	1.00		0.98
Satd. Flow (perm)		326	4762		91	4913			1792	1583		1859
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.85	0.85	0.85	0.44	0.44
Adj. Flow (vph)	40	10	1776	122	124	1245	4	255	1	215	7	9
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	142	0	0
Lane Group Flow (vph)	0	50	1894	0	124	1249	0	0	256	73	0	16
Confl. Peds. (#/hr)		20		20	20		20					
Confl. Bikes (#/hr)										3		
Heavy Vehicles (%)	0%	0%	4%	3%	0%	2%	0%	1%	0%	2%	0%	0%
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2		4	4	4 5!	3	3
Permitted Phases	6	6			2							
Actuated Green, G (s)		81.4	76.2		91.0	81.0			34.0	51.1		3.0
Effective Green, g (s)		81.4	76.2		91.0	81.0			34.0	51.1		3.0
Actuated g/C Ratio		0.54	0.51		0.61	0.54			0.23	0.34		0.02
Clearance Time (s)		6.2	6.5		6.2	6.5			7.1			7.0
Vehicle Extension (s)		2.0	1.0		2.0	1.0			3.0			2.5
Lane Grp Cap (vph)		226	2419		165	2653			406	539		37
v/s Ratio Prot		0.01	c0.40		c0.05	c0.25			c0.14	0.05		c0.01
v/s Ratio Perm		0.11			0.41							
v/c Ratio		0.22	0.78		0.75	0.47			0.63	0.14		0.43
Uniform Delay, d1		16.7	30.1		36.5	21.3			52.3	34.2		72.7
Progression Factor		0.69	0.79		1.00	1.00			1.00	1.00		1.00
Incremental Delay, d2		0.2	2.4		15.6	0.6			3.2	0.1		5.8
Delay (s)		11.7	26.1		52.2	21.9			55.5	34.3		78.5
Level of Service		B	C		D	C			E	C		E
Approach Delay (s)			25.7			24.6			45.8			78.5
Approach LOS			C			C			D			E

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



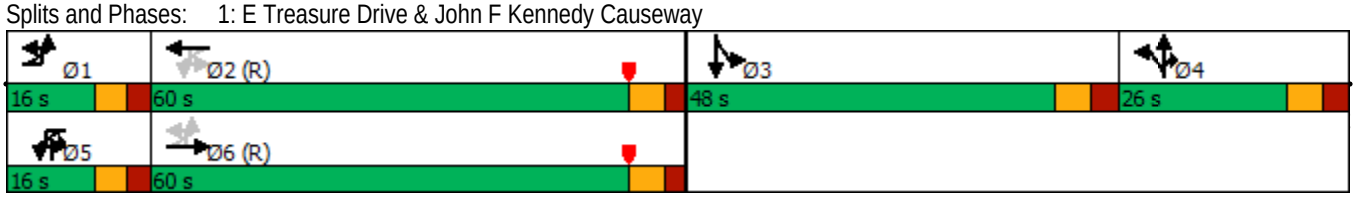
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.44
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	3
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	35	9	1563	107	119	1195	4	217	1	183	3	4
Future Volume (vph)	35	9	1563	107	119	1195	4	217	1	183	3	4
Confl. Peds. (#/hr)		20		20	20		20					
Confl. Bikes (#/hr)										3		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.96	0.96	0.96	0.85	0.85	0.85	0.44	0.44
Heavy Vehicles (%)	0%	0%	4%	3%	0%	2%	0%	1%	0%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	1898	0	124	1249	0	0	256	215	0	16
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA
Protected Phases	1	1	6		5	2		4	4	4 5!	3	3
Permitted Phases	6	6			2							
Detector Phase	1	1	6		5	2		4	4	4 5	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.2	11.2	29.5		11.2	29.5		14.1	14.1		47.0	47.0
Total Split (s)	16.0	16.0	60.0		16.0	60.0		26.0	26.0		48.0	48.0
Total Split (%)	10.7%	10.7%	40.0%		10.7%	40.0%		17.3%	17.3%		32.0%	32.0%
Yellow Time (s)	3.7	3.7	4.0		3.7	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5		3.1	3.1		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		6.2	6.5		6.2	6.5			7.1			7.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
v/c Ratio		0.20	0.74		0.74	0.44			0.63	0.32		0.18
Control Delay		9.9	24.4		56.3	20.2			60.4	5.1		73.1
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay		9.9	24.4		56.3	20.2			60.4	5.1		73.1
Queue Length 50th (ft)		7	443		64	222			231	0		15
Queue Length 95th (ft)		25	680		144	353			302	43		20
Internal Link Dist (ft)			291			746			170			253
Turn Bay Length (ft)		100			50							
Base Capacity (vph)		289	2554		181	2830			406	684		508
Starvation Cap Reductn		0	0		0	0			0	0		0
Spillback Cap Reductn		0	0		0	0			0	0		0
Storage Cap Reductn		0	0		0	0			0	0		0
Reduced v/c Ratio		0.17	0.74		0.69	0.44			0.63	0.31		0.03

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

! Phase conflict between lane groups.

Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	3
Peak Hour Factor	0.44
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	107	15	1503	140	1	157	1738	9	161	0	102	3
Future Volume (vph)	107	15	1503	140	1	157	1738	9	161	0	102	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	12	12	12	12	12
Total Lost time (s)		6.2	6.5			6.2	6.5			7.1	6.2	
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	0.99	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	0.99			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1745	4848			1711	4864			1805	1565	
Flt Permitted		0.08	1.00			0.07	1.00			0.95	1.00	
Satd. Flow (perm)		144	4848			127	4864			1805	1565	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.75
Adj. Flow (vph)	120	17	1689	157	1	164	1810	9	177	0	112	4
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	0	86	0
Lane Group Flow (vph)	0	137	1841	0	0	165	1819	0	0	177	26	0
Confl. Peds. (#/hr)	2	10		10	2	10		10	2		2	2
Confl. Bikes (#/hr)											5	
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	3%	0%	0%	0%	2%	0%
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA	pm+ov	Split
Protected Phases	1	1	6		5!	5	2		4	4	5!	3
Permitted Phases	6	6			2!	2					4	
Actuated Green, G (s)		99.7	87.2			103.1	88.9			20.4	34.6	
Effective Green, g (s)		99.7	87.2			103.1	88.9			20.4	34.6	
Actuated g/C Ratio		0.66	0.58			0.69	0.59			0.14	0.23	
Clearance Time (s)		6.2	6.5			6.2	6.5			7.1	6.2	
Vehicle Extension (s)		2.0	1.0			2.0	1.0			3.0	2.0	
Lane Grp Cap (vph)		229	2818			237	2882			245	360	
v/s Ratio Prot		0.05	0.38			c0.07	0.37			c0.10	0.01	
v/s Ratio Perm		0.35				c0.41					0.01	
v/c Ratio		0.60	0.65			0.70	0.63			0.72	0.07	
Uniform Delay, d1		16.4	21.2			29.0	19.9			62.1	45.1	
Progression Factor		0.74	1.19			1.00	1.00			1.00	1.00	
Incremental Delay, d2		2.5	1.1			7.0	1.1			10.1	0.0	
Delay (s)		14.6	26.2			36.0	20.9			72.1	45.2	
Level of Service		B	C			D	C			E	D	
Approach Delay (s)			25.4				22.2			61.7		
Approach LOS			C				C			E		

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	7.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	0.95	
Satd. Flow (prot)	1805	
Flt Permitted	0.95	
Satd. Flow (perm)	1805	
Peak-hour factor, PHF	0.75	0.75
Adj. Flow (vph)	0	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	4	0
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	1.4	
Effective Green, g (s)	1.4	
Actuated g/C Ratio	0.01	
Clearance Time (s)	7.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	16	
v/s Ratio Prot	c0.00	
v/s Ratio Perm		
v/c Ratio	0.25	
Uniform Delay, d1	73.8	
Progression Factor	1.00	
Incremental Delay, d2	5.9	
Delay (s)	79.7	
Level of Service	E	
Approach Delay (s)	79.7	
Approach LOS	E	

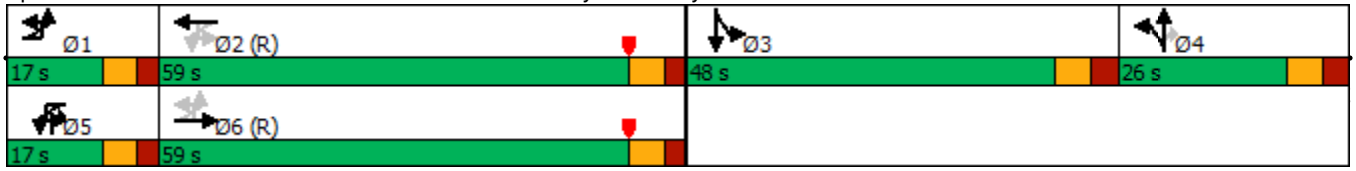
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	107	15	1503	140	1	157	1738	9	161	0	102	3
Future Volume (vph)	107	15	1503	140	1	157	1738	9	161	0	102	3
Confl. Peds. (#/hr)	2	10		10	2	10		10	2		2	2
Confl. Bikes (#/hr)											5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.75
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	3%	0%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	1846	0	0	165	1819	0	0	177	112	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA	pm+ov	Split
Protected Phases	1	1	6		5!	5	2		4	4	5!	3
Permitted Phases	6	6			2!	2					4	
Detector Phase	1	1	6		5	5	2		4	4	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	5.0	7.0		7.0	7.0	5.0	7.0
Minimum Split (s)	11.2	11.2	29.5		11.2	11.2	29.5		14.1	14.1	11.2	47.0
Total Split (s)	17.0	17.0	59.0		17.0	17.0	59.0		26.0	26.0	17.0	48.0
Total Split (%)	11.3%	11.3%	39.3%		11.3%	11.3%	39.3%		17.3%	17.3%	11.3%	32.0%
Yellow Time (s)	3.7	3.7	4.0		3.7	3.7	4.0		4.0	4.0	3.7	4.0
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5	2.5		3.1	3.1	2.5	3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	
Total Lost Time (s)		6.2	6.5			6.2	6.5			7.1	6.2	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
v/c Ratio		0.58	0.61			0.68	0.59			0.72	0.25	
Control Delay		21.6	24.2			40.4	19.6			78.4	7.0	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		21.6	24.2			40.4	19.6			78.4	7.0	
Queue Length 50th (ft)		15	495			71	348			168	0	
Queue Length 95th (ft)		121	715			171	597			244	43	
Internal Link Dist (ft)			291				746			176		
Turn Bay Length (ft)		100				50						
Base Capacity (vph)		246	3004			241	3065			260	455	
Starvation Cap Reductn		0	0			0	0			0	0	
Spillback Cap Reductn		0	0			0	0			0	0	
Storage Cap Reductn		0	0			0	0			0	0	
Reduced v/c Ratio		0.56	0.61			0.68	0.59			0.68	0.25	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 146 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

! Phase conflict between lane groups.

Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.75	0.75
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	4	0
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Detector Phase	3	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	47.0	
Total Split (s)	48.0	
Total Split (%)	32.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
v/c Ratio	0.05	
Control Delay	69.7	
Queue Delay	0.0	
Total Delay	69.7	
Queue Length 50th (ft)	4	
Queue Length 95th (ft)	14	
Internal Link Dist (ft)	253	
Turn Bay Length (ft)		
Base Capacity (vph)	493	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.01	

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1660	63	11	1466	0	0	0	56	0	0	0
Future Vol, veh/h	0	1660	63	11	1466	0	0	0	56	0	0	0
Conflicting Peds, #/hr	6	0	10	10	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	95	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1747	66	12	1543	0	0	0	59	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1549	0	0	1823	0	0	-	-	917
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	211	-	-	154	-	-	0	0	236
Stage 1	-	-	-	-	-	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	211	-	-	153	-	-	-	0	234
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	25.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	234	211	-	-	153	-	-
HCM Lane V/C Ratio	0.252	-	-	-	0.076	-	-
HCM Control Delay (s)	25.5	0	-	-	30.4	-	-
HCM Lane LOS	D	A	-	-	D	-	-
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1616	121	22	1957	0	0	0	106	0	0	0
Future Vol, veh/h	0	1616	121	22	1957	0	0	0	106	0	0	0
Conflicting Peds, #/hr	6	0	10	10	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	95	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1701	127	23	2060	0	0	0	112	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2066	0	0	1838	0	0	-	-	924
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	116	-	-	151	-	-	0	0	233
Stage 1	-	-	-	-	-	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	116	-	-	150	-	-	-	0	231
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	34.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	231	116	-	-	150	-	-
HCM Lane V/C Ratio	0.483	-	-	-	0.154	-	-
HCM Control Delay (s)	34.3	0	-	-	33.3	-	-
HCM Lane LOS	D	A	-	-	D	-	-
HCM 95th %tile Q(veh)	2.4	0	-	-	0.5	-	-

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Future Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1744	4963			1745	4951			1805		
Flt Permitted		0.13	1.00			0.09	1.00			0.58		
Satd. Flow (perm)		244	4963			158	4951			1098		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.92
Adj. Flow (vph)	10	106	1931	3	3	4	1565	26	9	0	0	35
RTOR Reduction (vph)	0	0	0	0	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	116	1934	0	0	7	1590	0	0	9	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		114.0	114.0			114.0	114.0			24.0		
Effective Green, g (s)		114.0	114.0			114.0	114.0			24.0		
Actuated g/C Ratio		0.76	0.76			0.76	0.76			0.16		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		185	3771			120	3762			175		
v/s Ratio Prot			0.39				0.32					
v/s Ratio Perm		c0.48				0.04				0.01		
v/c Ratio		0.63	0.51			0.06	0.42			0.05		
Uniform Delay, d1		8.3	7.1			4.5	6.4			53.4		
Progression Factor		1.00	1.00			0.60	0.62			1.00		
Incremental Delay, d2		15.0	0.5			0.8	0.3			0.6		
Delay (s)		23.3	7.6			3.6	4.3			53.9		
Level of Service		C	A			A	A			D		
Approach Delay (s)			8.5				4.3			53.9		
Approach LOS			A				A			D		

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.90	
Flt Protected	0.99	
Satd. Flow (prot)	1693	
Flt Permitted	0.91	
Satd. Flow (perm)	1560	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	0	87
RTOR Reduction (vph)	57	0
Lane Group Flow (vph)	65	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	24.0	
Effective Green, g (s)	24.0	
Actuated g/C Ratio	0.16	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	249	
v/s Ratio Prot		
v/s Ratio Perm	c0.04	
v/c Ratio	0.26	
Uniform Delay, d1	55.2	
Progression Factor	1.00	
Incremental Delay, d2	2.5	
Delay (s)	57.8	
Level of Service	E	
Approach Delay (s)	57.8	
Approach LOS	E	

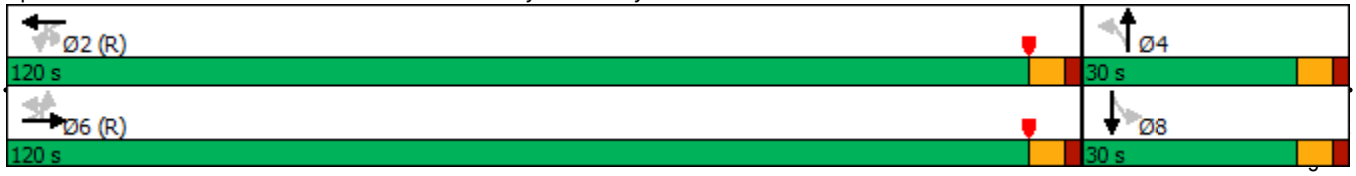
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Future Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.92
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	1934	0	0	7	1591	0	0	9	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	120.0	120.0	120.0		120.0	120.0	120.0		30.0	30.0		30.0
Total Split (%)	80.0%	80.0%	80.0%		80.0%	80.0%	80.0%		20.0%	20.0%		20.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		0.63	0.51			0.06	0.42			0.05		
Control Delay		26.3	7.6			3.7	4.3			54.4		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		26.3	7.6			3.7	4.3			54.4		
Queue Length 50th (ft)		46	241			1	142			8		
Queue Length 95th (ft)		135	253			m2	64			21		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		185	3772			120	3765			175		
Starvation Cap Reductn		0	0			0	225			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.63	0.51			0.06	0.45			0.05		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Confl. Peds. (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	30.0	
Total Split (%)	20.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.40	
Control Delay	30.2	
Queue Delay	0.0	
Total Delay	30.2	
Queue Length 50th (ft)	47	
Queue Length 95th (ft)	113	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	306	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.40	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Future Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1744	4963			1745	4951			1805		
Flt Permitted		0.12	1.00			0.08	1.00			0.66		
Satd. Flow (perm)		227	4963			141	4951			1251		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.92
Adj. Flow (vph)	10	106	1931	3	3	4	1565	26	9	0	0	35
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	0	0
Lane Group Flow (vph)	0	116	1934	0	0	7	1589	0	0	9	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		73.0	73.0			73.0	73.0			25.0		
Effective Green, g (s)		73.0	73.0			73.0	73.0			25.0		
Actuated g/C Ratio		0.66	0.66			0.66	0.66			0.23		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		150	3293			93	3285			284		
v/s Ratio Prot			0.39				0.32					
v/s Ratio Perm		c0.51				0.05				0.01		
v/c Ratio		0.77	0.59			0.08	0.48			0.03		
Uniform Delay, d1		12.8	10.2			6.5	9.2			33.1		
Progression Factor		1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2		31.3	0.8			1.6	0.5			0.2		
Delay (s)		44.1	11.0			8.1	9.7			33.3		
Level of Service		D	B			A	A			C		
Approach Delay (s)			12.8				9.7			33.3		
Approach LOS			B				A			C		

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.90	
Flt Protected	0.99	
Satd. Flow (prot)	1693	
Flt Permitted	0.92	
Satd. Flow (perm)	1574	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	0	87
RTOR Reduction (vph)	34	0
Lane Group Flow (vph)	88	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	25.0	
Effective Green, g (s)	25.0	
Actuated g/C Ratio	0.23	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	357	
v/s Ratio Prot		
v/s Ratio Perm	c0.06	
v/c Ratio	0.25	
Uniform Delay, d1	34.8	
Progression Factor	1.00	
Incremental Delay, d2	1.6	
Delay (s)	36.4	
Level of Service	D	
Approach Delay (s)	36.4	
Approach LOS	D	

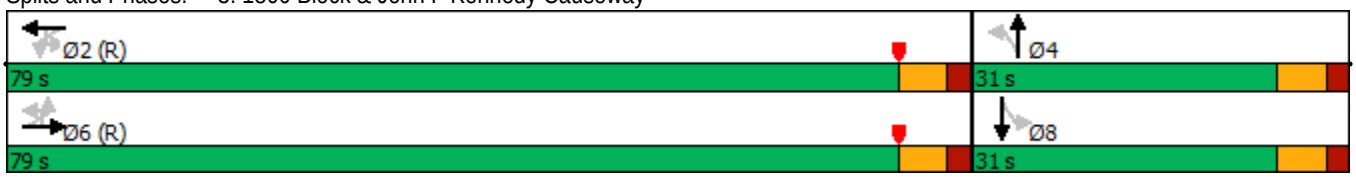
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Future Volume (vph)	9	92	1680	3	3	4	1455	24	7	0	0	32
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.87	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.75	0.75	0.75	0.92
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	1934	0	0	7	1591	0	0	9	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	79.0	79.0	79.0		79.0	79.0	79.0		31.0	31.0		31.0
Total Split (%)	71.8%	71.8%	71.8%		71.8%	71.8%	71.8%		28.2%	28.2%		28.2%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		0.77	0.59			0.08	0.48			0.03		
Control Delay		48.9	11.1			8.9	9.7			33.7		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		48.9	11.1			8.9	9.7			33.7		
Queue Length 50th (ft)		51	250			2	184			5		
Queue Length 95th (ft)		#167	273			8	216			16		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		151	3294			93	3289			284		
Starvation Cap Reductn		0	0			0	0			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		0.77	0.59			0.08	0.48			0.03		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway





Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Confl. Peds. (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	31.0	
Total Split (%)	28.2%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.31	
Control Delay	25.0	
Queue Delay	0.0	
Total Delay	25.0	
Queue Length 50th (ft)	45	
Queue Length 95th (ft)	98	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	391	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.31	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	116	1660	8	7	2	1910	36	2	0	0	38
Future Volume (vph)	16	116	1660	8	7	2	1910	36	2	0	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	11	11	11	12	12	12	12
Total Lost time (s)		6.0	6.0			6.0	6.0			6.0		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		
Frt		1.00	1.00			1.00	1.00			1.00		
Flt Protected		0.95	1.00			0.95	1.00			0.95		
Satd. Flow (prot)		1745	5010			1745	4950			1805		
Flt Permitted		0.06	1.00			0.09	1.00			0.58		
Satd. Flow (perm)		116	5010			158	4950			1107		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.65
Adj. Flow (vph)	18	129	1844	9	7	2	2032	38	8	0	0	58
RTOR Reduction (vph)	0	0	0	0	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	147	1853	0	0	9	2069	0	0	8	0	0
Confl. Peds. (#/hr)		1		1		1		1				
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		102.0	102.0			102.0	102.0			36.0		
Effective Green, g (s)		102.0	102.0			102.0	102.0			36.0		
Actuated g/C Ratio		0.68	0.68			0.68	0.68			0.24		
Clearance Time (s)		6.0	6.0			6.0	6.0			6.0		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			2.5		
Lane Grp Cap (vph)		78	3406			107	3366			265		
v/s Ratio Prot			0.37				0.42					
v/s Ratio Perm		c1.27				0.06				0.01		
v/c Ratio		1.88	0.54			0.08	0.61			0.03		
Uniform Delay, d1		24.0	12.2			8.1	13.2			43.6		
Progression Factor		1.00	1.00			1.79	1.19			1.00		
Incremental Delay, d2		442.3	0.6			1.2	0.7			0.2		
Delay (s)		466.3	12.8			15.9	16.4			43.8		
Level of Service		F	B			B	B			D		
Approach Delay (s)			46.1				16.4			43.8		
Approach LOS			D				B			D		

Intersection Summary			
HCM 2000 Control Delay	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	69
Future Volume (vph)	0	69
Ideal Flow (vphpl)	1900	1900
Lane Width	12	12
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.91	
Flt Protected	0.98	
Satd. Flow (prot)	1646	
Flt Permitted	0.89	
Satd. Flow (perm)	1485	
Peak-hour factor, PHF	0.65	0.65
Adj. Flow (vph)	0	106
RTOR Reduction (vph)	17	0
Lane Group Flow (vph)	147	0
Confl. Peds. (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	36.0	
Effective Green, g (s)	36.0	
Actuated g/C Ratio	0.24	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.5	
Lane Grp Cap (vph)	356	
v/s Ratio Prot		
v/s Ratio Perm	c0.10	
v/c Ratio	0.41	
Uniform Delay, d1	48.1	
Progression Factor	1.00	
Incremental Delay, d2	3.5	
Delay (s)	51.6	
Level of Service	D	
Approach Delay (s)	51.6	
Approach LOS	D	

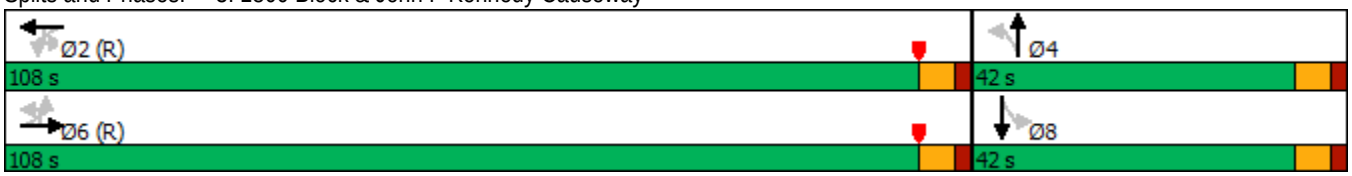
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	116	1660	8	7	2	1910	36	2	0	0	38
Future Volume (vph)	16	116	1660	8	7	2	1910	36	2	0	0	38
Confl. Peds. (#/hr)		1		1		1		1				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	1853	0	0	9	2070	0	0	8	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Detector Phase	6	6	6		2	2	2		4	4		8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0
Minimum Split (s)	29.0	29.0	29.0		29.0	29.0	29.0		42.0	42.0		42.0
Total Split (s)	108.0	108.0	108.0		108.0	108.0	108.0		42.0	42.0		42.0
Total Split (%)	72.0%	72.0%	72.0%		72.0%	72.0%	72.0%		28.0%	28.0%		28.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max		C-Max	C-Max	C-Max		Max	Max		Max
v/c Ratio		1.88	0.54			0.08	0.62			0.03		
Control Delay		463.9	12.9			17.1	16.6			44.5		
Queue Delay		0.0	0.0			0.0	0.2			0.0		
Total Delay		463.9	12.9			17.1	16.8			44.5		
Queue Length 50th (ft)		~141	313			3	275			6		
Queue Length 95th (ft)		#293	349			m10	602			6		
Internal Link Dist (ft)			1132				280			522		
Turn Bay Length (ft)		50				50						
Base Capacity (vph)		78	3406			107	3365			265		
Starvation Cap Reductn		0	0			0	416			0		
Spillback Cap Reductn		0	0			0	0			0		
Storage Cap Reductn		0	0			0	0			0		
Reduced v/c Ratio		1.88	0.54			0.08	0.70			0.03		

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 1800 Block & John F Kennedy Causeway



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	69
Future Volume (vph)	0	69
Confl. Peds. (#/hr)		
Peak Hour Factor	0.65	0.65
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	164	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	42.0	
Total Split (s)	42.0	
Total Split (%)	28.0%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	
v/c Ratio	0.44	
Control Delay	46.0	
Queue Delay	0.0	
Total Delay	46.0	
Queue Length 50th (ft)	119	
Queue Length 95th (ft)	128	
Internal Link Dist (ft)	159	
Turn Bay Length (ft)		
Base Capacity (vph)	372	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.44	

Intersection Summary

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	17	17	363	210	20
Future Vol, veh/h	39	17	17	363	210	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	18	18	382	221	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	459	121	242	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	531	908	1322	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	522	908	1322	-	-	-
Mov Cap-2 Maneuver	522	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1322	-	599	-	-
HCM Lane V/C Ratio	0.014	-	0.098	-	-
HCM Control Delay (s)	7.8	0.1	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	31	32	213	259	39
Future Vol, veh/h	50	31	32	213	259	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	33	34	224	273	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	474	157	314	0	-	0
Stage 1	294	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	519	861	1243	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	503	861	1243	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1243	-	598	-	-
HCM Lane V/C Ratio	0.027	-	0.143	-	-
HCM Control Delay (s)	8	0.1	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Appendix E
Committed Roadway and Committed Development Documentation

Isle of Dreams

Property Records
in Isle of Dreams

237

Details

Qty of Buildings:	1
Stories:	32
Height:	340
# of Bedrooms:	1 Bed, 2 Bed
Address:	1415 NE 79th Street Cswy
Development Type:	Condominium Subdivision
Status:	On Hold
Class:	High-rise
Building Views:	Water, Skyline

Isle of Dreams

20105

Proposed ITE Land Use Designation[1]	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) *Land Use Code: 222*	237 DU	19	60	79	54	35	89
Retail *Land Use Code: 820*	9,000 SF	5	3	8	44	48	92
Total Gross Trips		**24**	**63**	**87**	**98**	**83**	**181**
Internalization [2] 2.3%/17.7% (AM/PM)		-1	-1	-2	-16	-16	-32
Other Modes of Transportation[3] 15.8%		-4	-9	-13	-13	-11	-24
Retail Pass-by (PM)[3] 34%		0	0	0	-11	-11	-22
Net Proposed Trips		**19**	**53**	**72**	**58**	**45**	**103**

[1]Based on ITE Trip Generation, 10th Edition.

[2]Based on ITE Trip Generation Handbook, 3rd Edition.

[3]Based on ITE Trip Generation Handbook, 3rd Edition.

[4]Based on US Census tract 39.17.

AM Peak Hour Trip Generation and Internalization

Shoma N Bay Village-Ilse of Dreams Committed Development

Multifamily High-Rise Land Use 222 237 Units		Retail Land Use 820 9,000 Sq Ft		
In	**Out**	**In**	**Out**	
19	**60**	**5**	**3**	87 ITE Trips
UNBALANCED INTERNALIZATION				
	1% 1	***1***	*17%* 1	
2% 0		***0***	*14%* 0	
Multifamily High-Rise		**Retail**		
In	**Out**	**In**	**Out**	
19	**60**	**5**	**3**	87 Vehicle Trips
BALANCED INTERNALIZATION				
	-1		*-1*	
0			*0*	
0	-1	-1	0	-2 Internal
19	59	4	3	85 External Trips
	1.3%		*12.5%*	*2.3%* % Internal
-3	-9	-1	0	-13 15.8% Transit/Pedestrian
16	**50**	**3**	**3**	**72**
0	0			0 0% Passby Residential
		0	0	0 0% Passby Retail
16	**50**	**3**	**3**	**72 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Shoma N Bay Village-Ilse of Dreams Committed Development

Multifamily High-Rise Land Use 222 237 Units			Retail Land Use 820 9,000 Sq Ft		
In	**Out**		**In**	**Out**	
54	**35**		**44**	**48**	181 ITE Trips
UNBALANCED INTERNALIZATION					
	42% 15	***4***	*10%* 4		
46% 25		***12***		*26%* 12	
Multifamily High-Rise			**Retail**		
In	**Out**		**In**	**Out**	
54	**35**		**44**	**48**	181 Vehicle Trips
BALANCED INTERNALIZATION					
	-4		*-4*		
-12				*-12*	
-12	-4		-4	-12	-32 Internal
42	31		40	36	149 External Trips
	18.0%			*17.4%*	*17.7%* % Internal
-7	-5		-6	-6	-24 15.8% Transit/Pedestrian
35	**26**		**34**	**30**	**125**
0	0				0 0% Passby Residential
			-11	-11	-22 34% Passby Retail
35	**26**		**23**	**19**	**103 Net New External Trips**

Com Dev
Isle of Dream

25

20105



43

10

22

TRAFFIC IMPACT ANALYSIS FOR

1819 & 1855 79TH STREET KENNEDY CAUSEWAY MIXED-USE DEVELOPMENT

DATE:
December 1, 2022

LOCATION:
North Bay Village, Florida

PREPARED FOR:
North Bay Village Holdings, LLC

PREPARED BY:
NV5, Inc.
14486 Commerce Way
Miami Lakes, Florida 33016
P: 305.666.3563

NV5
nv5.com

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with NV5, Inc., a corporation authorized to operate as an engineering business, EB-29065, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: 1819 & 1855 79th Street Mixed-Use Development
LOCATION: North Bay Village, Florida
CLIENT: North Bay Village Holdings, LLC

ENGINEER OF RECORD: John Karnowski, PE, Florida License #55261
I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



12-1-2022

Executive Summary

A new mixed-use development is planned for construction along 79th Street/John F Kennedy Causeway (SR 934) in North Bay Village, Florida. The development will consist of a 345-unit residential tower with 273 hotel rooms, 2,594 square feet of retail space and a 15,499 square foot restaurant. The development will be served by two existing driveways along SR 934.

After accounting for multimodal, pass-by and internal capture reductions, the site is expected to generate a net total of 3,296 new daily trips, with 242 occurring during the AM peak hour (121 inbound, 121 outbound) and 223 occurring during the PM peak hour (120 inbound, 103 outbound). The proposed site is currently occupied by a 118-room hotel and 7,500 square foot restaurant, generating approximately 750 daily trips, 82 of which occur during the AM peak hour (44 inbound, 38 outbound) and 54 during the PM peak hour (29 inbound, 25 outbound).

Overall traffic operations at each study intersection are considered satisfactory in 2022 Existing conditions. The minor street approaches at SR 934 & Hispanola Avenue and SR 934 & E Treasure Drive operate at LOS E or F during both peak hours. With three years of background growth and the consideration of adjacent development, overall operations are expected to remain acceptable in 2024 No-Build conditions, while minor street operations continue to operate at LOS E or worse. Queueing analysis during each scenario indicates that left turn queues along SR 934 regularly exceed the provided storage lengths.

The addition of project traffic is expected to have a nominal impact on the traffic operations at each study intersection. In 2024 Build conditions, intersections are expected to continue to operate adequately overall, with small increases to delay when compared to 2024 No-Build conditions. Both site driveways are expected to operate acceptably, with site traffic posing a negligible effect on other study intersections. Queue analysis indicates that eastbound left-turn queues into the site at Site Driveway 1 increase substantially.

Segment analysis along SR 934 to the east and west of the site during AM and PM peak hours indicates that each portion of SR 934 is expected to operate acceptably in 2022 Existing, 2024 No-Build and 2024 Build conditions.

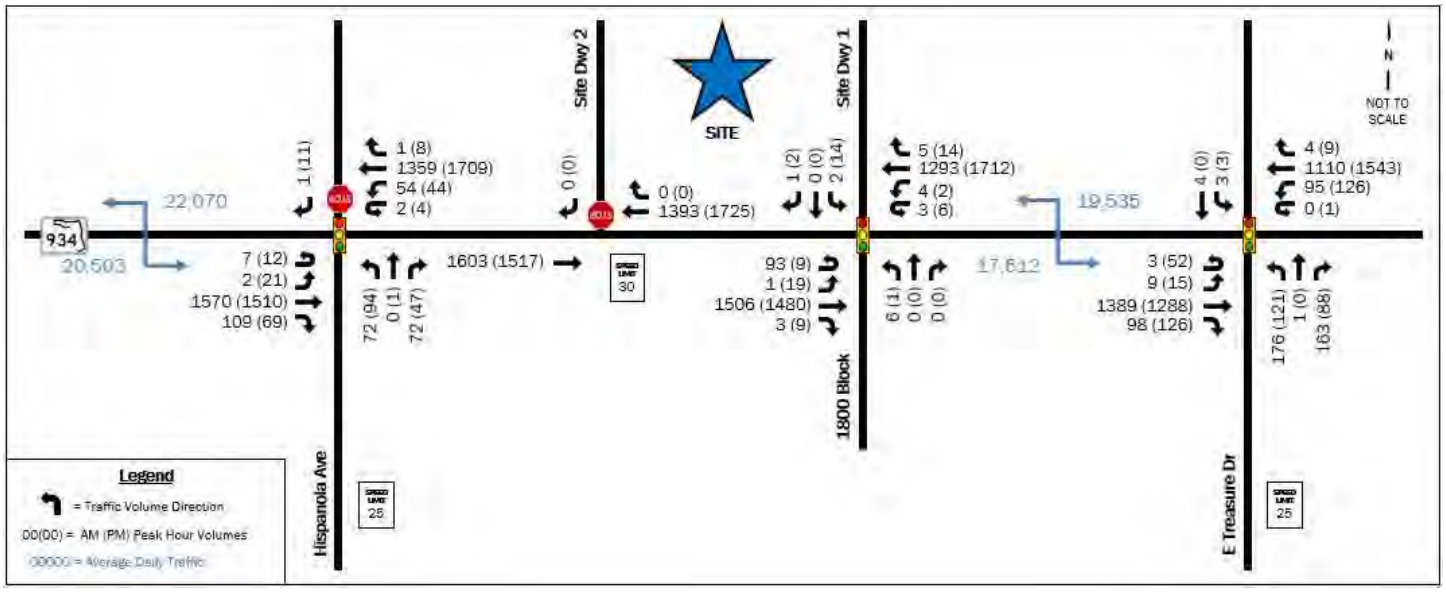
The hotel will use valet parking onsite. Queueing analysis was completed to assess the number of valet attendants required to accommodate demand during the hotel's PM peak hours per the attached site plan. Using standard queueing theory, an estimated six (6) total valet attendants will be needed to serve the hotel's users.

The following mitigation measures are recommended at each study intersection to improve overall and minor street operations. Upon completion, overall and minor street operations at each intersection are deemed acceptable, though queueing continues to extend beyond provided storage bays along SR 934.

- SR 934 & Hispanola Avenue
    - Reduce cycle length from 150 seconds to 120 seconds
- SR 934 & 1800 Block/Site Driveway 1
    - Reduce cycle length from 150 seconds to 120 seconds
    - Add eastbound left protected permitted phasing
    - Extend eastbound left storage bay to 125 feet
- SR 934 & E Treasure Drive
    - Reduce cycle length from 150 seconds to 120 seconds
    - Remove northbound and southbound split phasing

Completion of these improvements is expected to improve each intersection's overall and minor approach operations in 2024 Build Conditions to LOS D or better.

Figure 4: 2024 No-Build Volumes



B.2. Project Trip Generation

The proposed mixed-use development consists of 345 residential units, 273 hotel rooms, 2,594 square feet of retail space, and a 15,499 square foot restaurant. The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. The trip generation also considers internal capture, multi-modal/transit, and pass-by trips.

Internal capture results in a reduction of external vehicle trips as they are generated between the residential/lodging and commercial uses of the development within the site and will not utilize the external roadway network. A 16% reduction factor has been applied to account for internal capture based on NCHRP 684 and ITE methodology.

Transit or any other multi-modal trips are also excluded from the external vehicle trips as they are not contributing to additional vehicular traffic at the site. Some transit trips are expected to access the site via the fixed MDT Route 112/L and North Bay Village Shuttle. The neighboring 1755 79th Street/JFK Causeway (SR 934) mixed-use development features similar land uses and previously utilized a 19.4% reduction in trips attributable to non-motorized based on US Census data, as reported by a national clearinghouse database. As the nearby development includes many of the same land uses, the same reduction has been applied to this site's trip generation.

Pass-by trips are not generated by the development but are instead existing trips along the roadway that are drawn into the development as they are "passing by" on the way to another destination. The ITE Trip Generation Manual, 11th Ed. estimates that 43% of trips entering and exiting the restaurant are expected to be pass-by in nature during the PM peak hour.

Table 1 summarizes the overall project trip generation calculated using the ITE Trip Generation rates. Note that both the fitted curve and average rate are used to estimate trip generation based on the statistical strength of each model; the appropriate equation or rate are indicated below and highlighted on each trip generation sheet included in Appendix F. The pass-by rate table, internal capture worksheets and relevant multimodal data are also included in Appendix F.

Table 1: Project Trip Generation

Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Multi-Family Housing (High-Rise) – LUC 222	345 DU	1,674[1]	93	32[2]	61[2]	110	61[2]	49[2]
Hotel – LUC 310	273 Rooms	2,536[1]	129	72[1]	57[1]	174	89[1]	85[1]
Commercial/Retail Space – LUC 822	2,594 SF	340[1]	6	4[2]	2[2]	17	8[2]	9[2]
High-Turnover Sit-Down Restaurant – LUC 932	15,499 SF	1,662[2]	148	81[2]	67[2]	140	85[2]	55[2]
Total Gross Trips	-	6,212	376	189	187	441	243	198
Ave Internal Capture[3]	*-16%*	*-994*	*-61*	*-31*	*-30*	*-71*	*-39*	*-32*
Mode-Split Reduction	*-19.4%*	*-1,206*	*-73*	*-37*	*-36*	*-86*	*-47*	*-39*
Total Net Trips	-	4,012	242	121	121	284	157	127
Pass-by Trips	*-43%*	*-716*	-	-	-	*-61*	*-37*	*-24*
Total Net New Trips	**-**	**3,296**	**242**	**121**	**121**	**223**	**120**	**103**

[1] Utilizes ITE equation ($R^2 \geq 0.75$)

[2] Utilizes ITE rate ($R^2 < 0.75$)

[3] Varies by time of day and use

The existing site houses a 118-room hotel and the Shuckers restaurant. A summary of the overall trip generation of the existing site is included in Table 2. The existing land use's trip generation estimate utilizes a 5% internal capture rate, as determined from NCHRP 684 methodology. A multimodal factor of 0% is assumed, while the same 43% pass-by factor is utilized for the restaurant located onsite. Trip generation and internal capture worksheets are provided in Appendix F. Comparison of the number of trips from the existing use and the proposed development is shown in Table 3.

Table 2: Existing Site Trip Generation

Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Hotel – LUC 310	118 Rooms	856[1]	52	29[1]	23[1]	59	30[1]	29[1]
High-Turnover Sit-Down Restaurant – LUC 932	7,500 SF	804[2]	72	39[2]	33[2]	68	41[2]	27[2]
Total Gross Trips	-	1,660	124	68	56	127	71	56
Internal Capture	*-5%*	*-242*	*-6*	*-3*	*-3*	*-6*	*-4*	*-2*
Mode-Split Reduction	*-0%*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Total Net Trips	-	1,418	118	65	53	121	67	54
Pass-by Trips	*-43%*	*-346*	-	-	-	*-30*	*-18*	*-12*
Total Net New Trips	**-**	**1,072**	**118**	**65**	**53**	**91**	**49**	**42**

[1] Utilizes ITE equation ($R^2 \geq 0.75$)

[2] Utilizes ITE rate ($R^2 < 0.75$)

Table 3: Existing vs Proposed Trip Generation Comparison

Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Existing Use: Total Net New Trips	-	1,072	118	65	53	91	49	42
Proposed Use: Total Net New Trips	-	**3,296**	**242**	**121**	**121**	**223**	**120**	**103**
Difference	**-**	**+2,224**	**+124**	**+56**	**+68**	**+132**	**+71**	**+61**

B.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips on the transportation network are based on the Miami-Dade Transportation Planning Organization's 2045 Long Range Transportation Plan Direction Trip Distribution Report. The report details 2015 and 2045 estimated traffic patterns. Most of the traffic from the Traffic Analysis Zone on the island is bound for or originates from the west, as shown in Appendix G. This is also evidenced by previous counts, typical traffic patterns and regional development. Trips are expected to travel to and from the following directions:

- Approximately 75% of the traffic is expected to travel to/from the west on SR 934,
- Approximately 25% of the traffic is expected to travel to/from the east on SR 934.

Approximately 90% of site traffic is expected to utilize the eastern signalized Site Driveway 1 (INT 2), with the remaining 10% of site trips entering and exiting at Site Driveway 2 (INT 4). All traffic approaching the site from the west and 15% of traffic entering from the east will enter at Site Driveway 1, while the remaining 10% of traffic entering from the east will use Site Driveway 2. When exiting, 90% of users are expected to exit from Site Driveway 1, with the other 10% using Site Driveway 2.

Pass-by trips are expected to enter at both driveways along SR 934, with 45% traveling eastbound and 55% traveling westbound, as determined by directional splits in the Existing Volumes at the site driveways. All 45% of pass-by trips traveling east will enter at Site Driveway, along with 45% of pass-by trips traveling west. The final 10% of pass-by trips are expected to enter at Site Driveway 2 as they travel west. All pass-by trips are expected to enter and exit via the same driveway.

The site's primary trip distribution and assignment is depicted in Figures 5 and 6, respectively. The pass-by distribution is shown in Figure 7, with the respective trip assignment included in Figure 8. The net trips generated by the proposed site per the anticipated trip distributions are displayed in Figure 9. The 2024 Build Volumes depicted in Figure 10 combine No-Build and overall site traffic volumes.

Figure 5: Primary Trip Distribution

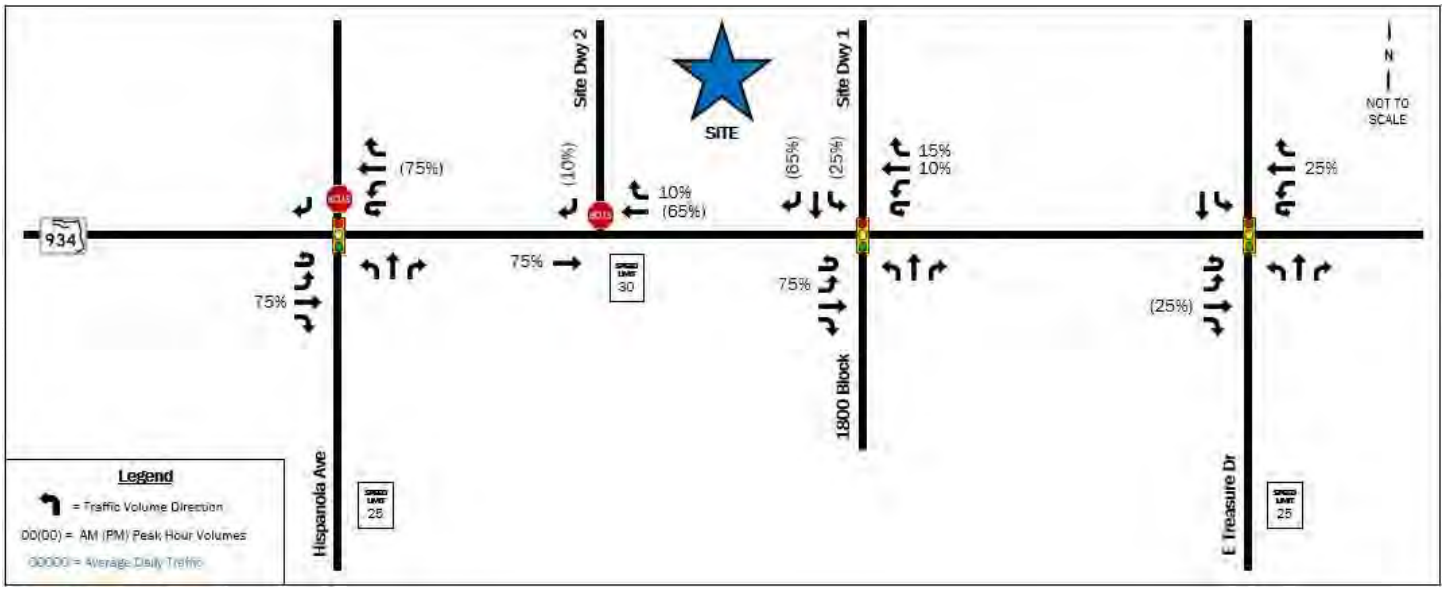
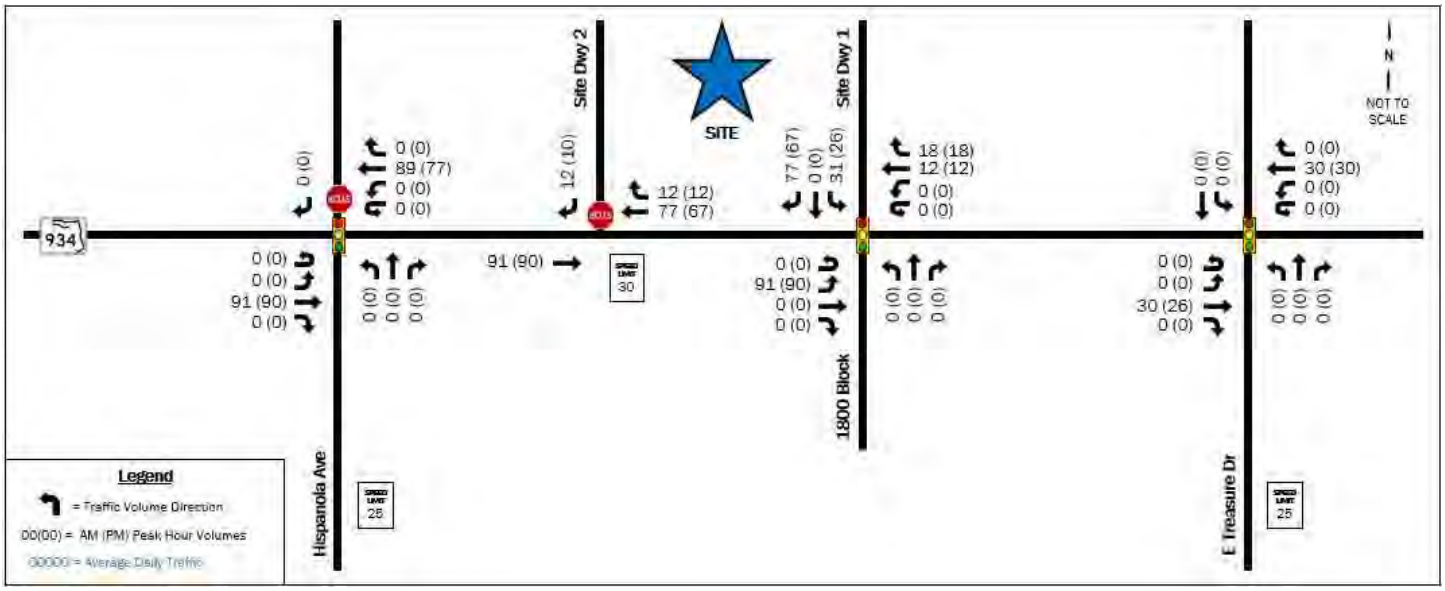


Figure 6: Primary Trip Assignment



Traffic Impact Analysis
for Submittal to the
City of North Bay Village

1755 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FLORIDA



Kimley»Horn

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Updated January 2022
December 23, 2021
January 20221
143438001

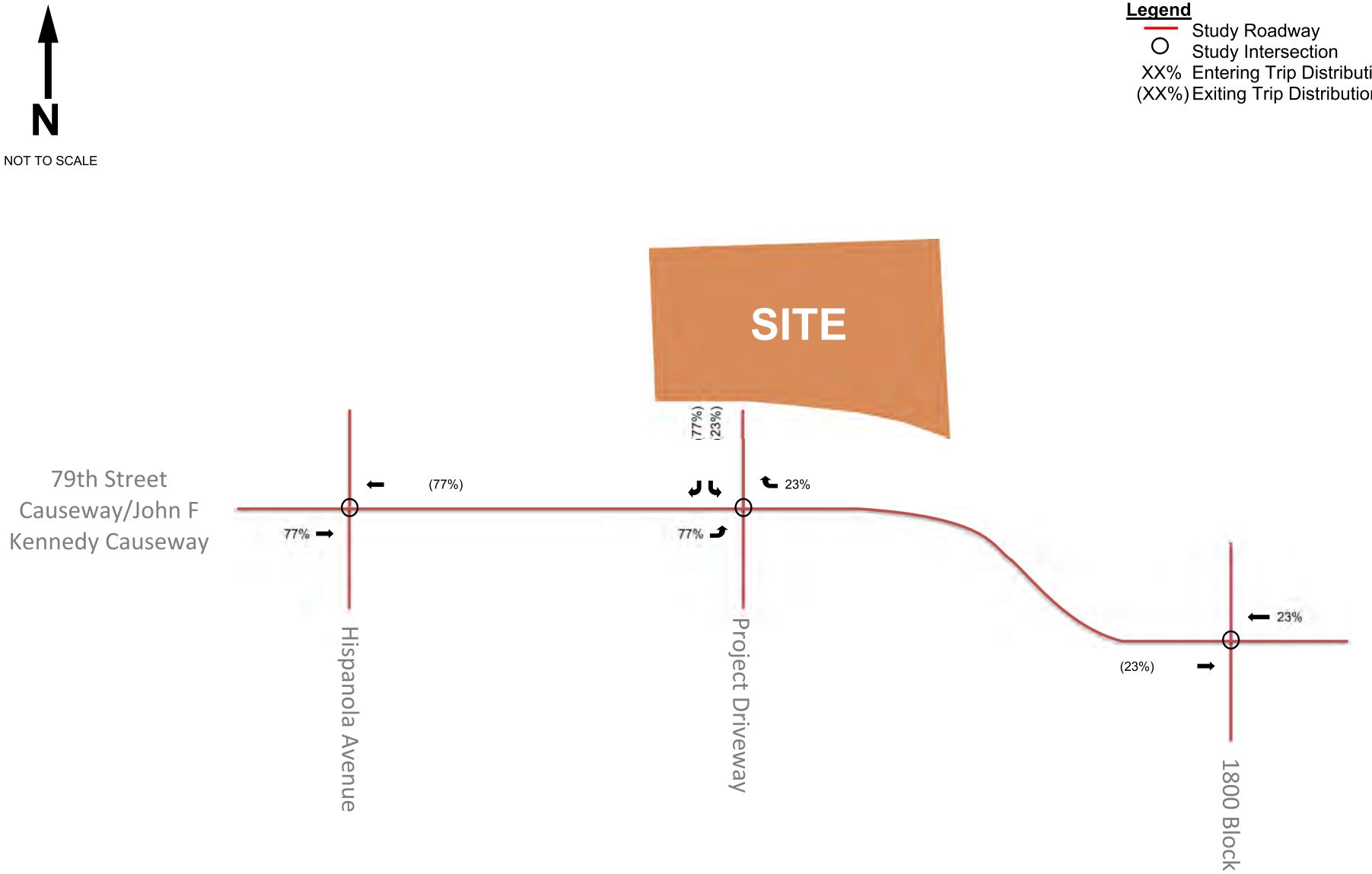
Table 1: Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Future Land Use (ITE Code)	**Scale**	**Net New External Trips**	**Entering Trips**	**Exiting Trips**
Proposed Development				
Multifamily Housing (High-Rise) (222)	201 dwelling units	54 (49)	14 (31)	40 (18)
General Office Building (710)	55,370 square feet	60 (47)	52 (6)	8 (41)
Quality Restaurant (931)	19,454 square feet	7 (61)	3 (43)	4 (18)
Net New Vehicle Trips		**121 (157)**	**69 (80)**	**52 (77)**

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The trip distribution for the anticipated build-out year of 2024 was interpolated from the 2015 and 2045 data. The project is located within TAZ 624.The cardinal trip distribution for TAZ 624 provided in Table 2.

Table 2: Cardinal Trip Distribution	
Cardinal Direction	**Percentage of Trips**
North-Northeast	11.0%
East-Northeast	5.0%
East-Southeast	1.0%
South-Southeast	6.0%
South-Southwest	17.0%
West-Southwest	26.0%
West-Northwest	17.0%
North-Northwest	17.0%
Total	**100.0%**

Figure 4 presents the A.M. and P.M. peak hour net new trip distribution and Figure 5 presents the A.M. and P.M. peak hour net new trip assignment for the proposed development. Figure 6 and Figure 7 detail the project's pass-by trip distribution and assignment for the P.M. peak hour. Detailed cardinal distribution calculations are contained in Appendix G.



Kimley»Horn

© 2022

Figure 4
Peak Hour Project Trip Distribution
1755 Kennedy Causeway
North Bay Village, Florida



Kimley»Horn

© 2022

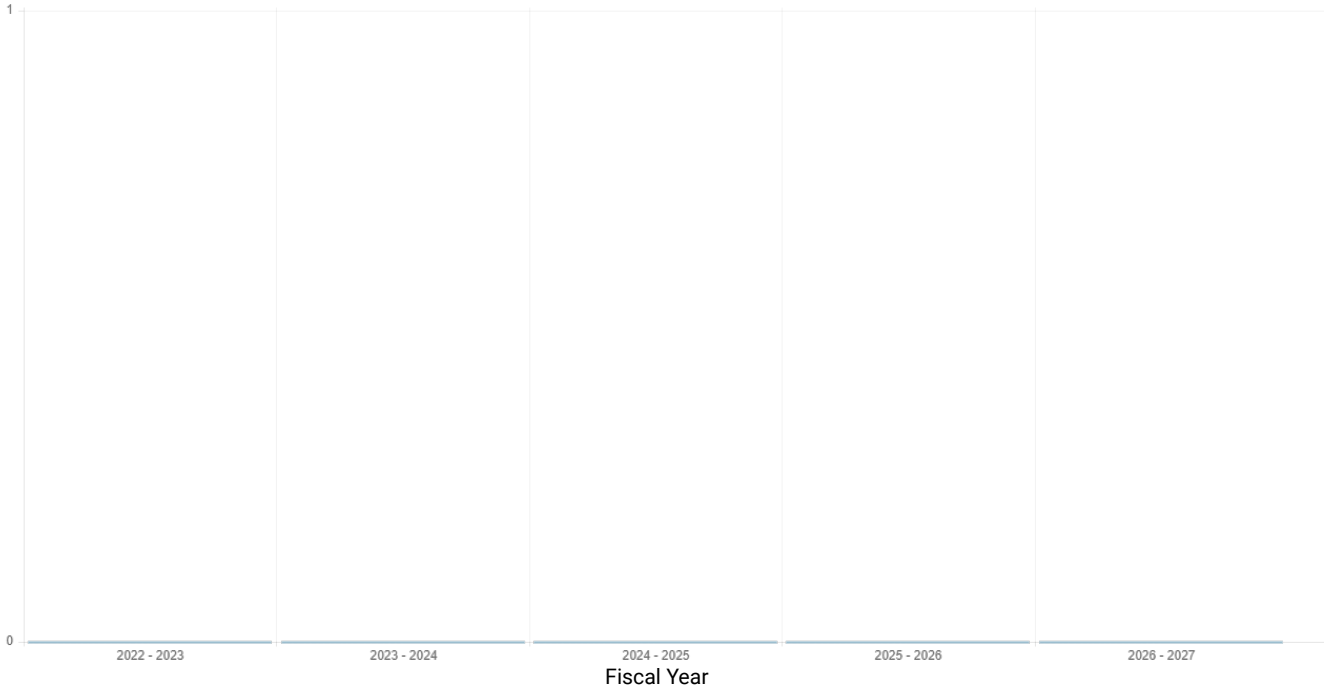
Figure 5
Peak Hour Project Trip Assignment
1755 Kennedy Causeway
North Bay Village, Florida

Project Type: Arterial/Collector Road
MPO Project No.: DT4106461
Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.
TIP Year: 2023
Construction Year:
From: FROM SR 5 / BISCAYNE BLVD
To: TO BAY DR
Agency: FL Dept. of Transportation
Management Agency: FDOT
Agency Project No: 4106461
Status:
Contact Person:
Contact Email:
Contact Phone:
Description:

Funding Information $(thousands)

Project Phase	Funding	2022 - 2023	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027
PRELIMINARY ENGINEERING		$0	$0	$0	$0	$0

Funding Chart $(thousands)



NORTH BAY VILLAGE - KENNEDY CAUSEWAY COMPLETE STREETS PROJECT

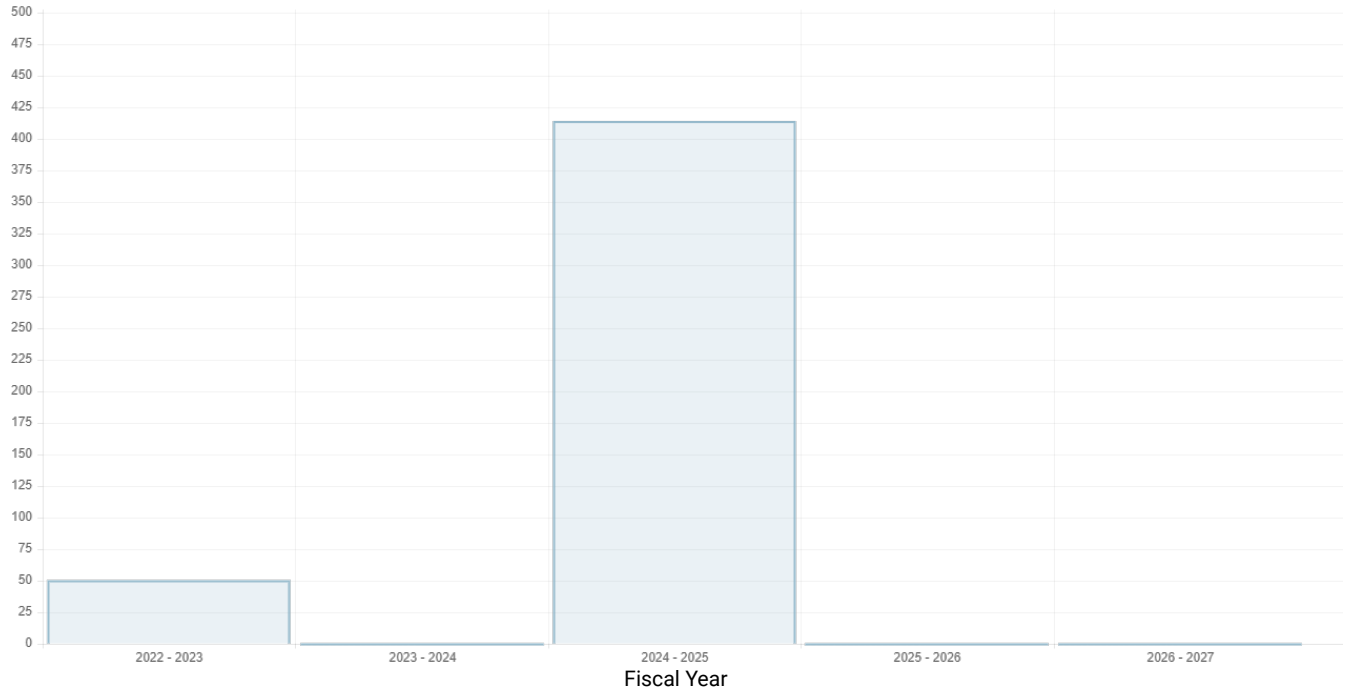
2023 Transportation Improvement Program

Project Type: Pedestrian/Bicycle
MPO Project No.: DT4486291
Type of Work: PEDESTRIAN SAFETY IMPROVEMENT
TIP Year: 2023
Construction Year: 2025
From:
To:
Agency: FL Dept. of Transportation
Management Agency: CITY OF NORTH BAY VILLAGE
Agency Project No: 4486291
Status:
Contact Person:
Contact Email:
Contact Phone:
Description:

Funding Information $(thousands)

Project Phase	Funding	2022 - 2023	2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027
CONSTRUCTION	CIGP	$0	$0	$207	$0	$0
CONSTRUCTION	LF	$0	$0	$207	$0	$0
PRELIMINARY ENGINEERING	CIGP	$25	$0	$0	$0	$0
PRELIMINARY ENGINEERING	LF	$25	$0	$0	$0	$0

Funding Chart $(thousands)



Appendix F
Project Trip Generation

Scenario - 7

Scenario Name: proposed 3-22-2023
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
222 - Multifamily Housing (High-Rise) - Not	General Urban/Suburban	Dwelling Units	333	Weekday	Best Fit (LIN)	815	815	1630
Data Source: Trip Generation Manual, 11th Ed					T = 3.76(X) + 377.04	50%	50%	
821 - Shopping Plaza (40-150k) - Supermarket -	General Urban/Suburban	1000 Sq. Ft. GLA	50.017	Weekday	Average	2363	2363	4726
Data Source: Trip Generation Manual, 11th Ed					94.49	50%	50%	
222(1) - Multifamily Housing (High-Rise) - Not	General Urban/Suburban	Dwelling Units	333	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	24	68	92
Data Source: Trip Generation Manual, 11th Ed					T = 0.22(X) + 18.85	26%	74%	
821(1) - Shopping Plaza (40-150k) - Supermarket	General Urban/Suburban	1000 Sq. Ft. GLA	50.017	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	109	67	176
Data Source: Trip Generation Manual, 11th Ed					3.53	62%	38%	
222(2) - Multifamily Housing (High-Rise) -	General Urban/Suburban	Dwelling Units	333	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	68	42	110
Data Source: Trip Generation Manual, 11th Ed					T = 0.26(X) + 23.12	62%	38%	
821(2) - Shopping Plaza (40-150k) - Supermarket	General Urban/Suburban	1000 Sq. Ft. GLA	50.017	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	241	261	502
Data Source: Trip Generation Manual, 11th Ed					T = 7.67(X) + 118.86	48%	52%	

AM Peak Hour Trip Generation and Internalization

Shoma NBV - 20105

Proposed 3-22-2023

Multifamily Housing High-Rise Land Use 222 333 Units			Shopping Plaza Land Use 821 50,017 SF			
In	**Out**		**In**	**Out**		
24	**68**		**109**	**67**	268	ITE Trips
-4	-11		-17	-11	-43	15.8% Transit
20	**57**		**92**	**56**	225	Vehicle Trips
UNBALANCED INTERNALIZATION						
	1%			*17%*		
	1	***1***		*16*		
2%				*14%*		
0		***0***		*8*		
family Housing High			**Shopping Plaza**			
In	**Out**		**In**	**Out**		
20	**57**		**92**	**56**	225	Vehicle Trips
BALANCED INTERNALIZATION						
	-1			*-1*		
0				*0*		
0	-1		-1	0	-2	Internal
20	56		91	56	223	External Trips
	1.3%			*0.7%*	*0.9%*	% Internal
20	**56**		**91**	**56**	223	External Vehicle Trips
0	0				0	0% Passby (Restaurar
			0	0	0	0% % Passby (Retail)
20	**56**		**91**	**56**	**223**	**Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Shoma NBV - 20105

Proposed 3-22-2023

Multifamily Housing High-Rise Land Use 222 333 Units			Shopping Plaza Land Use 821 50,017 SF			
In	**Out**		**In**	**Out**		
68	**42**		**241**	**261**	612	ITE Trips
-11	-7		-38	-41	-97	15.8% Transit
57	**35**		**203**	**220**	515	Vehicle Trips
UNBALANCED INTERNALIZATION						
	42%			*10%*		
	15	***15***		*20*		
46%						*26%*
26		***26***				*57*
family Housing High			**Shopping Plaza**			
In	**Out**		**In**	**Out**		
57	**35**		**203**	**220**	515	Vehicle Trips
BALANCED INTERNALIZATION						
	-15			*-15*		
-26						*-26*
-26	-15		-15	-26	-82	Internal
31	20		188	194	433	External Trips
	44.6%			*9.7%*		*15.9%* % Internal
31	**20**		**188**	**194**	433	External Vehicle Trips
0	0				0	0% Passby (Restaurar
			-76	-76	-152	40% % Passby (Retail)
31	**20**		**112**	**118**	**281**	**Net New External Trips**

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

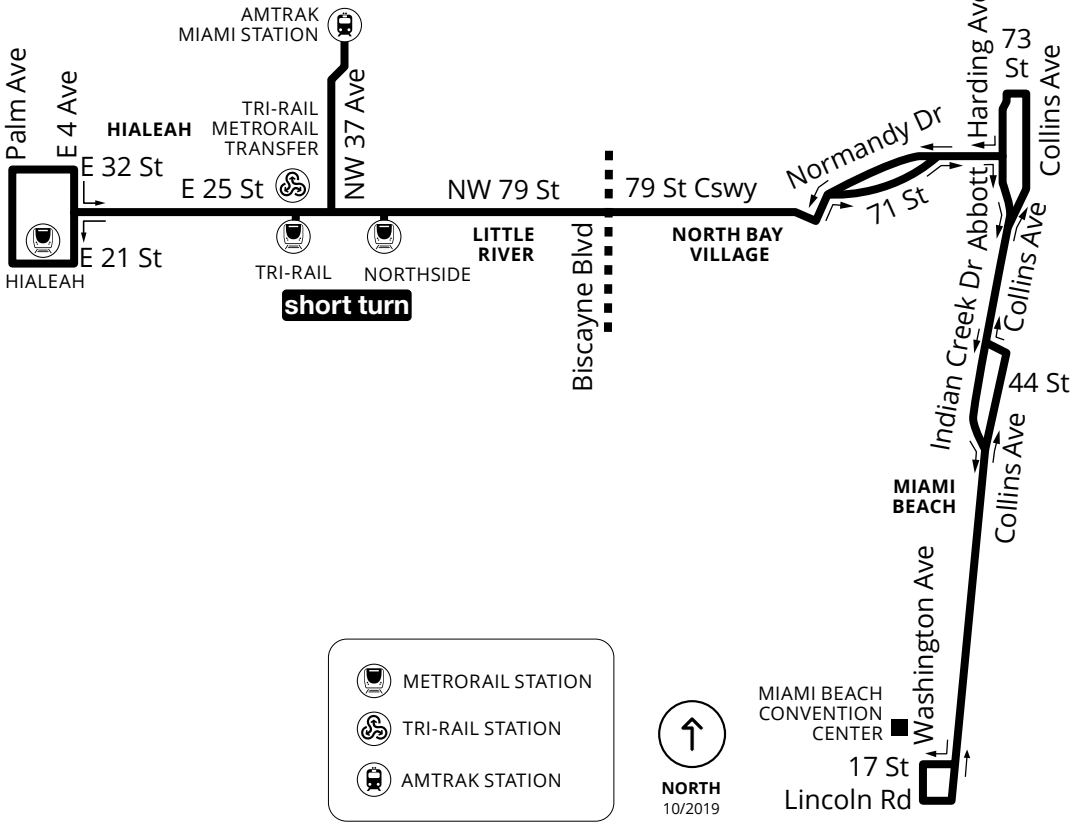
Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Appendix G
Transit Documentation

L


AMTRAK
MIAMI STATION
Palm Ave
E 4 Ave
HIALEAH
TRI-RAIL
METRORAIL
TRANSFER
E 32 St
E 25 St
NW 37 Ave
NW 79 St
79 St Cswy
Normandy Dr
Harding Ave
73 St
Collins Ave
71 St
Abbott
E 21 St
HIALEAH
TRI-RAIL
NORTHSIDE
short turn
LITTLE
RIVER
Biscayne Blvd
NORTH BAY
VILLAGE
Indian Creek Dr
Collins Ave
44 St
MIAMI
BEACH
Collins Ave
Washington Ave
MIAMI BEACH
CONVENTION
CENTER
17 St
Lincoln Rd
METRORAIL STATION
TRI-RAIL STATION
AMTRAK STATION
NORTH
10/2019

WEEKDAYS / DIAS LABORABLES / LASEMÈN

EASTBOUND / RUMBO ESTE / DIREKSYON ÈS

| | MORNING / MAÑANA / MATEN | | |

SATURDAY / SÁBADO / SAMDI

EASTBOUND / RUMBO ESTE / DIREKSYON ÈS

MORNING / MAÑANA / MATEN (AM)

| | | |

SUNDAY / DOMINGO / DIMANCH

EASTBOUND
RUMBO ESTE / DIREKSYON ÈS

	MORNING / MAÑANA / MATEN																			AM	PM	AFTERNOON & EVENING / TARDE Y NOCHE / APREMIDI, CHAK ASWÈ																																	
HIALEAH METRORAIL	5:48	-	6:23	-	6:58	-	7:34	-	8:11	-	8:48	-	9:28	-	10:08	-	10:48	-	11:28	-		12:08	-	12:48	-	1:28	-	2:08	-	2:47	-	3:28	-	4:10	-	4:50	-	5:30	-	6:33	-	7:33	8:19	9:06	-	10:06	10:36	11:37
NW 37 AV AMTRAK	-	-	-	-	-	-	-	8:02	-	8:38	-	-	-	-	-	10:37	-	11:17	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6:43	7:13	7:43	-	-	9:43	-	-	-

	MORNING / MAÑANA / MATEN	EVERY CADA/CHAK 20 min FROM DESDE/DE	AM	PM	TO HASTA/A	EVENING / NOCHE / CHAK ASWÈ									PM	AM	OVERNIGHT / DE NOCHE A MAÑANA / LANNWIT LAN				
NORTHSIDE METRORAIL	5:58	6:17			6:17	6:48	7:18	7:48	8:32	9:17	9:47	10:17	10:47	11:48			12:38	1:38	2:38	3:38	4:38
NW 79 ST & NW 7 AV	6:08	6:27			6:30	7:00	7:30	8:00	8:44	9:27	9:57	10:27	10:57	11:58			12:47	1:47	2:47	3:47	4:47
NE 79 ST & BISCAYNE BLVD	6:15	6:34			6:38	7:08	7:38	8:08	8:52	9:33	10:03	10:33	11:03	12:04			12:53	1:53	2:53	3:53	4:53
ABBOTT AV & 69 ST	6:27	6:46			6:53	7:23	7:53	8:23	9:07	9:45	10:15	10:45	11:15	12:16			1:05	2:05	3:05	4:05	5:05
INDIAN CREEK DR & 40 ST	6:36	6:55			7:03	7:33	8:03	8:33	9:15	9:53	10:23	10:53	11:23	12:24			1:13	2:13	3:13	4:13	5:13
WASHINGTON AV & 17 ST	6:43	7:02			7:11	7:41	8:11	8:41	9:22	10:00	10:30	11:00	11:30	12:30			1:19	2:19	3:19	4:19	5:19

WESTBOUND
RUMBO OESTE / DIREKSYON WÈS

	MORNING / MAÑANA / MATEN				EVERY CADA/CHAK 20 min FROM DESDE/DE	AM	PM	TO HASTA/A	EVENING / NOCHE / CHAK ASWÈ								PM	AM	OVERNIGHT / DE NOCHE A MAÑANA / LANNWIT LAN			
WASHINGTON AV & 17 ST	4:39	-	5:43	-	6:38			6:59	7:28	7:58	8:28	8:58	9:28	10:28	11:15	11:43			12:44	1:44	2:44	3:44
LINCOLN RD & JAMES AV	4:40	-	5:44	-	6:39			7:00	7:29	7:59	8:29	8:59	9:29	10:29	11:16	11:44			12:45	1:45	2:45	3:45
COLLINS AVE & 41 ST	4:47	-	5:51	-	6:46			7:09	7:38	8:08	8:38	9:08	9:38	10:38	11:25	11:53			12:52	1:52	2:52	3:52
HARDING AV & 72 ST	4:58	5:31	6:03	6:39	6:58			7:23	7:52	8:22	8:52	9:21	9:51	10:51	11:38	12:06			1:03	2:03	3:03	4:03
NE 79 ST & BISCAYNE BLVD	5:09	5:42	6:15	6:51	7:10			7:38	8:07	8:37	9:07	9:34	10:04	11:04	11:51	12:18			1:15	2:15	3:15	4:15
NW 79 ST & 7 AV	5:16	5:49	6:23	6:59	7:18			7:46	8:15	8:45	9:14	9:41	10:11	11:11	11:58	12:25			1:22	2:22	3:22	4:22
NORTHSIDE METRORAIL	5:24	5:57	6:33	7:10	7:29			7:55	8:24	8:54	9:23	9:50	10:20	11:20	12:07	12:33			1:30	2:30	3:30	4:30

	MORNING / MAÑANA / MATEN																AM	PM	AFTERNOON & EVENING / TARDE Y NOCHE / APREMIDI, CHAK ASWÈ																																				
NW 37 AV AMTRAK	5:28	-	-	-	7:33	-	8:13	-	-	-	-	-	10:26	-	11:06	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HIALEAH METRORAIL	5:36	6:05	-	7:19	-	7:58	-	8:40	-	9:25	-	10:11	-	10:51	-	11:31	-		12:11	-	12:51	-	1:31	-	2:11	-	2:51	-	3:31	-	4:10	-	4:49	-	5:30	-	6:10	-	6:50	-	7:25	-	8:02	-	9:01	-	9:57	10:27	11:27	

NBAYVL City Of North Bay Village Mini Bus

View In Website Mode

The NBAYVL bus line City Of North Bay Village Mini Bus has one route. For regular weekdays, their operation hours are:
(1) North Bay Village Shuttle: 7:00 AM - 6:00 PM
Use the Moovit App to find the closest NBAYVL bus station near you and find out when is the next NBAYVL bus arriving.

Direction: North Bay Village Shuttle

29 stops

VIEW LINE SCHEDULE

City Of North Bay Village Public Works
1841 Galleon St, Miami Beach

Bay Villlage Condo West
1771 S Treasure Dr, Miami Beach

Buccaneer Av@S Treasure Dr
1571 S Treasure Dr, North Bay Village

N Treasure Dr@W Treasure Dr
1440 N Treasure Dr, North Bay Village

N Treasure Dr@Hispanola Av
1700 N Treasure Dr, Miami Beach

Bay Village Condo East
1790 S Treasure Dr, Miami Beach

Treasures on Bay

Treasure Island Elementary North
East Treasure Drive, Miami Beach

79 Stcy & E Treasure Dr

79 Stcy & Op # 1800

79 Stcy & Hispanola Av
1665 79th Street Cswy, Miami Beach

79 Stcy & Adventure Av

79 Stcy & Harbor Island Dr
Larry Paskow Way, North Bay Village

Old City Hall
7903 East Dr, North Bay Village

The Lido

NBAYVL bus Time Schedule

North Bay Village Shuttle Route Timetable:

Sunday	Not Operational
Monday	7:00 AM - 6:00 PM
Tuesday	7:00 AM - 6:00 PM
Wednesday	7:00 AM - 6:00 PM
Thursday	7:00 AM - 6:00 PM
Friday	7:00 AM - 6:00 PM
Saturday	Not Operational

NBAYVL bus Info

Direction: North Bay Village Shuttle
Stops: 29
Trip Duration: 55 min
Line Summary: City Of North Bay Village Public Works, Bay Villlage Condo West, Buccaneer Av@S Treasure Dr, N Treasure Dr@W Treasure Dr, N Treasure Dr@Hispanola Av, Bay Village Condo East, Treasures on Bay, Treasure Island Elementary North, 79 Stcy & E Treasure Dr, 79 Stcy & Op # 1800, 79 Stcy & Hispanola Av, 79 Stcy & Adventure Av, 79 Stcy & Harbor Island Dr, Old City Hall, The Lido, Biscayne Sea Club, Blu Rentals, Vogel Park, Island Market, Beach View@79 St Pkwy, Beach View@Bay Terrace, Bay Terrace@Miami View Dr, Miami View Dr@ 79 St Pkwy, 79 Stcy & Adventure Av, Village Hall, 79 Stcy & # 1800, 79 Stcy & E Treasure Dr, Treasure Island Elementary South, City Of North Bay Village Public Works

7927 East Dr, North Bay Village

Biscayne Sea Club
7939 East Drive, North Bay Village

Blu Rentals
7940 West Dr, North Bay Village

Vogel Park
West Drive, North Bay Village

Island Market
7904 West Dr, North Bay Village

Beach View@79 St Pkwy
7810 Beach View Dr, North Bay Village

Beach View@Bay Terrace
7400 Beach View Dr, North Bay Village

Bay Terrace@Miami View Dr
7401 Miami View Dr, North Bay Village

Miami View Dr@ 79 St Pkwy
7811 Miami View Dr, North Bay Village

79 Stcy & Adventure Av
1400 79th Street Cswy, North Bay Village

Village Hall
1666 79th Street Cswy, Miami Beach

79 Stcy & # 1800
1790 Kennedy Cswy, Miami Beach

79 Stcy & E Treasure Dr
1888 Kennedy Cswy, Miami Beach

Treasure Island Elementary South
East Treasure Drive, Miami Beach

City Of North Bay Village Public Works
1841 Galleon St, Miami Beach



Appendix H
AutoTURN Analysis

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

EAST TREASURE DRIVE

Rear-Load Garbage Truck
NOISE REPORT 65# (US)

457,0
43,0 264,0
Rear-Load Garbage Truck

Track	: 96,0		Inches
Lock to Lock TIme	: 6,0	Width	: 96,0
Steering Angle	: 27,4		

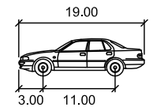
NORTH

Maneuverability Plan

SCALE: 1" = 20'

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

EAST TREASURE DRIVE



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

NORTH

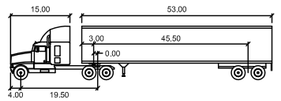
Maneuverability Plan

SCALE: 1" = 20'

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

EAST TREASURE DRIVE

WB-67
AASHTO 2018 (US)



WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NORTH

Maneuverability Plan

SCALE: 1" = 20'

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

EAST TREASURE DRIVE

WB-67
AASHTO 2018 (US)

15.00 53.00
3.00 45.50
0.00
4.00 19.50

WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NORTH

Maneuverability Plan

SCALE: 1" = 20'

79th STREET CAUSEWAY
(STATE ROAD NO. 984)
(NORTH BAY CAUSEWAY)

TREASURE DRIVE

WB-67
AASHTO 2018 (US)

15.00
53.00
3.00
45.50
0.00
4.00
19.50

WB-67

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NORTH

Maneuverability Plan

SCALE: 1" = 20'

Shoma North Bay Village

Gravity Sewer Capacity Analysis

Technical Memorandum

June 14, 2023

Prepared for:

SHOMA

Shoma Group
201 Sevilla Avenue, Suite 300
Coral Gables, Florida 33134

Prepared By:

300 Engineering Group, LLC
2222 Ponce de Leon Blvd, Suite 300
Coral Gables, Florida 33134

300 ENGINEERING GROUP, LLC

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Section 6 – Modeling Results – Existing Conditions 6

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Appendices

Appendix A – Project Area Map

Section 1 – Technical Memorandum Information

Date: June 14, 2023

To: Shoma Group

From: 300 Engineering Group, LLC

Diana White Digitally signed by Diana White Date: 2023.04.06 15:38:47 -04'00'

Prepared By: Paola Davalos, PE (300 Engineering Group, LLC)

Subject: Shoma North Bay Village Development Project - Gravity Sewer Capacity Analysis

Section 2 – Project Details

Location: 1872 Kennedy Causeway North Bay Village, 33141

Future Usage: The project consists of a proposed average daily flow of 59,529 GPD per the Sewer Allocation Form submitted to North Bay Village (Village). The future use includes 333 apartments, 35,037 SF Grocery store, 5,064 SF of Retail and 10,564 SF of restaurant space. The project proposes to discharge to an existing 8-inch gravity main along E. Treasure Dr. owned and maintained by the Village. The purpose of this Technical Memorandum is to confirm that the existing 8-inch gravity main has adequate capacity to accommodate the flows from the proposed project.

Project Flow: 59,464 GPD Annual Average Daily Flow (AADF)

Section 3 – Point of Connection

The future Point of Connection (POC) for the Shoma development will be at MH-71B, the terminal manhole for the existing 8-inch gravity main located on East Treasure Dr. The future flows from the Shoma development will then flow south into the North Bay Village (the Village) Pump Station (PS) Main. For a Project Area Map, refer to **Appendix A.**

Section 4 – Data Collection Summary

Various forms of data were collected and processed for use in the gravity sewer capacity analysis, as summarized below:

Description	Data Type	Purpose
Field Collected Data	GIS Shapefiles	Analysis
Pump Station Main As-builts	PDF	Background
Proposed PS Main Improvements Report and Plans (by Kimley Horn)	PDF	Background
Shoma North Bay Village Development Plans & Proposes Flows (by David Plummer & Associates)	PDF	Analysis

4.1 Field Data

The existing manhole and gravity main data such as inverts, pipe material, and pipe diameters was collected by 300 Engineering in the field throughout other projects taking place within the Village. The existing structure data was obtained through a combination of visual inspections and field measurements taken with telescoping level measuring rod. Neither survey nor as-built information was available for the existing gravity main or manholes.

4.2 Proposed Pump Station Improvements

The PS Main Improvements, designed by Kimley-Horn & Associates (KH), consists of a new pump station with 2 submersible pumps as well as modifications to the force main connection and gravity sewer piping. The project also includes the installation of one macerator (MAC) to alleviate pump clogging issues. The manhole and gravity sewer information used in the model was obtained from the KH PS Main Improvement design plans and report.

4.3 Shoma North Bay Village Development Plans

A Sewer Distribution Plan provided by Shoma North Bay Village project team was received as background information for the preparation of this Gravity Model Analysis. 300 Engineering assumes no responsibility for incorrect data or flow projections for the sewer collection system information of the proposed development including: location, lineal feet (LF), diameter, and material of all underground sanitary sewer pipes in the system (laterals and mains), manholes and cleanouts, grease interceptors, projected flows etc.

4.4 Water Consumption Records

There are four existing properties along East Treasure Dr. which connect to the gravity main segment being modeled as part of this analysis. The average daily flow (ADF) from the four (4) properties on East Treasure Dr was calculated from data obtained over a period of one year (May 1, 2022 through May 1, 2023) based on the Village's water service consumption records.

The table below depicts the average flow (hgal) per property, adjusted to exclude data shown as 0 hgal The total adjusted values were used in the development of the gravity sewer hydraulic model analysis

Service Address	Meter Number	Average Flow (hgal)	Gallons per Day (GPD)	Total (GPD)
7601 E TREASURE	17051465	6,166	88,085	88,989
	18210308	56	793	
	18217452	8	108	
1872 KENNEDY CSWY	18209863	29	415	415
7545 E TREASURE DR	17051507	1,187	16,958	17,239
	18210367	17	247	
7540 E TREASURE DR	18217433	11	152	310
	18217456	2	30	
			Total:	**106,952**

4.5 Miami Dade County Code of Ordinances Sec. 24-43.1 (5) (c) Schedule of Daily Rated Gallonage

Flows for each property discharging into the East Treasure Dr gravity main were also calculated through the use of the Miami Dade County Code of Ordinances Sec. 24-43.1 (5) (c) Schedule of

Daily Rated Gallonage for Various Occupancies, and Property Appraiser Records. These estimated flow values are shown below:

Service Address	Land Use Type	No. of Units	Building Area	Gallons per Day (GPD)	Estimated Flow (GPD)
7601 E TREASURE	Multi Family, High Density	535	-	135 GPD /unit	72,225
1872 KENNEDY CSWY	Retail	-	7,821	100 GPD/100 sq ft	7,821
7545 E TREASURE DR	Multi Family, High Density	104	16,958	135 GPD /unit	14,040
7540 E TREASURE DR	Public Schools	-	140,920	12 gpd/100 sq ft	3,387
	Public Schools	-	408,157	12 gpd/100 sq ft	2,468
				Total:	**99,940**

4.6 Flow Inputs

Ultimately, the flow inputs used for the model were derived from both the water consumption records and the Miami Dade County Code of Ordinances Sec. 24-43.1 (5) (c) Schedule of Daily Rated Gallonage for Various Occupancies, whichever was greater for each property, to obtain the most conservative flow estimates. A comparison table between both sets of data is shown below:

Service Address	Water Consumption (GPD)	MDC Schedule of Daily Rated Gallonage Estimated Flow (GPD)	Selected Flow (GPD)
7601 E TREASURE	88,989	72,225	88,989
1872 KENNEDY CSWY	415	7,821	7,821
7545 E TREASURE DR	17,239	14,040	17,239
7540 E TREASURE DR	310	5,855	5,855
Total:	**106,952**	**99,941**	**119,904**

Section 5 – Modeling Assumptions

5.1 Existing and Future Pump Station Upgrades

The gravity sewer capacity analysis does not account for the capacity of the existing or future PS Main. Additionally, this analysis is not intended to validate the future gravity sewer system upgrades and rehabilitation designed by KH.The hydraulic conditions of the pump station (existing or future) and force main pressures was not modeled.

5.2 Outfall Conditions

A steady state condition was assumed at PS Main due to the pump station's pumps not being modeled as part of the analysis; outfall conditions at the pump station's influent pipe were assumed for all scenarios. The outfall condition assumed and analyzed during the sewer capacity analysis was crowned outfalls. A crowned outfall condition assumes that the pump station wet well is filled to the top of the influent pipe (crown of invert).

A maximum allowable capacity of 50% was assumed for the gravity mains within the system. To achieve this, the Village must maintain free flow into the PS Main wet well without surcharge.

5.3 Proposed Gravity System of Non-East Treasure Dr Flows

The Existing Conditions Modeling Scenario only accounts for flows from East Treasure Dr. gravity main segment (as shown in Appendix A).

The Future Conditions Modeling Scenario includes the future modifications to the gravity sewer entering PS Main as a result of the Pump Station upgrade proejct. This scenario converges receiving flows into one manhole: MH 2. This scenario was developed based on the Plans and Report prepared by KH.

5.4 Infiltration & Inflow (I/I)

All flows originating from East Treasure Dr were increased by 30% (assumed I/I County Average) to account for I/I within the Village's gravity sewer system.

Service Address	Selected Flow (GPD)	Selected Flow (GPM)	Flow w/ 30% I-I Contribution
7601 E TREASURE	88,989	62	80
1872 KENNEDY CSWY	7,821	5	7
7545 E TREASURE DR	17,239	12	16
7540 E TREASURE DR	5,855	4	5
Total:	**119,904**	**83**	**108**

5.5 CIPP Liners

The 8-inch gravity main along East Treasure Dr has been previously rehabilitated through the use of Cured-in-Place Pipe (CIPP). Due to the presence of CIPP lining in these segments, a decrease in diameter of 0.5 inches was assumed.

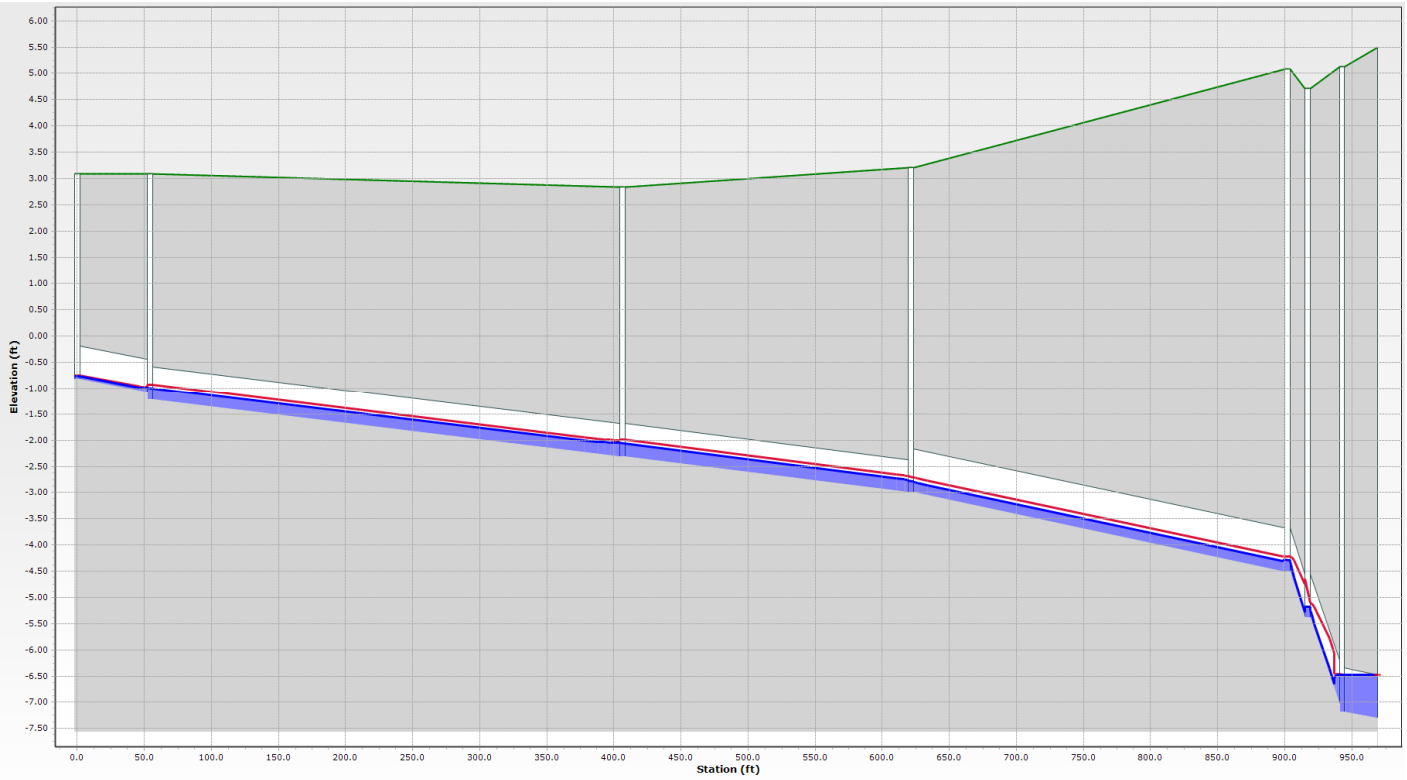
Section 6 – Modeling Results – Existing Conditions

The following are the results of the hydraulic modeling analysis performed for the existing gravity sewer network based on the existing Pump Station Main configuration.

6.1 Existing Flows

Analysis of the East Treasure Dr existing gravity sewer system in comparison to the existing flows indicated that the current gravity sewers can sufficiently accommodate the current flow of 108 GPM. The Capacity of each gravity main segment is summarized in the table and gravity main profile below.

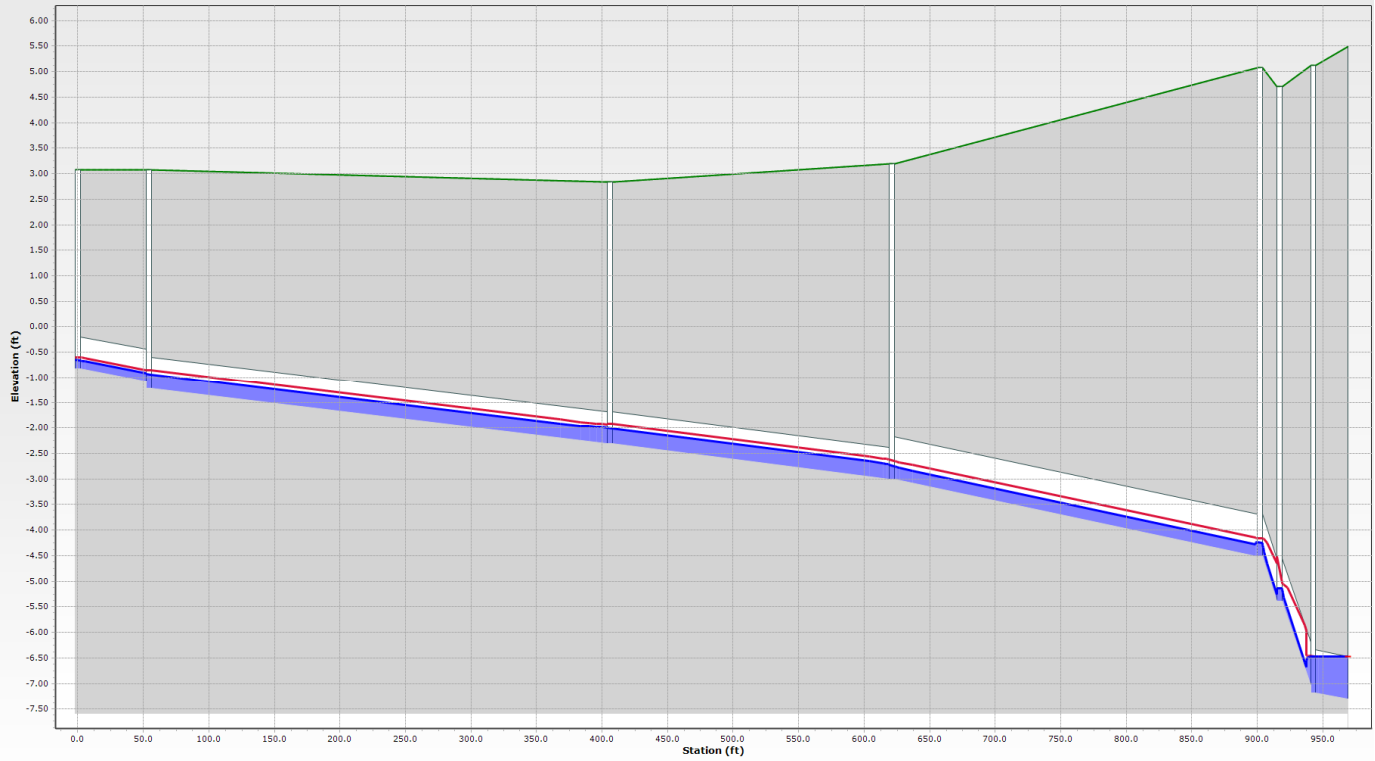
Upstream MH	Downstream MH	Capacity Filled (%)
MH71B	MH71A	11.6
MH71A	MH71	38.7
MH71	MH72	38
MH72	MH72A	26.7
MH72A	MH72B	19.3
MH72B	MH72C	46.2



6.2 Project Flows

Analysis of the East Treasure Dr existing gravity sewer system in comparison to the existing flows indicated that the current gravity sewers can sufficiently accommodate the future flow of 155 GPM from the Shoma North Bay Village Project. The Capacity of each gravity main segment is summarized in the table and gravity main profile below

Upstream MH	Downstream MH	Capacity Filled (%)
MH71B	MH71A	25.2
MH71A	MH71	47.9
MH71	MH72	46.1
MH72	MH72A	32.1
MH72A	MH72B	23.3
MH72B	MH72C	46.2



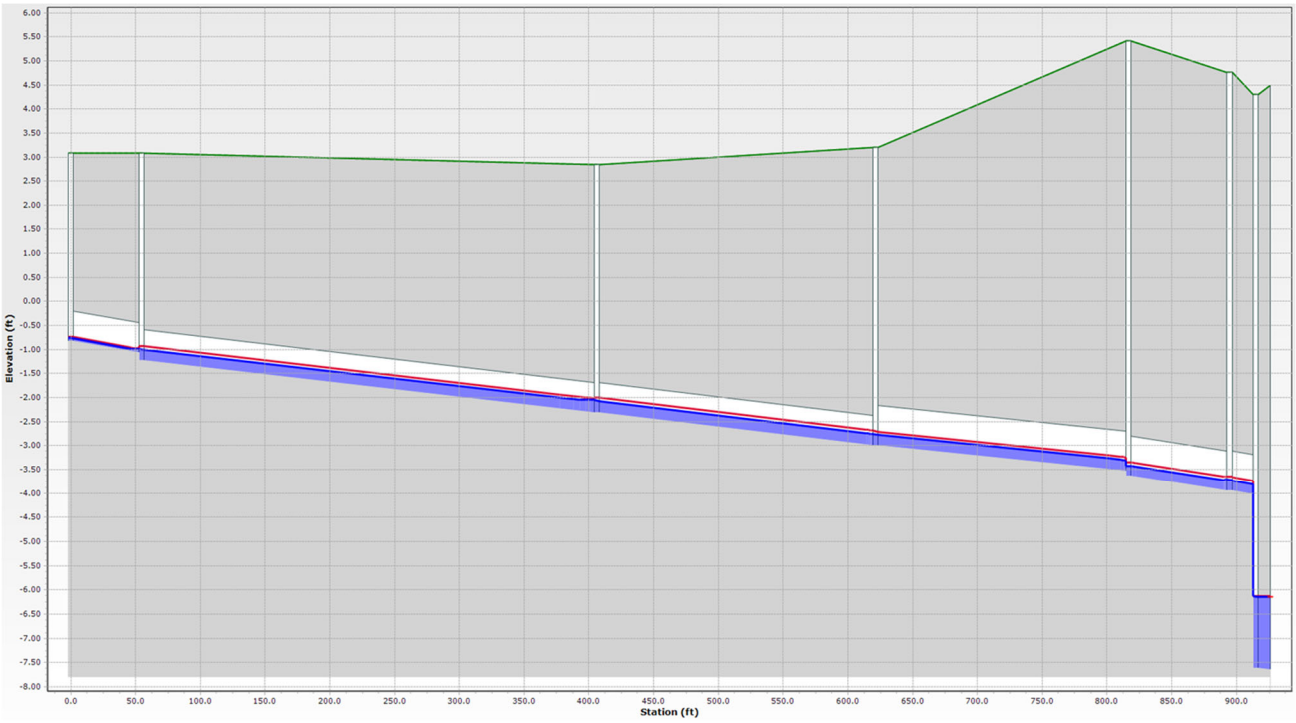
Section 7 – Modeling Results – Future Conditions

The following are the results of the hydraulic modeling analysis performed for the future gravity sewer network based on the future Pump Station Main configuration.

7.1 Existing Flows

Analysis of the East Treasure Dr future gravity sewer system configuration in comparison to the existing flows indicates that the future gravity sewers system configuration can sufficiently accommodate the existing flow of 108 GPM. The Capacity of each gravity main segment is summarized in the table and gravity main profile below:

Upstream MH	Downstream MH	Capacity Filled (%)
MH71B	MH71A	11.6
MH71A	MH71	38.7
MH71	MH72	38.9
MH72	MH1	26.5
MH1	MAC	26.6
MAC	MH2	25.2

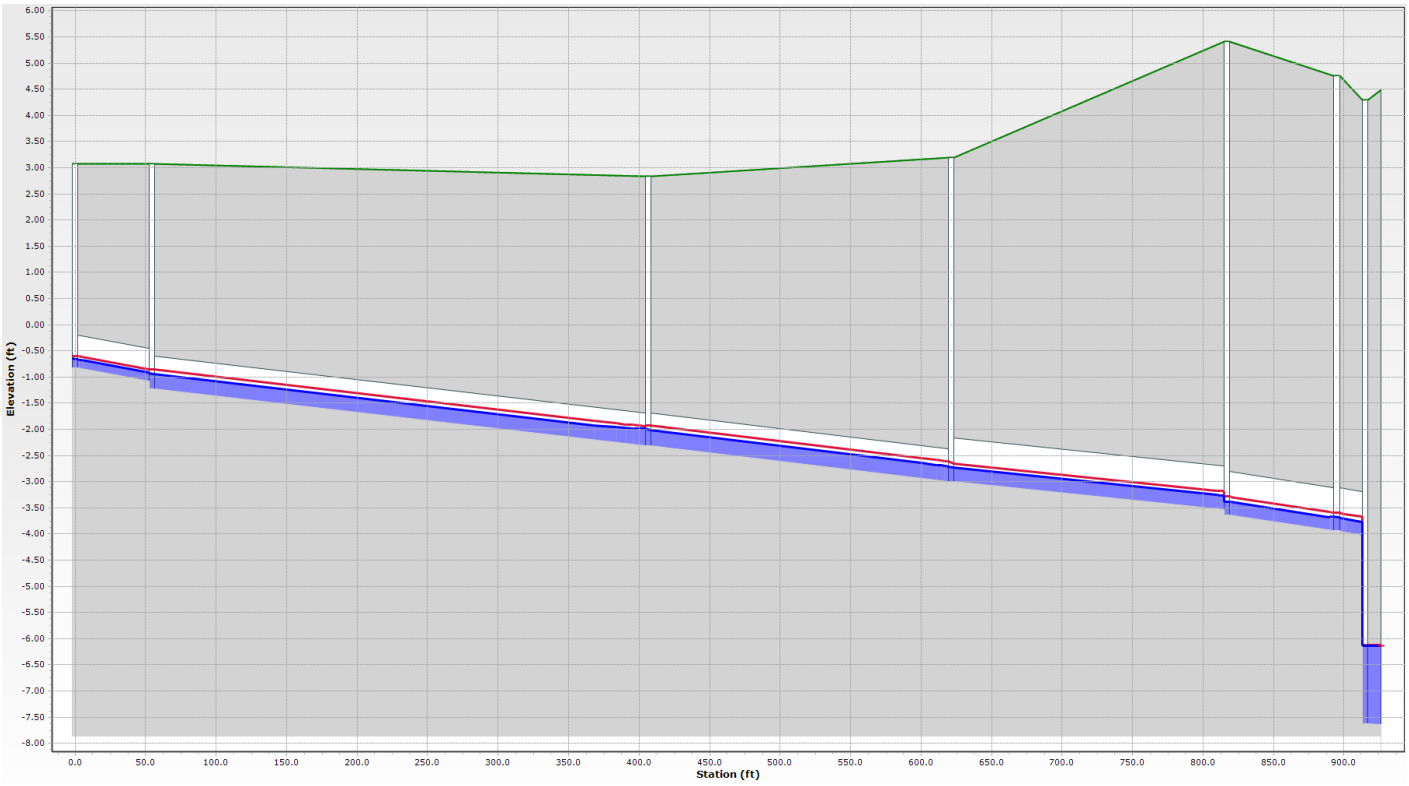


7.1 Project Flows

Analysis of the East Treasure Dr future gravity sewer system in comparison to the estimated project flows indicates that the future gravity sewers can sufficiently accommodate the future flow of 155 GPM.

The Capacity of each gravity main segment is summarized in the table and gravity main profile below:

Upstream MH	Downstream MH	Capacity Filled (%)
MH71B	MH71A	25.2
MH71A	MH71	47.9
MH71	MH72	47.2
MH72	MH1	31.8
MH1	MAC	32
MAC	MH2	30.3

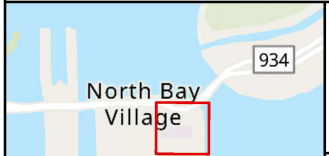

Elevation (ft)
6.00
5.50
5.00
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
-0.50
-1.00
-1.50
-2.00
-2.50
-3.00
-3.50
-4.00
-4.50
-5.00
-5.50
-6.00
-6.50
-7.00
-7.50
-8.00
0.0
50.0
100.0
150.0
200.0
250.0
300.0
350.0
400.0
450.0
500.0
550.0
600.0
650.0
700.0
750.0
800.0
850.0
900.0
Station (ft)

Appendix A - Project Area Map



Legend

- Existing Parcels Connected to 8-inch GM
- Manhole
- Gravity Main
- Pump Stations
- Parcels
- Sewer Laterals
- Gravity Main Segment Modeled



Esri, NASA, NGA, USGS, FEMA; Miami-Dade County, FDEP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, USDA

Project Area Map

300 ENGINEERING GROUP, LLC

06/12/2023

Coordinate System: NAD 1983 2011 StatePlane Florida East FIPS 0901 Ft US

N

0 105 210 Feet

Calvin, Giordano & Associates, Inc.
A SAFEbuilt COMPANY

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☒ **Miami-Dade Office** · 2103 Coral Way · Suite 810 · Miami, FL 33145 · 786.485.5200(p) · 786.485.1520(f)

Memorandum

Date: June 20, 2023

To: Shoma North Bay Village, LLC

From: Silvia Vargas, FAICP, LEED AP (Village Planner)

Subject: Site Plan Review (DRC)

Project: Shoma North Bay Village - 1872 79th St. Causeway – 1st Review Cycle

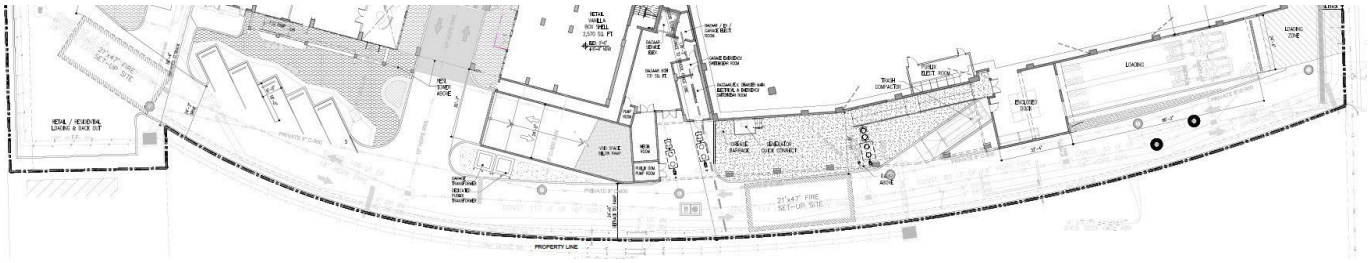
CC: Village Manager, Village Attorney

The following comments are offered following review of the application package and plan set dated 04.28.23:

1. The original Site Plan approval via Resolution No. 2021-046 (hereinafter referred to as "the Resolution") included a three-part Condition No. 14, as follows:

   (a) That a minimum six-foot (6 ft) wall must be provided along the edge of the property abutting Treasure Island Elementary School (TIES)
   WHP Reply: A six-foot wall along the southern property boundary abutting Treasure Island Elementary school has been provided. Please see revised sheets L-1 and HS-1. - Comment satisfied

   (b) That the northern perimeter of TIES be landscaped in a manner consistent with proposed Village improvements at TIES.
   WHP Reply: Additional landscape screening has been added on the south side of the six-foot wall along the southern property boundary abutting Treasure Island Elementary school. Please see revised sheet L-1. - Comment satisfied



   (c) That the western side of the northern sidewalk be expanded from 5 feet to a minimum of 8 feet in width.
   WHP Reply: The northern sidewalk has been expanded to 8 feet. Please see revised sheet's L-1 and HS-1 - Comment satisfied

We strongly recommend using the present opportunity to incorporate these improvement features into the modified plans, and to show them clearly and consistently throughout the plan set, so that this condition can be removed from the anticipated resolution.

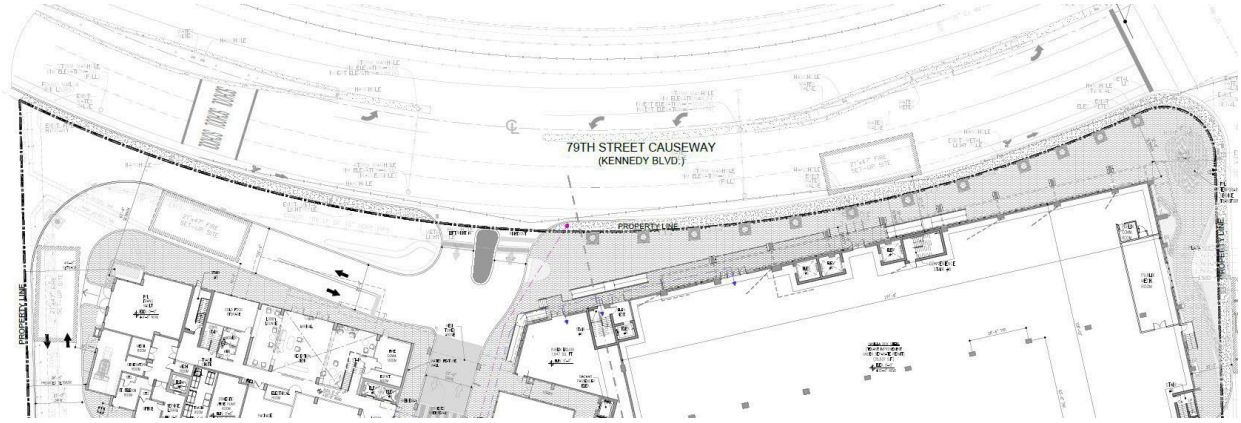
2. Condition No. 16 of the Resolution required collaboration with the Village to define civic space to provide a greener, more pedestrian-activated area with more significant public art than shown on the original site plan. The condition went on to further define three locations for public art displays, including a northeastern plaza area identified on the original site plan. It appears that northeastern plaza area has been relocated and/or reconfigured. Please describe in further detail your plans for the plaza now shown on the east side of the property abutting East Treasure Drive.
WHP Reply (Partial response only related to plaza layout: Please see SK-1 for enlarged colored plan of the plaza located on the east side of the property abutting East Treasure Drive which gives further detail on the proposed design and includes the location of the bus shelter. Please see sheet HS-1 for hardscape material and site furnishing specifications and sheet L-1 for plant types and specifications in this area. -Comment partially satisfied; detail does not address Civic Use functions, public art location or fulfillment of Civic Space requirement

3. Condition No. 17 of the Resolution requires palms to be planted along the Kennedy Causeway frontage of the property (or a species preapproved by the Village). The Landscape Plan (Sheets L1-L3) shows royal palms spaced out at approximately 25 feet (refer to Comment 1 in reference to Site Plan defect). However, the Renderings (Sheets RE-1 and RE-2) are inconsistent, showing small potted trees instead. Please revise to remove this inconsistency.
WHP Reply (Partial response related to palm layout): The Royal Palms proposed along the Kennedy causeway frontage have been spaced at 35 feet on center in coordination with site lighting as to provide proper clearance per city code and comment. These palms will be planted at grade with tree grates to allow for greater pedestrian circulation. - Comment partially satisfied. Rendering has not been updated.



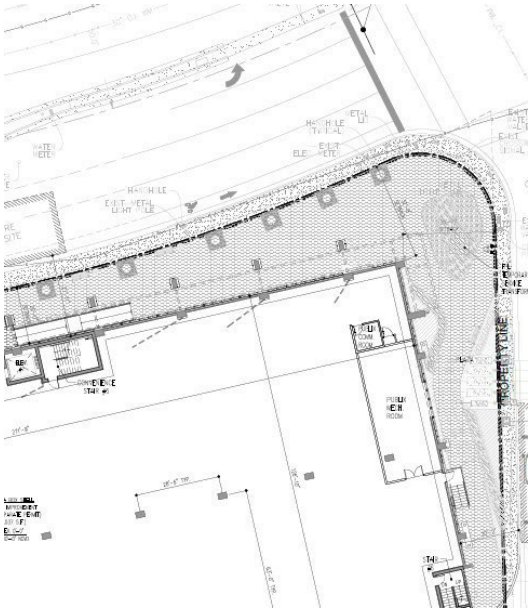
4. Please revise the Site Plan to show (as the previously approved version, dated 03.23.21, did) the proposed placement of tree grates for the palms required to be placed along the entire north property line facing 79th Street Causeway per condition No. 17 of the Resolution. While the new Landscape Plan (Sheets L1-L3) does indicate palms planted at intervals of approximately 25 ft. extending to the western property line (as per the previous approval), the modified Site Plan (Sheet A-0. SP-1) shows tree grates only in front of Publix.

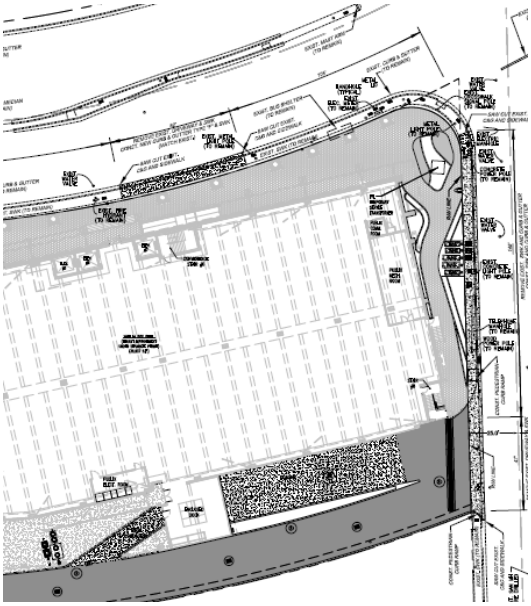
WHP Reply: The Royal Palms proposed along the Kennedy causeway frontage on the eastern half of the site will be planted at grade with tree grates and spaced at 35 feet on center in coordination with proposed light poles. Royal palms have also been provided on the western portion of the north frontage but have been planted on the south side of the sidewalk in an open landscape area and thus no tree grates will be required here. These palms have been spaced at 25 feet on center as there were no conflicts with proposed light poles on this portion of the northern frontage. Please see revised sheet L-1. Comment satisfied re: spacing



5. Condition No. 18 of the Resolution requires replacement of the existing bus shelter located on the public right-of-way adjacent to the northeastern corner of the property; however, the bus shelter does not appear on any of the ground-plane views (see, for example, Site Plan Sheet A-0. SP-1, below left) except for the Civil Site Plan (see Sheet C-2.0, below right).

WHP Reply: The bus shelter location has been included in the landscape and hardscape plans. Please see revised sheets L-1 & HS-1. - Comment satisfied





Also, please detail how an updated shelter would interface with the royal palms based on the proposed spacing.

1. Please add the project's total square footage and intensity (FLR) data to the Site Data Summary table on Sheet

A-0. SP-1. The Village in 2021 adopted a maximum FLR of 13.0, which applies to the T6 transect zone.

- MSA: See sheet A-0.SP-1 for Site Data Table including Intensity and area. Comment Satisfied

6. Please break down the square footage of the proposed food hall/bazaar space (either in the Parking Summary Table on Sheet A-0. SP-1 or in the Letter of Intent) from the square footage of the Publix and other retail.
   - MSA: See sheet A-0.SP-1 for Parking Summary Table including the break down of the square footage of retail, supermarket and food hall. Comment partially satisfied - figures are internally inconsistent (LOI v. plan v. table)

7. Exhibits accompanying Resolution No. 2021-064 to approve a distance variance from the (then in effect) alcoholic beverage licensing requirements of Chapter 111 show the liquor store as a 1,400 square foot space. The current site plan shows the liquor store with an area of 1,687 square feet and different configuration. Please explain how this difference will be reconciled.

   - MSA: See sheet A-0.SP-1 for revised areas for the liquor store and supermarket. Comment satisfied

   - Please add loading zone data (required versus provided) to the Parking Summary table on Sheet A-0. SP-1.

   - MSA: See sheet A-0.SP-1 for Loading Zone Data table. Comment satisfied

8. Please clarify your calculation of required bicycle parking/storage. Following Sections 8.24 and 15.3.A.2.d.4, our calculation is that 66 bicycle parking spots are required to serve the residential use, and approximately 6 to serve the commercial use. However, after the first 50, the additional number may be reduced by one-half, so 61 spaces minimum are required (with 69 spaces provided).
   WHP Reply (Partial response related bike racks located in the public realm): Bike racks are included within the public realm and can accommodate 40 bicycles. Please see sheet HS-1
   Comment partially satisfied

10. Please clarify where the 120 that the shared parking reduction factor is being applied to. Per the proposed Special Area Plan text amendment, shouldn't it be applied to the "lesser use" i.e., the retail, which requires 159 spaces?

    - GUNSTER: MARIO/ELINETTE to look to text amendment and provide response. May need assistance from Plummer.

11. Please clarify/indicate if and where parking spaces will be reserved for Grandview Palace.

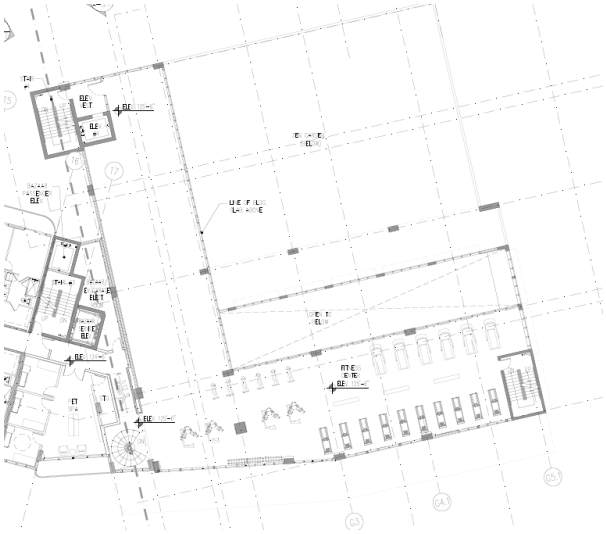
    - GUNSTER: MARIO/ELINETTE to provide response.

12. Please describe (either in the narrative provided in the Letter of Intent, or in tabular form on Sheet A-0. SP-1) how the project will meet the Green Building Program requirements which were adopted by the Village in 2021. Twenty (20) points are required.

    - **ABNEY GREEN REPLY: Please see attached response provided by Kyle Abney from Abney + Abney Green Solutions. The attached includes all of the Green Building Option that the project is currently including. The project is currently tracking 26 points. Also attached are the NGBS certification plan and corresponding NGBS Scoring summary for the project along with the NGBS Master Green verifier credential. Comment satisfied.**

13. Please clarify the use of the blank space that runs perpendicular to the fitness center (Sheet A-2.12).

    - MSA: See sheet A-2.12 for details on the fitness center area. Comment satisfied



14. Please add proposed hardscape surface materials to the Landscape Plans (Sheets L-1 to L-5, as appropriate), including any and all permeable materials.
    WHP Reply: Proposed hardscape materials and site furnishings have been called out and specified on the hardscape plan. Please see sheet HS-1. Comment satisfied

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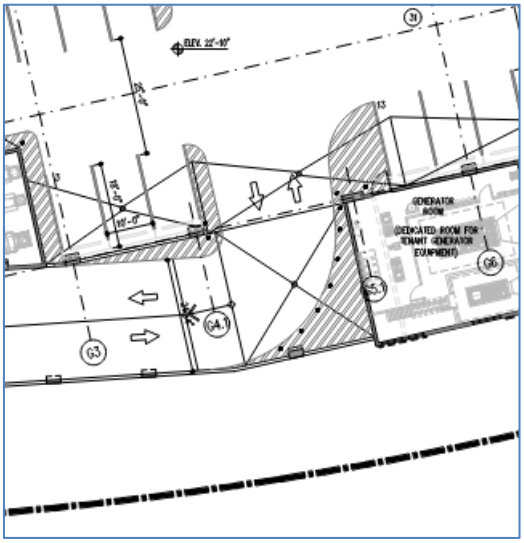
Memorandum

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☐ **West Palm Beach Office** · 560 Village Boulevard · Suite 340 · West Palm Beach, FL 33409 · 561.684.6161(p) · 561.684.6360(f)

Date:	July 3, 2023
To:	**Silvia E. Vargas, FAICP** Principal Planner / Calvin Giordano & Associates
From:	Salman A Rathore, PE; Pablo Chon Kan, E.I.
Subject:	Shoma North Bay Village - 1872 79th St. Causeway Traffic Study Review (1st Submittal)
Project:	CGA 237744
CC:	

The following are comments based on the review of the Shoma NBV Site Plan Review prepared by MSA Architects, Inc:

1. Please provide sight distance triangles at each access as per Sec. 9.7.B. Please note that internal intersections may need to be evaluated for visibility using the same criteria set forth by Sec. 9.7.B. of the Code of Ordinances.
   SHOMA BAY 06/27/23: Sight distance triangles will be added to 79 ST Causeway access driveway and Treasure Island Drive access driveway at permit submittal.
   CGA 07/03/23: Partially satisfied. Please provide sight distance triangles for East Treasure Dr.
2. Please include the pedestal height in the Site Plan Table shown in Sheet A-0.SP-1.
   SHOMA BAY 06/27/23: Acknowledged, refer to revised Site Plan table which includes pedestal height.
   CGA 07/03/23: Satisfied.
3. Please provide an auto-turn exhibit showing the vehicles coming in and out of the loading zone. Make sure to include the complete maneuver until the vehicle is completely aligned with the travel lanes along E Treasure Dr. Please also include an auto-turn exhibit showing the design vehicle accessing and exiting the trash dumpster.
   Please include an auto-turn exhibit of the design vehicle at the turn shown in sheet A-2.2 (see below). Please include two vehicles traversing in opposite directions.



SHOMA BAY 06/27/23: Auto-Turn analysis of loading area and internal parking garage circulation. have been submitted with the revised Traffic Report.

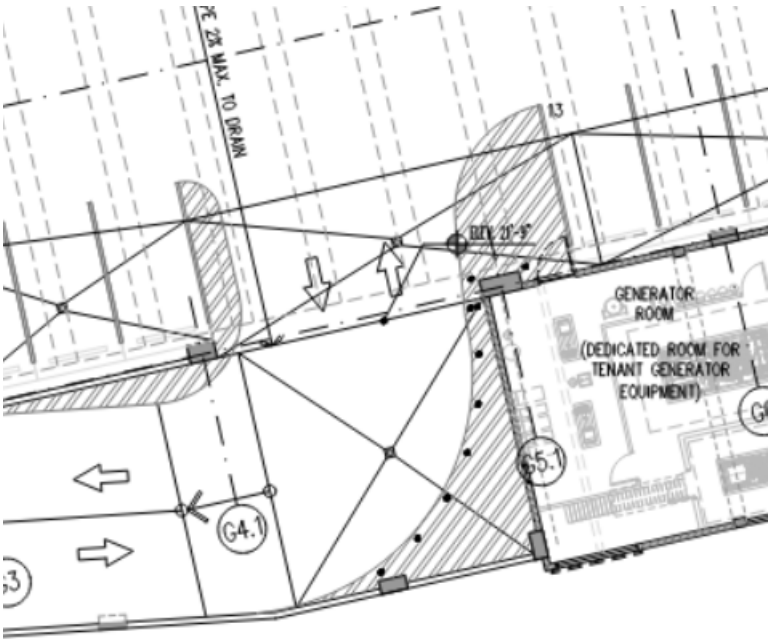
CGA 07/03/23: Partially satisfied. Please note that the layout used for the Auto turn analysis seems to be different from the ones provided in the set of plans. Please make sure the Auto Turn exhibits match the proposed design.

Page 198 of the TIA shows the rear of the design vehicle encroaching into the sidewalk. There's a safety concern with pedestrians not being able to see the vehicle and the vehicle invading the sidewalk, especially in a School Zone. Please address this issue.

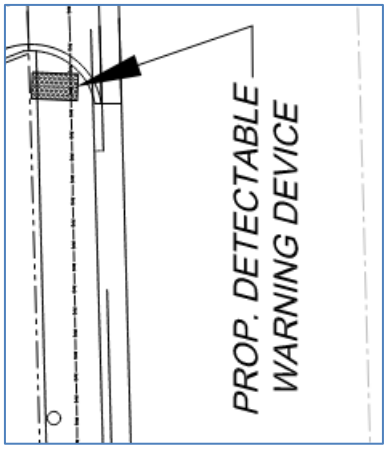
Please note that the section shown in the image above was not provided as part of the Auto Turn exhibits in the TIS (excerpt taken from A-2.2). Please address this issue.

Please note that the layout used for the Auto turn analysis seems to be different than the ones provided in the set of plans. Please make sure the Auto Turn exhibits match the proposed design.


PROPERTY LINE


SLOPE 2% MAX. TO DRAIN
GENERATOR ROOM
(DEDICATED ROOM FOR TENANT GENERATOR EQUIPMENT)
G4.1
G5.1

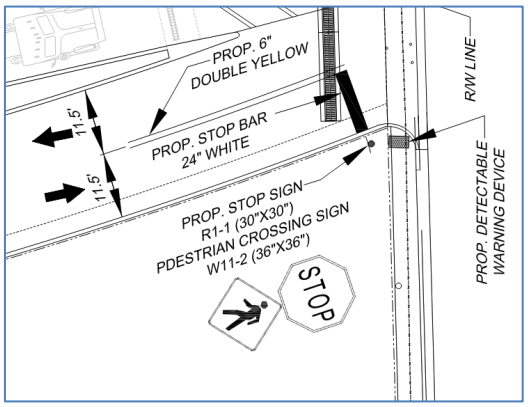
4. Please note that the proposed detectable warning shown at the eastern access in sheet C-7.0 must cover the full width of the sidewalk.



SHOMA BAY 06/27/23: DWS has been revised to cover full width of SWK. (See sheet C-7.0.)

CGA 07/03/23: Satisfied.

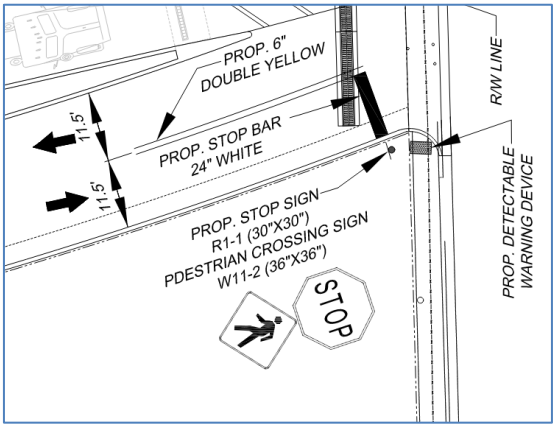
5. Please remove the warning sign shown at the eastern access in sheet C-7.0 as that combination is not supported by MUTCD. Also, please add dimensions showing the separation between the sidewalk and the stop bar for all accesses.

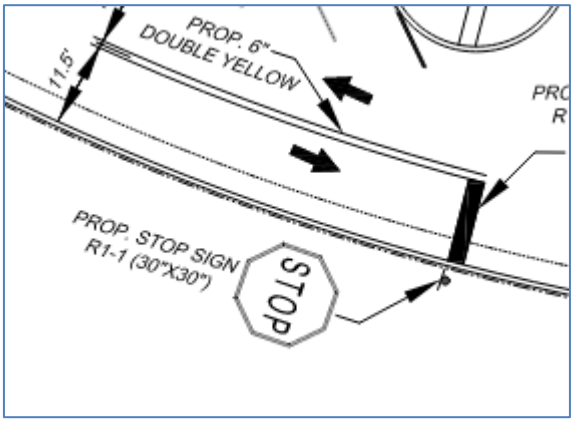


SHOMA BAY 06/27/23: Pedestrian warning sign has been removed, dimension had been added between stop bar and BOW. (See sheet C-7.0.)

CGA 07/03/23: Satisfied.

6. Please clarify if the proposed STOP signs along the southernmost internal driveway will be installed within the property line (see Sheet C-7.0).

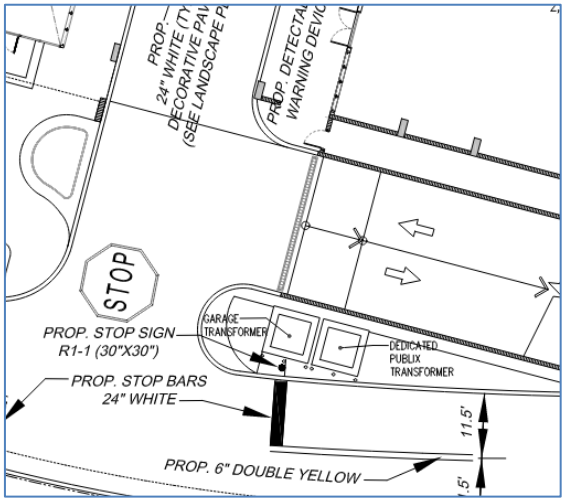




SHOMA BAY 06/27/23: Stop signs along the southernmost internal drive will be wall mounted to proposed 6' wall with in NBV property with a height clearance of 8'. (See sheet C-7.0.)

CGA 07/03/23: Satisfied.

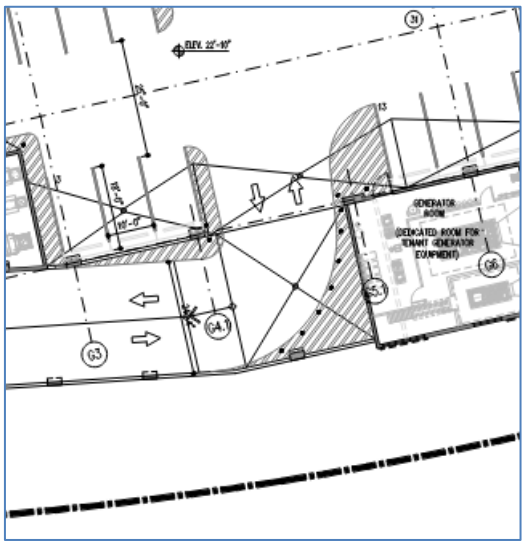
7. Please provide a stop bar and a stop sign for the ramp shown in sheet C-7.0.



SHOMA BAY 06/27/23: A stop bar and stop sign has been added to the ramp. See sheet C-7.0.

CGA 07/03/23: Satisfied.

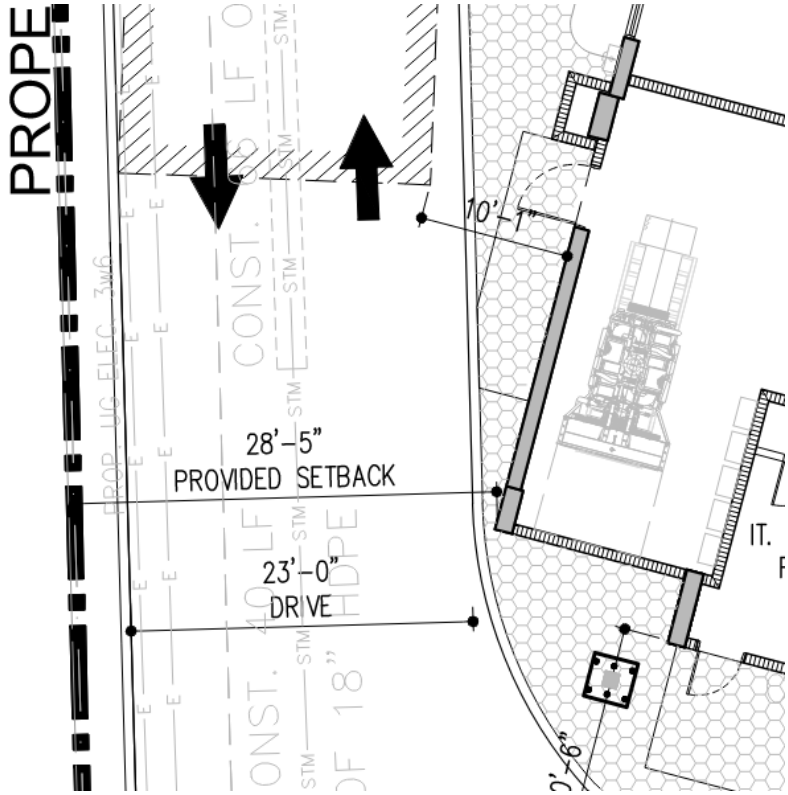
8. Consider adding pavement markings to visually help drivers stay in their lane at the sharp turn shown in sheets A-2.2 and A-2.4. Also, please consider adding a stop bar and a stop sign to control the movements at those intersections.



SHOMA BAY 06/27/23: Stop bars and stop signs have been added to create a full stop control intersection.

CGA 07/03/23: Please note that the stop bar and stop signs added are located at the entrance of the ramp, the suggested location is the curve at the top of the ramp, entering the parking lot (please see the figure shown above).

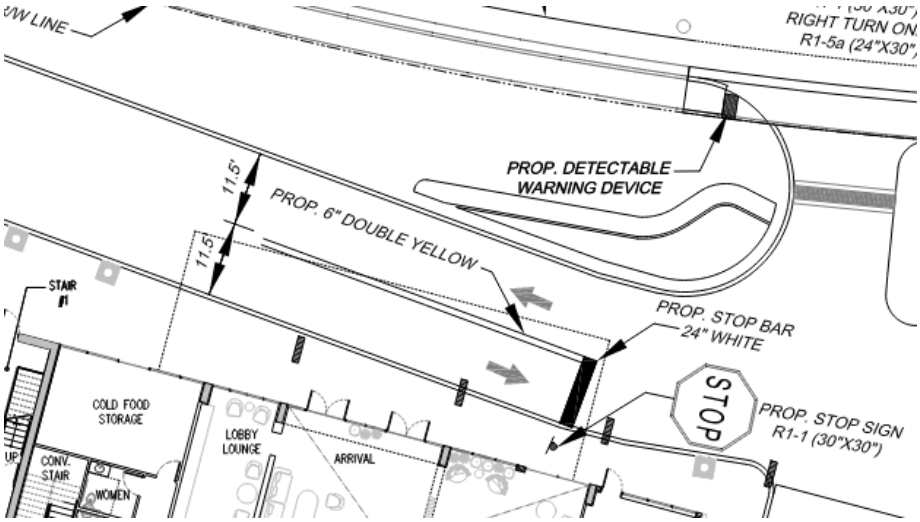
9. Please provide the dimensions for the sidewalk shown below. Please note that if this is an open space to the public, the sidewalk must meet minimum ADA criteria.



SHOMA BAY 06/27/23: Acknowledged, will provide at submittal for permit

CGA 07/03/23: Not satisfied. Please address this issue.

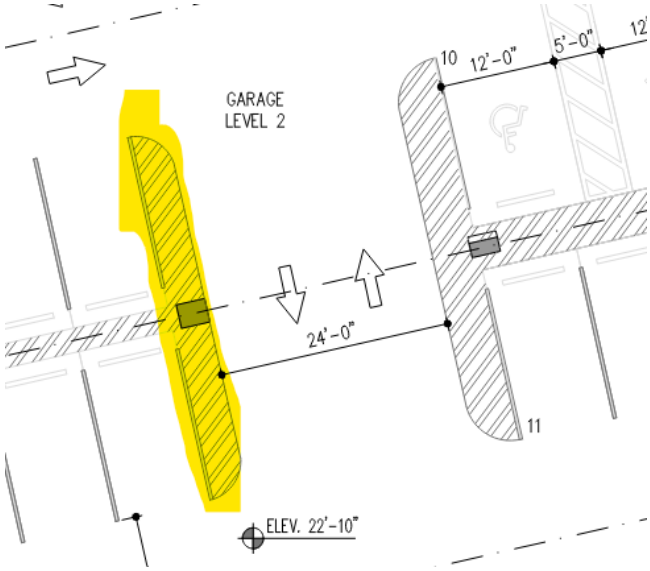
10. Please provide the dimensions for the stop sign location showing compliance with ADA criteria and lateral clearance for the driveway.



SHOMA BAY 06/27/23: Stop sign location shown shall be 4' from the face of curb, and have a minimum height clearance of 6' as shown in detail sheet C-8.0.

CGA 07/03/23: Satisfied.

11. Please clarify if the hatch shown in the garage (all levels) refers to pavement markings. If so, the portion shown below must be rearranged to meet MUTCD criteria, diagonal crosshatch markings that are utilized to discourage travel on certain paved areas shall slant away from traffic. This applied to all levels of the parking garage.



SHOMA BAY 06/27/23: Acknowledged, will provide at submittal for permit

CGA 07/03/23: Not satisfied. Please note that the striping has not been modified. Please address this issue.

12. Please clarify if the connection/entry points between the sidewalk and the project are at the same level.
    SHOMA BAY 06/27/23: Acknowledged, will provide at submittal for permit
    CGA 07/03/23: Satisfied.

13. Please clarify whether spaces will be reserved in the garage by agreement with Grandview Palace. If so, please provide the number of parking spaces set aside for this purpose.
    SHOMA BAY 06/27/23: Acknowledged, will provide at submittal for permit
    CGA 07/03/23: Not satisfied. Please refer to the issue.

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

☒ **Fort Lauderdale Office** · 1800 Eller Drive · Suite 600 · Fort Lauderdale, FL 33316 · 954.921.7781(p) · 954.921.8807(f)
☐ **West Palm Beach Office** · 560 Village Boulevard · Suite 340 · West Palm Beach, FL 33409 · 561.684.6161(p) · 561.684.6360(f)

Memorandum

Date:	July 3, 2023
To:	**Silvia E. Vargas, FAICP** Principal Planner / Calvin Giordano & Associates
From:	Salman A Rathore, PE
Subject:	Shoma North Bay Village - 1872 79th St. Causeway Traffic Study Review (1st Submittal)
Project:	CGA 237744
CC:	

Traffic Study Comments

The Shoma North Bay Village - 1872 79th St. Causeway Traffic Study report is prepared by David Plummer and Associates and submitted in June 2023. The overall analysis and results of the traffic study are satisfactory; however, the agreements made below as part of comments and response to comments should be made part of the approval conditions before a final determination on the project approval is made.

1. **Intersection of 79th Street Causeway / 1800 Block (Future Total Traffic) / Pg. 24**
   - Mitigation is provided in the form of signal timing optimization to achieve an overall level of service (D) or better and for the individual approaches as well. Coordinate with Miami Dade County Traffic Engineering Department and the Village to develop modified and acceptable signal timing plans.

Date: July 3, 2023

Salman Rathore, P.E.
Project Manager, Transportation & Mobility Department
Calvin Giordano & Associates

NORTH BAY VILLAGE DRC REVIEW

Discipline: **Landscape Architecture**
Reviewed by: **Tammy Cook**
Review Date: **07/03/2023**
Phone No.: **(954) 266-6488**
Fax No.: **(954) 921-8807**

Application: **Site Plan Review**
Project Name: **Shoma North Bay Village-Site Plan**
Modification Project Number: **23-7744**

Comments Based on Plan Submittal Date: 1st Submittal.

_____ No comments
__X__ **Comments as followed or attached**

Response Date: June 16th 2023

The following responses & updates were provided in response to City comments:

COMMENT #1:
Please be advised that no tree disposition plans where provided. As such, please provide tree dispositions plans in accordance with Chapter 100 of the North Bay Village Code for all the existing trees/palms on the site. Also, provide the common names, scientific names, DBH, canopy, height, condition, and disposition (preserved, relocated, or removed). We saw that on Sheet L-1 the Canopy Replacement Calculations was noted. Please provide the Tree Disposition Plans with the information noted above.
Response: Tree disposition plan has been provided please see sheet TD-1. All existing tree common names, scientific names, DBH, canopy, height, condition, and disposition have been noted in a table on sheet TD-1 **2nd Review: Comment Addressed.**

COMMENT #2:
Note that on Sheet L-2 there is a PE in the northwest corner of the site on the driveway.
Response: The Alexander Palm (PE) has been moved from the driveway to a planting pit on the sidewalk. Please see revised sheet L-1. **2nd Review: Comment Addressed.**

COMMENT #3:
On the north property there are a few of the CS trees which are very close to the storm drainage lines on either side of the inlet. Also, in the northwest corner adjacent to the inlet there is another CS which is very close to the storm drain line.
Response: The locations of the Silver Buttonwood's (CS) at the north property have been revised in context of the storm drainage lines and their locations have been adjusted to avoid conflict. Please see revised sheet L-1. **2nd Review: Comment Addressed.**

COMMENT #4:
On Sheet L-3, on the northeast corner of the site, explain when the PH Palm will be installed due to the temporary FPL transformer (noted on the Civil Plans) in the planter.
Response: The temporary transformer will be utilized during construction and removed once new FPL Vault is built and energized. Planting located on the site of the temporary transformer will be installed following its removal. **2nd Review: Acknowledged and comment Addressed.**

COMMENT #5:
There are existing wood or concrete power poles on the sidewalk at the southeast corner of the building which may not meet ADA. Please review the access as it may be necessary to remove the CI planter area to allow for this ADA access.
Response: Planting adjacent to power poles has been adjusted to allow ADA clearance. Please see revised sheet L-1. **2nd Review: Comment Addressed.**

COMMENT #6:

Please note the 7' wide parking lot buffer along the proposed parking adjacent to the ROW. Additionally, the parking area will need to be screened with a 3' high hedge and/or wall. Lastly, please provide 10' of landscape area per parking space and one tree per 80 sf of landscape areas. NOTE: This requirement is addition to other sections of the code.
Response: There is currently not parking spaces adjacent to the ROW on the north side of the site. Despite having no parking spaces the landscape area between 79th and the western portion of the site has been heavily screened with landscape including a hedge that borders the entire edge of the entry drive. An additional (6) trees have been added above lot and street tree requirement per the (6) parking spaces located on the south side of the building. **2nd Review: Comment Addressed.**

COMMENT #7:
Please clarify that the proposed required trees, parking trees and street trees do not exceed the maximum 30% palms. 29 palms are the maximum and 48 are provided.
Response: Palms provided above the 30% are not being counted towards landscape requirements. Please see revised landscape list & legend on sheet L-1 for clarification.
2nd Review: Comment Addressed.

COMMENT #8:
Note that there are street trees required along East Treasure Island Drive as 146/6= 6 and 7 trees are provided along that perimeter per the FPL right tree in the right place. Please fill in this information in the Landscape Requirement table under TREES E.
Response: Please see revised landscape legend on sheet L-1 for clarification of street tree requirements under overhead FPL lines. **2nd Review: Comment Addressed.**

COMMENT #9:
Please demonstrate that the principals of Florida Friendly are being utilized on this project and add a note on the landscape plans stating that an irrigation plans shall be submitted for review and permitting at the time of building permit.
Response: Only Florida-Friendly plant materials are being proposed with a majority being native to Florida. The note "All principals of Florida-Friendly landscaping and design standards shall be utilized." Is located on sheet L-1. The note " Irrigation plans shall be submitted for review and permitting at time of building permit." Is located on sheet L-1. **2nd Review: Comment Addressed.**

COMMENT #10:
Please provide the maximum 60% lawn area of all open space area on site. Also, provide and label all lawn area square footage on the landscape plans.
Response: Lawn area comprises less then 60% of all open space area on site, please see landscape legend on sheet L-1. Square footages for grass areas have been added to the plan and plant schedule please see revised sheet L-1. **2nd Review: Comment Addressed.**

COMMENT #11:
Please indicate all the proposed or existing stop/yield signs or on the landscape plans to ensure that the proposer visibility will be provided with any proposed landscape. The stop signs are not noted on the planting plans. Also note the bike racks and number.
Response: All proposed and / or existing stop / yield signs have been indicated on the landscape plan and proper visibility clearance has been provided. Bike rack locations have been shown on the landscape plan as well as on the hardscape plan which also includes quantities and specifications. Please see revised sheet L-1 and HS-1. **2nd Review: Comment Addressed.**

COMMENT #12:
Please provide the proposed and existing site lighting on the landscape plans to verify that there will not be a conflict with the proposed trees/palms and lights. Recommend a dash separation of 15' from the lights and large trees or 7.5' from the lights and a small trees or palms.
Response: Proposed and existing site lighting has been indicated on the landscape plan and a dashed separation radius line has been shown to illustrate that 15' clearance from large trees and 7.5' from small trees / palms has been provided. Please see revised sheet L-1. **2nd Review: Comment Addressed.**

COMMENT #13:
Per the ULDC Chapter 15, Form-based code A. Kennedy Boulevard District (KBD) 2.b.(5)(e), Primary and Secondary Frontages, shall utilize green or vegetated walls on a minimum 20% of the parking structure.
ARCH To provide response

COMMENT #14:
Per the ULDC Chapter 15, Form-based code A. Kennedy Boulevard District (KBD) 2.b.(8), Walls, hedges, fences and gates shall not exceed a height of 3.5 feet within the Primary and Secondary Frontages and within the view corridors. Elsewhere, walls, hedges fences and gates shall not exceed a height of eight feet.
ARCH To provide response

COMMENT #15:
Per the ULDC Chapter 15, Form-based code A. Kennedy Boulevard District (KBD) 2.b.(9), Streetscreens shall be between 3 and 3.5' and 8 feet in height and constructed of a material matching the adjacent Building Façade or of masonry, wrought iron or aluminum. The Streetscreen may be replaced by a hedge. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access. Streetscreens shall be located coplanar with the Building Facade Line. Above three (3) feet in Height, Streetscreens shall be fifty percent (50%) permeable or articulated to avoid blank walls
ARCH To provide response

COMMENT #16:
Per the ULDC Chapter 15, Form-based code A. Kennedy Boulevard District (KBD) 2.b.(10)
Screening shall be as follows:

(a) All loading spaces, services areas, outdoor storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall be concealed from view from any Frontage, Sidewalk or View Corridor by Liner Buildings, Streetscreens, walls, hedges, fences or opaque gates.

ARCH To provide response

COMMENT #17:
Per Division 4 Landscaping (Miami Dade Chapter 18A) 9.8 Landscaping Guidelines 9.7 B 3. Please be advised that any blank walls over 25' in length and other unattractive areas of the site or building should be heavily screened with landscaping. Additionally, landscape screening should be utilized around the proposed dumpsters, FPL transformers, propane tanks, A/C units, generators, above ground utilities, and irrigation pump.
ARCH To provide response

COMMENT #18:
Per the previous site plan application, there were conditions for approval for consideration:

A. A 6 foot wall on the southern edge of the property abutting Treasure Island Elementary School (TIES).

Response: A six-foot wall along the southern property boundary abutting Treasure Island Elementary school has been provided. Please see revised sheets L-1 and HS-1. **2nd Review: Comment Addressed.**

B. The developer shall landscape the northern edge of the Treasure Island Elementary School (TIES) northern perimeter of the property.

Response: Additional landscape screening has been added on the south side of the six-foot wall

along the southern property boundary abutting Treasure Island Elementary school. Please see revised sheet L-1. **2nd Review: Comment Addressed.**

C. The plans shall show the planting, irrigation and 6 foot wall on the TIES property. (Consider overhead utility lines along a this property line.)

Response: Additional landscape screening has been added on the south side of the six-foot wall along the southern property boundary abutting Treasure Island Elementary school. Planting will be irrigated. Tree selection in this areas has taken into consideration overhead power lines. Please see revised sheet L-1.

2nd Review: Comment Addressed.

If there are any questions or concerns, please feel free to contact me directly at the phone number or email address below.

Thank You,

Tammy D. Cook, PLA, LEED AP BD +C

North Bay Village
1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141
Tel: (305) 756-7171 Fax: (305) 756-7722 Website: www.northbayvillage-fl.gov

PUBLIC WORKS/ENGINEERING DEPARTMENT

1666 Kennedy Causeway, Suite 300, North Bay Village, FL 33141

DRC Review Comments-Updated Site Plans

Project Title: SHOMA NORTH BAY VILLAGE

DRC Date: 6/26/2023

Reviewer: Delroy Peters, E.I., CIP Manager
Approved by: Marlon Lobban, P.E., Public Works Director

The following items must be addressed for site plan approval.

1. GENERAL CODE REQUIREMENTS

a. Provide location sketch (minimum scale: 1 inch equals (600) feet).

b. Provide copy of previously recorded plat and a copy of the county's plat report.

c. Provide copy of recent survey (Signed and sealed) with a minimum of two (2) benchmarks. Add benchmarks to site plan.

d. Show all existing and proposed easements with dimensions. Piping above 4" should be in easement.

e. Provide Landscape improvement plan.

f. Provide photometric plan submitted by a Registered Architect or a Registered Engineer.

g. Plan shall have a note indicating that the parcel proposed for land clearing or development does not serve as habitat for a rare, threatened or endangered species or a species of special concern; or is not an environmentally sensitive area.

h. Add notes to the cover sheet: "The proposed work has been designed in accordance with all applicable Federal, State, County, and Village Codes and regulations having jurisdiction. If any discrepancies exist between the plans/specifications prepared by the designer and the Village Code and/or the Village standard details, the latter shall govern or the most stringent".

2. **TRAFFIC CODE REQUIREMENTS**

   a. Provide recent Traffic Study; eastbound vehicular traffic in the outside travel lane on the Causeway entering the site will likely backup in the travel lane. Consider solution to prevent backup of traffic (ex., a dedicated right-turning lane).

   b. Access to traffic ways shall be designed in compliance with all agencies having jurisdiction.

   c. The project requires Miami-Dade County Engineering and Traffic Engineering approval. Provide a copy of Miami-Dade County's report and recommendations.

   d. The project will require FDOT Engineering and Traffic Engineering approval. Provide a copy of FDOT's report and recommendation (permit).

3. **SIDEWALK AND PARKING MARKING CODE REQUIREMENTS**

   a. Provide ramp curbs on sidewalk at driveway entrance (FDOT index304).

   b. Provide wheel stops for parking bays to prevent encroachment on non-parking areas by vehicles.

   c. Plans show parking spaces as 12' x 18' and 10' x 18'; others are not marked. Indicate what is typical for the other spaces.

   d. Call out turning radii for all curbs.

   e. Include sidewalk/grass strip restoration according to NBV core requirements.

4. **SIGNING AND PAVING MARKING CODE REQUIREMENTS**

   a. Provide 25 ft. min. of 6" Double yellow stripping at all locations where stops signs and stop bars are proposed. Call out length of prop 6" double yellow stripping.

5. **LIGHTING AND LANDSCAPING CODE REQUIREMENTS**

   a. Provide signed and sealed photometric plans

6. **PAVING CODE REQUIREMENTS**

   a. Call out driveway width at east entrance on E. Treasure Dr.

   b. Call out driveway return radius or flare (curb radius) at east entrance on E. Treasure Dr.; shall be a 10 feet minimum.

   c. Call out distance of driveways from intersection at E. Treasure Dr. & SR 934.

   d. Call out specifications for site paving. Proposed street/main driveway isles' pavements shall be consisted of a minimum of one-inch asphaltic concrete surface over an eight-inch limerock layer (as compacted) over a twelve-inch subgrade (as compacted) or a minimum of a one-inch asphaltic

concrete surface over a six-inch limerock layer (as compacted) over a twelve-inch subgrade (as compacted). Use 1-1/2" type S-I Asphalt. (S-I 1.25" to 2", S-III 0.75" to 1.25" cannot be stacked, can be used as final layer.

e. Labeling of curb is not consistent. Clearly label proposed Type D of F curb & gutter.

f. Based on elevations at entrance, ponding of surface water is likely to occur. Provide means to disallow settling. Should a valley gutter be placed in driveway to harmonize with curb and gutter at entrance?

g. 6% grade at north entrance on SR 934 is too high. Proposed driveway grades shall not exceed three (3) percent. The maximum slope immediately beyond the right-of-way line does not change in excess of five (5) percent for either angle of approach or breakover angle.

h. The plans shall have a note indicating that vegetation, muck, and any deleterious material within the right-of-way limits of all streets should be removed and replaced with clean fill material, free of stumps, large roots, or other matter not suitable for inclusion in roadway fill.

i. Add a Standard Note to the Plans: The asphalt surface course shall not be placed until as-built drawings of the limerock base have been submitted and approved by the Engineer-of-Record and the City Engineer or designee.

j. Add Standard Note to the plans: The finished surface of the base course and that of the wearing surface shall not vary more than 0.04' from the approved grading plan (template), and all areas shall be graded to drain. Any irregularities exceeding this limit shall be corrected.

k. Note - Subgrade density shall be 98% (min.) AASHTO T-180 and LBR 40.

l. Note - Limerock density shall be 98% (min.) AASHTO T-180 and LBR 100.

m. Include notes on pavement restoration according to NBV core requirements.

7. **DRAINAGE CODE REQUIREMENTS**

a. Provide preliminary data of the drainage system (stage storage and pipe sizing calculations) along with the construction plans in a report form prepared by the Engineer of Record indicating the method of control of stormwater and groundwater, including the method of drainage, existing water elevations, recurring high-water elevations, proposed design water elevations, drainage structures, canals, ditches and other pertinent information associated with the system.
b. Provide drainage calculation for 10-yr, 25-yr, and 100-yr storms.

c. Minimum size of proposed drainage pipe shall be 15 inches. Upgrade all pipes below 15 inches.

d. Standard details on plans show 12” pipe. Upgrade standard details to 15”.

e. Minimum cover for all drainage pipes shall not be less than eighteen (18) inches. Provide drainage detail cross-section showing min cover.

f. Provide cross-sectional views along and across the proposed retention area.

g. Provide cross-sectional views at property boundary, showing slopes toward ROW and adjoining properties.

8. **WATER AND SEWER CODE REQUIREMENTS**

a. Show all utility easements in grayscale on Landscaping Plan.

b. Show all water, services, and appurtenances in grayscale on Landscaping Plan.

c. No permanent structures, including landscaping, shall be located above water supply lines.

d. Water meters and backflow devices must be located within landscaped areas. It is not clear on plans whether the meters are located in green space.

e. A fire flow test must be conducted to verify the availability of required fire flow prior to site plan approval.

f. Provide fixture unit count to support water meter sizing.

g. Provide fire flow calculations as provided by a professional engineer prior to site plan approval.

h. Include copies of Miami Dade County DTPW Standard details.

i. Call out fire hydrant/s location from access way and/or drive aisles.

j. Maintain a minimum 6 feet horizontal separation between water and sewer systems; provide sheet showing details of conflict points for water and sewer. Observe separation requirements.

k. Maintain a minimum 18" vertical separation for all utility crossings.

l. Identify bacteriological Sampling Points (AWWA C-601) at or less than 100' of pipe.

m. Identify top-of-pipe elevation of water main every 100 feet.

n. Call out length of water pipe and bends. Provide notes if mains are private. Valve require for Village's access to mains if required.

o. Minimum water main diameter shall be 6 inches.

p. Provide standard details of guard post/bollards.

q. Water main valves shall be located such that interruption to service can be isolated within no more than two (2) blocks apart in residential areas and at or less than one (1) block apart for commercial.

r. Water service lines shall be operational during pressure test.

s. Shop drawing shall be submitted prior to construction

t. Add the Standards of Design and Construction Notes for water and Sewer to the plans.

9. **SANITARY SEWER SYSTEM CODE REQUIREMENTS**

a. Show all existing and proposed sewer mains, services and appurtenances in gray scale on the Site Plan

b. Show all existing and proposed utilities and easements (20 ft. for sewer. Minimum 6 ft. between water and sewer).

c. Show all sewer mains, services and appurtenances in gray scale on Landscaping Plan.

d. No permanent structures including landscaping shall be located above sanitary system.

e. Include copies of Miami Dade County DTPW Standard details.

f. Identify proposed sanitary sewer laterals and clean-outs.

g. Add Standard Note to the plans: Ownership and maintenance of the sanitary system by the Village is limited to the mains from manhole to manhole and expressly excludes sewer lateral services. The sewer lateral service from the gravity main into the building is to be maintained by the property owner.

h. Provide top-of-pipe and bottom-of-pipe elevations for all utility crossings (schedule table)

i. Provide details for gravel bedding for pipes and manholes; minimum 6 inches thick gravel bedding shall be required for all gravity sewer pipes and manholes.

j. Manhole shall be precast concrete in accordance with ASTM C-478. Maximum thickness 8 inches. Minimum thickness 6 inches. Base extension outside the wall of manhole.

k. Drop manhole shall be required for greater than 2-foot drop.

l. Minimum 0.10' invert fall if pipes change direction; update MH-01.

m. Provide a gravity sewer profiles sheet including rim and invert elevations, slope, and all utility crossings.

n. Sewer cleanouts shall be located at the property line for all sewer laterals.

10. **PERMITS - LICENSES - AGREEMENTS**

DERM approval (Sewer Transmission System).

a. WASD- Water Supply Certification letter (Water Distribution System).

b. FDOT approval (Driveway Connection - Drainage Connection).

c. Tree Removal Permit (DERM).

d. Copy of Final Recorded Plat.

e. Miami-Dade County Plat Report and Recommendations are addressed.

f. Water and Sewer Developer's Agreement must be executed.

g. Performance Bond (Surety, Letter of Credit, Cash).

h. Copies of Contractor's Certificate of Competency and Insurance.

11. **GENERAL DOCUMENTS REQUIRING SIGNATURE BY A P.E.**

a. Final Engineering Plans consistent with Village Approved Standard Details of Construction and Specifications and in conformance with Master Plan and Approved Site Plan.

b. Erosion and Sedimentation Control Plan.

c. Village/Miami-Dade County Approved Construction Details and Specifications.

d. Village/Miami-Dade County Approved Pavement Marking Details.

e. Approved Shop Drawings.

f. Storm Drainage Calculations.

g. Wastewater Flow Calculations.

h. Wastewater Lift Station Calculations.

i. Fire Flow Test.

j. Fire Flow Calculations.

MIAMI-DADE

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared GUILLERMO GARCIA, who on oath says that he or she is the DIRECTOR OF OPERATIONS, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, of Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NORTH BAY VILLAGE - PUBLIC HEARING - PLANNING & ZONING BOARD - JUL. 13, 2023

in the XXXX Court,
was published in a newspaper by print in the issues of Miami Daily Business Review f/k/a Miami Review on

06/29/2023

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Guillermo Garcia

Sworn to and subscribed before me this
29 day of JUNE, A.D. 2023

(SEAL)
GUILLERMO GARCIA personally known to me

ROSANA SALGADO
Commission # HH 336987
Expires November 30, 2026

NORTH BAY VILLAGE
NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT THE PLANNING & ZONING BOARD OF NORTH BAY VILLAGE, FLORIDA, WILL HOLD A REGULAR MEETING ON THURSDAY, JULY 13, 2023 AT 6:00 P.M. AT 1666 KENNED CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141 AND VIA ZOOM, OF AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, PURSUANT TO SECTION 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") [APPROVING/APPROVING WITH CONDITIONS/DENYING] A SITE PLAN APPLICATION BY SHOMA NORTH BAY VILLAGE, LLC, PURSUANT TO SECTION 5.8 OF THE ULDC, TO MODIFY THE SITE PLAN PREVIOUSLY APPROVED PURSUANT TO RESOLUTION NO. 2021-046 IN A MANNER EXCEEDING THE SCOPE OF MODIFICATIONS ALLOWED UNDER SECTION 5.9 OF THE ULDC, TO PROVIDE FOR DEVELOPMENT OF A 24-STORY (253 FT., 10 INCHES TALL) MIXED-USE PROJECT THAT WILL ENCOMPASS UP TO 333 DWELLING UNITS WITH COMPLEMENTARY RESIDENT AMENITIES; 750 PARKING SPACES; 52,929 SQ. FT. OF COMMERCIAL SPACE; TO BE LOCATED ON AN APPROXIMATELY 2.8-ACRE PARCEL OF LAND IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, WITH ATTACHMENT(S), PURSUANT TO SECTION 4.2 OF CHAPTER 4, "ADMINISTRATION AND ENFORCEMENT," AND SECTION 15.2.G. OF CHAPTER 15, "FORM-BASED CODE" OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), AMENDING THE ZONING OF CERTAIN PARCELS IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, COMPRISING APPROXIMATELY 2.8 ACRES, FROM T6-24 TRANSECT TO "SOUTH KENNEDY SPECIAL AREA PLAN"; AMENDING THE CODE TO CREATE "APPENDIX B, SOUTH KENNEDY SPECIAL AREA PLAN" TO PROVIDE SPECIFIC TRANSECT ZONE REGULATIONS THAT ARE APPLICABLE TO THE SUBJECT PARCELS; PROVIDING FOR CONFLICTS; MAKING FINDINGS OF FACT AND STATING CONCLUSIONS OF LAW; PROVIDING FOR BINDING EFFECT; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

North Bay Village - Jul 13, 2023

THE MEETING AGENDA IS AVAILABLE ONLINE AT:
HTTPS://NORTHBAYVILLAGE-FL.GOV/AGENDAS-MINUTES/
YOU MAY ATTEND THE MEETING IN PERSON AT THE PHYSICAL MEETING LOCATION:
1666 KENNEDY CAUSEWAY, #101
NORTH BAY VILLAGE, FL 33141 OR

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 832 2519 9997
PASSCODE: 353008
WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
1-305-224-1968 or 1-929-205-6099
FOR TECHNICAL SUPPORT DURING THE MEETING, PLEASE CONTACT:
(786) 309-4991

THE PROPOSED ORDINANCE(S) AND/OR RESOLUTION(S) MAY BE INSPECTED BY THE PUBLIC AT THE OFFICE OF THE VILLAGE CLERK. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE VILLAGE CLERK AT 305-756-7171. A COMPLETE AGENDA PACKET IS ALSO AVAILABLE ON THE VILLAGE WEBSITE AT www.northbayvillage-fl.gov FIVE DAYS PRIOR TO THE DATE OF THE MEETING. INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING AND BE HEARD WITH RESPECT TO THE PROPOSED ORDINANCE(S). ANY PERSON WISHING TO ADDRESS THE VILLAGE COMMISSION OR BOARD ON ANY ITEM AT THIS PUBLIC HEARING IS ASKED TO REGISTER WITH THE VILLAGE CLERK PRIOR TO THAT ITEM BEING HEARD. ALTERNATIVELY, MEMBERS OF THE PUBLIC MAY EXPRESS THEIR VIEWS IN WRITING TO THE COMMISSION OR BOARD C/O VILLAGE CLERK, 1666 KENNEDY CAUSEWAY, #300, NORTH BAY VILLAGE, FL 33141, OR VIA EMAIL AT PUBLICCOMMENT@NBVILLAGE.COM .

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES IF ANY PERSON DECIDES TO APPEAL ANY DECISION BY THE COMMISSION WITH RESPECT TO THIS OR ANY MATTER CONSIDERED AT ITS MEETING OR ITS HEARING, SUCH PERSON MUST ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. TO REQUEST THIS MATERIAL IN ACCESSIBLE FORMAT, SIGN LANGUAGE INTERPRETERS, INFORMATION ON ACCESS FOR PERSONS WITH DISABILITIES, AND/OR ANY ACCOMMODATION TO REVIEW ANY DOCUMENT OR PARTICIPATE IN ANY VILLAGE-SPONSORED PROCEEDING, PLEASE CONTACT (305) 756-7171 FIVE DAYS IN ADVANCE TO INITIATE YOUR REQUEST. TTY USERS MAY ALSO CALL 711 (FLORIDA RELAY SERVICE). THIS HEARING MAY BE CONTINUED FROM TIME TO TIME AS NECESSARY, AS DETERMINED BY THE VILLAGE COMMISSION.

ALBA L. CHANG, CMC
VILLAGE CLERK
6/29

23-86/0000670975M

2/2

ITEM NO. 5A

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: July 13, 2023

TO: Honorable Mayor, Vice Mayor and Members of the Village Commission

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **An Ordinance Amending the Zoning of Certain Parcels to "South Kennedy Special Area Plan" and Amending the ULDC to Create "Appendix B, South Kennedy Special Area Plan" - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP, LEED AP)***

RECOMMENDATION

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, WITH ATTACHMENT(S), PURSUANT TO SECTION 4.2 OF CHAPTER 4, "ADMINISTRATION AND ENFORCEMENT," AND SECTION 15.2.G. OF CHAPTER 15, "FORM-BASED CODE" OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), AMENDING THE ZONING OF CERTAIN PARCELS IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, COMPRISING APPROXIMATELY 2.8 ACRES, FROM T6-24 TRANSECT TO "SOUTH KENNEDY SPECIAL AREA PLAN"; AMENDING THE CODE TO CREATE "APPENDIX B, SOUTH KENNEDY SPECIAL AREA PLAN" TO PROVIDE SPECIFIC TRANSECT ZONE REGULATIONS THAT ARE APPLICABLE TO THE SUBJECT PARCELS; PROVIDING FOR CONFLICTS; MAKING FINDINGS OF FACT AND STATING CONCLUSIONS OF LAW; PROVIDING FOR BINDING EFFECT; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: To forward the Ordinance to the Village Commission with a recommendation of approval with conditions as presented by Staff.

BACKGROUND AND ANALYSIS

Please refer to the enclosed report and attachments.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

N/A

PERSONNEL IMPACT
N/A

ATTACHMENTS
Staff Report_South Kennedy Special Area Plan_Shoma (PZB_071323).pdf
Attachment 1_SHOMA_Survey.pdf
Attachment 2_South Kennedy Special Area Plan Application.pdf
Attachment 3_Appendix B to Chapter 15, South Kennedy SAP.pdf
Attachment 4_Ord Rezoning to South Kennedy SAP and Amending_ULDC_PZB.docx
Attachment 5_Proposed Chapter 15 Text Amendments (Appendix B).docx
DBR 06.29.23-.pdf

MEMORANDUM
1666 Kennedy Causeway, Suite 300
North Bay Village, FL 33141
Tel: (305) 756-7171
Fax: (305) 756-7722
Website: www.northbayvillage-fl.gov

Date: **July 13, 2023**

To: **Planning and Zoning Board**

From: **Silvia E. Vargas, FAICP, Village Planner**

Subject: **South Kennedy Special Area Plan (SAP) Review**

1. General project Information

Owner/Applicant:	Shoma North Bay Village, LLC (Applicant)
Applicant Address:	201 Sevilla Ave., Suite 300, Coral Gables FL
Site Address:	1872 79th Street Causeway
Site Acreage	2.79 ac (121,914 sf)
Folio Number	23-3209-000-0250
Contact Person/Owner Representative:	Mario Garcia-Serra (Gunster)
Phone Number:	305.376-6061
E-mail Address	Mgarcia-serra@gunster.com

2. Legal Description of Property Subject to Proposed Rezoning

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

Refer to Attachment 1 for Boundary and Topographic Survey.

3. Property Future Land Use Map and Zoning Designations

Future Land Use	Commercial
Zoning District	T6-24
Existing Land Use	Commercial and surface parking

4. Adjacent Land Use Map Classifications and Zoning Districts

North	Future Land Use	Commercial
	Zoning	T6-30
	Existing Land Use	Multifamily Residential (Condos), Hotel & Restaurant
East	Future Land Use	Commercial and Residential
	Zoning	T6-24 and RM-70 Multiple Family Residential
	Existing Land Use	Mixed Use (Multifamily Residential & Commercial)
South	Future Land Use	Institutional and Education
	Zoning	RM-40 Multiple Family Residential & RS-2 Single Family Residential
	Existing Land Use	Senior Care Center and Elementary School
West	Future Land Use	Commercial
	Zoning	T6-24
	Existing Land Use	Multifamily Residential (Condos)

5. Description of Request

Special Area Plan
The Applicant requests to amend the zoning of the subject property, which comprises an area of approximately 2.79 acres (121,914 square feet), from "T6-24" Transect to "South Kennedy Special Area Plan" (See Attachment 2). This request is made pursuant to Section 4.2 of Chapter 4, "Administration and Enforcement," and Section 15.2.G. of Chapter 15, "Form-Based Code" of the North Bay Village Unified Land Development Code (ULDC). With the rezoning, Chapter 15 should be amended to incorporate references to proposed regulations that will be applicable to the Sunbeam NBV Special Area Plan only, which are contained in a new "Appendix B, South Kennedy Special Area Plan" (See Attachment 3).

The Applicant has concurrently submitted a request for Site Plan Approval, subject to adoption of the South Kennedy Special Area Plan amendments upon 2nd reading of the Ordinance by the Village Commission. Approval of the South Kennedy Special Area Plan will enable the development of the subject property according to the Site Plan Approval request. The project will consist of a mixed-use development that will include 333 for-sale residential units at a density of 119 units per acre; and approximately 52,929-sq. ft. of retail space including a grocery store; a liquor store; a food hall; and additional retail space. The proposed uses will be supported by approximately 750 parking spaces in structured parking.

6. Compliance with Sections 4.2 of Chapter 4, "Administration and Enforcement," and Section 15.2.G. of Chapter 15, "Form-Based Code"

The Applicant has complied with Section 4.2, General petition procedure, of Chapter 4 by submitting to the Village Clerk, through an authorized agent, a petition for the following actions:

a) Amendment to the ULDC;
b) Special Area Plan (SAP); and
c) Supplement to the district boundaries of the Zoning Map

Section 15.2.G. of Chapter 15 allows parcels at least two (2) abutting acres in size to be master planned through a SAP process, to allow greater integration of public improvements and Infrastructure, to enable connectivity; to encourage a variety of building heights and massing; and to provide high quality design elements and greater flexibility with the aim of producing a higher or specialized quality building and streetscape design within the SAP, thus furthering the intent of the Form-Based Code articulated in Section 15.1.

The SAP request pertains to property which totals approximately 2.79 acres in size. Therefore, the subject property meets the minimum size threshold to apply for a rezoning to SAP through the process of rezoning following review by the Planning and Zoning Board and Village Commission, in conjunction with the Site Plan Approval process.

The SAP request also meets applicable criteria of Section 15.2.G, as follows:

1. All regulations of the underlying Transect Zone and the Code, which are not otherwise modified by the SAP, apply.
2. The SAP has been submitted concurrently with a site plan, map of the proposed layout, circulation, view corridors, and the standards that deviate from the requirements of Chapter 15.
3. The SAP assigns at least five percent (5%) of the total aggregated lot area to a civic space type. The developer shall be responsible for constructing any required public improvements within the SAP, including but not limited to the civic spaces and thoroughfares.
4. Development within the SAP will be implemented pursuant to a recorded development agreement.
5. The site plan provides a parking management program that enables shared parking among public and private uses.

- The Applicant is seeking flexible allocation of building height within the area of the Special Area Plan which does not result in development that is out of scale or character with the envisioned character of the surrounding area and provides for appropriate transitions.

7. Consistency with Comprehensive Plan and NBV100 Master Plan

The proposed SAP has been reviewed for consistency with the Goals, Objectives, and Policies (GOPs) of the Comprehensive Plan. The SAP is consistent with the GOPs cited below, and others; will not exceed the maximum density or intensity established in Policy 2.1.2 for the Commercial Future Land Use designation; and will support and further the land use, development and community character vision of North Bay Village as expressed in the GOPs. The amendment of the ULDC to incorporate Appendix B and rezoning of the subject property to South Kennedy SAP are consistent with Objective 2.1 and Policy 2.1.1.

North Bay Village Comprehensive Plan - Future Land Use Element

> **GOAL:** Secure the maximum physical, economic, and social welfare for the Village and its residents through the thoughtful use and development of land, buildings, streets, and public facilities, while maintaining its existing character as an attractive waterfront residential environment.
>
> **Objective 2.1:** Manage future growth and development by implementing and enforcing all existing plans and regulations and by preparing and adopting new regulations as needed.
>
> *Policy 2.1.1:* Periodically review the Village's current balance of land uses and revise the Village's Comprehensive Plan and Land Development Regulations, as necessary.
>
> * * *
>
> *Policy 2.1.2:* Adopt the following Future Land Use categories consistent with the Future Land Use Map and further defined in Land Development Regulations:
>
> * * *
>
> Commercial - This land use category designates those areas in the Village suitable for commercial and mixed-use development. Uses permitted include a broad range of office,

commercial, lodging, civic, educational and support functions; and high-density residential up to 150 dwelling units per acre. The gross floor area of any development on land designated Commercial shall not exceed a maximum intensity (also known as the maximum Floor Lot Ratio (FLR) of 13.0 times the net lot area of a subject property. The buildable intensity on any particular site shall be governed by specific regulations contained in the Unified Land Development Code (ULDC) and thus the stated maximum FLR may exceed the actual capacity that a site can sustain when other regulations of the Code are applied to the site.

* * *

The SAP is also compatible with other applicable objectives and policies in the Future Land Use Element and aligns with the vision for the Kennedy Boulevard corridor embraced in the NBV100 Master Plan, as described further below.

* * *

Objective 2.2: Develop a program and policies to promote the Village's character as an attractive waterfront community and direct future development and redevelopment to be consistent with the desired community character and goals, objectives, and policies within the Plan.

* * *

Policy 2.2.5: The Village shall continue to encourage all future land use development and redevelopment to emphasize aesthetic quality and overall acceptability to local residents.

* * *

Policy 2.2.7: Reevaluate the Village's marina regulations and establish standards for marina development which will ensure compatibility with other land use goals and objectives.

Policy 2.2.8: The Village shall promote a mixed use and vibrant commercial street life through the promotion of quality restaurants, grocery stores, coffee and bagel shops, pharmacies, retails stores and entertainment centers.

Policy 2.2.9 The Village shall continue to seek opportunities to create a community gathering place for recreational, cultural, and art activities.

* * *

Objective 2.3: Require future development and redevelopment to be consistent with that indicated in the Future Land Use Element and with any adopted redevelopment plan.

Policy 2.3.1: Continue to strongly enforce all zoning laws.

* * *

Objective 2.4
In accordance with the vision of the NBV100 Master Plan, the Village shall encourage innovative development and redevelopment in the Commercial Future Land Use District while adjusting regulatory metrics in favor of good street frontages, an inviting public realm, better connections to the water (where applicable), a wider range of building types, a more varied skyline, and better architecture, consistent with the goals of the NBV100 Master Plan.

Policy 2.4.1: The Village shall rely primarily on the application of regulatory metrics such as setbacks, stepbacks, and building heights that align with the goals of the NBV100 Master Plan to define the envelope of buildings in the Commercial Future Use Land Use District.

* * *

NBV100 Master Plan – Pillars and Goals

The goal of NBV100 is to equip North Bay Village with the tools necessary to become a more complete, sustainable, and economically successful community that can adapt to the challenges of a changing climate. The NBV100 vision is framed through three pillars and several related goals. The following assessment addresses each goal that relates to the proposed SAP.

Livability
The Livability principle focuses on the desire by the three-island community to have a stronger sense of place to more accurately reflect the existing civic pride, create a more people-centered public realm, and leverage the value of NBV's privileged but underutilized bay frontage. Key goals in making NBV a more livable home to its residents involve greater walkability; more public access to the waterfront; additional gathering spaces and services; and projecting a renewed and art-infused village image to the world.

(1) Prioritize people over cars.
(2) Embrace the waterfront.
(3) Improve the quality of life.
(4) Synergize public space to refresh NBV identity.

Staff Evaluation: The SAP promotes a mix of residential and commercial uses. The project will help enhance connectivity, walkability, and local accessibility to amenities and needed services, lessening reliance on the automobile and vehicular trips. Walkability will be promoted through enhanced public sidewalks which include protection from the elements.

Resiliency
In order to ensure its Resilience, NBV must address how to secure the perimeter of the islands to keep the bay water out while efficiently managing the water that does come ashore. Adjusting sea walls, raising grades, good infrastructure planning and maintenance, as well as responsible stewardship of the bayfront edge's natural ecosystem, will be primary objectives.

(1) Created in water.
(2) Protected from water.
(3) Thriving with water.

Staff Evaluation: The project will be required to provide a minimum open space at the ground level of 10% of the total lot area and must incorporate green building features to meet the requirements of the Village's Green Building Program (Division 5 of the ULDC). According to a North Bay Village Green Building Program scoresheet provided with the Site Plan application, the project includes features that will earn 26 points (6 above the minimum currently required by the ULDC), including a white roof, use of LID/green infrastructure, 100% native plants in landscaping, Energy STar rating appliances, and diversion of waste from landfill. Additionally, the Applicant

has retained Kyle Abney from Abney + Abney Green Solutions to help secure NGBS Silver certification for the project (for a total of 12 of the 26 claimed points).

Prosperity
The desire for Prosperity speaks to the shared goal to see the Village Center attract more retail, businesses and services that have found homes elsewhere in the region and bypassed NBV during prior boom years. The key to changing this pattern is linked to reinventing Kennedy Causeway as a welcoming pedestrian-oriented and business-friendly mixed-use main street and getting away from the existing car-oriented highway with disconnected shopping centers and isolated towers.

(*1) Capitalize on existing resources.*
(2) Increase private property value.
(3) Optimize and manage parking.
(4) Incentivize flexibility and predictability; and

Staff Evaluation: The SAP will facilitate the redevelopment of an underdeveloped site with a mix of land uses that will serve the needs of current and future residents. A mix of new residential units, ranging from studios to 3-bedroom units, plus complementary resident amenities will expand the inventory of housing opportunities within North Bay Village, while a new ground-floor grocery store, a new food hall, and space for additional retail, will enhance local retail and dining offerings, reducing the need for automobile trips within the Village and enhancing quality of life for its residents.

8. Rezoning Request and Appendix B

The request to rezone the subject property from T6-24 to “South Kennedy Special Area Plan” meets the criteria of Sec. 4.17.B. and does not constitute spot zoning pursuant to the definition provided in Sec. 4.17.A.

The scope of the regulations proposed in Appendix B is limited. In several cases, the alternative regulations vary marginally from the original regulations contained in the body of Chapter 15, Form Based Code. There are, however, a few key differences that are highlighted below. (More context to these differences is provided in a review of the proposed Site Plan against the criteria of Section 5.8.(B)(9)(c).)

Building Height: The SAP proposes a maximum building height of 24 stories (same as in the T6-24 transect) or 253 feet, 10 inches (13 feet, 10 inches taller than in the T6-24 transect). The SAP also proposes an additional height allowed for mechanical equipment of 24 feet, which is 14 feet taller than the maximum encroachment height allowed in the T6 transect zone for such appurtenances. In addition, the SAP amends the maximum height of the pedestal from 5 stories to 10 stories.

Pedestal Height: It is worth noting that the amended maximum building height is applied only to the residential tower. The commercial/parking garage portion of the project, which is in a connected but separate building (effectively, the “pedestal”), is 104 feet, 2 inches tall. (NOTE:

Height of the pedestal in feet is not mentioned in the text. Staff recommends that this amendment be added to the proposed text to ensure consistency).

Building Stepbacks: Appendix B also eliminates the T6-24 transect requirement for building stepbacks to mitigate the impact of building height on contiguous properties. However, Staff acknowledges that the proposed project's building articulation with two significantly differing heights provides a convincing alternative for the absence of stepbacks in the residential tower.

The following documentation of how the concurrent Site Plan approval request meets the criteria of Section 5.8.(B)(9)(c) is provided as a complement to inform discussion about the rezoning and text amendment request:

(1) Protects against and minimizes any undesirable effects upon contiguous and nearby property.

Staff Evaluation: The project involves the redevelopment of an underutilized site. While the maximum building height proposed in the SAP nearly 14 feet greater than the current maximum height provided in Chapter 15, the proposed building configuration with respect to building heights will help reduce the impacts of building height (e.g., shadows, wind, and obstructed views) by keeping the commercial portion of the project limited to approximately 104 feet, according to the submitted plans.

To mitigate potential negative visual and noise impacts on the adjacent Treasure Island Elementary School, the project will be buffered by a 6-foot-tall wall and additional landscape screening on the south side of the wall along the property boundary (both items conditions of the original Site Plan approval). The Applicant will be required to conduct a study after the project is completed and operational for at least six (6) months to determine if a mid-block crosswalk is warranted on East Treasure Drive to enhance pedestrian safety (another condition of prior approval).

(2) Provides sufficient off-street parking and loading facilities so that it will not be necessary to use the streets in the vicinity for this purpose.

Staff Evaluation: The project will provide 750 parking spaces, which exceeds the minimum requirement for off-street vehicular parking. Loading facilities are provided in the required number and sizes. This will help ensure that parking and loading functions to serve the needs of the project are confined to the site.

(3) Provides a sufficient setbacks, open space, and landscaping in order to protect and enhance the appearance and character of the neighborhood.

Staff Evaluation: The SAP amendments establish the maximum development envelope in compliance with minimum setback requirements. The proposed minimum rear and side setback (on the site abutting East Treasure Drive) are being increased from 7 feet to 10 feet and from 15 feet to 20 feet, respectively. The proposed Site Plan complies with and exceeds the minimum open space and landscaping requirements.

(4) Can be accommodated by existing community roads, services, and utilities, or the necessary

additions are provided by the developer.

Staff Evaluation: The Applicant has submitted an updated Traffic Impact Study (by David Plummer and Associates). The results of the roadway segment analysis show that the 79th Street Causeway roadway segments between the Project Driveway and E. Treasure Dr. and between 1800 Block and Project Driveway currently operate and will continue to operate within the Village's LOS standards during the AM and PM peak hours. The intersection capacity analysis shows adequate operations at the unsignalized project driveways during the AM and PM peak hours. The results, however, indicate the need for timing adjustments to reduce current and future southbound delays during AM and PM peak hours at the signalized intersections of 79th Street Causeway and East Treasure Drive and 79th Street Causeway and 1800 Block.

The Applicant also submitted a Gravity Sewer Capacity Analysis (by 300 Engineering Group). The study acknowledges planned PS Main Improvements. Analysis of the East Treasure Dr future gravity sewer system in comparison to the estimated project flows indicates that the future gravity sewers can sufficiently accommodate the future flow of 155 GPM.

Documentation of compliance with the applicable Level of Service (LOS) requirements, including those pertaining to schools, drainage, fire flows, and all other required approvals from external infrastructure agencies for the project, including Miami-Dade County DERM, Water and Sewer Department (WASD), and Fire Rescue, as well as the Florida Department of Transportation (FDOT) must be submitted prior to issuance of a building permit.

9. Evaluation of Project Relative to Appendix B

Provided for context and reference only. Refer to the concurrent Site Plan Approval Request and Staff Analysis for complete information regarding the project.

Density and Intensity (Sections A.2.H. and A.7.A.1)			
Regulation	**Standard/Requirement**	**Provided**	
Base Density	70 units pe acre (upa)	70 upa	195 units
Density Bonus	120 upa	119 upa	333 units
Total Add'l Units above Base Density			138 units
Workforce Housing Set-Aside • 50-70 upa • 71-120 upa	• 5% min required. • 10% of total units base. First 5% @ 60%-140% of MDC AMI. Remaining 5% of total units @ 80%-100% of MDC AMI	None. * *The applicability of Sec. 8.10.1 – including the density increase – to for-sale projects is being evaluated, and as such, the development may need to address the provision of workforce housing through an alternative means.*	
Community Contribution Fee (CCF) for Density Bonus	*If applicable* (see * above), 100% of CCF assessed is required with Site Plan approved 2+ years after adoption of T6 zoning regulations.		
Intensity (Floor Lot Ratio)	13.0 max	6.6	

Lot Area, Open Space and Civic Space Requirements (Sections A.3.2.g(1)(a). and A.7.A.1)		
Regulation	**Standard/Requirement**	**Provided**
Lot Area	10,000 sf min	121,914 sf
Civic Space Requirement	5% Lot Area min	Not specified. Must provide evidence of compliance prior to Site Plan approval.
Open Space Requirement	10% Lot Area min.	31,336 sf (25.7% approx.)

BUILDING DISPOSITION		
Regulation	**Standard/Requirement**	**Provided**
Lot Coverage	90% max.	43%
Lot Width	100 ft. min	587 ft.-8 in.
Frontage at Front Setback	70% min.	90%
Location of Pedestrian Entrances	Primary on Kennedy Causeway	Primary on Kennedy
Sidewalk along Kennedy Causeway	20-ft easement	20 ft.
Specific to South Kennedy Special Area Plan		
Building Setbacks		
Primary Front–Kennedy Cswy.	20 ft. min.	20 ft. min.
Primary Front – Max for Commercial Portion of the Building	40 ft. min.	40 ft. max
Side Abutting a ROW	10 ft. min	10 ft.-1 in min.
Side Abutting a Lot	20 ft. min.	27 ft.-9 in.
Rear	20 ft. min.	24 ft.-6 in.
Stepbacks	None	None

BUILDING CONFIGURATION		
Building Floorplates		
Above the 5th story: • Residential Uses • Commercial Uses and for Parking • Max length for Residential • Max length for Commercial	15,000 sf max. 30,000 sf max. 180 ft max. 215 ft max.	Approx.13,130 sf Approx. 40,000 sf Need to be confirmed by Applicant. It is recommended that the max floorplate and building length for commercial uses and parking be amended accordingly through the SAP.
Specific to South Kennedy Special Area Plan		
Frontage		
Common Lawn	Prohibited	A gallery or arcade is required for at least 80% of the frontage of commercial
Porch and Fence	Prohibited	
Terrace	Prohibited	

Forecourt	Allowed	portions of buildings that are setback 20 feet from the front property line. Galleries and arcades may encroach into the front setback area by a maximum of 15 feet.
Stoop	Allowed	
Shopfront	Allowed	
Gallery	Allowed	
Arcade	Allowed	
Building Height		
Min. Building Height	2 Stories min.	Provided
Pedestal Height	10 Stories max.	10 stories
Overall Building Height	24 stories or 253 ft-10 in max	253 ft.-10 in.
Max. Height (Rooftop Mechanical)	24 ft.	24 ft.

Building Function and Parking Requirements SECTION A.7.a.		
Regulation	**Standard/Requirement**	**Provided**
Building Function and Parking Spaces • Residential -1 sp/dwelling = 333 • Visitor -1 sp/10 dwellings = 34 • Commercial -3 sp/1,000 sf = 158 • Bicycle -1 sp/5 dwellings and 6/50,000 sf of nonresidential = 66 • EV – 5% of required spaces = 25 • Handicapped - 11	Shared parking ratio of 1.2 applied to commercial parking = 134+34+333=499	750 69 15 – must increase by 10 17
Structured Parking Design	Per Sec. 9.3.I.	Documentation of compliance shall be submitted prior to building permit

DIVISION 5 – GREEN BUILDING PROGRAM		
Regulation	**Standard/Requirement**	**Provided**
Mixed-use	20 points min	26 (subject to NGBS certification prior to CO)

Findings

The proposed South Kennedy SAP is consistent with the development and community character goals of the North Bay Village Comprehensive Plan, the pillars of the NBV100 Master Plan, and the vision for the Kennedy Boulevard district. The SAP complies with the conditions for approval for an amendment pursuant to Sec. 4.17. of the Unified Land Development Code.

Recommendation

Based on the analysis and findings, Staff recommends approval of the Sunbeam NBV SAP as provided in the attached Ordinance (Attachment 4), contingent upon the following items being addressed prior to 1st reading:

1. Present calculations of floor plate area and building length to verify compliance with the respective section of the Form-Based Code. If either the residential or nonresidential floor plates exceed the maximum area or building length, the Applicant may choose to either amend the proposed site plan or amend the proposed SAP regulations to include provisions for floor plate area and building length.
2. Amend and include in the proposed Appendix B a Summary Table (following Sec. 15.7.B) to memorialize the proposed text changes and to include an overlooked deviation in allowed Lot Frontage elements (arcade is shown as allowed on the Site Plan, but it is not allowed in T6-24).
3. Accept and incorporate into the package moved to 1st reading Attachment 5 containing recommended changes to relevant sections of Chapter 15 referring to the proposed Appendix B.

List of Staff Report Attachments

Attachment 1 – Boundary and Topographic Survey
Attachment 2 – South Kennedy Special Area Plan Application
Attachment 3 – Appendix B to Chapter 15, South Kennedy SAP
Attachment 4 – Ordinance Rezoning to South Kennedy Special Area Plan and Amending ULDC
Attachment 5 – Proposed Chapter 15 Text Amendments

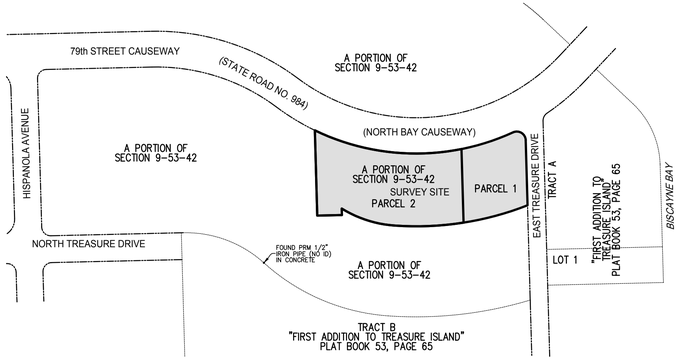
NOTES:

1. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ELEVATIONS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929. MIAMI–DADE COUNTY BENCHMARK P–313–1970; ELEVATION: 5.27 FEET.
3. THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION OF AE, BASE FLOOD ELEVATION 8 & 9 FEET, BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 12086C0307L, WITH A DATE OF IDENTIFICATION OF 9/11/09, FOR COMMUNITY NO. 120654, IN MIAMI–DADE COUNTY, STATE OF FLORIDA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED.
4. THIS SITE LIES IN SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST, MIAMI–DADE COUNTY, FLORIDA.
5. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN WITH THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE BEING S01°37'08"E.
6. REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7. THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
8. TOTAL NUMBER OF CLEARLY IDENTIFIABLE PARKING SPACES ON THE SUBJECT PROPERTY IS 232 (228 REGULAR AND 4 DISABLED).
9. THIS SURVEY WAS PREPARED WITH BENEFIT OF COMMITMENT FOR TITLE INSURANCE, ORDER NO. 10380290, PREPARED BY CHICAGO TITLE INSURANCE COMPANY, DATED 03/14/2022 AT 11:00 PM, REVISION A, DATED 4/14/22, SW. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SCHEDULE B SECTION II OF SAID COMMITMENT:
   - ITEMS 1, 2, 3, 4 & 5: STANDARD EXCEPTIONS, NOT ADDRESSED.
   - ITEM 6: PHOSPHATE, MINERALS, METALS AND PETROLEUM RESERVATIONS IN DEED NO. 17274–A IN DEED BOOK 983, PAGE 1, AS CORRECTED BY DEED NO. 17274–B AND DEED NO. 17806–A IN DEED BOOK 2936, PAGE 45, APPLY TO THIS SITE BUT CANNOT BE PLOTTED (AS TO PARCELS 1 & 2).
   - ITEM 7: EASEMENT IN O.R.B. 1000, PAGE 489, APPLIES TO THIS SITE AS DEPICTED HEREON (AS TO PARCELS 1 & 2).
   - ITEM 8: EASEMENTS AND PROVISIONS IN COVENANT IN O.R.B. 13220, PAGE 2712, APPLY TO THIS SITE AS DEPICTED HEREON (AS TO PARCEL 1).
   - ITEM 9: EASEMENTS, TERMS AND PROVISIONS IN EASEMENT AGREEMENT IN O.R.B. 13387, PAGE 2185, APPLY TO THIS SITE AS DEPICTED HEREON (AS TO PARCEL 1).
   - ITEM 10: COVENANT RUNNING WITH THE LAND IN O.R.B. 16914, PAGE 870, AS AMENDED BY FIRST AMENDMENT TO COVENANT RUNNING WITH THE LAND IN O.R.B. 31243, PAGE 4309, APPLIES TO THIS SITE BUT CANNOT BE PLOTTED (AS TO PARCEL 1).
   - ITEMS 11 & 12: NOT ADDRESSED.
10. ALL RECORDED DOCUMENTS ARE PER MIAMI–DADE COUNTY RECORDS.
11. THE LEGAL DESCRIPTION WAS MODIFIED TO CORRECTLY DESCRIBE THE CURVE MENTIONED ON THE EASTERLY SOUTH BOUNDARY OF THIS SITE(NON–TANGENT CURVE).
12. THE PROPERTY DESCRIBED HEREIN IS WHOLLY CONTAINED IN WITHIN THE PROPERTY DESCRIBED IN CHICAGO TITLE INSURANCE COMPANYU COMMITMENT NO. 10380290 WITH AN EFFECTIVE DATE OF 3/14/2022 AT 11:00 PM, REV A, 4/12/2022 AND ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.
13. THE WAS NO EVIDENCE OF THE SITE USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE ABOVE PREMISES; THAT THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON THE LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON.
15. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH LAWS REGULATING SURVEYING IN THE STATE OF FLORIDA.
16. THE PROPERTY SHOWN HEREON HAS DIRECT ACCESS TO 79th STREET CAUSEWAY (STATE ROAD NO. 984) (NORTH BAY CAUSEWAY), A DEDICATED PUBLIC STREET OR HIGHWAY, MAINTAINED BY THE STATE OF FLORIDA.
17. EXCEPT AS SHOWN, ALL VISIBLE UTILITIES SERVING THE SUBJECT PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR RECORDED PUBLIC UTILITY EASEMENTS.
18. THE SURVEYOR CURRENTLY IS COVERED BY A PROFESSIONAL LIABILITY POLICY IN THE AMOUNT OF $2,000,000.
19. ENCROACHMENTS AS FOLLOWS:
   A) FENCE AND PORTION OF ASPHALT PARKING LOCATED UPON 4' UTILITY EASEMENT IN O.R.B. 1000, PAGE 489, ALONG THE SOUTH BOUNDARY.
   B) CLEANOUTS, METERS, MONITORING WELLS, SIGNS, HAND HOLES, CATCH BASINS, SEWER LINES, GUY ANCHORS, POWER POLES AND OVERHEAD WIRES WITHOUT BENEFIT OF KNOWN EASEMENTS.
20. THERE ARE NO PARTY WALLS ON THIS SITE.
21. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
22. THERE ARE NO KNOWN PROPOSED CHANGES TO STREET RIGHT OF–WAY LINES. THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
23. THERE ARE NO PLOTTABLE OFFSITE EASEMENTS.

ZONING INFORMATION:

1. THIS SITE IS ZONED KENNEDY BOULEVARD DISTRICT (KBD)
2. BUILDING RESTRICTIONS:
   SETBACK REQUIREMENTS: FRONT: 10 FEET FOR FIRST 5 STORIES ALONG PRIMARY FRONT (KENNEDY CAUSEWAY); 25 FEET FOR FIRST 5 STORIES ALONG SECONDARY FRONT (EAST TREASURE DRIVE); 0 FEET ALONG WESTERN SIDE FOR FIRST 5 STORIES; 5 FEET FOR SOUTHERN SIDE FOR FIRST 5 STORIES. ADDITIONAL 10 FOOT STEPBACK IS REQUIRED ABOVE THE 5TH STORY AND A FURTHER 5 FOOT STEPBACK IS REQUIRED ABOVE THE 15TH STORY.
   MINIMUM LOT AREA: 10,000 SQUARE FEET MINIMUM; MINIMUM LOT WIDTH: 100 FEET.
   BUILDING HEIGHT: MINIMUM HEIGHT OF 2 STORIES; MAXIMUM HEIGHT IS 24 STORIES OR 240 FEET. MAXIMUM PEDESTAL HEIGHT IS 5 STORIES. THE PROJECT'S SAP APPROVAL PERMITS A HIGHER PARKING GARAGE PEDESTAL HEIGHT THAN TYPICALLY PERMITTED.
   PARKING: PARKING STRUCTURE SHALL NOT EXTEND BEYOND THE HEIGHT OF THE PEDESTAL (5 STORIES). THE SAP APPROVED FOR THE PROJECT PROVIDES SPECIFIC PARKING REQUIREMENTS FOR THE PROJECT WITH WHICH THE PROJECT COMPLIES. A TOTAL OF 475 PARKING SPACES ARE REQUIRED AND 666 PARKING SPACES ARE PROVIDED. (COMBINED SITES)
   DENSITY RESTRICTIONS: MAXIMUM DENSITY OF 150 DWELLING UNITS PER ACRES SO LONG AS THE TOTAL UNITS ARE SET ASIDE FOR NON–SUBSIDIZED WORKFORCE HOUSE.
   LOT COVERAGE: MINIMUM OPEN SPACE ARE OF 10% OF LOT AREA.
3. THE RESTRICTIONS SHOWN ABOVE ARE PER THE SITE PLAN OF COMBINED EAST AND WEST PROPERTIES PER GUNSTER, YAOKLEY & STEWART, P.A. LAND USE AND ZONING OPINION LETTER DATED APRIL, 2022.

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VICINITY MAP
NOT TO SCALE

TREE TABLE

Tree #	Scientific Name	Common Name	DBH - in.	Height - ft. (Palms - CT)	Canopy (Dia. Ft.)	Canopy (Sq. ft.)	Condition	Disposition
1	*Ficus benjamina*	Ficus	5	22	10	79	Invasive	Remove
2	*Ficus benjamina*	Ficus	8	23	15	177	Invasive	Remove
3	*Ficus benjamina*	Ficus	8	22	14	154	Invasive	Remove
4	*Ficus benjamina*	Ficus	8	20	18	254	Invasive	Remove
5	*Ficus benjamina*	Ficus	11	26	13	133	Invasive	Remove
6	*Ficus benjamina*	Ficus	9	25	12	113	Invasive	Remove
7	*Ficus aurea*	Ficus	9	40	55	2375	Fair	Remove
8	*Podocarpus gracilor*	Weeping Podocarpus	6	16	14	154	Fair	Remove
9	*Schinus terebinthifolia*	Brazilian Pepper	26	27	30	707	Invasive	Remove
10	*Schinus terebinthifolia*	Brazilian Pepper	30	20	40	1256	Invasive	Remove
11	*Schinus terebinthifolia*	Brazilian Pepper	24	19	14	154	Invasive	Remove
12	*Schinus terebinthifolia*	Brazilian Pepper	24	20	15	177	Invasive	Remove
13	*Schinus terebinthifolia*	Brazilian Pepper	8	25	18	254	Invasive	Remove
14	*Schinus terebinthifolia*	Brazilian Pepper	24	12	15	177	Invasive	Remove
15	*Schinus terebinthifolia*	Brazilian Pepper	14	16	18	254	Invasive	Remove
16	*Schinus terebinthifolia*	Brazilian Pepper	29	22	17	227	Invasive	Remove
17	*Bischofia javanica*	Bischofia	4	12	10	79	Invasive	Remove
18	*Schinus terebinthifolia*	Brazilian Pepper	8	15	12	113	Invasive	Remove
19	*coccoloba uvifera*	Seagrape	29	25	23	415	Fair	Remove
20	*Schinus terebinthifolia*	Brazilian Pepper	30	30	20	314	Invasive	Remove
22	*Sabal palmetto*	Cabbage Palm	12	14	15	177	Fair	Remove
23	*Sabal palmetto*	Cabbage Palm	14	10	25	491	Good	Remove
24	*Sabal palmetto*	Cabbage Palm	12	25	12	113	Good	Remove
25	*Sabal palmetto*	Cabbage Palm	12	23	10	79	Good	Remove
26	*Tabebuia caraiba*	Yellow Tabebuia	13	22	15	177	Fair	Remove
27	*Cocos nucifera*	Coconut Palm	9	25	15	177	Fair	Remove
28	*Tabebuia caraiba*	Yellow Tabebuia	9	15	8	50	Fair	Remove
29	*Sabal palmetto*	Cabbage Palm	17	10	10	79	Fair	Remove
30	*Tabebuia caraiba*	Yellow Tabebuia	15	18	15	177	Fair	Remove
31	*Tabebuia caraiba*	Yellow Tabebuia	6	8	10	79	Fair	Remove
32	*Sabal palmetto*	Cabbage Palm	12	22	10	79	Good	Remove
33	*Sabal palmetto*	Cabbage Palm	12	25	10	79	Good	Remove
34	*Sabal palmetto*	Cabbage Palm	10	25	12	113	Good	Remove
35	*Sabal palmetto*	Cabbage Palm	12	20	10	79	Good	Remove
36	*Tabebuia caraiba*	Yellow Tabebuia	7	18	10	79	Fair	Remove
37	*Tabebuia caraiba*	Yellow Tabebuia	15	27	25	491	Fair	Remove
38	*Tabebuia caraiba*	Yellow Tabebuia	17	29	20	314	Fair	Remove
39	*Tabebuia caraiba*	Yellow Tabebuia	12	10	10	79	Fair	Remove
40		Uprooted	N/A	N/A	N/A	N/A	Uprooted	Remove
41	*Ficus benjamina*	Ficus	14	25	25	491	Invasive	Remove
42	*Ficus benjamina*	Ficus	8	23	15	177	Invasive	Remove
43	*Ficus benjamina*	Ficus	8	10	5	20	Invasive	Remove
44	*Ficus benjamina*	Ficus	7	12	10	79	Invasive	Remove
45		Dead	N/A	N/A	N/A	N/A	Dead	Remove
46	*Sabal palmetto*	Cabbage Palm	12	30	10	79	Fair	Remove
47	*Sabal palmetto*	Cabbage Palm	14	17	11	95	Fair	Remove
48	*Sabal palmetto*	Cabbage Palm	12	17	12	113	Fair	Remove
49	*Sabal palmetto*	Cabbage Palm	7	10	8	50	Fair	Remove
50	*Sabal palmetto*	Cabbage Palm	10	18	10	79	Fair	Remove
	Total Square Footage Removed					6265		

LEGAL DESCRIPTION: (PER COMMITMENT)

PARCEL 1:
A PORTION OF THE SOUTHEAST ONE–QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE MAP OF HIGHWAY RIGHT–OF–WAY OF PROPOSED NORTHEAST SEVENTY–NINTH STREET CAUSEWAY, WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI –DADE COUNTY, FLORIDA; THENCE N88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT–OF–WAY FOR 1560.00 FEET; THENCE S 01°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT–OF–WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT–OF–WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGEL OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AND ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE; THENCE S01°37'08" E ALONG SAID RIGHT–OF–WAY LINE OF 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET; AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT–OF–WAY LINE OF 79TH STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT–OF–WAY LINE OF EAST TREASURE DRIVE AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES. LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI–DADE COUNTY, FLORIDA.

PARCEL 2:
A PORTION OF THE SOUTHEAST ONE–QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE–HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE MAP OF HIGHWAY RIGHT–OF–WAY OF PROPOSED NORTH–EAST SEVENTYNINTH STREET CAUSEWAY, WHICH SAME IS RECORDED IN PLAT BOOK 25, PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT–OF–WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT–OF–WAY OF SAID SEVENTY–NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT–OFWAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT ON THE ARC OF A NON–TANGENT CURVE TO THE RIGHT FROM WHICH A RADIAL LINE BEARS N 08°55'50" W; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI–DADE COUNTY, FLORIDA AND CONTAINING A TOTAL OF 121,914 SQUARE FEET (2.7988 ACRES), MORE OR LESS.

CERTIFICATION:

TO S3 RE NORTH BAY FUNDING LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS; SHOMA NORTH BAY VILLAGE, LLC, A DELAWARE LIMITED LIABILITY COMPANY; CHICAGO TITLE INSURANCE COMPANY; ERRA LAW; GUNSTER, YAOKLEY & STEWART, P.A.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11, 13, 14, 16, 17, 18, 19 & 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 6/1/22.

DATE OF PLAT OR MAP: 6/1/22

Diana White — Digitally signed by Diana White Date: 2023.04.06 13:04:00 -04'00'

- ☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS3269
- ☐ BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136
- ☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
- ☐ DONNA C. WEST, PROFESSIONAL SURVEYOR AND MAPPER LS4290

STATE OF FLORIDA

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

SHEET 1 OF 2

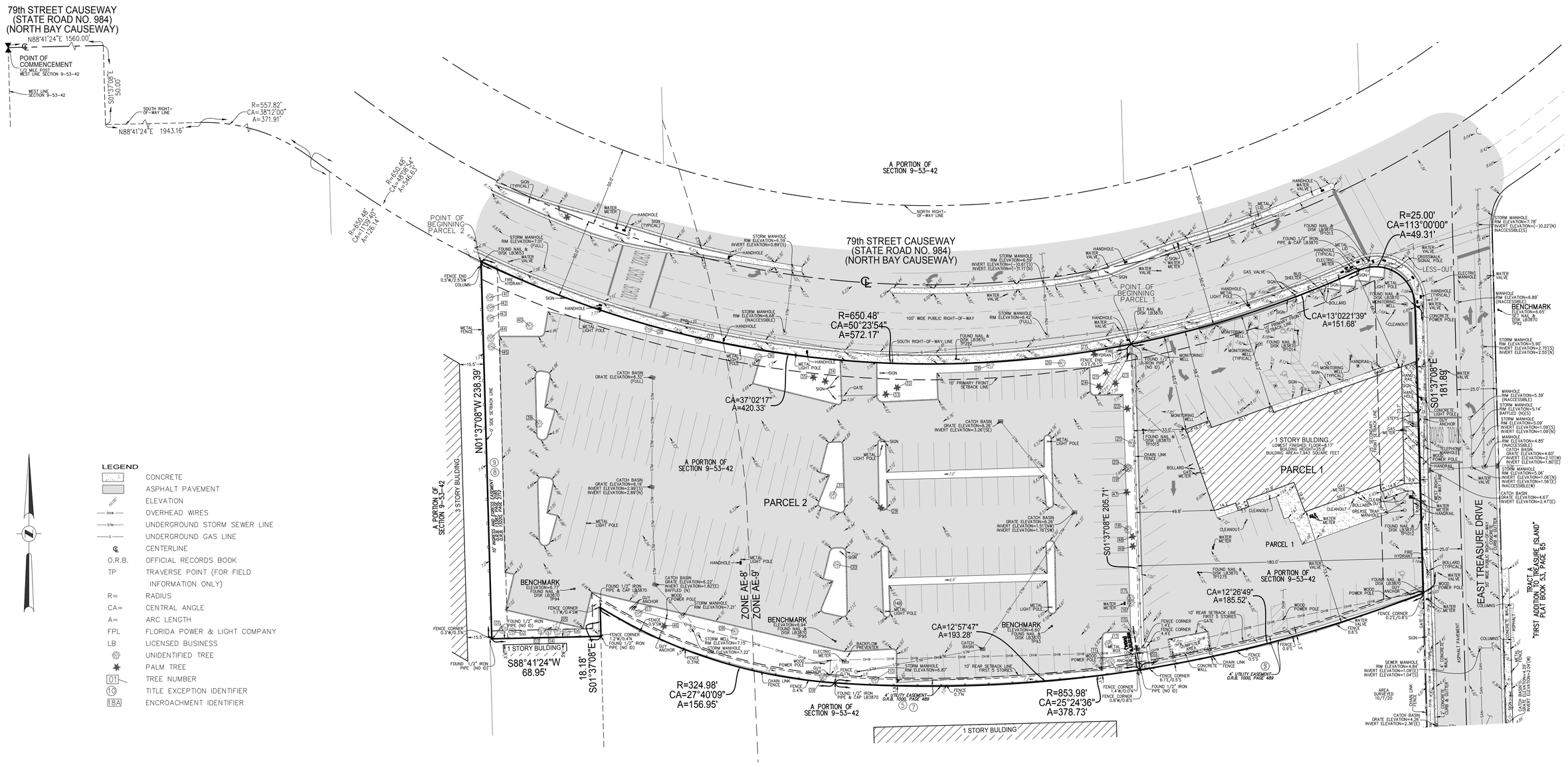
NO.	REVISIONS	BY
5		
4	#69962 UPDATE SURVEY–6/1/22	BB/DB
3	UPDATE TITLE COMMITMENT–4/27/21	L.H.
2	#67514–TREE SURVEY–08/27/20	L.H.
1	#66755–ORIGINAL SURVEY–01/14/20	L.S.

NORTH BAY VILLAGE SITE
1872 NE 79th STREET CAUSEWAY,
NORTH BAY VILLAGE, FLORIDA 33141
(CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY)

BOUNDARY AND TOPOGRAPHIC SURVEY
ALTA/NSPS LAND TITLE SURVEY

PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572–1777
FAX: (954) 572–1778
E–MAIL: surveys@pulicelandsurveyors.com
WEBSITE: www.pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: L.S.	SCALE: 1" = 30'	CLIENT: SHOMA GROUP
CHECKED BY: J.F.P.	SURVEY DATE: 6/1/22	ORDER NO.: 69962



LEGEND

5	CONCRETE
	ASPHALT PAVEMENT
10.00'	ELEVATION
OHW	OVERHEAD WIRES
STM	UNDERGROUND STORM SEWER LINE
G	UNDERGROUND GAS LINE
℄	CENTERLINE
O.R.B.	OFFICIAL RECORDS BOOK
TP	TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
R=	RADIUS
CA=	CENTRAL ANGLE
A=	ARC LENGTH
FPL	FLORIDA POWER & LIGHT COMPANY
LB	LICENSED BUSINESS
	UNIDENTIFIED TREE
	PALM TREE
01	TREE NUMBER
10	TITLE EXCEPTION IDENTIFIER
18A	ENCROACHMENT IDENTIFIER

0' 30' 60' 90'

GRAPHIC SCALE
1"=30'

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ALL RIGHTS RESERVED. NO PART OF THIS SURVEY MAY BE REPRODUCED, IN ANY FORM OR BY ANY MEANS, WITHOUT PERMISSION IN WRITING FROM AN OFFICER OF PULICE LAND SURVEYORS, INC.

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

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DRAWN BY: L.S.	SCALE: 1" = 30	CLIENT: SHOMA GROUP
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North Bay Village
1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141
Tel: (305) 756-7171 Fax: (305) 756-7722 Website: www.northbayvillage-fl.gov

NORTH BAY VILLAGE
EST. 1945

APPLICATION FOR ZONING CHANGE, INCLUDING REGULATING PLAN AND SPECIAL AREA PLAN APPROVAL

Zoning Map Amendment _____ **Special Area Plan _X_**

ULDC Text Amendment _____

This application form is to be used to petition for amendments to the North Bay Village Zoning Map or Form-Based Code Regulating Plan, or for amendments to the text of the North Bay Village Unified Land Development Code (ULDC) pursuant to Sections 4.15 and 4.17 and Subsection 15.2.G. of the ULDC.

Submit your application, with all the required information to the Village Clerk. The application and all supplemental forms and data may be submitted electronically for review via villageclerk@nbvillage.com (please cc: the Planning and Zoning Official). Physical copies of materials may be requested prior to public hearing, to be delivered at the Village offices located at 1666 Kennedy Causeway, Suite 300.

This application, including supporting materials, must be completed in accordance with the attached instructions and submitted to NORTH BAY VILLAGE with the required fees pursuant to the most up-to-date Fee Schedule. Accepted payment methods for the required fees are check or credit card when paying in person at the Village offices. You may also call (305) 756-7171 to make your credit card payment by phone.

Amendments to the Unified Land Development Code (ULDC) and amendments to boundaries of the Zoning District Map are subject to the requirements and procedures of Section 4.4 of the ULDC (Public hearing, public notice, and adoption requirements and procedures).

This form is a fillable PDF. TYPE OR PRINT LEGIBLY ALL INFORMATION ON THE APPLICATION.

1. Applicant Name: Shoma North Bay Village, LLC
   (If different from Owner)
2. Contact Phone: 305-376-6061 Email Address: MGarcia-Serra@gunster.com
3. Mailing Address c/o Gunster, 600 Brickell Ave, Ste 3500, Miami, FL 33131

For ULDC Text Amendment:

1. Proposed section to be changed and description of proposed change(s) (use separate page as needed)

Please see attached Appendix B.

2. Reason for Request: Modification of previously approved Special Area Plan (SAP).

For Zoning Map Amendment, including Special Area Plan:

1. Property Owner Name: Shoma North Bay Village, LLC
2. Contact Phone: 305-376-6061 Email Address: mgarcia-serra@gunster.com
3. Mailing Address: 201 Sevilla Avenue, Suite 300, Coral Gables, Florida
4. Site Address: 1872 79th Street Causeway
5. Legal Description of Property: Please see attached Exhibit "A."
6. Folio Number(s): 23-3209-000-0250
7. Lot Size (Acres): 2.79 Acres
8. Existing Zoning Designation: T6-24-South Kennedy Overlay District – SK SAP Zoning Requested: n/a
9. Reason for Request:

Modification of previously approved Special Area Plan (SAP) and Development Agreement.

APPLICANT AFFIDAVIT

I (We) the undersigned, am (are) the Masoud Shojaee (designate one: owner, tenant, agent, attorney) of the subject property herein described. I (We) acknowledge and agree that during the consideration of the application before the Planning & Zoning Board and staff of North Bay Village, no rights shall vest on behalf of the applicant which would be enforceable against the Village until after a Public Meeting is held by the Village Commission and the Village Commission has voted favorable on the proposed request.

I (We) further acknowledge that I (We) have read and understand the conditions for appearance before the Planning and Zoning Board and the Village Commission pursuant to the Section 4.4 of the ULDC. This affidavit is subject to penalties of law (Perjury). Any person submitting false information or misrepresenting in their presentation shall have all privileges granted to them by the Planning & Zoning Board and the Village Commission revoked.

Signature

Chief Executive Officer (CEO)
Title (if applicable)

Corporate Seal (affix if applicable)

Sworn to and subscribed to before me this 24th day of May, 2023.

Notary

Public Commission expires:

ANGELA SUAREZ
MY COMMISSION # HH 208444
EXPIRES: April 15, 2026

CONDITIONS FOR APPROVAL OF A REZONING REQUEST

SEC. 4.17.A.(2): Spot Zoning is prohibited. Individuals seeking to have property rezoned for their private use shall show evidence that their application meets one or more of the following:

(1) Consideration of the general welfare of the public;

(2) The effect on the surrounding property (including adequate buffers);

(3) Whether all uses permitted in the classification sought are appropriate to the location proposed; or

(4) Conformity to generally accepted Comprehensive Planning and zoning principles (including alterations to the population density patterns and increase of load on utilities, schools, and traffic)

In addition, the application shall demonstrate that:

b. The proposed change is in conformity with the Comprehensive Plan.

c. The proposed rezoning would not grant privileges not generally extended to property similarly located in the area.

SEC. 4.17.B.(1): No proposed zoning amendment that rezone property or substantially changes the uses permitted in zoning districts shall be approved unless:

a. The proposed amendment will place all property similarly situated in the area in the same category, or in appropriate complementary categories.

b. There is a convincing demonstration that all uses permitted under the proposed district classification would be in the general public interest, and not merely in the interest of an individual or small group of people.

c. There is a convincing demonstration that all uses permitted under the proposed district classification would be appropriate in the area included in the proposed change. (When a new district designation is assigned, any use permitted in the district is allowable, so long as it meets district requirements, and not merely uses which an applicant states he intends to make of the property involved).

d. There is convincing evidence that the character of the neighborhood will not be materially and adversely affected by any use permitted in the proposed change.

e. The proposed change is in accord with the Comprehensive Plan and sound Comprehensive Planning and zoning principles.

SEC. 4.17.C.: Amendments to the Unified Land Development Code that do not rezone property or substantially change uses permitted in zoning districts shall be in general accord with sound comprehensive planning and zoning principles and consistent with the adopted Comprehensive Plan. (Procedures to permit minor deviations from uses allowed in the Urban Core Zone by Warrant, are set forth in Chapter 15, Section 15.1.H.)

CRITERIA FOR SPECIAL AREA PLAN

SUBSEC 15.2.G. Special Area Plan:
The purpose of a Special Area Plan is to allow parcels of at least two (2) Abutting acres in size to be master planned so as to allow greater integration of public improvements and Infrastructure, to enable connectivity; to encourage a variety of Building Heights, massing, and to provide high quality design elements and greater flexibility so as to result in higher or specialized quality building and Streetscape design within the Special Area Plan, to further the intent of this Code expressed in Section 15.1.

1. General.
    a. The single or multiple owner(s) of Abutting properties in excess of two (2) acres may apply for a rezoning to a Special Area Plan and shall be approved by the process of rezoning following review by the Planning and Zoning Board and Village Commission with the site plan approval process.
    b. All regulations of the underlying Transect Zone and this [Form Based] Code that are not otherwise addressed by the SAP shall apply.
    c. A Special Area Plan shall assign Thoroughfares (as appropriate), Cross Block Pedestrian Passages, and Civic Spaces, with appropriate transitions to Abutting areas. Guidelines for Thoroughfares and Public Frontages may be adjusted to the particular circumstances of the Special Area Plan.
    d. A Special Area Plan shall include a site plan, map of the proposed layout, circulation, view corridors, and the standards that deviate from the requirements of Chapter 15, Section 15.3., and this Code.
    e. A Special Area Plan shall assign at least five percent (5%) of its aggregated Lot Area to a Civic Space Type. The developer shall be responsible for constructing any required public improvements within the Special Area Plan, including but not limited to the Civic Spaces, and Thoroughfares.
    f. Development within the Special Area Plan shall be pursuant to a recorded development agreement that will establish the allocation of Civic Spaces, Thoroughfares, and Building area among the Building sites.
    g. Unless a Building is specifically approved as part of the Special Area Plan, any Building shall be reviewed by the Planning & Zoning Official for conformance with the Special Area Plan and this Code and referred to the Village Manager for final approval per the requirements of Section 5.9, prior to issuance of the Building Permit.
    h. A parking management program that enables shared parking among public and private Uses.
    i. Flexible allocation of development capacity and Height, excluding Density on individual sites within the Special Area Plan may be allowed so long as the capacity or Height distribution does not result in development that is out of Scale or character with the surrounding area, and provides for appropriate transitions.

APPLICANT CHECKLIST

Applications are incomplete until all materials have been received by the Village Clerk. Applicant must provide the following upon submittal of application:

- ☐ Complete Application, including all required forms, signed by applicant or, if applicable, property owner or owner's representative.
- ☐ Letter of Authorization from property owner (if applicable).
- ☐ Proof of ownership (if applicable).
- ☐ Letter of intent, signed by the Applicant, explaining the nature of the request, justification for the proposed amendment, and evidence that the request complies with the applicable criteria of Section 4.17 of the North Bay Village Unified Land Development Code. Insufficient justification may result in denial of the application.
- ☐ Certified Land Survey dated within two (2) years of the application filing date, reflecting all current conditions (if applicable).
- ☐ Legal description (if applicable).
- ☐ Map indicating the present and the proposed rezoning of the property (if applicable).
- ☐ Conceptual site plan of proposed project eliciting the rezoning request, if applicable, including:
  - o Total acreage
  - o Dwelling units per acre
  - o Gross floor area
  - o Building height
  - o Floor area ratio
- ☐ Level of Service Assessment based on the projected development capacity of land proposed for rezoning or land impacted by proposed text amendment, as applicable.
- ☐ Filing fees and cost recovery deposit (Refer to the most current North Bay Village Fee Schedule).

*** Supporting materials may be submitted electronically for review. Physical copies of materials may be requested prior to public hearing***

Office Use Only:

Date Submitted: _____

Date Paid: _____

Cash or Check #_____

Total Paid: $_____

Filing Fee: $_____

Cost Recovery Dep: $_____

Exhibit "A"
LEGAL DESCRIPTION OF THE PROPERTY

LEGAL DESCRIPTION:
A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY OF SAID SEVENTY-NINTH STREET CAUSEWAY; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 11°09'40" FOR AN ARC DISTANCE OF 126.14 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A CENTRAL ANGLE OF 37°02'17" FOR AN ARC DISTANCE OF 420.33 FEET TO A POINT; THENCE S 1°37'08" E FOR 205.71 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 853.98 FEET, A CENTRAL ANGLE OF 12°57'47" FOR AN ARC DISTANCE OF 193.28 FEET TO A POINT OF CURVATURE OF A CURVE TO THE RIGHT; THENCE CONTINUE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 324.98 FEET, A CENTRAL ANGLE OF 27°40'09" AND AN ARC DISTANCE OF 156.95 FEET TO A POINT; THENCE S 1°37'08" E FOR 18.18 FEET TO A POINT; THENCE S 88°41'24" W FOR 68.95 FEET TO A POINT; THENCE N 1°37'08" W FOR 238.39 FEET TO THE POINT OF BEGINNING.

A PORTION OF THE SOUTHEAST ONE-QUARTER OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST DESCRIBED AS FOLLOWS:

COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE N 88°41'24" E ALONG THE CENTER LINE OF THE ABOVE RIGHT-OF-WAY FOR 1560.00 FEET TO A POINT; THENCE S 1°37'08" E FOR 50.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE ABOVE MENTIONED RIGHT-OF-WAY, AS NOW CONSTRUCTED; THENCE N 88°41'24" E ALONG THE SOUTH LINE OF SAID RIGHT-OF-WAY FOR 1943.16 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT; THENCE TO THE RIGHT ALONG SAID CURVE HAVING A RADIUS OF 557.82 FEET AND A CENTRAL ANGLE OF 38°12'00" FOR AN ARC DISTANCE OF 371.91 FEET TO A POINT OF REVERSE CURVATURE; THENCE TO THE LEFT ALONG A CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 48°08'54" FOR AN ARC DISTANCE OF 546.63 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG THE AFOREMENTIONED CURVE HAVING A RADIUS OF 650.48 FEET AND A CENTRAL ANGLE OF 16°43'50" FOR AN ARC DISTANCE OF 189.84 FEET TO THE POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE; THENCE S 01°7'08" E ALONG SAID RIGHT-OF-WAY LINE FOR 220.83 FEET TO A POINT ON A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 853.98 FEET, AND FROM WHICH A RADIAL LINE BEARS N 21°26'37" W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE FOR 185.52 FEET THROUGH A CENTRAL ANGLE OF 12°26'49"; THENCE N 01°37'08" W ALONG A LINE PARALLEL TO AND 180.00 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE FOR 205.71 FEET TO THE POINT OF BEGINNING; LESS THE AREA BOUNDED BY THE SOUTH RIGHT-OF-WAY LINE OF 79th STREET CAUSEWAY, BOUNDED BY THE WEST RIGHT-OF-WAY LINE OF EAST TREASURE DRIVE, AND BOUNDED BY A 25 FOOT RADIUS ARC, CONCAVE SOUTHWESTERLY AND BEING TANGENT TO THE LAST TWO DESCRIBED LINES.

LYING AND BEING IN THE CITY OF NORTH BAY VILLAGE, MIAMI-DADE COUNTY, FLORIDA.

APPENDIX B

South Kennedy Special Area Plan (SK SAP).



Figure 1

1. General requirements.

   a. Purpose and intent. The SK SAP is intended to encourage mixed use buildings anchored by grocery stores on commercial lots on the south side of Kennedy Causeway where such buildings shall provide a pedestrian-friendly experience and a significant added convenience to Village residents. This district provides the opportunity for development of mixed- use residential buildings, if certain requirements are met. In order to provide incentives for re-development and to streamline the development approval process, the SK SAP has been pre-designated on the official zoning map. Application of the development incentives available in the SK SAP to individual properties will be reviewed and approved by the Planning and Zoning Board and Village Commission concurrently with the site plan approval process.

b. Applicability.

(1) The SK SAP provides for an optional set of development regulations that may be voluntarily employed in the mixed-use development of lands located within geographic limits of the SK SAP shown on the official zoning map and indicated on Figure 1 above.

(2) All regulations of the underlying zoning district that are not otherwise addressed in these regulations shall apply. Where the underlying zoning district and the SK SAP both apply, the SK SAP shall govern.

(3) If a property owner should elect not to develop under these optional regulations, only the regulations of the underlying zoning district shall apply.

c. Approval. In order to approve an application, the Village Commission shall find that the development proposed:

(1) Is compatible with surrounding intensities and densities of development;

(2) Provides access to adequate light and air for surrounding properties;

(3) Provides commercial use(s) intended to serve the needs of the residents; and

(4) Creates a pedestrian-friendly experience at the ground level.

2. Allowable uses. All uses listed as permitted or special exception uses in the underlying zoning district shall also be allowed in the SK SAP, and such use shall be subject to all conditions, requirements or limitations applicable to the use in the underlying zoning district, except as may otherwise be set forth in this section.

3. Minimum Unit Size. The minimum size for a residential unit shall be ~~350~~ 325 square feet.

4. Height.

a. The maximum building height is 24 stories or 253 feet - 10 inches to the top of the roof level of level 24.

b. The maximum additional height allowed for mechanical equipment, including but not limited to, cooling towers, is an additional 24 feet.

c. The maximum pedestal height is 10 stories.

~~4~~5. Setbacks.

a. Fronting Kennedy Causeway, the minimum front setback to the face of building is 20 feet and the maximum front setback for the commercial portion of any building is 40 feet. A gallery or arcade is required for at least 80% of the frontage of commercial portions of buildings that are setback 20 feet from the front property line. Galleries and arcades may encroach into the front setback area by a maximum of 15 feet.

b. The minimum setback for a side abutting a right of way is ~~7~~ 10 feet.

c. The minimum rear setback is ~~15~~ 20 feet.

d. The minimum setback for a side abutting a lot is 20 feet.

~~5~~6. Stepbacks.

a. There shall be no stepback requirement.

~~6~~7. Lot Size, Width, Frontage, and Lot Coverage

a. The minimum lot size is 10,000 square feet.

b. The minimum lot width is 100 feet.

c. The minimum lot frontage is 100 feet.

d. The maximum lot coverage is 90%.

~~7~~8. Parking Requirements.

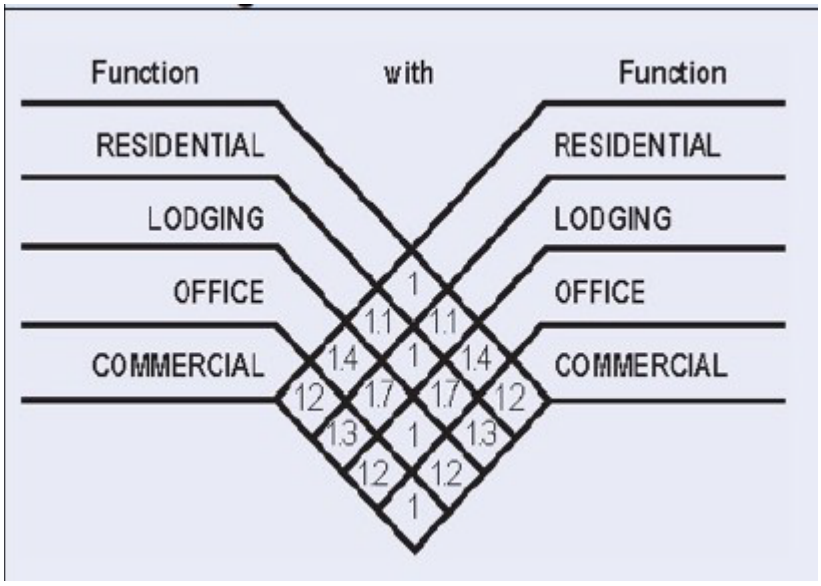
a. A minimum of ~~1.5~~ 1 parking ~~spaces are~~ space is required per dwelling unit.

b. A minimum of 1 additional visitor parking space is required for every 10 dwelling units.

c. A minimum of 3 parking spaces is required for every 1,000 square feet of Commercial Use.

d. Shared Parking. The parking required for any two uses on a property is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from the Table below and adding the

result to the greater use parking requirement. (For instance: for a building with a Residential Use requiring 100 spaces and a Commercial Use requiring 20 spaces, the 20 spaces divided by the sharing factor of 1.2 would reduce the total requirement to 100 plus 16 spaces. For uses not indicated in this chart on a mixed-use lot a sharing factor of 1.1 shall be allowed.) This Section, as applied to the SK SAP, supersedes Section 9.3.F.



~~f~~e. All parking shall be screened from the rights-of-way by an art treatment or habitable liner and parking shall not exceed 10 stories in height.

~~8~~9. Landscaping Requirements. To discourage use of fertilizers, pesticides, and unnecessary water waste, where appropriate due to lack of sunlight, irrigation, other environmental factors, or other project constraints, artificial landscaping may be used to comply with landscaping requirements.

.

ORDINANCE NO. 2022-_____

ORDINANCE NO. 2023-XX

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, WITH ATTACHMENT(S), PURSUANT TO SECTION 4.2 OF CHAPTER 4, "ADMINISTRATION AND ENFORCEMENT," AND SECTION 15.2.G. OF CHAPTER 15, "FORM-BASED CODE" OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), AMENDING THE ZONING OF CERTAIN PARCELS IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, COMPRISING APPROXIMATELY 2.8 ACRES, FROM T6-24 TRANSECT TO "SOUTH KENNEDY SPECIAL AREA PLAN"; AMENDING THE CODE TO CREATE "APPENDIX B, SOUTH KENNEDY SPECIAL AREA PLAN" TO PROVIDE SPECIFIC TRANSECT ZONE REGULATIONS THAT ARE APPLICABLE TO THE SUBJECT PARCELS; PROVIDING FOR CONFLICTS; MAKING FINDINGS OF FACT AND STATING CONCLUSIONS OF LAW; PROVIDING FOR BINDING EFFECT; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, while celebrating its 75th anniversary in 2020, and following an extended public discussion about future growth and development, North Bay Village (the "Village") updated its Unified Land Development Code ("ULDC") as a part of NBV100, a community visioning and master planning process that looks to equip the Village with the tools to become more livable, more resilient, and more prosperous over the next 25 years; and

WHEREAS, to implement the NBV100 Master Plan, the Village adopted Ordinance No. 2021-004 on February 9, 2021, amending the ULDC by the addition of Chapter 15, "Form Based Code"; and

WHEREAS, Chapter 15 sets forth the standards applicable to Form-Based Districts and Transect Zones within the Village; and

WHEREAS, these standards are intended to support the goals, objectives, and policies of the North Bay Village Comprehensive Plan and of the NBV100 Master Plan, which include three pillars: Livability, Resiliency, and Prosperity; and

WHEREAS, to further the intent of the Form-Based Code expressed in Section 15.1., Section 15.2.G. of the Form-Based Code allows parcels of at least two (2) abutting acres in size to be master planned through a Special Area Plan process so as to allow greater integration of public improvements and infrastructure, to enable connectivity; to

encourage a variety of building heights, massing, and to provide high quality design elements and greater flexibility so as to result in higher or specialized quality building and streetscape design within the Special Area Plan; and

WHEREAS, the single or multiple owner(s) of such abutting properties exceeding (2) acres may apply for a rezoning to a Special Area Plan, which shall be approved by the process of rezoning following review by the Planning and Zoning Board and Village Commission concurrent with the site plan approval process; and

WHEREAS, pursuant to Section 4.2 and Section 15.2.G. of the ULDC, an applicant seeking a rezoning to a Special Area Plan may propose development parameters specific to development within the Special Area Plan as an amendment to the ULDC, while regulations of the underlying Transect Zone and the Form-Based Code that are not otherwise addressed by the SAP remain in effect; and

WHEREAS, Shoma North Bay Village, LLC, ("Shoma NBV") is the owner of approximately 2.8 acres of real property (the "Property") which are legally described in the attached Exhibit "A" and depicted in the attached Exhibit "B"; and

WHEREAS, Shoma NBV has applied for:

1) a rezoning of the Property from "T6-24" Transect Zone to "South Kennedy Special Area Plan" ("SK SAP");

2) adoption of a corresponding ULDC text amendment in the form of Appendix B to Chapter 15, which includes a regulating plan and regulations for the development of the Property, a copy of which is attached hereto and incorporated herein as Exhibit "C" ("Appendix B to Chapter 15 South Kennedy Special Area Plan"); and

3) approval of a proposed project Site Plan and Development Agreement, which are being considered concurrently with this Ordinance and approved separately by Resolution of the Village Commission; and

WHEREAS, Staff has reviewed the application for a rezoning of the Property from "T6-24" Transect Zone to "South Kennedy Special Area Plan" and the proposed Appendix B to Chapter 15 (also known as the "SK SAP"), and determined that the rezoning and proposed Appendix B to Chapter 15 satisfy the conditions of Sections 4.2 and 4.17 of Chapter 4 and Section 15.2.G of the Village Code, and recommends approval of the rezoning and the proposed Appendix B to Chapter 15 with conditions; and

WHEREAS, on _____, 2023, at a duly noticed public hearing, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, reviewed

this Ordinance, found that it is consistent with the Village's Comprehensive Plan, and recommended approval with modifications; and

WHEREAS, this Ordinance was presented to the Village Commission in two readings, with the public hearing conducted for second reading on _____, 2023; and

WHEREAS, after due notice and hearing, the Mayor and Commission find that adoption of this Ordinance is consistent with the Village's Comprehensive Plan, the Village's ULDC, and the Florida Community Planning Act; implements the pillars and goals of the NBV100 Master Plan; and is in the best interest and welfare of the Village.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND VILLAGE COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:

Section 1. Recitals. That each of the above recitals are true and correct and incorporated herein by this reference.

Section 2. Amending the Zoning. That the Village Commission hereby approves a rezoning of the Property described in Exhibits "A" and "B", attached hereto and incorporated herein, comprising approximately 2.8 acres (121,914 sq. ft.) from "T6-24" Transect Zones to "South Kennedy Special Area Plan."

Section 3. Amending Chapter 15 of the Unified Land Development Code. That Chapter 15 of the Unified Land Development Code of North Bay Village, Florida, is hereby amended as provided in the attached Exhibit "C", which is incorporated herein and made a part hereof by this reference, to provide for an Appendix B to Chapter 15, which includes a regulating plan and regulations for the development of the Property, and shall be referred to as "Appendix B to Chapter 15" or the "South Kennedy Special Area Plan," which shall apply to the Property zoned "South Kennedy Special Area Plan."

Section 4. Severability. That the provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 5. Codification. That it is the intention of the Village Commission, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Village's Code of Ordinances, and that the sections of this Ordinance may be

renumbered or relettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

Section 6. Conflicts. That all ordinances or parts of ordinances, resolutions or parts of resolutions, in conflict herewith, are repealed to the extent of such conflict.

Section 7. Binding Effect. That the Property described in Exhibit "A" and depicted in Exhibit "B", attached hereto and incorporated herein, shall be subject to the regulations set forth in Appendix B, which is attached hereto as Exhibit "C", and any other non-conflicting land development regulations. This ordinance shall be binding on the Applicant and any successors and assigns with any interest in the Property.

Section 8. Effective Date. That this Ordinance shall become effective immediately upon final adoption on second reading. This Ordinance shall automatically cease to have any force, effect, or applicability with respect to new development but shall continue to apply to then-existing development upon the termination or expiration of the Development Agreement.

PASSED on first reading on the ____ day of_____, 2023.

PASSED AND ADOPTED on second reading on the ____ day of_____, 2023.

_____
Brent Latham, Mayor

ATTEST:

_____
Alba L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Weiss Serota Helfman Cole & Bierman, P.L.
Village Attorney

First Reading:

Moved By:
Seconded By:

Second Reading:
Moved By:
Seconded By:

Vote on Final Adoption:

Mayor Brent Latham	___
Vice Mayor Richard Chervony	___
Commissioner Goran Cuk	___
Commissioner Andrew Rotondaro	___
Commissioner Rachel Streitfeld	___

Chapter 15 FORM-BASED CODE

§ 15.1 General provisions.

C. Form-based districts.

1. The form-based districts in North Bay Village are each composed of one or more transect zones. See Section 15.1.D and Section 15.5, Form-Based Districts Regulating Plan, ~~and~~ Appendix A, the Sunbeam NBV SAP and Appendix B, the South Kennedy SAP.

2. The extent of form-based districts and transect zones is described on the Form-Based Districts Regulating Plan and in the pertinent regulatory section for each district, see Section 15.2, General to Transect Zones, Section 15.3, Specific to Transect Zones, and Section 15.5, Form-Based Districts Regulating Plan, ~~and~~ Appendix A, the Sunbeam NBV SAP and Appendix B, the South Kennedy SAP.

D. Rules of construction.

1. In their interpretation and application, the provisions of Chapter 15, Form-Based Districts and appendices thereto, shall be the minimum requirements or maximum limitations, as the case may be, adopted for the promotion of the public health, safety, morals or general welfare.

2. The following general rules of construction shall apply to the text of this chapter:

***

H. Procedures.

4. Deviations from this Code are permitted within the following conceptual framework. The specifics of the procedures are governed by Chapters 4, 5, and, 7, and Appendix A and other relevant provisions of the ULDC predating Chapter 15, Form-Based Code.

MIAMI-DADE

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared GUILLERMO GARCIA, who on oath says that he or she is the DIRECTOR OF OPERATIONS, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, of Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NORTH BAY VILLAGE - PUBLIC HEARING - PLANNING & ZONING BOARD - JUL. 13, 2023

in the XXXX Court,
was published in a newspaper by print in the issues of Miami Daily Business Review f/k/a Miami Review on

06/29/2023

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Guillermo Garcia

Sworn to and subscribed before me this
29 day of JUNE, A.D. 2023

(SEAL)
GUILLERMO GARCIA personally known to me

ROSANA SALGADO
Commission # HH 336987
Expires November 30, 2026

NORTH BAY VILLAGE
NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT THE PLANNING & ZONING BOARD OF NORTH BAY VILLAGE, FLORIDA, WILL HOLD A REGULAR MEETING ON THURSDAY, JULY 13, 2023 AT 6:00 P.M. AT 1666 KENNED CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141 AND VIA ZOOM, OF AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, PURSUANT TO SECTION 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") [APPROVING/APPROVING WITH CONDITIONS/DENYING] A SITE PLAN APPLICATION BY SHOMA NORTH BAY VILLAGE, LLC, PURSUANT TO SECTION 5.8 OF THE ULDC, TO MODIFY THE SITE PLAN PREVIOUSLY APPROVED PURSUANT TO RESOLUTION NO. 2021-046 IN A MANNER EXCEEDING THE SCOPE OF MODIFICATIONS ALLOWED UNDER SECTION 5.9 OF THE ULDC, TO PROVIDE FOR DEVELOPMENT OF A 24-STORY (253 FT., 10 INCHES TALL) MIXED-USE PROJECT THAT WILL ENCOMPASS UP TO 333 DWELLING UNITS WITH COMPLEMENTARY RESIDENT AMENITIES; 750 PARKING SPACES; 52,929 SQ. FT. OF COMMERCIAL SPACE; TO BE LOCATED ON AN APPROXIMATELY 2.8-ACRE PARCEL OF LAND IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, WITH ATTACHMENT(S), PURSUANT TO SECTION 4.2 OF CHAPTER 4, "ADMINISTRATION AND ENFORCEMENT," AND SECTION 15.2.G. OF CHAPTER 15, "FORM-BASED CODE" OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), AMENDING THE ZONING OF CERTAIN PARCELS IDENTIFIED BY FOLIO NUMBER 23-3209-000-0250 AND LOCATED AT 1872 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, COMPRISING APPROXIMATELY 2.8 ACRES, FROM T6-24 TRANSECT TO "SOUTH KENNEDY SPECIAL AREA PLAN"; AMENDING THE CODE TO CREATE "APPENDIX B, SOUTH KENNEDY SPECIAL AREA PLAN" TO PROVIDE SPECIFIC TRANSECT ZONE REGULATIONS THAT ARE APPLICABLE TO THE SUBJECT PARCELS; PROVIDING FOR CONFLICTS; MAKING FINDINGS OF FACT AND STATING CONCLUSIONS OF LAW; PROVIDING FOR BINDING EFFECT; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

North Bay Village - Jul 13, 2023

THE MEETING AGENDA IS AVAILABLE ONLINE AT:
HTTPS://NORTHBAYVILLAGE-FL.GOV/AGENDAS-MINUTES/
YOU MAY ATTEND THE MEETING IN PERSON AT THE PHYSICAL MEETING LOCATION:
1666 KENNEDY CAUSEWAY, #101
NORTH BAY VILLAGE, FL 33141 OR

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 832 2519 9997
PASSCODE: 353008
WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
1-305-224-1968 or 1-929-205-6099
FOR TECHNICAL SUPPORT DURING THE MEETING, PLEASE CONTACT:
(786) 309-4991

THE PROPOSED ORDINANCE(S) AND/OR RESOLUTION(S) MAY BE INSPECTED BY THE PUBLIC AT THE OFFICE OF THE VILLAGE CLERK. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE VILLAGE CLERK AT 305-756-7171. A COMPLETE AGENDA PACKET IS ALSO AVAILABLE ON THE VILLAGE WEBSITE AT www.northbayvillage-fl.gov FIVE DAYS PRIOR TO THE DATE OF THE MEETING. INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING AND BE HEARD WITH RESPECT TO THE PROPOSED ORDINANCE(S). ANY PERSON WISHING TO ADDRESS THE VILLAGE COMMISSION OR BOARD ON ANY ITEM AT THIS PUBLIC HEARING IS ASKED TO REGISTER WITH THE VILLAGE CLERK PRIOR TO THAT ITEM BEING HEARD. ALTERNATIVELY, MEMBERS OF THE PUBLIC MAY EXPRESS THEIR VIEWS IN WRITING TO THE COMMISSION OR BOARD C/O VILLAGE CLERK, 1666 KENNEDY CAUSEWAY, #300, NORTH BAY VILLAGE, FL 33141, OR VIA EMAIL AT PUBLICCOMMENT@NBVILLAGE.COM .

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES IF ANY PERSON DECIDES TO APPEAL ANY DECISION BY THE COMMISSION WITH RESPECT TO THIS OR ANY MATTER CONSIDERED AT ITS MEETING OR ITS HEARING, SUCH PERSON MUST ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. TO REQUEST THIS MATERIAL IN ACCESSIBLE FORMAT, SIGN LANGUAGE INTERPRETERS, INFORMATION ON ACCESS FOR PERSONS WITH DISABILITIES, AND/OR ANY ACCOMMODATION TO REVIEW ANY DOCUMENT OR PARTICIPATE IN ANY VILLAGE-SPONSORED PROCEEDING, PLEASE CONTACT (305) 756-7171 FIVE DAYS IN ADVANCE TO INITIATE YOUR REQUEST. TTY USERS MAY ALSO CALL 711 (FLORIDA RELAY SERVICE). THIS HEARING MAY BE CONTINUED FROM TIME TO TIME AS NECESSARY, AS DETERMINED BY THE VILLAGE COMMISSION.

ALBA L. CHANG, CMC
VILLAGE CLERK
6/29

23-86/0000670975M

2/2

ITEM NO. 5B

North Bay Village
Recommendation Memorandum

DATE: July 13, 2023

TO: Honorable Mayor, Vice Mayor and Members of the Village Commission

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **An Ordinance to Consider Amendments to the High-Density Multifamily Residential (RM-70) Zoning District and Related Regulations - *Village Manager Ralph Rosado, PhD, AICP (Village Planner Silvia E. Vargas, FAICP)***

RECOMMENDATION

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (ULDC) BY COMPREHENSIVELY UPDATING AND AMENDING CHAPTER 3, "DEFINITIONS," CHAPTER 8, "ZONING," AND CHAPTER 9, "GENERAL DESIGN STANDARDS"; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Forward to the Village Commission a recommendation for approval of the proposed text amendments, as modified per recommendation of the Board at their June 21, 2023 meeting.

BACKGROUND AND ANALYSIS

Background

One of the key priorities of the NBV100 Master Plan has been to update the Unified Land Development Code (ULDC) so that it aligns with and supports implementation of the three guiding principles. The focus of these efforts is on equipping the community with regulations that allow the Village and its residents to adapt to the challenges of a changing climate and become more livable, more resilient, and more prosperous.

The Village embarked on a phased process of updating the ULDC in 2020, with the creation and subsequent adoption of a form-based code that applies to the Kennedy Causeway Corridor in Treasure Island. The second phase of the process looked at North Bay Island, with

new regulations adopted for the RS-1 zoning district in 2021.

In January of 2023, the Village undertook the update of the regulations the apply to high-density multifamily residential areas, specifically the RM-70 zoning district and supplementary standards in the ULDC. The purpose of this process has been to ensure that the RM-70 zoning district helps meet the North Bay Village's long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan, and that the character of future high-density development enhances the Village's multifamily residential neighborhoods. With this purpose in mind, the RM-70 zoning district (Sec. 8.10.D of the ULDC) was reviewed comprehensively, and related regulations in other sections of Chapter 8, Chapter 9, as well as definitions in Chapter 3, were considered for update.

The process has included a significant public engagement effort starting in January with a Listening Session, followed by an Options Consideration Session in March, and a Zoning Concepts Review Session the same month (all 2023). The presentations made at each of these well-attended meetings are included as Attachments 1 through 3 to this memorandum. Additionally, the Village held a joint workshop of the Village Commission and Planning and Zoning Board (PZB) in May 2023 to discuss and provide staff with direction on key issues before the formal review process. The PowerPoint presented at that session is included as Attachment 4.

On June 21, 2023, PZB reviewed the proposed ordinance and, after extensive discussion, voted to table the item and asked Staff to revisit the following items before bringing it back to the Board:

1. Floor area ratio. PZB direction: delete FAR provision while keeping "building box" standard.
2. TDR/height bonuses. PZB direction: consider making bonuses as of right.
3. Building height. PZB direction: consider tying building height variations to lot size, e.g., limit height for bigger lots; limit bonus height availability to lots under a certain size; or decrease lot coverage for buildings of a certain height.
4. Commercial use. PZB direction: Add a cap on commercial use of 10k sq. ft. maximum.

Analysis

In addition to seeking guidance from elected and appointed officials, and consensus from public input, Staff conducted extensive analysis and research in support of the recommended amendments, as presented for the Board's consideration. Research involved collection of parcel-level data and review of best practices and peer community approaches.

Analysis encompassed a parcel-by-parcel and holistic review of existing conditions, as well as a planning-scenario-based traffic generation exercise to understand potential changes in traffic volumes at buildout (included as Attachments 5 and 6).

The proposed amendments (reflected in the attached ordinance and updated exhibits, labeled A through C) seek to remove outdated, conflicting, obscure, and/or ineffectual regulatory approaches; introduce modern solutions to address resilience, sustainability and conservation issues; and balance concerns about livability with property rights.

Subsequent to the June 21, 2023 PZB meeting, Staff regrouped to review the PZB comments regarding the items listed under the Background section. The following reflects revisions

undertaken in response to the PZB direction:

1. Floor area ratio. The provision related to floor area ratio was introduced (or reintroduced from a section that is proposed for deletion) as an outcome of the joint Commission/PZB meeting of May. To avoid inconsistencies and/or the need to drastically increase the maximum floor area ratio, the floor area ratio standard has been eliminated altogether, allowing setbacks, building height, and the "flex box" standards to control the building envelope.
2. TDR/height bonuses. The proposed language has not been eliminated. Relinquishing the current authority to approve or deny these bonuses is a matter of Commission policy. The PZB, at the July 13 meeting, may choose to include this as a recommendation. One change that was introduced, not previously discussed, is language clarifying that if the approval for a site plan which includes approval of a transfer of density rights expires, then the approved TDRs revert to the Village.
3. Building height. Language has been introduced increasing the minimum pervious area requirement for buildings which exceed 240 feet in height. In addition, floorplate area has now been tied to building height. In this concept, within each of the three tiers of building height (base, bonus and TDR-linked height) the floorplate size is adjusted (reduced) to produce more slender, stepped-back towers that reduce shadows and preserve views.
4. Commercial use. A cap (max) of 10,000 sq. ft. has been added to the commercial-to-overall floor area ratio provisions for projects containing more than a certain number of units. This is in addition to the signage and public access limitations already recommended (derived from today's regulations).

In addition, at the suggestion of a Board member, additional provisions have been introduced for consideration to incentivize the preservation of housing affordability through the redevelopment of undersized parcels for workforce housing.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)
Some changes could generate additional fees for the Village.

PERSONNEL IMPACT
N/A

ATTACHMENTS
Ordinance_2023-XX-_Amendments_to_the_RM-70_Zoning_District_and_Related_Regulations__Upd_Title_.docx
Exhibit A_Chapter 3 Amendments.docx
Exhibit B_Chapter 8 Amendments (Updated 070523) - Final (PZB).docx
Exhibit C_Chapter 9 Amendments.docx
Attachment 1_RM-70_Listening Session_Presentation (01172023).pdf
Attachment 2_RM-70_Options Session_Presentation (03132023).pdf
Attachment 3_RM-70_Review Session_Presesentation (03232023).pdf
Attachment 4_Joint VC PZB Workshop (05172023).pdf
Attachment 5_RM-70_HI_Current and Max Development_(UPDATE_03012023).pdf
Attachment 6_Traffic Generation Analysis for Harbor Island (04062023).pdf
DBR.pdf

ORDINANCE NO. 2023-_____

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") BY COMPREHENSIVELY UPDATING AND AMENDING REGULATIONS FOR, AND SUPPLEMENTARY TO, THE RM-70 HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL DISTRICT, INCLUDING AMENDMENTS TO CHAPTER 3, "DEFINITIONS," CHAPTER 8, "ZONING," AND CHAPTER 9, "GENERAL DESIGN STANDARDS"; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, North Bay Village (the "Village") has adopted a Unified Land Development Code (the "ULDC") to promote the health, safety, order, convenience, comfort, and general welfare of the public, and to promote and preserve the character and ecological quality of the Village as articulated in the Village's Comprehensive Plan; and

WHEREAS, the Village Commission desires to comprehensively update and amend the regulations pertaining to, and supplementary to the RM-70 Zoning District to address various community needs, as provided in this Ordinance; and

WHEREAS, on _____, 2023, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, reviewed this Ordinance and recommended _____; and

WHEREAS, the modifications provided herein are consistent with the NBV100 Master Plan, the Village's Comprehensive Plan, and the Florida Community Planning Act; and

WHEREAS, this Ordinance was duly noticed and presented to the Village Commission in two readings, with second reading conducted as the required public hearing on _____, 2023; and

WHEREAS, the Mayor and Commission find that this Ordinance is in the best interest of the public health, safety, and welfare of the Village's residents and visitors.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:

Section 1. Recitals. That each of the above recitals are true and correct and incorporated herein by this reference.

Section 2. Amending Chapter 3 of the Village Code. That Chapter 3 of the code of ordinances of North Bay Village, Florida, is hereby amended to read as set forth in Exhibit A attached hereto and incorporated herein.

Section 3. Amending Chapter 8 of the Village Code. That Chapter 8 of the code of ordinances of North Bay Village, Florida, is hereby amended to read as set forth in Exhibit B attached hereto and incorporated herein.

Section 4. Amending Chapter 9 of the Village Code. That Chapter 9 of the code of ordinances of North Bay Village, Florida, is hereby amended to read as set forth in Exhibit C attached hereto and incorporated herein.

Section 5. Severability. That the provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. Codification. That it is the intention of the Village Commission and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Village's Code of Ordinances, and that the sections of this Ordinance may be renumbered or relettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

Section 7. Conflicts. That all ordinances or parts of ordinances, resolutions or parts of resolutions, in conflict herewith, are repealed to the extent of such conflict.

Section 8. Effective Date. That this Ordinance shall become effective immediately upon adoption on second reading.

PASSED on first reading on the ____ day of _____ , 2023.

PASSED AND ADOPTED on second reading on the ____ day of_____, 2023.

_____
Brent Latham, Mayor

ATTEST:

_____
Alba L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Weiss Serota Helfman Cole & Bierman, P.L.

Village Attorney

First Reading:
Moved By: _____
Seconded By: _____

Second Reading:
Moved By: _____
Seconded By: _____

Vote on Final Adoption:

Mayor Brent Latham	_____
Vice Mayor Richard Chervony	_____
Commissioner Goran Cuk	_____
Commissioner Andrew Rotondaro	_____
Commissioner Rachel Streitfeld	_____

Exhibit A[1]

* * *

[1] Coding: ~~Strikethrough words~~ are deletions to the existing words. Underlined words are additions to the existing words. Changes between first and second reading are indicated with ~~double strikethrough~~ and double underline.

EXHIBIT A

. . .

CHAPTER 3, DEFINITIONS

For the purpose of this chapter the following definitions shall apply unless the context clearly indicates or requires a different meaning. Refer to Chapter 15, Section 15.4. for definitions of terms that are pertinent to Chapter 15 of this Code. If a term is not defined in this section or Chapter 15, the Village Manager or his/her designee shall determine the definition of the term. If there is a conflict between Chapter 15 and this section, Chapter 15 shall take precedence:

. . .

Alley. A public or private road which affords only a secondary means of access to abutting property and which is not otherwise designated as a street.

Amenity. A feature of a building or place which is not essential to its use but is provided to add comfort and convenience for those occupying the property. Amenities are included to make a property more valuable to potential buyers or tenants and encompass additions above the buyers' or tenants' basic needs. Examples of property-specific amenities include but are not limited to swimming pools, workout facilities, and internet.

Amusement center. Any indoor place or enclosure which contains three or more amusement devices of any description, including but not limited to pinball games, computer games, or games of chance for the public amusement, patronage or recreation.

Ancillary nature. Supportive of the primary activities or operations of a primary use; a facility or activity which would not exist absent the primary use. Uses ancillary in nature are complementary and of a smaller scale and size to the Principal Use or Structure on a site.

Apartment. A room or group of rooms within a multifamily dwelling arranged or designed to be used as a home or residence for one family, with kitchen or kitchenette and bathroom for the exclusive use of the one family.

. . .

Parcel. A piece of land assembled for a single purpose.

Parking, mechanical. Refers to mechanical parking lifts, robotic parking systems, and/or vehicle elevators. A mechanical parking lift is an automated mechanism that lifts vehicles to make space available to park other vehicles below it in a vertical tandem fashion. Robotic parking system means a mechanical garage using elevator systems to hoist individual vehicles from receiving areas to separate auto storage areas. A vehicle elevator is an elevator used for motor vehicles in lieu of ramps within a parking structure.

Parking space, off-street. An all-weather surfaced area, exclusive of streets, alleys, and driveways, permanently reserved for the temporary storage of one vehicle and connected with a street or alley by an all-weather surfaced driveway, which affords ingress and egress for a vehicle without requiring another vehicle to be moved. When developing single lot sites under the PRD regulations found in Section 8.10(D)(9), mechanical parking lifts may be used to create

an additional parking space which can be counted towards the total number of required parking spaces.

EXHIBIT B

. . .

CHAPTER 8, ZONING

§ 8.10 – District regulations.

. . .

D. RM-70 High Density Multiple Family Residential District.

1. Purpose and intent.

   The purpose of this district is to promote the efficient use of land and to encourage development of attractive, pedestrian-friendly, sustainable and resilient high-density multifamily residential areas. This zoning provides designated areas for high-density multi-family residential structures, together with other ~~p~~Principal uses as may be approved as U~~u~~se exceptions and ~~such~~ permitted ~~a~~Accessory uses pursuant to Sec. 8.16.A, as may be necessary and complementary to, as well as and compatible with a permitted Use.

2. Use permitted.

   a. Multi-family residential dwellings, ~~including~~ along with property-specific Amenities.

   b. ~~d~~Duly licensed home ~~occupation~~-based businesses pursuant to Section 559.955, Florida Statutes.

   c. Supplementary uses as permitted by Section 8.16.A.1.b., provided they are Ancillary in nature to the Principal Use.

   ~~b. Management offices within structures containing eight (8) or more dwellings units or guest rooms.~~

   ~~c. Office retail and service commercial facilities of an ancillary nature within structures containing 100 or more dwelling units or guest rooms subject to the following conditions:~~

      ~~(1) Access to such nonresidential facilities shall be only inside the building.~~

      ~~(2) There shall be no external advertising signs, display windows or entrances., provided, however, that~~

      ~~(3) Within a building containing 400 or more dwelling units, entrances, external signs and display windows are permitted under the following conditions:~~

      ~~(a)The signs do not abut or face a public right-of-way and cannot be read from the public right-of-way.~~

      ~~(b) Such external signs shall be affixed flat against the facade or awning canopy of the commercial facility;~~

      ~~(c) Such external signs shall not exceed in area ten percent of the area of the facade of the facility;~~

      ~~(d) Such external signs shall be compatible as to materials, background and style~~

~~with all adjacent and contiguous commercial facilities, and~~

~~(e) Such external signs shall not be self-illuminated, "activated", "animated", "flashing", or "beacon light" signs as defined in Section 11.2 of the ULDC.~~

3. Prohibited uses.

   a. All other uses not specifically or provisionally permitted herein.

4. Site development standards.

   a. Minimum lot size.

      Area—27,000 square feet~~;~~

      Frontage—75 feet

   b. Minimum yard setbacks.

Location	**Distance *(Feet)***
~~NE 79th Street (north side)~~	~~40~~
~~Kennedy Causeway (south side)~~	~~60~~
~~Other street frontages~~Front	25
Rear/waterfront (1)	25
~~Adjacent single-family structure~~	~~100~~
One side (interior)	15
Second side (interior)	20% of the lot width to accommodate a View Corridor consistent with the adopted Island Walk Design Criteria
Minimum combined side setback area free of structures at ground level	30

(1) *Waterfront setback encroachments.* Cantilevered awnings and entry canopies may encroach up to seven (7) feet into a waterfront setback, up to but not extending into, the Island Walk easement. Above the first story of the building, cantilevered balconies, bay windows, and roofs may encroach up to seven (7) feet into a waterfront setback, up to but not extending into, the Island Walk easement.

(2) *Balconies.* Exterior balconies/terraces and covered walkways above the ground floor, excluding rooftops and other non-covered areas, may extend into the side setbacks a maximum of 25 percent of the allowable setback measurement but may not extend beyond the pedestal of a building with a pedestal and tower design.

(3) *Flex setback for buildings with a pedestal and tower design.* To promote creative design solutions to the building configurations, the Village Commission may allow a building tower (and pedestal, for sites involving only one lot) to encroach into the setbacks as per the following "flex box" criteria:

(a) *Pedestal* shall be defined as that portion of a building under 100 feet in height.

(b) *Tower* shall be defined as that portion of a building above 100 feet in height.

(c) The maximum achievable floor area is calculated based upon the buildable "box" allowed under the regularly applicable setback regulations and the allowable height (the "Box Floor Area").

(d) The building may be designed to encroach onto regularly applicable setbacks, with the exception of the side setback that accommodates the View Corridor, provided the encroachment does not exceed thirty percent (30%) of the required setback and the total gross floor area of the building does not exceed the Box Floor Area. In calculating the total gross floor area, all square footage of any structure (whether exterior or interior) shall be included.

(e) In no instance may any encroachment into any side yard setback be longer than one-third (1/3) of the distance between the front and rear setback. Balconies with railings or other physical containment, which do not exceed 42 inches in height are not included in the measurement of the wall length.

c. Maximum density.

Pursuant to the Village's Comprehensive Plan, the maximum base density permitted in RM-70 properties shall be seventy (70) units to the acre, except for properties receiving transferred development rights pursuant to Section 8.13, which shall be permitted to exceed the maximum base density by no more than thirty percent (30%). Receiver sites may be developed as otherwise permitted by this Unified Land Development Code, as may be amended from time to time, in combination with the development rights available to the site, provided that the overall district density is consistent with, and does not exceed, the overall density allowable by the Village's Comprehensive Plan.

~~e~~d. Maximum base building height: 150 feet from BFE for the property plus freeboard, provided that the floor plate for all floors between 100 feet and 150 feet in height shall not exceed 20,000 square feet in gross floor area.

~~f~~e. Maximum bonus building height: Bonus height may be approved according to Section 8.12.

~~g~~f. Minimum pervious area: ~~T~~twentythirty percent (~~2~~30%) of the total parcel. The lot area at grade level shall be retained as pervious area and shall be landscaped. (For additional related standards, see subsection 5.b. below.) Projects with buildings exceeding 240 ft in height shall provide a minimum pervious area of 35%.

h. Green Space: A minimum of 20% of the total Lot Area shall be maintained as unobstructed Green Space. At least 40% of the Front Yard area shall be Green

Space.

~~h~~i. Minimum floor area:

Unit Type	Floor area (Sq. Ft.)
Microunit	300 (449 max)
Efficiency/studio	~~60~~450
One-bedroom	~~90~~750
Two-bedroom	1,~~2~~100
Three-bedroom or larger	1,3~~5~~00

~~j. Floor area ratio: No structure shall contain a FAR of greater than 3.0 for one lot; 3.75 for two lots; and 4.00 for three lots.~~

5. Additional required features and requirements.

   All properties developed under the RM-70 Zoning requirements shall provide the following:

   a. Public access boardwalk as required by the Miami-Dade County Shoreline Review Committee and by North Bay Village per Sec. 8.17.O. (Developer shall dedicate an easement to the Village conveying the boardwalk and a public access corridor).

   b. All exterior paving surfaces, except for covered parking garages, shall be constructed of ~~brick pavers~~permeable materials. Up to 25% of the combined square footage of all parking areas, driveways, walkways, patios and terraces built with permeable materials may be subtracted from the maximum calculated impervious coverage on the lot, if approved by the Director of Public Works (or his or her designee), based on the porosity of the material used, and the amount (percent) of annual rainfall that will pass through the material.

   c. ~~A water feature~~Artwork and art installations shall be provided in the front and within the Island Walk portion of each development. Preference should be given to local artists and interactive experiences that highlight Florida's cultural, ecological, and historic assets. Artwork should be place in a manner that does not encumber access to or views of the waterfront. The proposed location and character of all artwork shall be considered during the Site Plan approval.

   d. Developments shall comply with existing landscaping requirements, as well as changes implemented in the future to conform to contiguous developments and landscaping plans implemented for the causeway and interior island areas.

   e. Developments shall provide ~~streetscape benches~~furnishings and pedestrian amenities along the ~~boardwalk areas~~Island Walk per Section 8.17.O, Island Walk Standards.

   f. All parking garages shall be constructed with architectural features that hide them from public view (glass, screening, greenery etc.) pursuant to Subsections. 9.3.E.

and L.

g. Lighting shall be provided in all areas in the front of development where trees are planted.

h. Properties developed pursuant to a transfer of development rights pursuant to Section 8.13 shall be required to achieve at least ~~twenty-four (24~~thirty (30) green building and design points pursuant to the standards of Section 8.21.

6. ~~Special exceptions for~~ Standards applicable to ~~certain~~ undersized parcels.

a. Purpose and intent.

This section recognizes that certain parcels exist in the RM-70 District which do not meet the minimum lot size requirements set forth in Section 8.10.D.4.a. to permit a building to be erected, converted, enlarged, reconstructed, moved or structurally altered. Some of said parcels are improved and some unimproved. The purpose of this section is to establish criteria whereby undersized parcels may be put to reasonable use, consistent with the Village's Comprehensive Plan ~~for development and in furtherance of a policy which discourages overdevelopment and urban congestion~~.

b. Uses permitted.

Uses permitted shall be the same as permitted in Section 8.10.D.2

c. Site development standards:

(1) An undersized parcel shall be any development site or property that does not meet the minimum base lot size of 27,000 square feet or 70 feet of lot frontage.

(2) Minimum lot size for undersized parcel:

Area – ~~10,800~~11,200 square feet

Frontage – ~~30~~70 feet

(~~3~~2)Minimum yard setbacks shall be the same as specified in Section 8.10.D.4.b. ~~provided that existing buildings, which were completed prior to April 1, 1983, (existing structures) and were lawfully constructed so that any existing setback encroaches into the setback area prescribed by current law but not in excess of 33 1/3 percent of the current setback requirements (nonconforming setback) shall be subject to the provisions of subsection (c.(4) hereafter.~~

(~~4~~3) Notwithstanding the ~~M~~maximum base density allowed in the RM-70 zoning district, undersized parcels shall be limited to six (6) units, except that the permitted number of units may be increased up to the maximum base density of 70 units per acre through either~~as prescribed in Section 8.10.D.4.c. except that~~

~~(a) on minimum undersized parcels of 10,800 square feet in area and frontage of 30 feet, there shall be a maximum of six (6) residential units;~~

~~(b) in the case of undersized parcels which exceed the minimum required lot area of 10,800 square feet and the minimum required frontage of 30 feet, in addition to six (6) units there shall be allowed one (1) unit for each whole 750~~

~~square feet of land area in excess of the minimum required lot area of 10,800 square feeta~~ one of the following methods:

(a) via a transfer of density pursuant to Section 8.13 from sending sites located on Harbor Island, with approval from the Village Commission; or

(b) the proposed development commits to providing 100% of the units for workforce housing, as defined in this code, for a minimum period of 10 years.

(4) Maximum building height on undersized parcels.

(a) The maximum building height on ~~minimum~~ undersized parcels ~~shall be~~ is three (3) stories or 36 feet ~~above code-approved grade, whichever is less~~from BFE for the property plus freeboard, except as modified below.

~~Except , in the event an existing structure is the subject of a nonconforming setback, the new covered or roofed area of the third floor (if there is one) shall be reduced in area on the basis of one and five-tenths percent (1.5%) of the area of the second floor for each foot of nonconforming encroachment into the setback area.~~

(b) The maximum building height of development on undersized parcels for which ~~exceed the minimum required lot area of 10,800 square feet and minimum frontage of 30 feet~~ shall be ~~one (1) floor for each whole 1,750 square feet of land area in excess of the minimum required lot area of 10,800 square feet, not to exceed~~ a density transfer is approved pursuant to the Sec. 8.13 through Commission approval of a site plan may develop to a maximum building height of six (6) stories or 72 feet from BFE for the property plus freeboard ~~above code-approved grade, whichever is less~~.

(c) The maximum building height of development on undersized parcels which are developed with 100% of the units as workforce housing, as defined in this code, is six (6) stories or 72 feet from BFE for the property plus freeboard.

(d) Provided further, as to buildings newly constructed under the provisions of this ULDC, grade level beneath the building parking not exceeding ten (10) feet in height shall not be included in the height limitation herein imposed.

(5) Minimum pervious area: twenty-five percent (25%) ~~percent~~ of the total lot area shall be retained as pervious area and shall be landscaped and maintained.

(6) Minimum floor area of the units shall be as prescribed in Section 8.10.D.4.~~5~~h.

(7) Offstreet parking: The offstreet parking requirements as set forth in Sections 9.1 through 9.3 shall apply to buildings under this section ~~except that every dwelling unit, regardless of size, shall require two (2) parking spaces~~.

(8) All Village and County landscaping requirements shall be fully applicable to buildings under this section.

(9) Public access boardwalk requirements per Sec. 8.17.O. shall be fully applicable to developments under this section.

~~7. ***Planned Residential Development (PRD) Zoning Overlay***~~

~~a. Purpose and intent.~~

~~The purpose and intent of the Planned Residential Development (PRD) Overlay Zoning District to create a living environment that is responsive to the needs of its residents; to provide flexibility in planning, design, and development consistent with the Village's Comprehensive Plan; to encourage innovative approaches for the design of community environments; to provide for an efficient use of land, to provide an environment compatible with surrounding land use; to adapt the zoning process to changes in development and construction technology; to encourage infill and the redevelopment of the Village's multi-family areas; and to promote the public health, safety and general welfare of North Bay Village. The PRD shall be deemed an Overlay Zoning District and shall be approved only after public hearings for a specific site.~~

~~b. Compatibility with existing zoning and existing development.~~

~~When applying the terms and conditions imposed by this section, the Planning and Zoning Board and the Village Commission shall determine compatibility with already existing zoning for the property subject to the application and shall require applicants for PRD approval to demonstrate compatibility with already existing or approved developments adjacent to the property for which the PRD approval is being sought.~~

~~c. Ownership requirements.~~

~~The applicant for approval of a PRD shall be either the owner(s) or the contract purchaser or lessee of the entire property encompassed by the PRD application. If the applicant is the contract purchaser or a lessee, then the owner of the entire property shall execute a notarized consent to the filing of the application. The application for approval of a PRD shall not be assignable or transferable to other parties.~~

~~d. Development parameters.~~

~~All applications for PRD shall comply with the following applicable development parameters:~~

~~(1) The subject property shall be zoned for RM-70 multi-family use;~~

~~(2) The subject property shall contain a minimum of one legally platted lot for the construction of no less than ten (10) residential units and twenty (20) off-street parking spaces, or two (2), but not more than three (3), platted lots contiguous, as of the effective date of this section [Jan. 22, 2002];~~

~~(3) The subject property shall be deemed one (1) parcel of land and in the event that two (2) or more platted lots shall constitute a PRD, the applicant shall submit a Unity of Title in a form acceptable to the Village Attorney;~~

~~(4) The following definitions shall apply to this section:~~

~~(a) *Floor area ratio (FAR).* Total gross area of a building or buildings, excluding parking garage structure, on any lot divided by the area of the lots.~~

(b) *Gross floor area.* Total area of all floors of a building that are enclosed including common areas such as elevators (area of shafts at ground floor only), stairs (except open stairways and enclosed stairways which are means of egress required by the fire department), corridors, interior recreation areas, storage, cabana, lobby, restrooms, etc. All these items are excluded: The garage structure with any required means of egress, and any open but covered walkways, exterior balconies, open decks, and terraces at the recreational area.

(c) *Pedestal.* Portion of a building that contains the parking level entry lobby, office, manager's unit, storage, mechanical room, recreational facilities, and parking structures.

(d) Tower. Portion of the building that contains residential units, parking structures, and may also include recreational facilities.

(5) *Restrictions on floor area.*

(a) No structure shall contain a FAR of greater than 3.0 for one lot; 3.75 for two lots; and 4.00 for three lots.

(b) No more than one-half of a floor area used for amenities can be allocated for dwelling units.

e. Permitted uses. Multifamily residential and recreational facilities ancillary thereto.

f. Site development standards.

(1) Standard Building Setbacks.

(a) Setbacks for a new building without pedestal and tower design shall be as set forth in the following table:

Location	**Distance *(Feet)***
NE 79th Street (north side)	40
Kennedy Causeway (south side)	60
Other street frontages	25
Rear	25
Adjacent single-family district	100
One side (interior)	15
Second side (interior)	20% of the lot width
Total side setback area free of structures at ground level	60

(b) For buildings with pedestal and tower design, the following setbacks shall apply:

i. Front pedestal—20 feet

ii. Front tower—25 feet

iii. Rear pedestal/tower—25 feet

iv. Sides pedestal—Ten feet

- Tower—One side—15 feet
- Tower—Other side—20 percent of frontage

(2) *Flex setback.*

Designer has the option to offer creative design solutions to the building configurations and the Village will allow the tower (and pedestal for sites involving only one lot) to encroach into the setbacks as per the following "flex box" criteria.

a. The aggregate square footage of the floor area encroaching into the setback must be adjusted by deducting it from the buildable “box” allowed under the preceding standard setback regulations

b. Up to 25 percent (25%) of the square footage of all balconies shown on the plan as encroaching into the setback may be excluded from the calculation of the total square footage of the encroachment.

c. In no instance is the designer allowed to build more area per floor than what is permitted under the standard buildable “box”.

d. In no instance may any wall length, which encroaches into any side yard setback, be longer than one-third of the length of a wall which is permitted under the buildable “box” and the standard setback regulations. Balconies with railings or other physical containment, which do not exceed 42 inches in height are not included in the measurement of the wall length.

e. The length of wall measurement shall be made at the point of maximum encroachment into the flex setback area.

(3) *Building height.*

(a) No structure shall exceed 170 feet in overall height above base flood elevation (BFE) including all structures for stairways, storage, mechanical, elevator, recreational uses, et cetera.

i. The total area of stairways, storage, mechanical, elevator, recreational uses, et cetera shall not exceed 30 percent of the footprint of the last residential floor.

(b) No structure shall exceed 150 feet from base flood elevation to the roof of the last residential floor and 160 feet for the overall height of the structure except that an elevator shaft may exceed 160 feet in height based on evidence of necessity as a result of requirements for elevator construction.

(c) No Pedestal shall exceed 30 feet in height from grade.

(4) *Off-street parking for multiple lot sites.*

(a) Off-street parking shall be required as set forth for residential uses under Section 9.3.C.

(b) All parking spaces must be screened from ground level view.

(c) All parking spaces must be designed to meet the requirements of Section 9.3.E.

(d) The driveway required in 90-degree parking shall be a minimum of 22 feet zero inches wide.

(5) Off-street parking for single lot sites only

(a) Driveways and maneuvering areas shall be designed in order to ensure safe travel in and out of the garage structure. Drives and access ramps are permitted to be smaller than twenty-two (22) feet in width if they are either limited to one-way traffic or designed so that gates or other barriers prevent the entry of more than one vehicle at a time. No drive aisle may be less than 10.5 feet in width.

(b) Notwithstanding the above or the requirements of Section 9.3(E), mechanical parking lifts may be permitted in an enclosed garage structure if approved by the Village Commission through the PRD site plan review process, during which time, the Village Commission shall have the right to determine whether a valet parking program will be required for any new development utilizing mechanical parking lifts. A mechanical parking lift is an automated mechanism that lifts vehicles to make space available to park other vehicles below it in a vertical tandem fashion. Both parking spaces created by a mechanical parking lift may be counted towards the total number of required parking spaces. A mechanical parking structure may be permitted if it meets the following standards:

i. The mechanical parking lifts and the garage structure shall be designed so that the noise or vibration from the operation of the lifts shall not be plainly audible to, or felt by, any individual standing outside on property adjacent to the garage structure. Noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions.

ii. All mechanical parking lifts must be installed by the manufacturer or a manufacturer approved installer.

iii. All lifts must be maintained and kept in good working order and must be inspected by a licensed mechanical engineer at least once every six months. A copy of the inspection report must be provided to the Village.

iv. All free-standing mechanical parking lifts must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered and the top vehicle can be accessed in the event of a power outage.

v. All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is parked below the lift.

vi. All mechanical lift components shall be Underwriters Laboratories (UL) approved.

vii. All non-mechanical parking spaces in the garage structure must measure at least nine (9) feet in width by eighteen (18) feet in depth.

viii. The building owner or condominium association must maintain a service contract with the manufacturer or manufacturer-approved service company at all times to ensure continued operation of lifts. Proof of the service contract must be provided to the Village annually.

ix. The ceiling height of any parking level with parking lifts within a garage shall be a minimum of 11 feet 6 inches.

x. The parking lift platform must be sealed and of a sufficient width and length to completely cover the bottom of the vehicle on the platform to prevent dripping liquids or debris onto the vehicle below.

(6) *Entrance feature/porte cochere.*

(a) A covered/sheltered entrance feature with a vertical clearance of at least fourteen (14) feet shall be permitted to be located up to the front property line.

(b) If loading spaces are provided at this location, 14½ feet of vertical clearance shall be provided.

(c) Columns may be provided to support a porte cochere.

(7) *Balconies.*

(a) Exterior balconies/terraces and covered walkways, excluding rooftops and other non-covered areas, may extend into setbacks a maximum of 25 percent of the allowable setback measurement but may not extend beyond the pedestal setback.

(b) Balconies projecting into setbacks shall be deemed as encroachments herein but shall not be calculated as part of the floor area ratio.

(c) Notwithstanding anything herein to the contrary, in no event shall the total square footage of balconies exceed more than 25 percent of the total square footage of the buildable box.

(8) Landscape requirements. (Refer also to Ch. 18, Miami-Dade Landscape Code.)

(a) A minimum of 30 percent of the exposed roof deck of the pedestal and any open areas with amenities shall be landscaped.

(b) In addition, "hardscape" (pavers, fountains, awnings, etc.) may be permitted if approved by the Village.

(c) An applicant shall be required to submit a detailed landscape plan to the Village. The landscape plan shall be sensitive to surrounding properties and shall be utilized to enhance the subject property.

(9) *Minimum Unit size.* All units shall comply with the minimum size requirements as follows:

Unit Type	**Floor Area (Sq. Ft.)**

~~Efficiency~~	~~600~~
~~One-bedroom~~	~~900~~
~~Two-bedroom~~	~~1,200~~
~~Three-bedroom or larger~~	~~1,350~~

~~g. Application procedure. The applicant shall submit an application to the Village Manager, or his/her designee, on a form(s) prescribed by the Village Manager. The Village Manager shall require at least the following information which shall be considered the PRD application:~~

~~(1) Letter of intent.~~

~~(2) Payment of development approval fees, cost recovery deposit pursuant to Section 5.12, and all other fees set forth in the Village's adopted Fee Schedule, as may be amended from time to time.~~

~~(3) A detailed site plan showing dimensions of building(s), structure(s), setback(s), open space(s), landscaping and off-street parking. The landscaping plan shall provide buffering and/or masking of all parking facilities.~~

~~(4) Proposed floor plans and elevations (including signage) for all buildings and structures encompassing the size, placement and number of units.~~

~~(5) A complete list of uses and the square footage for each use.~~

~~(6) A certified copy of a land survey.~~

~~(7) Detailed calculations of water consumption increase and calculation of wastewater.~~

~~(8) Any other documentation as the Village Manager, or his/her designee, reasonably determines is necessary to properly review the proposed project; and~~

~~(9) Within ten days prior to the Planning and Zoning Board public hearing, the applicant shall furnish to the Village Manager, or his/her designee to make available for viewing~~

~~(a) an architectural model built to scale and photographs depicting same or a~~

~~(b) digital model on DVD depicting the proposed lot and structure including elevations all in relation to adjoining properties and structures thereon.~~

~~(c) Said model shall be retrieved by the developer within thirty (30) calendar days following the final public hearing before the Village Commission, and the DVD and photographs depicting the model shall become a part of the public records.~~

~~(d) Said model shall demonstrate the proposed structure as well as existing structures on either side. The applicant shall affirmatively demonstrate that all setbacks for the new structure shall not conflict with the existing or approved structure on either side of the proposed structure.~~

h. Public hearing procedure. At a public hearing, the applicant shall have the burden of proof in demonstrating that the PRD application complies with the purpose and intent of the PRD ordinance. In determining whether to grant approval of the PRD application, with or without appropriate and necessary conditions and safeguards, the Planning and Zoning Board and Village Commission shall determine whether the application complies with the purpose and intent of this section and shall make the following findings:

(1) Whether the application is consistent with the Village's Comprehensive Plan.

(2) Whether the proposed development will have a favorable effect on the economy of the Village.

(3) Whether the proposed development application will generate or result in excessive noise or traffic.

(4) Whether the proposed development will cause an undue or excessive burden on public facilities and services, including water, sewer, solid waste disposal, recreation, transportation, streets, roads, highways or other such facilities, which have been constructed, or which are planned or budgeted for construction.

(5) Whether the proposed development will tend to create a fire hazard or other dangerous conditions.

(6) Whether the proposed development will cause excessive overcrowding or concentration of people or population that would create evacuation concerns.

(7) Whether the proposed development will be compatible with the surrounding area and its development and will demonstrate innovative design in order to minimize impact on surrounding properties.

(8) Whether the proposed development is a reasonable use of the property and results in a public benefit including, but not limited to, the enhancement of the subject real property and/or the redevelopment of structures in deteriorated or poor condition.

i. Legal effect of PRD.

(1) Notwithstanding anything in the Code to the contrary, the approval of a PRD application shall be deemed an Overlay Zoning District to the existing zoning of the property.

(2) The approved PRD application shall encompass the approved development and the development regulations applicable to the property and shall not be subject to any variances as may be required by other sections of this Code.

(3) However, the Village Commission shall be prohibited from approving a PRD application that would increase the intensity, density or height above that which is permitted in these PRD regulations.

(4) In the event that the owner wishes to modify an approved PRD application in any fashion which would increase the amount of square footage of the building(s) or lessen landscaping or open space, or create an undue burden on any public

~~facilities, a new PRD application shall be filed and shall be subject to the terms and conditions of this section.~~

~~(5) In the further event that the owner shall not begin development pursuant to the approved PRD application for a period exceeding 12 months, the PRD designation shall lapse and the Overlay Zoning District for the subject property shall terminate.~~

~~(6) The Village Commission shall have full authority to approve, approve with modifications, or deny a PRD application based upon its legislative determination that the application, as proposed or modified, serves and protects or does not serve and protect the public health, safety and welfare to at least an equivalent degree as the underlying zoning. Likewise, the Village Commission shall have authority to impose reasonable conditions and safeguards necessary to protect the public health, safety and welfare upon the approval of any PRD application.~~

~~(7) Nothing contained in this section shall supersede or abrogate the express provisions of the Village's Comprehensive Plan, and all development orders issued by the Village shall not exceed the density limitations imposed by the Village's Comprehensive Plan. It shall be the duty of the Village Manager, or his/her designee, to advise the Village Commission whether any individual application will cause the density to exceed any density restrictions imposed by the Village's Comprehensive Plan.~~

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§ 8.12 – Bonus Height.

Properties in the RM-70 and CG districts may request to purchase additional height from North Bay Village as follows:

A. Approval of bonus height

Requests for bonus height shall be made concurrent with site plan review and shall be reviewed pursuant to the same criteria as site plans, provided in Section 5.8 ULDC. The Village Planning and Zoning Board shall review the request and provide a recommendation to the Village Commission. The Village Commission shall have the authority to approve or deny any bonus height request at a site plan review public hearing. Bonus heights are not permitted within the T6 transect zones.

B. Maximum bonus height

1. Except for undersized parcels in RM-70, t ~~T~~he maximum building height (with bonus) that may be approved according to this section is 240 feet, provided that the floor plate for all floors between 150 feet and 240 feet in height shall not exceed 15,000 square feet in gross floor area.
2. Properties in the RM-70 District that are one (1) acre or less and receive~~ing~~ tr~~ansferred~~ development rights pursuant to Section 8.13 ~~shall be entitled to receive~~ may obtain approval from the Village Commission for additional building height of up to thirty percent (30%) above the maximum permitted height (up to 312 feet with the application of all bonuses) to accommodate the transferred density, provided that the

floor plate for all floors between 240 feet and 312 feet shall not exceed 12,000 square feet in gross floor area.

. . .

§ 8.13 – Transfer of Density Rights (TDR) Program

Properties in the RM-70 district may request to purchase additional dwelling units from North Bay Village, allowing for increased density and height ~~from North Bay Village~~, as follows:

A. Sending Sites

The sending sites shall be land currently owned by the Village. Any and all Village-owned property shall be considered as an eligible TDR sending or donor site. Total transferred density allocation within the Village shall not exceed the total developable potential of the sending sites. Total transferred density allocation on Harbor Island shall not exceed the total developable potential of the sending sites located on Harbor Island. The Planning and Zoning Official shall track and keep an official tally of the development rights available for transfer, which shall be updated with each transaction. A copy of each update shall be filed by the Village Clerk. Upon issuance of a building permit for a project on an eligible receiving site that utilizes approved transferred units, the Village shall record a declaration of restriction on its property, recognizing the transfer of units and the remaining number of transferrable units on the sending site.

B. Receiving Sites

Density rights associated with Village-owned property located on Treasure Island may not be approved for transfer onto property located on Harbor Island. Density rights from Harbor Island may be and are encouraged to be transferred to receiving sites outside of Harbor Island.

C. Approval of Transfer of Density Rights and Additional Building Height

Requests for transfer of density rights shall be made concurrent with site plan review and shall be reviewed pursuant to the same criteria as site plans, provided in Section 5.8 of the UDLC. The resulting density and building height following the use of transferred units shall not exceed thirty percent (30%) of the base density and maximum building height (including all other available bonuses) of the receiving site. The Village Planning and Zoning Board shall review the request and provide a recommendation to the Village Commission. The Village Commission shall have the authority to approve or deny any additional density and related additional building height during site plan review~~. The Village Commission may only approve the additional height upon a finding that the additional building height results in a reduction to the allowable floor plate of the tower~~.

~~C~~D.Fees

1. The applicant shall pay a nonrefundable Community Contribution Fee per transferred ~~dwelling unit~~density right (equivalent to one dwelling unit) to North Bay Village within 90 days of site plan approval by the Village Commission in accordance with the Village's adopted Fee Schedule, as may be amended from time to time.
2. Should the Site Plan approval expire, the transferred density rights revert to North Bay Village.
3. Community C~~c~~ontribution F~~f~~ees collected according to the TDR program shall be utilized

~~for~~ by the Village for the purchase of future Village parks, land for additional public open space, other public amenities, or infrastructure projects.

4~~3~~. The number of dwelling units that the applicant must purchase to achieve the desired density shall be derived from the following calculation:

(number of dwelling units at total density including TDR allocation) minus

(number of dwelling units allowed according to base density) equals

(number of units that must be purchased)

4. Community C~~c~~ontribution F~~f~~ees shall be reviewed annually by the Village Commission on the recommendation of the Village Manager during the budget process.

§ 8.14 – Shoreline accessibility

All properties in the RM-70 ~~and CG~~ district~~s~~ contiguous to Biscayne Bay and its natural tributaries shall provide and maintain a shoreline walkway adjacent to and parallel to the riparian right-of-way, designed and constructed in a manner consistent with the Island Walk Standards referenced in Section 8.17.O, as may be amended from time to time. The ~~shoreline walkway~~Island Walk shall be provided continuously along the water for the full width of the property ~~and shall be at least 10 feet wide~~. ~~For shoreline accessibility and view corridor standards within the T6-24 and T6-30 Urban Core District, see Chapter 15, Section 15.3.g.~~ In addition, all properties in the RM-70 and CG districts contiguous to Biscayne Bay are subject to the following:

A. Prior to, or concurrent with, site plan approval, the Village Commission shall have the authority to allow the ~~shoreline walkway~~Island Walk to be provided in the riparian right-of-way in lieu of providing the shoreline walkway upland on the subject property, conditional on approval by DERM.

B. A ~~5-foot-wide~~ public access connection walkway of a width consistent with the Island Walk Standards shall be provided and maintained between the shoreline walkway and the public right-of-way.

C. All developments contiguous to Biscayne Bay and its natural tributaries shall be subject to review and approval by the Miami-Dade County Shoreline Review Committee.

~~C~~D. Easements for both the ~~shoreline walkway~~Island Walk and public access connection walkway shall be dedicated and recorded prior to issuance of a building permit. The easement for the ~~shoreline walkway~~Island Walk shall provide connection to the ~~shoreline walkways~~Island Walks of contiguous properties.

~~D~~E. The ~~shoreline walkway~~Island Walk and public access walkway shall be open to the public daily, during hours determined by the Village.

E. ~~Walkway lighting shall be provided and maintained. Lighting shall remain on during any nighttime hours that the walkways are open to the public.~~All design features including hardscape and softscape treatments, furnishings, lighting, signage, artwork, etc. shall be consistent with the Island Walk Standards.

F. All shoreline accessibility facilities constructed according to this section shall be ADA

compliant.

For shoreline accessibility and view corridor standards applicable to the T6-24 and T6-30 Urban Core District, see Chapter 15, Section 15.3.g.

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DIVISION 3, SUPPLEMENTAL USE REGULATIONS

§ 8.16 – Supplemental Use Regulations

A. Accessory uses and structures.

The following accessory uses and structures shall be permitted when such uses or structures are ancillary, in connection with, and incidental to, the principal use or structure allowed within the zoning district in which the principal use or structure is located.

1. Permitted accessory uses by zoning district

a. In ~~all~~single family residential districts:

. . .

b. In RM-70 multifamily residential districts, the following accessory uses may be permitted:

(1) Support. Building management offices within structures containing eight (8) or more dwellings units.

(2) Nonresidential. Professional and personal service Uses of an Ancillary Nature, including coffee shops, within structures containing 100 or more dwelling units, subject to the following conditions:

(a) Access to such nonresidential facilities shall be only inside the building.

(b) There shall be no external advertising signs, display windows or entrances., provided, however, that

(c) The area of such nonresidential uses shall not exceed 0.05 floor area ratio of the structure up to a maximum of 10,000 square feet.

(3) Within structures containing ~~3~~400 or more dwelling units, nonresidential uses including professional and personal services, as well as small-scale neighborhood-serving retail and waterfront dining, may be permitted with external entrances, external signs and display windows subject to the following conditions:

(a) The signs shall not abut or face a public right-of-way and cannot be readable from the public right-of-way.

(b) Such external signs shall be affixed flat against the facade or awning canopy of the commercial space occupied by the nonresidential use;

(c) Such external signs shall not exceed in area ten percent (10%) of the area of the facade of the space occupied by the nonresidential space;

(d) Such external signs shall be compatible as to materials, background and style with all adjacent and contiguous nonresidential facilities with the overall design character of the structure;

(e) The area of such nonresidential uses shall not exceed 0.05 floor area ratio of the structure up to a maximum of 10,000 square feet; and

(g) Additional parking shall be provided within the development at the ratios established for the specific nonresidential uses in Sec. 9.3 of the ULDC.

(4) Integrated structured parking in compliance with the standards of Subsections. 9.3., E. and I.

(5) Covered or sheltered entrance feature/porte cochere up to the property line, provided the structure meets the following conditions:

(a) Vertical clearance of at least fourteen (14) feet. If loading/unloading is to be provided at this location, then vertical clearance shall be at least fourteen and a half (14-½) feet.

(b) Columns may be provided to support a porte cochere.

(6) Private swimming pools, cabanas, tiki huts, whirlpools, saunas, spas and hot tubs. Such structures must comply with the standards of Sec. 8.17.M. (including setbacks, unless they are located off the ground plane on an amenities deck).

(7) Private tennis, basketball or volleyball courts or other similar ancillary outdoor recreational uses.

(8) Integrated storage areas provided the storage is reserved for residents of the subject property and provided the storage area does not exceed 5% of the gross floor area of the structure.

(9) Rooftop decks and terraces, not exceeding a combined surface area of 80% of the enclosed floor area immediately one floor below and set back at least 5 feet from each side of the structure's exterior outer walls, when located along a side elevation not facing a street. Rooftop decks and terraces shall meet the requirements of Subsection 8.17.G. and Section 9.21.

c. In all zoning districts

(1) Television and radio antenna structures, except for those of a microwave relay or transmission nature, subject to the provisions of Section 8.13(N).

(2) Caretaker or watchman quarters when such quarters are associated with an active construction project.

~~(3) Storage areas within structures containing multifamily residential dwelling units, provided the storage is reserved for residents of the subject property and provided the storage area does not exceed 5% of the gross floor area of the structure.~~

(4) Doghouse, pens, and other similar structures for the keeping of commonly accepted household pets, provided, however, the requirements of Sections 91.03 and 91.10 through 91.12 of the Village Code of Ordinances are complied with.

(5) Disaster Shelters

(6) Green building features pursuant to Division 5 of this Chapter, as may be amended from time to time.

2. Special Regulations. The following regulations shall apply to all accessory uses and structures:

. . .

e. All accessory structures shall comply with all provisions of the ~~South~~ Florida Building Code, as amended from time to time.

. . .

§ 8.17 – Supplemental Development Standards

. . .

O. Island Walk Standards.

1. All waterfront properties on Harbor Island and properties located along the north and east shorelines of Treasure island~~, from the 1415 Parcel East to the NE 79th Street Causeway Bridge~~, upon and as part of their development or substantial redevelopment, shall be required to design and construct the respective portion of the Island Walk according to design criteria and standards established in the island Walk Design Criteria Project Memorandum, dated October 19, 2020, prepared by EAC Consulting Inc. and Moffat & Nichol for the Village, as may be updated from time to time, which is incorporated into the Code as Appendix "A" and made a part hereof by reference.

. . .

EXHIBIT C

. . .

CHAPTER 9, GENERAL SITE DESIGN STANDARDS

. . .

§ 9.3 – Off-street parking requirements

. . .

C. Minimum or maximum number of off-street parking spaces required

1. Fractions of a space: All uses shall be subject to the following minimum space requirements unless additional spaces may be required as the condition for securing a permitted conditional use. All fractional space requirements shall be rounded off to the next highest number.
2. Residential uses
    a. Single-family: Two spaces for each dwelling unit.
    b. Multifamily ~~on Treasure Island~~ in the T6 transect zone:
        i. See Section 15.7.A. Building Function (Uses) and Parking Requirements Table.
    ~~b~~c. Multifamily in all areas except ~~Treasure Island T6-24 and T6-30 transect zoned lots on the north and south side of Kennedy Causeway~~the T6 transect zone:
        (1) ~~One and one-half (1.5) space for each efficiency unit, two parking spaces for one and two-bedroom units, and three parking spaces for three-bedroom units or larger and two-bedroom units, which contain an enclosed den or other space convertible to a bedroom plus an additional ten percent of the total number of required spaces for guest parking, which shall be identified as such.~~ The maximum number of off-street vehicle parking spaces shall be determined in accordance with Table X, unless otherwise specified in this Chapter.

Unit Size	**Maximum Spaces Per Unit**
Micro unit, efficiency/studio and 1-bedroom	1.25 spaces
2 bedrooms	1.75 spaces
3 bedrooms	2.25 spaces
More than 3 bedrooms	0.5 spaces per additional bedroom

        (2) Guest parking shall be provided at a maximum rate of 0.25 spaces per

unit. Guest parking spaces shall be located in areas commonly accessible to all units.

(3) All parking spaces for multifamily residential uses shall be provided on site. No off-premises parking shall be counted as part of the required parking count.

(4) All ~~of the required minimum number of~~ parking spaces provided for multifamily residential uses pursuant to these provisions~~,~~ shall be conveyed for use by the developer to the condominium association, and then made available for use by the unit owners at no charge. Where spaces are indicated by a fraction, at least the whole number must be conveyed. This provision shall apply to development under the PRD Ordinance.

. . .

6. Uses not listed

Off-street parking requirements for those uses not enumerated but which are closely related and similar to the uses listed above shall be determined by the Planning and Zoning Board in accordance with the requirements for the listed similar use. Requirements for all non-similar uses shall be set by the Village Commission after a recommendation by the Planning and Zoning Board.

7. Required Accessible Parking

Parking facilities accessible for persons with disabilities shall be provided as required by the Florida Building Code, including in terms of quantity, size, location, and accessibility. Accessible spaces shall be included within the amount of parking that is required in this Chapter.

. . .

A. Space-efficient parking: Mechanical, automated and robotic parking systems~~lifts with valet parking serving legal nonconforming residential development in the RM-70 District~~.

Notwithstanding ~~the above~~any provision of this Code to the contrary, mechanical and automated parking lifts or robotic parking systems may be permitted in an enclosed garage structure to serve development in the RM-70 district, ~~existing as of January 1, 2017, which is nonconforming to the minimum number of parking space requirements~~subject to the standards in Section 9.3. ~~The lifts serving the development may be located on sites in the RM-70 or RM-40 districts, subject to the distance requirements of this code. A mechanical parking lift is an automated mechanism that lifts vehicles to make space available to park other vehicles below it in a vertical tandem fashion.~~ Parking spaces created by a mechanical parking lift may be counted towards the total number of required parking spaces. Access to both standard and mechanical parking may be provided through the use of vehicle elevators.

Mechanical and automated parking devices and/or robotic parking systems may be permitted to satisfy off-street parking requirements, ~~if it meets~~ subject to the following

standards:

1. Mechanical lifts shall be ~~permitted only when~~ operated by an attendant or a licensed and insured valet parking company on a 24-hour/seven-days-a-week basis, to be confirmed by restrictive covenant to be recorded by the owner/applicant prior to establishment of the use. Proof of the valet service contract must be provided to the Village annually. Between the hours of 5:00 am to 1:00 am, a minimum of two valet parking attendants shall be on duty for each parking lot which utilizes mechanical parking lifts. Between the hours of 1:00 am to 5:00 am, a minimum of one valet parking attendant shall be on duty for each parking lot which utilizes mechanical parking lifts.
2. An attendant or valet is not required for automated parking systems which are independently accessible and can be operated by users without an attendant, provided that the Parking and Loading Operations Plan includes a nonoperation plan. Parking spaces shall have clear signage clarifying operations of the spaces to users.

~~2~~3. Should the operation of a mechanical, automated or robotic parking system be discontinued, the standards of Section 9.3.C shall apply, and the building owner or condominium association shall submit plans to the Village as a Site Plan modification, demonstrating how the necessary number of parking spaces will be provided.

~~3~~4. ~~Mechanical lifts~~ Space-efficient parking systems shall be located within a fully enclosed parking structure and shall not be visible from exterior view. No outside parking lifts shall be permitted. ~~must be shielded from view from adjacent properties, either by enclosing the parking with a decorative fence or wall or enclosing the parking in a garage structure. If a decorative fence or wall is employed, it may be located on the perimeter of the property and may exceed the height limits of Section 8.13.F.2 in order to hide the parking lifts from view to a maximum of 14 feet. Decorative fencing material may not include wood, chain link, wire or cable fencing or fences similar in appearance to any of the foregoing, or any vinyl clad fencing.~~

~~4~~5. ~~The mechanical parking lifts~~Space-efficient parking systems, including vehicle elevators~~decorative fencing~~, and any garage structure wherein these devices are located shall be designed so that the noise or vibration from the operation of the ~~lifts or car elevators~~devices shall not be plainly audible to, or felt by, any individual standing outside on property adjacent to the garage structure. Noise and vibration barriers shall be utilized to ensure that surrounding walls or fencing decrease sound and vibration emissions.

~~5~~6. All ~~mechanical parking lifts~~space-efficient parking systems and/or car elevators providing access to levels within a garage must be maintained and kept in good working order and must be inspected by a licensed mechanical engineer at least once annually. Space-efficient parking systems shall not result in queuing into any public right-of-way.

~~6~~7. All free-standing mechanical and automated parking lifts and must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered, and the top vehicle can be accessed in the event of a power outage. Devices shall provide manual override capability.

~~7~~8. Any building utilizing robotic parking systems and/or car elevators to access parking

must include an on-site emergency ~~electric~~ generator consistent with the requirements of Section 151.25 of the Village Code, regardless of the height of the building, with sufficient capacity to store and retrieve cars in the event of a power outage.

~~8~~9. All mechanical and automated lifts must be designed to prevent lowering of the lift when a vehicle is parked, or objects are located below the lift.

~~9~~10.All mechanical and automated lift, robotic parking system components, ~~and~~ car elevators, and emergency generators shall be Underwriters Laboratories (UL) approved.

~~10~~11.All non-mechanical parking spaces in a garage structure must ~~measure at least nine feet in width by 18 feet in depth~~comply with the dimensional requirements of Subsection 9.3.E.4.

~~11~~12.The building owner or condominium association must maintain a service contract with the manufacturer or manufacturer-approved service company at all times to ensure continued operation of the ~~lifts and car elevator(s)~~space-efficient parking system components. Proof of the service contract must be provided to the Village annually.

~~12~~13.The ceiling heights of any garage parking level with parking lifts within a garage shall be a minimum of 11 feet six inches.

~~13~~14.The parking lift platform must be sealed and of a sufficient width and length to completely cover the bottom of the vehicle on the platform to prevent dripping liquids or debris onto the vehicle below.

~~14~~15.Either the owner or lessee of a parking lot which utilizes ~~mechanical parking lifts~~ space-efficient parking system shall carry liability insurance which covers any damage, injury, or accident that could occur within the parking lot.

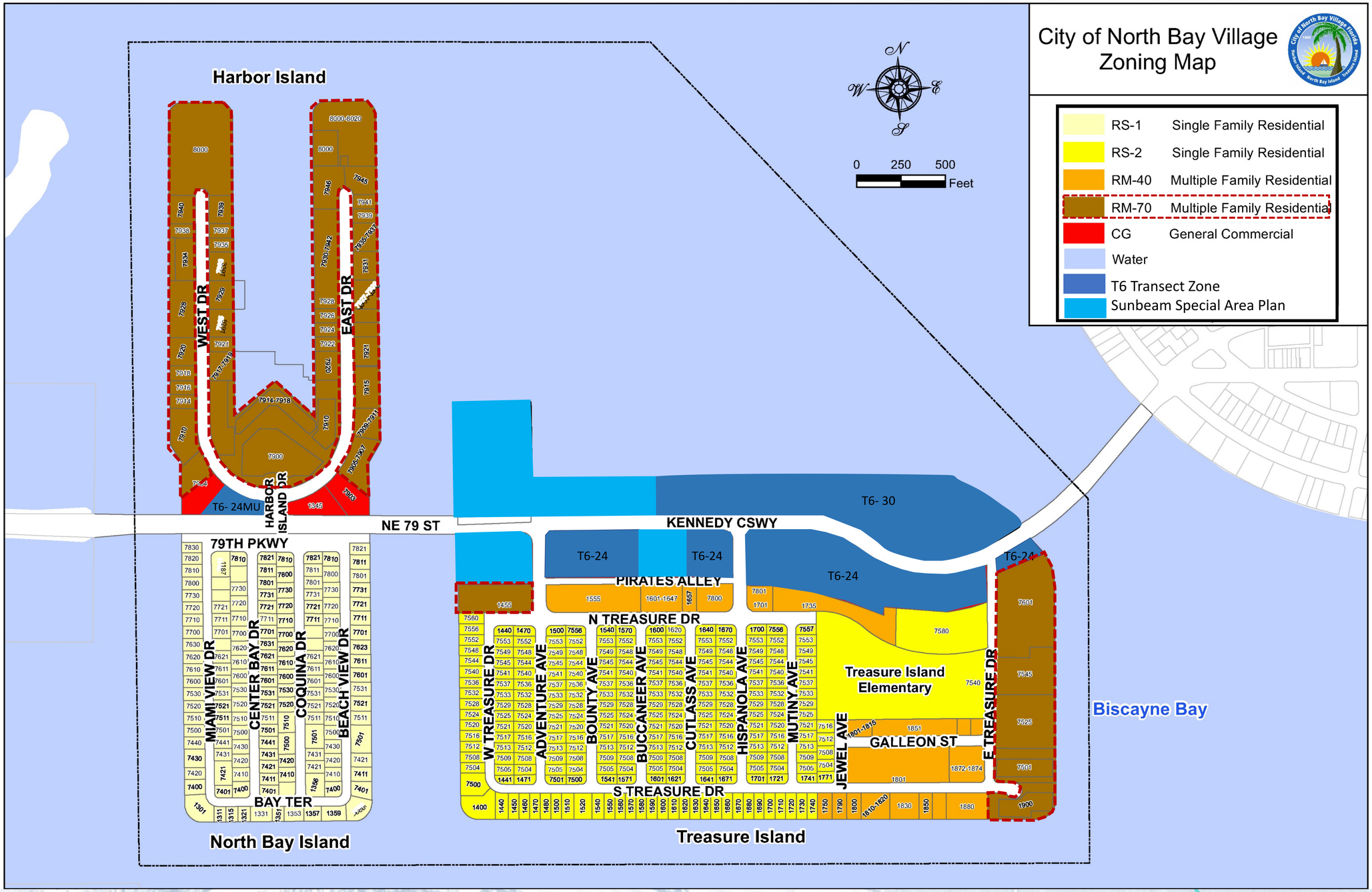
~~15~~16.The condominium association shall not lease or sell parking spaces and shall not charge for guest parking.

Zoning Code Update for High-Density Multifamily Buildings in Harbor & Treasure Islands

LISTENING SESSION

January 17, 2023

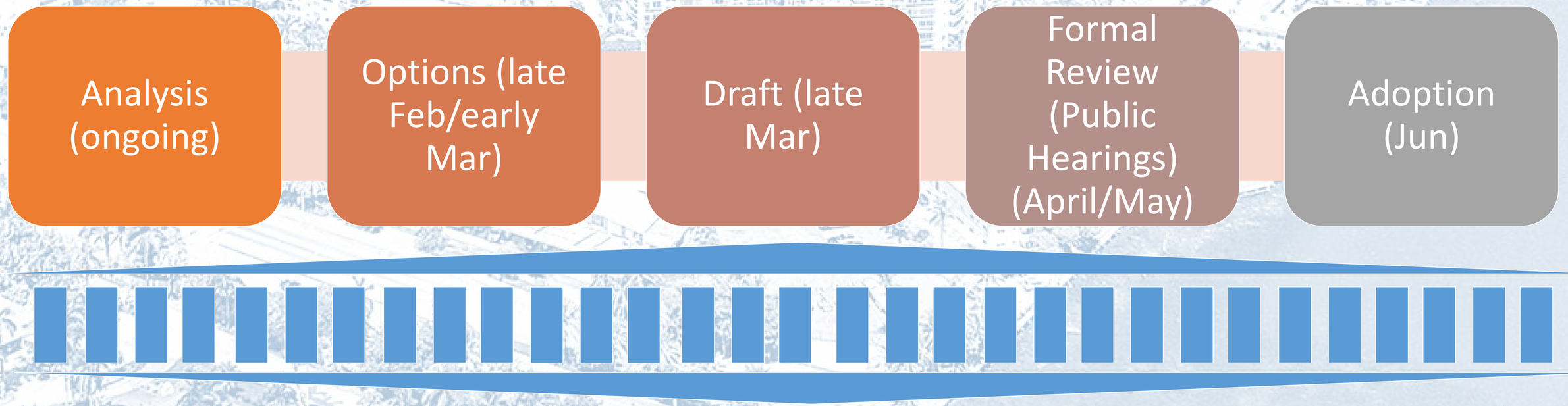
FOCUS: RM-70 ZONING DISTRICT



PURPOSE

To ensure that the RM-70 zoning district helps meet our long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan (livability, resilience, prosperity), and that the character of future high-density development enhances our multifamily residential neighborhoods.

PROCESS



North Bay Village
HEART OF THE BAY

DESIRED MEETING OUTCOMES

- Collect range of perspectives
- Understand the strengths and weaknesses of the RM-70 zoning and related regulations
- Identify opportunities for improvement and areas of agreement as the basis for direction on necessary changes

PRELIMINARY ANALYSIS (HARBOR ISLAND)

Folio(s)	Address	Project Name	Owner	Sq. Ft.	Acres	Current Use	Tenancy	Year Built	Existing Units	Height (stories)	As-Built Density (upa)	Total Max Units @70 upa	Additional Unit Capacity @70 upa	Legally non-conforming density?	Rezoned as PRD?
WEST DRIVE															
23-3209-001-0040	8000 West Drive	Moda Apts	8000 WEST DRIVE GROUND OWNER LLC C/O SAFEHOLD INC	196,456	4.51	MFR	R	2015	285	8	63	315	30	N/A	N
23-3209-022-0001 (ref)	7939-7941 West Drive	Chateau Isle	MULTIPLE	22,400	0.51	MFR	O	1956	12	3	23	21	9	N/A	N
23-3209-001-0420	7938-7940 West Drive	N/A	7940 NBV PARTNERS LLC	33,600	0.77	Vacant	N/A	N/A	0	0	N/A	54	54	N/A	N/A
23-3209-001-0500	7937 West Drive	West Bay Villas	JACOB WATERFRONT PROPERTIES LLC	11,200	0.26	MFR	R	1954	6	2	23	6	0	N/A	N
23-3209-038-0001 (ref)	7935 West Drive	West Bay Condo	MULTIPLE	11,200	0.26	MFR	O	1956	8	2	31	6	-2	Y	N
23-3209-048-0001 (ref)	7934 West Drive	Space 01	MULTIPLE	33,600	0.77	MFR	O	2006	54	15	70	54	0	N/A	N
23-3209-027-0001 (ref)	7933 West Drive	Magaluf Towers	MULTIPLE	22,400	0.51	MFR	O	1979	40	11	78	21	-19	Y	N
23-3209-043-0001 (ref)	7929 West Drive	Blue Bay Tower Condo	MULTIPLE	22,400	0.51	MFR	O	2005	36	15	70	21	-15	N/A	?
23-3209-036-0001 (ref)	7928 West Drive	Islander Club	MULTIPLE	44,800	1.03	MFR	O	1969	87	10	85	72	-15	Y	N
23-3209-001-0620	7925 West Drive	7925 West Drive	VALLEYVIEW REIT LLC	22,400	0.51	MFR	R	1958	24	2	47	21	-3	N/A	N
23-3209-001-0660	7921 West Drive	7921 West Drive	AZURE USA LLC	11,200	0.26	MFR	R	1947	8	2	31	6	-2	Y	N
23-3209-001-0220	7920 West Drive	Vogel Park	NORTH BAY VILLAGE	22,400	0.51	Park	P	N/A	0	0	0	35.7**	0	N/A	N/A
23-3209-001-0160	7918 West Drive	7918 West Drive	P&O PROPERTIES LLC	33,600	0.77	Under construction	O	2024	54	21	70	54	0	N/A	N/A
23-3209-001-0680	7917 West Drive	7917 West Drive	CORAL USA LLC	22,400	0.51	MFR	R	1963	30	2	58	21	-9	Y	N
23-3209-001-0013	7913 West Drive	Former Coletta lot	S2 NBV LLC	43,901	1.01	Vacant	N/A	N/A	0	0	0	71	71	N/A	N/A
23-3209-001-0110	7910 West Drive	Harbor West Apts.	GATOR HARBOR WEST LTD	42,324	0.97	MFR	R	1958	44	3	45	68	24	N/A	N
23-3209-026-0001 (ref)	7904 West Drive	Bayshore Yacht and Tennis Club	MULTIPLE	60,300	1.38	MFR	O	1963	174	12	126	97	-77	Y	?
HARBOR ISLAND DRIVE															
23-3209-052-0001 (ref)	7900 Harbor Island Drive	360 Condominium (A, B and C)	MULTIPLE	298,480	6.85	MFR	O	2007	336	15 max	49	480	144	N/A	N
EAST DRIVE															
23-3209-021-0001 (ref) 23-3209-001-0023 23-3209-001-0021	8000 East Drive	Biscayne Sea Club	MULTIPLE	133,619	3.07	MFR	O	1955	52	3	17	215	163	N/A	N
23-3209-030-0001 (ref)	7946 East Drive	Majestic Isle Condo	MULTIPLE	40,000	0.92	MFR	O	1960	36	3	39	64	28	N/A	N
23-3209-032-0001 (ref)	7945 East Drive	Bays Water Condo	MULTIPLE	28,800	0.66	MFR	O	1958	24	3	36	46	22	N/A	N
23-3209-001-0430	7941 East Drive	Mon Plaisir	ROBMAR MIAMI LLC	11,200	0.26	MFR	R	1953	4	2	16	6	2	N/A	N
23-3209-056-0001 (ref)	7939 East Drive	The Current by Extant	NBV TOWER LLC	11,200	0.26	MFR	R	2008	16	15	62	6	-10	N/A	?
23-3209-059-0001 (ref)	7935 East Drive	Cielo on the Bay	MULTIPLE	22,400	0.51	MFR	O	2009	36	15	70	21	-15	N/A	?
23-3209-001-0330	7931 East Drive	7931 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1958	24	2	47	21	-3	Y	N
23-3209-060-0001 (ref)	7928 East Drive	Eloquence on the Bay	PROPERTY HOLDINGS LLC	125,197	2.87	MFR	O	2009	120	17	42	201	81	N/A	N
23-3209-001-0290	7927 East Drive	7927 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1961	20	2	39	21	1	N/A	N
23-3209-001-0610	7926 East Drive	Miami White House	7926 EAST LLC	11,200	0.26	MFR	R	1946	8	2	31	6	-2	Y	N
23-3209-001-0630	7924 East Dirve	7924 East Drive	NORTH BAY INVESTORS INC	11,200	0.26	MFR	R	1968	19	5	74	6	-13	Y	N
23-3209-001-0270	7925 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-001-0250	7923 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-001-0650	7922 East Drive	N/A	MBM DEVELOPMENTS LLC	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-029-0001	7921 East Drive	Lido Condo	MULTIPLE	21,700	0.50	MFR	O	1959	20	2	40	20	0	N/A	N
23-3209-033-0001 (ref)	7920 East Drive	Belle Isle Condo	MULTIPLE	22,400	0.51	MFR	O	1958	24	2	47	21	-3	Y	N
23-3209-001-0151	7915 East Drive	7915 East Drive	C & D BAY VILLAGE LLC	33,600	0.77	MFR	R	1959	41	3	53	54	13	N/A	N
23-3209-034-0001 (ref)	7909-7911 East Drive	Harbor Condo	MULTIPLE	24,000	0.55	MFR	O	1951	8	2	15	23	15	N/A	N
23-3209-001-0090	7905 East Drive	Royal Isle	ROYAL ISLE APARTMENTS L C	46,990	1.08	MFR	R	1964	45	3	42	76	31	N/A	N
								Totals	**1,695**			**2,212**	**517**		

PRELIMINARY ANALYSIS (Cont'd)

- Existing units: 1,695
- Density range: 23 upa (Chateau Isle) to 126 upa (Bayshore)
- Average density: 43 upa
- Building age range: 0 (new constr.) to 76 years
- Building age average: 50 years
- Tenancy: 68% ownership (condos) v. 32% rental
- Building height range: 2 to 21 stories (new constr.)
- Building height average: 6 stories
- Undersized parcels: 51%
- Vacant acreage: 2.55 acres

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PRELIMINARY ANALYSIS (Cont'd)

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- Potential add'l units @70 upa (base density): 517
- Other factors to consider:
  - Lot assembly/redevelopment opportunities
  - Planned Residential Overlay option (uses FAR, not density)
  - Transfer of development rights (up to 30% from the available pool) on an individual basis (but does not change the overall island density
- Cost of TDRs:
  - $65,000 per unit for a project comprised entirely of non-waterfront property
  - $75,000 for a project with any frontage on a water body

DISCUSSION TOPICS

1. District purpose and permitted uses
2. Site development standards
3. Density and building height
4. Transfer of development rights
5. Alternative regulations
6. Open space
7. Parking
8. Other relevant requirements

ZONING DISTRICT PURPOSE (SEC. 8.10.D.1)

“The purpose of this district is to provide for high-density multi-family residential structures together with other principal uses as may be approved as use exceptions and such accessory uses as may be necessary and compatible.”

PERMITTED USES (SEC. 8.10.D.2)

1. Multi-family residential dwellings, including duly licensed home occupation.
2. Management offices, but only if the structure contains eight (8) or more dwellings units or guest rooms.
3. Ancillary office retail and service commercial facilities, if the structure contains 100 or more dwelling units or guest rooms and subject to the following conditions:
   - Access to such nonresidential facilities shall be only inside the building.
   - There shall be no external advertising signs, display windows or entrances, provided, however, that within a building containing 400 or more dwelling units, entrances, external signs and display windows are permitted if the signs do not face a public right-of-way and cannot be read from the public right-of-way; are affixed flat against the facade or awning canopy of the commercial facility; do not exceed 10% of the area of the building facade; are compatible as to materials, background and style with all adjacent and contiguous commercial facilities, and are not self-illuminated, "activated", "animated", "flashing", or "beacon light" signs as defined in Section 11.2 of the ULDC.

ACCESSORY USES (SEC. 8.16.A)

1) In all residential districts:
    1) Private garages or carports provided:
        a) No solid wall exterior facades or enclosures are allowed;
        b) Enclosures must create window facades proportional to the existing windows at the front of the home;
        c) A landscaped area is created in front of the enclosed garage to a depth of 24" inches and covering the width of the original garage opening; and
        d) Such greenspace shall be cut out from any existing driveway material that may run up to the new enclosure, or enclosure may maintain a garage door facade.
    2) Private swimming pools, cabanas, whirlpools, saunas, spas and hot tubs.
    3) Private tennis, basketball or volleyball courts or other similar outdoor recreational uses.
    4) Storage structures provided no structure exceeds 150 square feet in gross floor area and is not more than 12 feet high from grade.
2) In all zoning districts
    1) Television and radio antenna structures, except for those of a microwave relay or transmission nature, subject to the provisions of Section 8.13(N).
    2) Caretaker or watchman quarters when such quarters are associated with an active construction project.
    3) Storage areas within structures containing multifamily residential dwelling units, provided the storage is reserved for residents of the subject property and provided the storage area does not exceed 5% of the gross floor area of the structure.
    4) Doghouse, pens, and other similar structures for the keeping of commonly accepted household pets, provided, however, the requirements of Sections 91.03 and 91.10 through 91.12 of the Village Code of Ordinances are complied with.
    5) Disaster Shelters
    6) Green building features.

PROHIBITED USES (SEC. 8.10.D.3)

All other uses not specifically or provisionally permitted herein.

USE EXCEPTIONS (SEC. 8.11)

The Village Commission may permit the following buildings and uses as use exceptions, provided there are clear indications that such exceptions will not substantially affect adversely the uses permitted in these regulations of adjacent property.

1. Structural alterations to special uses, after these uses are approved by the Village Commission.
2. Other special uses as may be enumerated in specific zoning districts.
3. Assisted living facility or nursing facility.
4. Temporary sales/marketing office approval for no more than 12 months.
5. Farmers' market
6. Uses that provide a public benefit (parks, open space and other public amenities) that will not adversely affect the existing adjacent uses, the uses permitted in the zoning district of the subject property, or the uses permitted in the zoning district of the adjacent properties.

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SITE DEVELOPMENT STANDARDS (SEC. 8.10.D.4)

Minimum lot size*:

Area—27,000 square feet

Frontage—75 feet

Minimum yard setbacks:

Location	**Distance *(Feet)***
NE 79th Street (north side)	40
Kennedy Causeway (south side)	60
Other street frontages	25
Rear	25
Adjacent single-family district	100
One side (interior)	15
Second side (interior)	20% of the lot width
Total side setback area free of structures at ground level	60

Minimum unit floor area:

Unit Type	**Floor area (Sq. Ft.)**
Efficiency	600
One-bedroom	900
Two-bedroom	1,200
Three-bedroom or larger	1,350

BUT if the lot is undersized, Sec. 8.10.D.6, Special exceptions for certain undersized parcels, apply.

North Bay Village
HEART OF THE BAY

OPEN SPACE (SEC. 8.10.D.4.g.)

Minimum pervious area: Twenty percent (20%) of the total parcel must be retained as pervious area and shall be landscaped.

DENSITY (SEC. 8.10.D.4.c., as amended)

Maximum density.

Pursuant to the Village's Comprehensive Plan, the maximum base density permitted in RM-70 properties shall be seventy (70) units to the acre, except for properties receiving transferred development rights pursuant to Section 8.13, which shall be permitted to exceed the maximum base density by no more than thirty percent (30%). Receiver sites may be developed as otherwise permitted by this Unified Land Development Code, as may be amended from time to time, in combination with the development rights available to the site, provided that the overall density is consistent with, and does not exceed, the overall density allowable by the Village's Comprehensive Plan.

BUILDING HEIGHT (SEC. 8.10.D.3.c, as amended)

Maximum base building height: 150 feet.

Maximum bonus building height: Bonus height may be approved according to Section 8.12.

BONUS AND ADDITIONAL HEIGHT (SEC. 8.12, as amended)

Properties in the RM-70 district may request to purchase additional height from North Bay Village as follows:

A. Approval of bonus height

Requests for bonus height shall be made concurrent with site plan review and shall be reviewed pursuant to the same criteria as site plans, provided in Section 5.8 ULDC. The Village Planning and Zoning Board shall review the request and provide a recommendation to the Village Commission. The Village Commission shall have the authority to approve or deny any bonus height request at a site plan review public hearing.

B. Maximum bonus height

1. The maximum building height (with bonus) that may be approved according to this section is 240 feet.
2. Properties in the RM-70 District receiving transferred development rights pursuant to Section 8.13 shall be entitled to receive approval from the Village Commission for additional building height of up to thirty percent (30%) above the maximum permitted height (up to 312 feet with the application of all bonuses) to accommodate the transferred density.

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TRANSFER OF DEVELOPMENT RIGHTS (SEC. 8.13, as amended)

Properties in the RM-70 district may request to purchase additional dwelling units, allowing for increased density and height from North Bay Village as follows:

A. Sending Sites

The sending sites shall be land currently owned by the Village. Any and all Village-owned property shall be considered as an eligible TDR sending or donor site. Total transferred density allocation within the Village shall not exceed the total developable potential of the sending sites. Total transferred density allocation on Harbor Island shall not exceed the total developable potential of the sending sites located on Harbor Island. The Planning and Zoning Official shall track and keep an official tally of the development rights available for transfer, which shall be updated with each transaction. A copy of each update shall be filed by the Village Clerk. Upon issuance of a building permit for a project on an eligible receiving site that utilizes approved transferred units, the Village shall record a declaration of restriction on its property, recognizing the transfer of units and the remaining number of transferrable units on the sending site.

B. Approval of Transfer of Density Rights and Additional Building Height.

Requests for transferred density shall be made concurrent with site plan review and shall be reviewed pursuant to the same criteria as site plans, provided in Section 5.8 of the UDLC. The resulting density and building height following the use of transferred units shall not exceed thirty percent (30%) of the base density and maximum building height (including all other available bonuses) of the receiving site. The Village Planning and Zoning Board shall review the request and provide a recommendation to the Village Commission. The Village Commission shall have the authority to approve or deny any additional building height at a site plan review upon a finding that the additional building height is necessary to reduce the building bulk and tower floor plate to the minimum practicable area

REMAINING TRANSFERRABLE DEVELOPMENT RIGHTS

Any and all Village-owned property shall be considered as an eligible TDR sending or donor site…

Village-Owned Property with MFR development Rights	Area (square feet and acres)	Current Future Land Use Designation	Current Zoning	Zoned Residential Density	Previous Transfers?	Maximum Allocated Density @ 70 units/acre	Remaining TDRS
Former Village Hall Site (East Drive Park)	32,169 sf 0.738 ac	Public Buildings and Grounds	Commercial	70 du/ac	Yes**	51.7 units	0
Vogel Park	22,400 sf 0.514 ac	Recreational	RM-70	70 du/ac	Yes*	35.9	27.4
Galleon Street property	48,000 sf 1.10 ac	Public Buildings and Grounds + Recreational	RM-40	40 du/ac	No	44.2	44.2
Sakura Property	31,734 sf 0.728 ac	Commercial	T6-24MU	70 du/ac (base)	Yes**	50.9 units	0
					TOTAL REMAINING POOL		**71.6**

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ALTERNATIVE REGULATIONS
Undersized Parcels (Sec. 8.10.D.6.)

Minimum lot size: 10,800 square feet

Frontage: 30 feet

Density: If the lot is 10,800 square feet, a maximum of six (6) units; but on lots which exceed 10,800 square feet or 30 feet in frontage, one (1) additional unit for each whole 750 square feet of land area in excess of the minimum required lot area or frontage.

Building height: The maximum building height on minimum undersized parcels shall be three (3) stories or 36 feet above code-approved grade, whichever is less; but on lots larger than 10,800 square feet or 30 feet in frontage, one (1) floor for each whole 1,750 square feet of land area in excess of the minimum required lot area, not to exceed six (6) stories or 72 feet above code approved grade, whichever is less. Grade level (understory) parking not exceeding ten (10) feet in height is not included in the maximum height limitation.

Minimum pervious area: Twenty-five (25) percent of the total lot area must be retained as pervious area and must be landscaped.

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ALTERNATIVE REGULATIONS (Cont'd)
Planned Residential Development (Sec. 8.10.D.7.)

Established in 2001 as an Overlay District. Process that provides certain degree of flexibility to support innovative approaches to planning and design of "community environments"

May only be approved after public hearings

The subject property must contain a minimum of one legally platted lot for the construction of no less than ten (10) residential units and twenty (20) off-street parking spaces, or two (2), but not more than three (3), platted lots contiguous, as of the effective date of this section [Jan. 22, 2002];

The subject property must be deemed one (1) parcel of land and in the event that two (2) or more platted lots shall constitute a PRD, the applicant shall submit a Unity of Title…

Density: Not applicable

Floor area ratio (FAR): No structure shall contain a FAR of greater than 3.0 for one (1) lot; 3.75 for two (2) lots; and 4.00 for three (3) lots, and no more than one-half (1/2) of a floor area used for amenities can be allocated for dwelling units.

Building height: 170 feet above BFE, all inclusive

Density and height bonus: Not applicable

Setbacks: Smaller setback requirements for projects with pedestal and tower design; stepback for tower; flex setback provisions to accommodate creative configurations and design solutions.

Special features and requirements: Parking, landscape, design features such as balconies. (No reference to public boardwalk).

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MINIMUM PARKING (SEC. 9.3.C.)

b. Multifamily in all areas except Treasure Island T6-24, t6-24MU and T6-30 transect zoned lots on the north and south side of Kennedy Causeway:
    - One and one-half (1.5) space for each efficiency unit
    - Two (2) parking spaces for one and two-bedroom units
    - Three (3) parking spaces for three-bedroom units or larger and two-bedroom units, which contain an enclosed den or other space convertible to a bedroom
    - An additional ten percent (10%) of the total number of required spaces for guest parking, which shall be identified as such.
    - All of the required minimum number of parking spaces pursuant to these pro-visions, shall be conveyed for use by the developer to the condominium association, and then made available for use by the unit owners at no charge. Where spaces are indicated by a fraction, at least the whole number must be conveyed. This provision shall apply to development under the PRD Ordinance.

MECHANICAL PARKING (SEC. 9.3.G.)

Mechanical parking lifts with valet parking serving legal nonconforming residential development in the RM-70 District.

- …mechanical parking lifts may be permitted to serve development in the RM-70 district, existing as of January 1, 2017, which is nonconforming to the minimum number of parking space requirements... Parking spaces created by a mechanical parking lift may be counted towards the total number of required parking spaces. Access to both standard and mechanical parking may be provided through the use of vehicle elevators. Mechanical parking may be permitted if it meets the following standards:
    - Must be operated by an attendant or a licensed and insured valet parking company on a 24-hour/seven-days-a-week basis, to be confirmed by restrictive covenant to be recorded by the owner/applicant prior to establishment of the use…
    - Lifts must be shielded from view from adjacent properties…
    - The mechanical parking lifts, decorative fencing, and any garage structure shall be designed so that the noise or vibration from the operation of the lifts or car elevators shall not be plainly audible to, or felt by, any individual standing outside on property adjacent to the garage structure

      * * *

    - The ceiling heights of any garage parking level with parking lifts within a garage shall be a minimum of 11 feet six inches.

      * * *

    - The condominium association shall not lease or sell parking spaces and shall not charge for guest parking.

OTHER STANDARDS AND REQUIREMENTS

Additional required features and requirements (Sec. 8.10.D.5.)

- Public access boardwalk as required by the Miami-Dade County Shoreline Review Committee. (Developer shall dedicate an easement to the Village conveying the boardwalk and a public access corridor).
- All exterior paving surfaces, except for covered parking garages, shall be constructed of brick pavers.
- A water feature shall be provided in the front of each development.
- Developments shall comply with existing landscaping requirements, as well as changes implemented in the future to conform to contiguous developments and landscaping plans implemented for the causeway and interior island areas.
- Developments shall provide streetscape benches along the boardwalk areas.
- All parking garages shall be constructed with architectural features that hide them from public view (glass, screening, greenery etc.).
- Lighting shall be provided in all areas in the front of development where trees are planted.

Green Building Program (Sec. 8.20)

Multi-family residential shall achieve a minimum of eighteen (18) points.

OTHER STANDARDS AND REQUIREMENTS (Cont'd)

Shoreline Accessibility (Sec. 8.14)

All properties in the RM-70 and CG districts contiguous to Biscayne Bay and its natural tributaries shall provide and maintain a shoreline walkway adjacent to and parallel to the riparian right-of-way. The shoreline walkway shall be provided continuously along the water for the full width of the property and shall be at least 10 feet wide… In addition, all properties in the RM-70 and CG districts contiguous to Biscayne Bay are subject to the following:

A. Prior to, or concurrent with, site plan approval, the Village Commission shall have the authority to allow the shoreline walkway to be provided in the riparian right-of-way in lieu of providing the shoreline walkway upland on the subject property.

B. A 5-foot-wide public access connection walkway shall be provided and maintained between the shoreline walkway and the public right-of-way.

C. Easements for both the shoreline walkway and public access connection walkway shall be dedicated and recorded prior to issuance of a building permit. The easement for the shoreline walkway shall provide connection to the shoreline walkways of contiguous properties.

D. The shoreline walkway and public access walkway shall be open to the public daily, during hours determined by the Village.

E. Walkway lighting shall be provided and maintained. Lighting shall remain on during any nighttime hours that the walkways are open to the public.

F. All shoreline accessibility facilities constructed according to this section shall be ADA compliant.

Next Steps

- Finalize development capacity
- Conduct traffic generation analysis
- Process input received today
- Develop preliminary regulatory responses/options
- Schedule follow-up session to present initial responses/options (TENTATIVELY Feb 28, 2023 – subject to change!)

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Thank you for participating!

Q&A

January 17, 2023

Zoning Code Update for High-Density Multifamily Buildings in Harbor & Treasure Islands

OPTIONS DISCUSSION SESSION

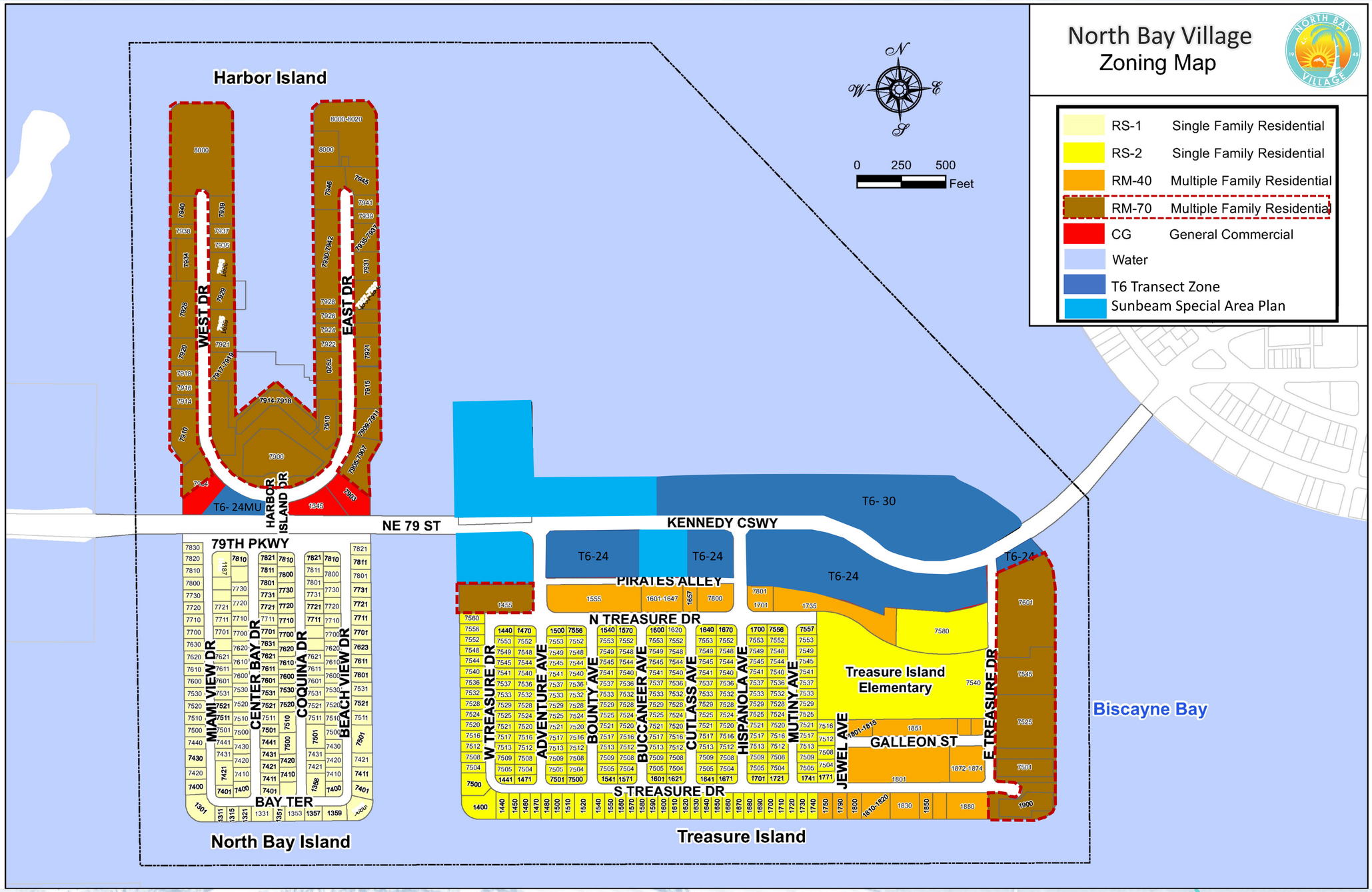
March 13, 2023

AGENDA

1. Intro / Recap of Purpose, Process and Timeline
2. Key Takeaways from Prior Meeting
3. Additional Data Collected
4. Topics for review and discussion
   - Permitted non-residential land uses
   - Parking requirements for multifamily residential
   - Planned Residential Development (PDR) Overlay
   - Transfer of development rights
5. Additional Topics (time permitting)
6. Next Steps

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FOCUS: RM-70 ZONING DISTRICT



PURPOSE OF PROCESS

To ensure that the RM-70 zoning district helps meet our long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan (livability, resilience, prosperity), and that the character of future high-density development enhances our multifamily residential neighborhoods.

STEPS

Analysis

Options (ongoing)

Draft (anticipated late March)

Formal Review (Public Hearings) (April/May)

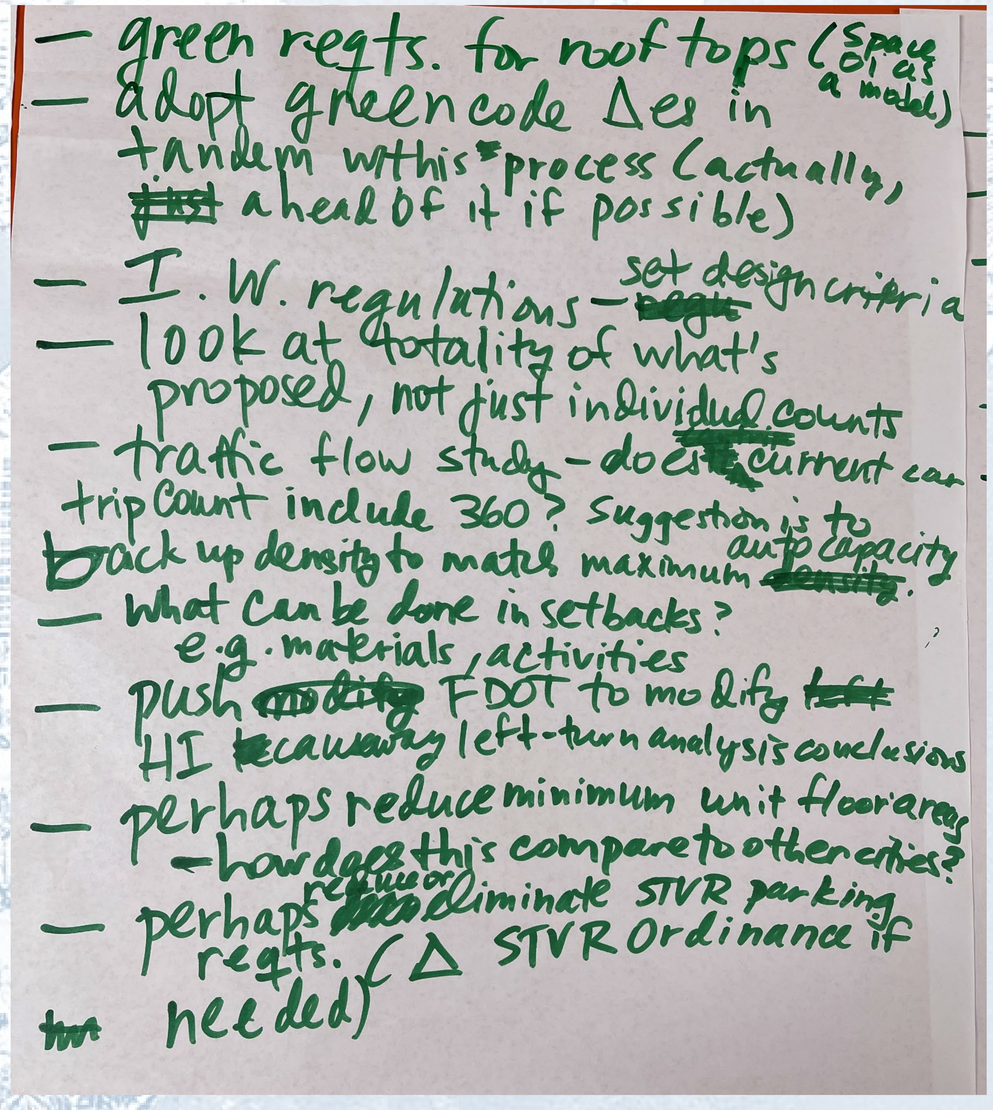
Adoption (Jun)

Public Engagement

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KEY TAKEAWAYS FROM PRIOR MEETING

- Importance of understanding implications of development under current regulations on future traffic generation and potential necessary improvements to alleviate traffic flow issues. For example:
  - Increasing flexibility for mixed use to create complete neighborhood and reducing the need for trips
  - Reducing parking requirements for MFRs
- "Baywalk" standards consistent (to degree possible) with Island Walk design criteria (and naming)



MEETING GOALS AND DESIRED OUTCOMES

- Review focus areas where alternative approaches are possible
- Understand the implications of alternatives
- Discuss and agree on preferred directions to inform drafting of proposed amendments

SUMMARY OF ANALYSIS

- Existing units: 1,711
- Density range: 23 upa (Chateau Isle) to 126 upa (Bayshore)
- Average density: 43 upa
- Building age range: 0 (new constr.) to 76 years
- Building age average: 50 years
- Tenancy: 68% ownership (condos) v. 32% rental
- Building height range: 2 to 21 stories (new constr.)
- Building height average: 6 stories
- Undersized parcels: 51%
- Vacant acreage: 2.55 acres
- **Potential add'l units @70 upa (base density): 501**
- **Potential max add'l units from TDR transfers: 130**
- **Total potential additional units: 631***

NOTE ADDED AFTER 3/13 MEETING: * Approx. 255 of which are "unused" units at Moda (30), 360 Condo (144) and Eloquence (81)

NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CONTEXT

UPDATED HARBOR ISLAND ANALYSIS

Folio(s)	Address	Project Name	Owner	Sq. Ft.	Acres	Current Use	Tenancy	Year Built	Existing Units	Height (stories)	As-Built Density (upa)	Total Max Units @70 upa *	Additional Unit Capacity @70 upa *	Legally non-conforming density?	Previously rezoned as PRD?
WEST DRIVE															
23-3209-001-0040	8000 West Drive	Moda Apts	8000 WEST DRIVE GROUND OWNER LLC C/O SAFEHOLD INC	196,456	4.51	MFR	R	2015	285	8	63	315	30	N/A	N
23-3209-022-0001 (ref)	7939-7941 West Drive	Chateau Isle	MULTIPLE	22,400	0.51	MFR	O	1956	12	3	23	21	9	N/A	N
23-3209-001-0420	7938-7940 West Drive	N/A	7940 NBV PARTNERS LLC	33,600	0.77	Vacant	N/A	N/A	0	0	N/A	54	54	N/A	N/A
23-3209-001-0500	7937 West Drive	West Bay Villas	JACOB WATERFRONT PROPERTIES LLC	11,200	0.26	MFR	R	1954	7	2	27	6	-1	N/A	N
23-3209-038-0001 (ref)	7935 West Drive	West Bay Condo	MULTIPLE	11,200	0.26	MFR	O	1956	6	2	23	6	0	Y	N
23-3209-048-0001 (ref)	7934 West Drive	Space 01	MULTIPLE	33,600	0.77	MFR	O	2006	54	15	70	54	0	N/A	N
23-3209-027-0001 (ref)	7933 West Drive	Magaluf Towers	MULTIPLE	22,400	0.51	MFR	O	1979	34	11	66	21	-13	Y	N
23-3209-043-0001 (ref)	7929 West Drive	Blue Bay Tower Condo	MULTIPLE	22,400	0.51	MFR	O	2005	36	15	70	21	-15	N/A	?
23-3209-036-0001 (ref)	7928 West Drive	Islander Club	MULTIPLE	44,800	1.03	MFR	O	1969	88	10	86	72	-16	Y	N
23-3209-001-0620	7925 West Drive	7925 West Drive	VALLEYVIEW REIT LLC	22,400	0.51	MFR	R	1958	24	2	47	21	-3	N/A	N
23-3209-001-0660	7921 West Drive	7921 West Drive	AZURE USA LLC	11,200	0.26	MFR	R	1947	10	2	39	6	-4	Y	N
23-3209-001-0220	7920 West Drive	Vogel Park	NORTH BAY VILLAGE	22,400	0.51	Park	P	N/A	0	0	0	0	0	N/A	N/A
23-3209-001-0160	7918 West Drive	7918 West Drive	P&O PROPERTIES LLC	33,600	0.77	Under construction	O	2024	54	21	70	54	0	N/A	N/A
23-3209-001-0680	7917 West Drive	7917 West Drive	CORAL USA LLC	22,400	0.51	MFR	R	1963	30	2	58	21	-9	Y	N
23-3209-001-0013	7913 West Drive	Former Coletta lot	S2 NBV LLC	43,901	1.01	Vacant	N/A	N/A	0	0	0	70	70	N/A	N/A
23-3209-001-0110	7910 West Drive	Harbor West Apts.	GATOR HARBOR WEST LTD	42,324	0.97	MFR	R	1958	44	3	45	68	24	N/A	N
23-3209-026-0001 (ref)	7904 West Drive	Bayshore Yacht and Tennis Club	MULTIPLE	60,300	1.38	MFR	O	1963	174	12	126	97	-77	Y	N
HARBOR ISLAND DRIVE															
23-3209-052-0001 (ref)	7900 Harbor Island Drive	360 Condominium (A, B and C)	MULTIPLE	298,480	6.85	MFR	O	2007	336	15 max	49	480	144	N/A	N
EAST DRIVE															
23-3209-021-0001 (ref) 23-3209-001-0023 23-3209-001-0021	8000 East Drive	Biscayne Sea Club	MULTIPLE	133,619	3.07	MFR	O	1955	52	3	17	215	163	N/A	N
23-3209-030-0001 (ref)	7946 East Drive	Majestic Isle Condo	MULTIPLE	40,000	0.92	MFR	O	1960	36	3	39	64	28	N/A	N
23-3209-032-0001 (ref)	7945 East Drive	Bays Water Condo	MULTIPLE	28,800	0.66	MFR	O	1958	22	3	33	46	24	N/A	N
23-3209-001-0430	7941 East Drive	Mon Plaisir	ROBMAR MIAMI LLC	11,200	0.26	MFR	R	1953	4	2	16	6	2	N/A	N
23-3209-056-0001 (ref)	7939 East Drive	The Current by Extant	NBV TOWER LLC	11,200	0.26	MFR	R	2008	16	15	62	6	-10	N/A	?
23-3209-059-0001 (ref)	7935 East Drive	Cielo on the Bay	MULTIPLE	22,400	0.51	MFR	O	2009	36	15	70	21	-15	N/A	?
23-3209-001-0330	7931 East Drive	7931 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1958	24	2	47	21	-3	Y	N
23-3209-060-0001 (ref)	7928 East Drive	Eloquence on the Bay	PROPERTY HOLDINGS LLC	125,197	2.87	MFR	O	2009	120	17	42	201	81	N/A	N
23-3209-001-0290	7927 East Drive	7927 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1961	20	2	39	21	1	N/A	N
23-3209-001-0610	7926 East Drive	Miami White House	7926 EAST LLC	11,200	0.26	MFR	R	1946	7	2	27	6	-1	Y	N
23-3209-001-0630	7924 East Dirve	7924 East Drive	NORTH BAY INVESTORS INC	11,200	0.26	MFR	R	1968	20	5	78	6	-14	Y	N
23-3209-001-0270	7925 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-001-0250	7923 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-001-0650	7922 East Drive	N/A	MBM DEVELOPMENTS LLC	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A
23-3209-029-0001	7921 East Drive	Lido Condo	MULTIPLE	21,700	0.50	MFR	O	1959	20	2	40	20	0	N/A	N
23-3209-033-0001 (ref)	7920 East Drive	Belle Isle Condo	MULTIPLE	22,400	0.51	MFR	O	1958	24	2	47	21	-3	Y	N
23-3209-001-0151	7915 East Drive	7915 East Drive	C & D BAY VILLAGE LLC	33,600	0.77	MFR	R	1959	42	3	54	54	12	N/A	N
23-3209-034-0001 (ref)	7909-7911 East Drive	Harbor Condo	MULTIPLE	24,000	0.55	MFR	O	1951	30	2	54	23	-7	N/A	N
23-3209-001-0090	7905 East Drive	Royal Isle	ROYAL ISLE APARTMENTS L C	46,990	1.08	MFR	R	1964	44	3	41	76	32	N/A	N
								Totals	1,711			2,212	501		
												*2,252	*631		

* Maximum Potential Additional Units Available from NBV TDR Pool = 130

Lot size in red text = undersized parcel (i.e., does not meet standard minimum lot size of 27,000 square feet)

SUMMARY OF ANALYSIS (Cont'd)

- Variables difficult to factor in:
  - Potential lot assembly/redevelopment opportunities
  - Potential use of Planned Residential Overlay Zoning District option
  - Potential use of transfer of development rights option - up to 30% additional density on an individual parcel basis from the available pool of 130 transferrable within HI (NOTE: transfers do not change the overall island density)
- Cost of TDRs:
  - $65,000 per unit for a project comprised entirely of non-waterfront property
  - $75,000 for a project with any frontage on a water body

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SUMMARY OF ANALYSIS (Cont'd)

Other factors to consider:

1. On-street parking
   - West Drive: 245 spaces
   - East Drive: 210 spaces

   Total: 455 spaces

2. Parking management program:

Recent counts of vacant overnight spots:

Feb 28-Mar 1:

West Drive- 53

East Drive- 18

Mar 1-2:

West Drive- 56

East Drive- 25

March 3-4:

West Drive: 74

East Drive: 16

3. Roadway Capacity Analysis
   - <u>Scope:</u> West and East Drive (2-lane undivided local roadways) and 360 Condominium egress that connects Larry Paskow Way / Harbor Island Drive (2-lane divided local roadway)
   - No traffic counts or modeling were performed
   - Current and future (potential) maximum development calculated at 70 upa
   - Data sources: Florida Department of Transportation (FDOT) 2023 Multimodal Quality Level of Service Handbook, Generalized Service Volume Tables (GSVT; ITE Trip Generation Manual (11th Edition) and) and Context Classification Matrix (for C5 - Urban Center).

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SUMMARY OF ANALYSIS (Cont'd)

3. Roadway Capacity Analysis (cont'd) – Assumptions and considerations:
   A. Maximum build-out (regardless of individual site conditions).
   B. Up to 130 TDRs. For the purposes of the exercise, it was assumed that approximately 37 TDRs may go into future projects on West Drive, while up to 93 TDRs might be transferred onto projects on East Drive.
   C. Some figures decline because several sites are "overdeveloped" today, i.e., exceed maximum zoned density (legally nonconforming). If those sites ever redevelop, they must come into compliance with current regulations (therefore less units = less trips).
   D. No scenario was calculated for projects going through the Planned Residential Development (PRD) Overlay rezoning process.
   E. Change occurs incrementally and "future" timeframe could be 20 years or more.
   F. Other factors not considered that could yield different traffic generation counts.

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NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CLARITY

USEFUL CONCEPTS

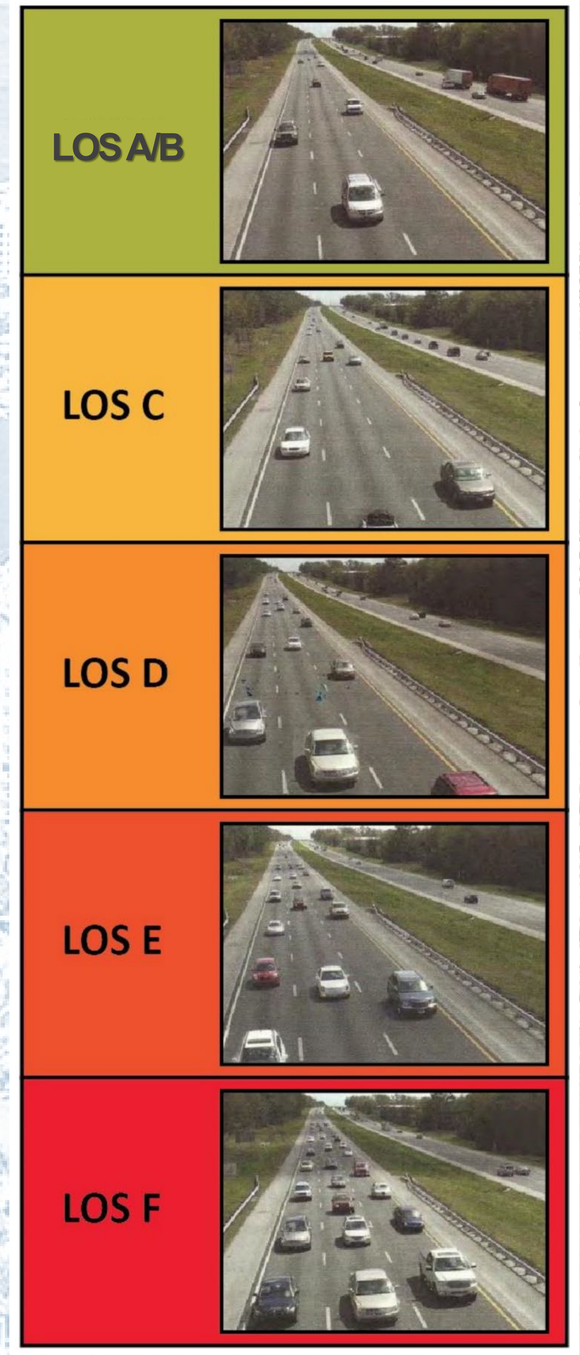
- West/East Drive - Local Roads: low-capacity roads which primarily serve as access roads to residences, businesses and other abutting properties.
- Harbor Island Drive - Collector Road: low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.
- Urban residential streets: Typically serve to provide access to single and multiple family residences in urban areas; drivers generally include only residents and their visitors; large trucks are rare; provide accessibility for fire trucks and school buses.
- Level of Service (LOS): defines how well vehicle traffic flows along a street or road. It is a qualitative measure (scale) used to describe not only operational conditions within a traffic stream, but also the perception by road users.

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NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CLARITY

LEVEL OF SERVICE (LOS)

LOS may be evaluated in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, and safety. There are six levels of service, which are given letter designations, from A to F, with level-of-service A representing the best operating condition, and level-of-service F the worst.



NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CLARITY

MOST COMMON MISCONCEPTION ABOUT LOS

“The most common misconception about LOS is that the A through F categories are comparable to school letter grades.

For motorized vehicles, LOS A is most likely not a desirable goal from a transportation or societal perspective. LOS A in a peak travel hour could indicate inefficient use of limited funding. It is simply not cost-effective to design state roadways to operate at LOS A during the peak hour. Expanding the facility to accommodate LOS A also leaves the facility open to excessive speeds in the off-peak, which could create safety concerns.

LOS F represents a failing condition during the analysis period, but there are other factors to consider when LOS reaches this level. LOS F means either travel demand exceeds capacity during the analysis period and the roadway is operating in oversaturated conditions or that another undesirable condition exists.” **Source: FDOT 2023 Multimodal Quality/Level of Service Handbook**

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NOTE: SLIDE ADDED AFTER 3/13 WORKSHOP FOR CLARITY

FDOT CONTEXT CLASSIFICATION

<u>Designed primarily to classify state facilities so no perfect match.</u>

Best fit based on land use and other current characteristics: C5- Urban Center*

* Different choice = potentially different LOS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population greater than one million). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION	ALLOWABLE DESIGN SPEED RANGE (MPH)	SIS MINIMUM (MPH)
C5 Urban Center	**25-35**	**35**

Urban Areas—A place with a population between 5,000 and 50,000.

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Level of Service (LOS) Calculation (Existing Condition)

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					AADT			
					Existing Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	5,235[1]	D	13,900	11,120
East Drive	2	Undivided	No	No	2,910[1]	D		11,120
Harbor Island Drive	2	Divided	Yes	No	9,785 [1,2]	D		13,135

Daily Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					AM Peak Hour			
					Existing Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	385[1]	D	1,250	1,000
East Drive	2	Undivided	No	No	203[1]	D		1,000
Harbor Island Drive	2	Divided	Yes	No	681[1,2]	D		1,181

AM Peak Hour Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					PM Peak Hour			
					Existing Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	437[1]	D	1,250	1,000
East Drive	2	Undivided	No	No	229[1]	D		1,000
Harbor Island Drive	2	Divided	Yes	No	776[1,2]	D		1,181

PM Peak Hour Trips

Level of Service (LOS) Calculation (Future Condition)

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AADT			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	6423[1]	D	13,900	11,120
East Drive	2	Undivided	No	No	6251[1]	D		11,120
Harbor Island Drive	2	Divided	Yes	No	14,856[1,2]	E		13,135

Daily Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	492	D	1,250	1,000
East Drive	2	Undivided	No	No	507	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,123	D		1,181

AM Peak Hour Trips

Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for PM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	534	D	1,250	1,000
East Drive	2	Undivided	No	No	499	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,181	D		1,181

PM Peak Hour Trips

Short stretch of Harbor Island Drive would be expected to carry all of the potential in and out trips for the entire Harbor Island roadway network at some point during the 24-hour period



Improvements planned by NBV and in coordination with FDOT

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DISCUSSION TOPICS

1. Permitted non-residential land uses
2. Parking requirements for multifamily residential
3. Planned Residential Development (PDR) Overlay
4. Transfer of development rights

Permitted non-residential land uses



PERMITTED USES (SEC. 8.10.D.2)

1. Multi-family residential dwellings, including duly licensed home occupation.
2. Management offices, but only if the structure contains eight (8) or more dwellings units or guest rooms.
3. Ancillary office retail and service commercial facilities, if the structure contains 100 or more dwelling units or guest rooms and subject to the following conditions:
   - Access to such nonresidential facilities shall be only inside the building.
   - There shall be no external advertising signs, display windows or entrances, provided, however, that within a building containing 400 or more dwelling units, entrances, external signs and display windows are permitted if the signs do not face a public right-of-way and cannot be read from the public right-of-way, etc.



NON-RESIDENTIAL USES

COMPREHENSIVE PLAN – FUTURE LAND USE ELEMENT

Residential Land Use Category

> *"…and multi-family high density allowing up to 70 dwelling units per acre with ancillary commercial up to 0.5 FAR."*

NOTE 1: Floor area ratio for ancillary commercial cap is not in the base zoning regulations though FAR is used in the Planned Residential Development (PRD) Overlay (overall development FAR0

Direction from last meeting: Lower threshold of project size from 100 units to allow for non-residential uses

Option 1 - 50 units. This would impact approximately 13 sites (potential projects under current condition)

Option 2 – 20 units. This would impact approximately 27 sites (potential projects under current condition)

NOTE 2: Could allowing more mixed use require a Comprehensive Plan text amendment (future land use category)?

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NON-RESIDENTIAL USES

What uses might be acceptable/preferred?

Dining examples: Cafes, bistros… (what about delis? full restaurants? drinking establishments?)

Personal service examples: Hair/nail salon, barbershop, spa, pet grooming, dry cleaning (drop off and pickup only)…

Retail examples: Convenience stores, minimarkets… (what about drug stores? clothing boutiques? artisans?

Professional service examples – Accountant, lawyers, real estate, financial advisers, designers… What about medical offices? dentistry?

What about lodging – hotel use? (e.g., The Current at Extant)

Clarify what makes a use “complementary” / “ancillary” in nature and how can this be enforced

Consider impact of more nonresidential uses on parking and traffic (if attractive to those outside HI)

How much non-residential should be allowed on a project basis (%?)

Parking requirements for multifamily residential



MINIMUM PARKING (SEC. 9.3.C.)

b. Multifamily in all areas except Treasure Island T6-24, t6-24MU and T6-30 transect zoned lots on the north and south side of Kennedy Causeway:

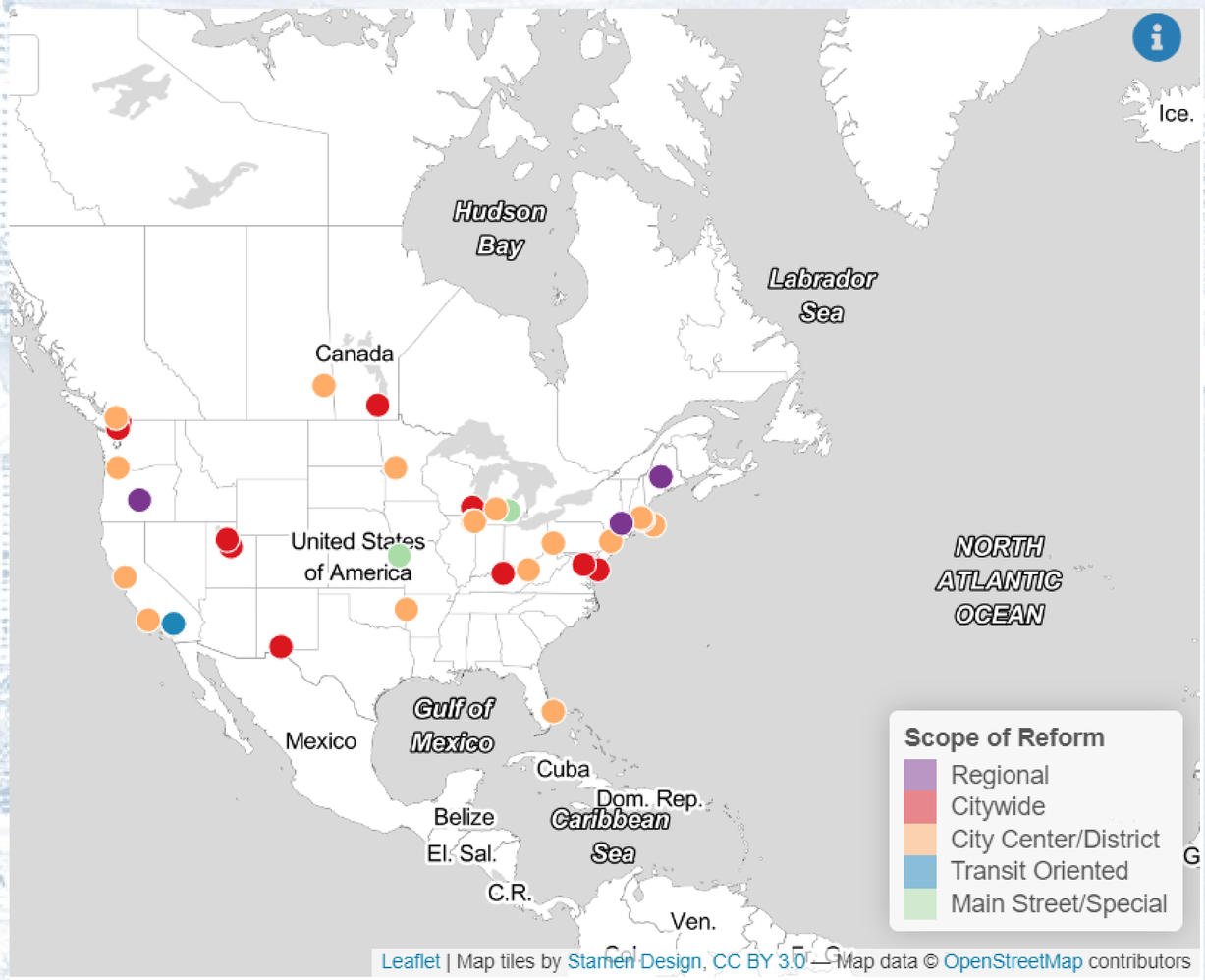
- One and one-half (1.5) space for each efficiency unit
- Two (2) parking spaces for one and two-bedroom units
- Three (3) parking spaces for three-bedroom units or larger and two-bedroom units, which contain an enclosed den or other space convertible to a bedroom
- An additional ten percent (10%) of the total number of required spaces for guest parking, which shall be identified as such.
- All of the required minimum number of parking spaces pursuant to these pro-visions, shall be conveyed for use by the developer to the condominium association, and then made available for use by the unit owners at no charge. Where spaces are indicated by a fraction, at least the whole number must be conveyed. This provision shall apply to development under the PRD Ordinance.

PARKING REQUIREMENT OPTIONS

Option 1 - Reduce ratios for MFR– e.g., Efficiencies and 1-brm units, 1 parking space minimum; 2-brm 1-1/2 spaces minimum; 3-brm 2 spaces minimum.

NOTE: Changes to this section impact RM-40 also.

Option 2 - Leave ratios for MFR as is and incentivize with reductions of a certain percentage of parking those who choose the supplemental measures (e.g., provision of additional public recreation space)



https://parkingreform.org/resources/mandates-map/

PARKING REQUIREMENT OPTIONS

Option 3 - Eliminate requirement altogether and let the market dictate

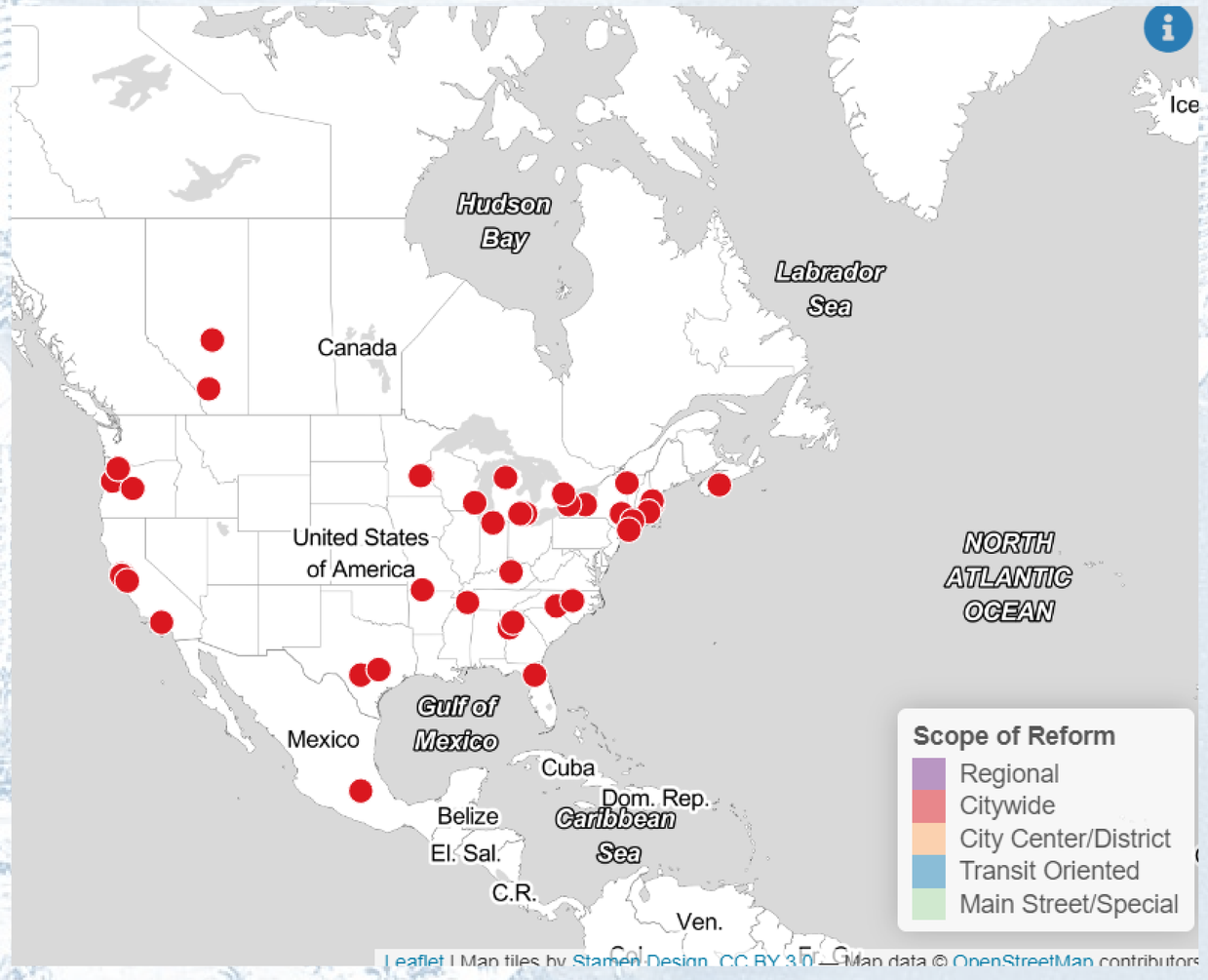
NOTE 1: Could supplement elimination of minimums with introduction of maximums

NOTE 2: Supplement parking reduction or elimination measures with other solutions (improve walking and biking infrastructure, provide transit options and other mobility options, improve safety, etc.)

Reading Resources:

Strong Towns https://www.strongtowns.org/journal/2021/11/22/announcing-a-new-and-improved-map-of-cities-that-have-removed-parking-minimums

Donald Shoup https://www.shoupdogg.com/reforms/



https://parkingreform.org/resources/mandates-map/

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Alternative Regulations for Undersized Parcels and Planned Residential Development (PRD) Overlay Zoning District



DENSITY (SEC. 8.10.D.4.c., as amended)

Maximum density.

Pursuant to the Village's Comprehensive Plan, the maximum base density permitted in RM-70 properties shall be seventy (70) units to the acre, except for properties receiving transferred development rights pursuant to Section 8.13, which shall be permitted to exceed the maximum base density by no more than thirty percent (30%). Receiver sites may be developed as otherwise permitted by this Unified Land Development Code, as may be amended from time to time, in combination with the development rights available to the site, provided that the overall density is consistent with, and does not exceed, the overall density allowable by the Village's Comprehensive Plan.

SITE DEVELOPMENT STANDARDS (SEC. 8.10.D.4)

Minimum lot size:

Area—27,000 square feet

Frontage—75 feet

BUT if the lot is *undersized* (i.e., below 27,000 square feet in size), Sec. 8.10.D.6, Special exceptions for certain undersized parcels, apply (see Slide 30).

ALTERNATIVE REGULATIONS
Undersized Parcels (Sec. 8.10.D.6.)

Minimum lot size: 10,800 square feet

NOTE: No individual parcel on HI appears to be less than 11,200 sf

Frontage: 30 feet

Density: If the lot is 10,800 square feet, a maximum of six (6) units; but on lots which exceed 10,800 square feet or 30 feet in frontage, one (1) additional unit for each whole 750 square feet of land area in excess of the minimum required lot area or frontage.

Max building height: three (3) stories or 36 feet above code-approved grade, whichever is less; but on lots larger than 10,800 square feet or 30 feet in frontage, one (1) floor for each whole 1,750 square feet of land area in excess of the minimum required lot area, not to exceed six (6) stories or 72 feet above code approved grade, whichever is less…



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ALTERNATIVE REGULATIONS (Cont'd)
Planned Residential Development (Sec. 8.10.D.7.)

PRD is an Overlay Zoning District (est. 2001). It provides certain degree of flexibility to support innovative approaches to planning and designing of multifamily residential "community environments."

Approved only after public hearings.

Requires a minimum of one legally platted lot for the construction of no less than ten (10) residential units and twenty (20) off-street parking spaces, or two (2), but not more than three (3), platted lots contiguous, as of the effective date of this section [Jan. 22, 2002].

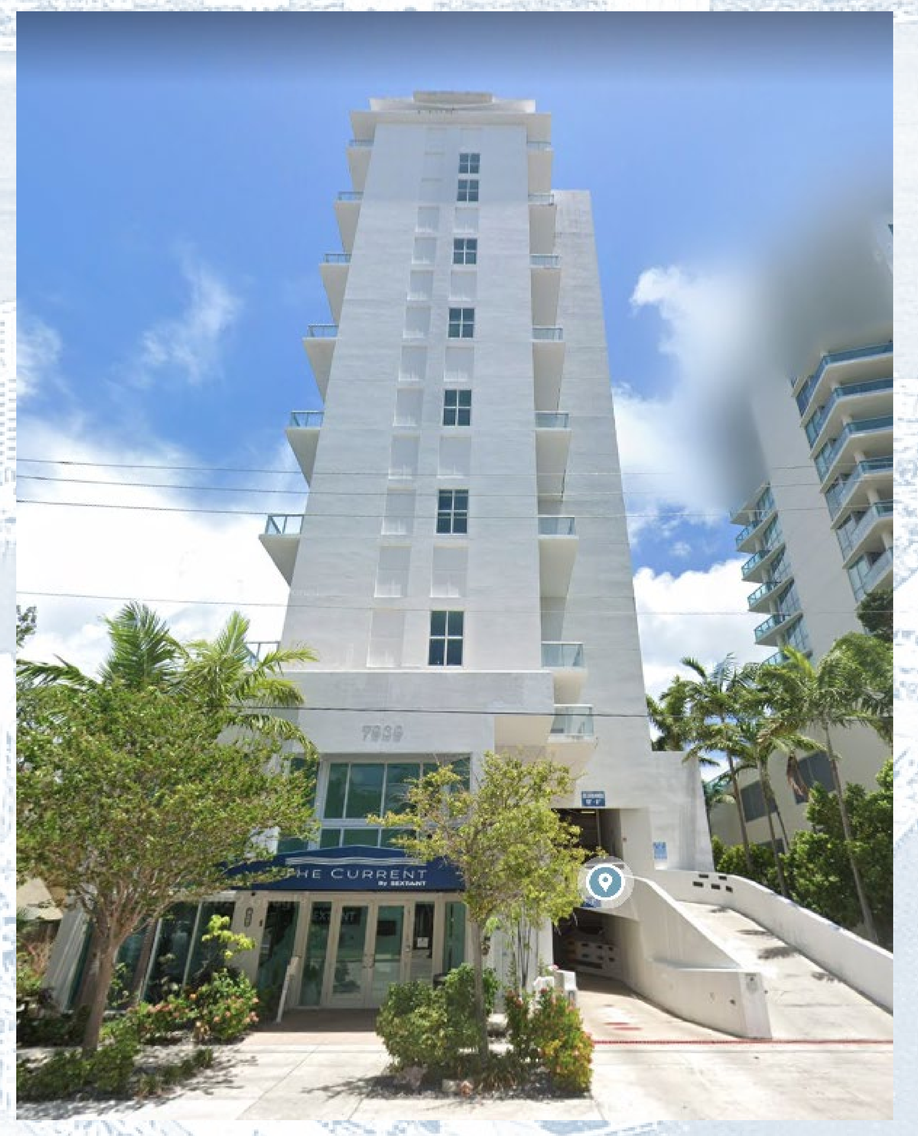
Floor area ratio (FAR): No structure shall contain a FAR of greater than 3.0 for one (1) lot; 3.75 for two (2) lots; and 4.00 for three (3) lots, and no more than one-half (1/2) of a floor area used for amenities can be allocated for dwelling units. NOTE: Comprehensive Plan states that max FAR for non-residential uses in residential high density is 0.5 FAR.

Building height: 170 feet above BFE, all inclusive

Setbacks: Smaller setback requirements for projects with pedestal and tower design only; stepback for tower; "flex setback" provisions to accommodate creative configurations and design solutions.

Special features and requirements: Parking, landscape, design features such as balconies.





7941 East Drive	Mon Plaisir	ROBMAR MIAMI LLC	11,200	0.26	MFR	R	1953	4	2	16	6
7939 East Drive	The Current by Extant	NBV TOWER LLC	11,200	0.26	MFR	R	2008	16	15	62	6

ALTERNATIVE REGULATIONS (Cont'd)
Planned Residential Development (Sec. 8.10.D.7.)

Items not referenced = unclear applicability

- Density (though development must be found consistent with Comprehensive Plan)
- Density and height bonuses
- TDRs (consider how these provisions square with density and intensity caps)
- Public boardwalk

Conclusions:

- PRD is meant to provide planning flexibility for better development outcomes but in some ways, it is stricter than base zoning making it less attractive as an option
- There are a number of areas of ambiguity in the PRD provisions, making it difficult to administer
- PRD could help parcels less than minimum lot size circumvent Undersized Parcels limitations, thereby increasing the number of units in Harbor Island

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PRD POTENTIAL OPTIONS

Option 1 – If goal is to increase flexibility to get better design outcomes overall, strengthen benefits of PRD / clarify applicability of other incentives and requirements

Clarify density cap (same as base), review/revisit FARs; consider adding TDR/height bonus options; add public boardwalk requirement. Or leave FARs as is but increase the density cap (make sure TDRs are possible under this option?)

Option 2 – If goal is to limit development of Harbor Island, constrain applicability of PRD

1. Limit or preclude use of PRD to undersized parcels
2. Eliminate PRD Overlay altogether
3. Eliminate or revise limitations on undersized parcels

Transfer of Development Rights



TRANSFER OF DEVELOPMENT RIGHTS (SEC. 8.13, as amended)

Properties in the RM-70 district may request to purchase additional dwelling units, allowing for increased density and height from North Bay Village as follows:

A. Sending Sites

The sending sites shall be land currently owned by the Village. Any and all Village-owned property shall be considered as an eligible TDR sending or donor site. Total transferred density allocation within the Village shall not exceed the total developable potential of the sending sites. Total transferred density allocation on Harbor Island shall not exceed the total developable potential of the sending sites located on Harbor Island. The Planning and Zoning Official shall track and keep an official tally of the development rights available for transfer, which shall be updated with each transaction. A copy of each update shall be filed by the Village Clerk. Upon issuance of a building permit for a project on an eligible receiving site that utilizes approved transferred units, the Village shall record a declaration of restriction on its property, recognizing the transfer of units and the remaining number of transferrable units on the sending site.

B. Approval of Transfer of Density Rights and Additional Building Height.

Requests for transferred density shall be made concurrent with site plan review and shall be reviewed pursuant to the same criteria as site plans, provided in Section 5.8 of the UDLC. The resulting density and building height following the use of transferred units shall not exceed thirty percent (30%) of the base density and maximum building height (including all other available bonuses) of the receiving site. The Village Planning and Zoning Board shall review the request and provide a recommendation to the Village Commission. The Village Commission shall have the authority to approve or deny any additional building height at a site plan review upon a finding that the additional building height is necessary to reduce the building bulk and tower floor plate to the minimum practicable area

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REMAINING TRANSFERRABLE DEVELOPMENT RIGHTS

Any and all Village-owned property shall be considered as an eligible TDR sending or donor site…

Village-Owned Property with MFR development Rights	Area (square feet and acres)	Current Future Land Use Designation	Current Zoning	Zoned Residential Density	Previous Transfers?	Maximum Allocated Density @ 70 units/acre	Remaining TDRS
Former Village Hall Site (East Drive Park)	32,169 sf 0.738 ac	Public Buildings and Grounds	Commercial	70 du/ac	Yes**	51.7 units	51.7
Vogel Park	22,400 sf 0.514 ac	Recreational	RM-70	70 du/ac	Yes*	35.9	27.4
Galleon Street property	48,000 sf 1.10 ac	Public Buildings and Grounds + Recreational	RM-40	40 du/ac	No	44.2	44.2 but not eligible to transfer to HI
Sakura Property	31,734 sf 0.728 ac	Commercial	T6-24MU	70 du/ac (base)	Yes**	50.9 units	50.9
						TOTAL REMAINING POOL	**174.2 but only 130 eligible to transfer to or within HI**

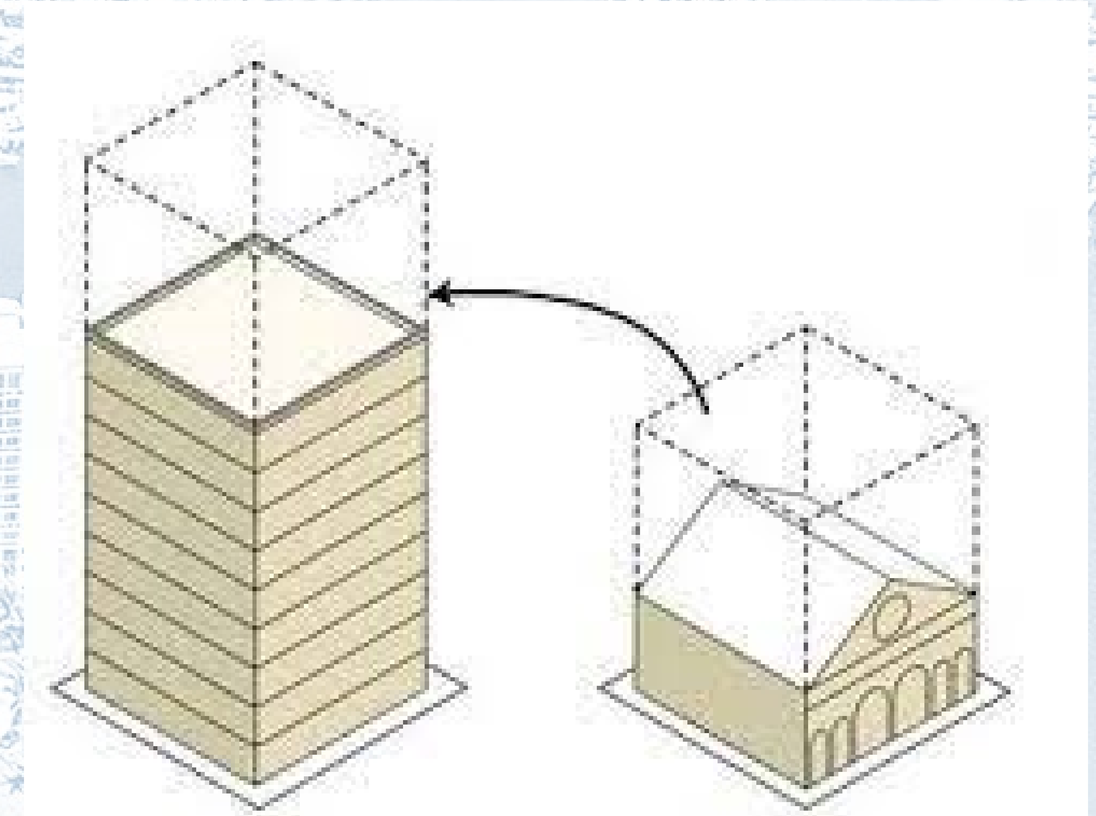
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TRANSFER OF DEVELOPMENT RIGHTS OPTIONS

Option 1 – Make undersized parcels eligible receiving sites for TDRs up to the maximum base zoning density (i.e., 70 upa)

Option 2 - Amend the code further to limit TDRs transferrable within HI to those of property zoned RM-70 / Encourage or incentivize TDRs to be transferred outside of Harbor Island.

NOTE 2: Where could the remaining TDRs be sold? Treasure Island – potential limited market. Could RM-40 become eligible to receive TDRs?



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Next Steps

- Process input received today
- Refine regulatory responses
- Initial draft of potential amendments
- Schedule follow-up session to review and discuss initial proposal of potential amendments (TENTATIVELY March 27, 2023)
- Refine proposed amendments for PZB review (TENTATIVELY April 19, 2023)



Thank you for participating!

Q&A

March 13, 2023



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Existing Conditions – West Drive

1. Daily Trips - In/Out/Total: 2619/2616/5235
2. Peak Trips

AM peak (all uses) In/Out/Total: 107/278/385

PM peak (all uses) In/Out/Total: 260/177/437

Existing Conditions – East Drive

1. Daily Trips - In/Out/Total: 1455/1455/2910
2. Peak Trips

AM peak (all uses) In/Out/Total: 49/154/203

PM peak (all uses) In/Out/Total: 142/87/229

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Future Conditions – West Drive

1. Daily Trips - In/Out/Total: 3213/3210/6423
2. Peak Trips

AM peak (all uses) In/Out/Total: 132/360/492

PM peak (all uses) In/Out/Total: 320/214/534

Future Conditions – East Drive

1. Daily Trips - In/Out/Total: 3216/3125/6251
2. Peak Trips

AM peak (all uses) In/Out/Total: 119/388/507

PM peak (all uses) In/Out/Total: 307/192/499

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Existing Conditions – HI Drive/360 Condo

1. Daily Trips - In/Out/Total: 820/820/1640
2. Peak Trips

AM peak (all uses) In/Out/Total: 24/69/93

PM peak (all uses) In/Out/Total: 68/42/110

Future Conditions – HI Drive/360 Condo

1. Daily Trips - In/Out/Total: 1091/1091/2182
2. Peak Trips

AM peak (all uses) In/Out/Total: 32/92/124

PM peak (all uses) In/Out/Total: 92/56/148

Zoning Code Update for High-Density Multifamily Buildings in Harbor & Treasure Islands

REVIEW SESSION

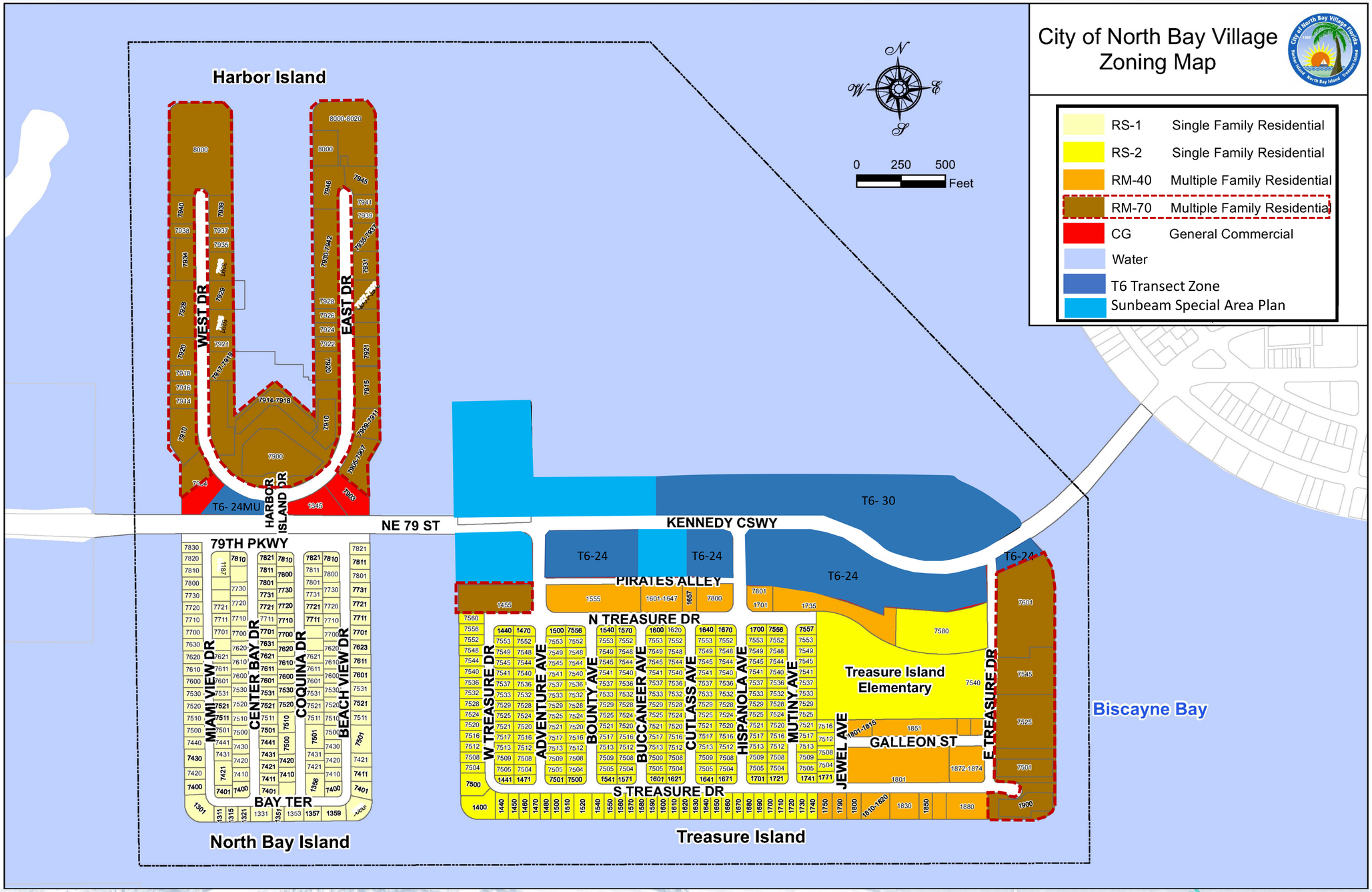
March 27, 2023



AGENDA

1. Intro / Recap
2. Review of Preliminary Proposal
3. Public Comment / Q&A
4. Next Steps

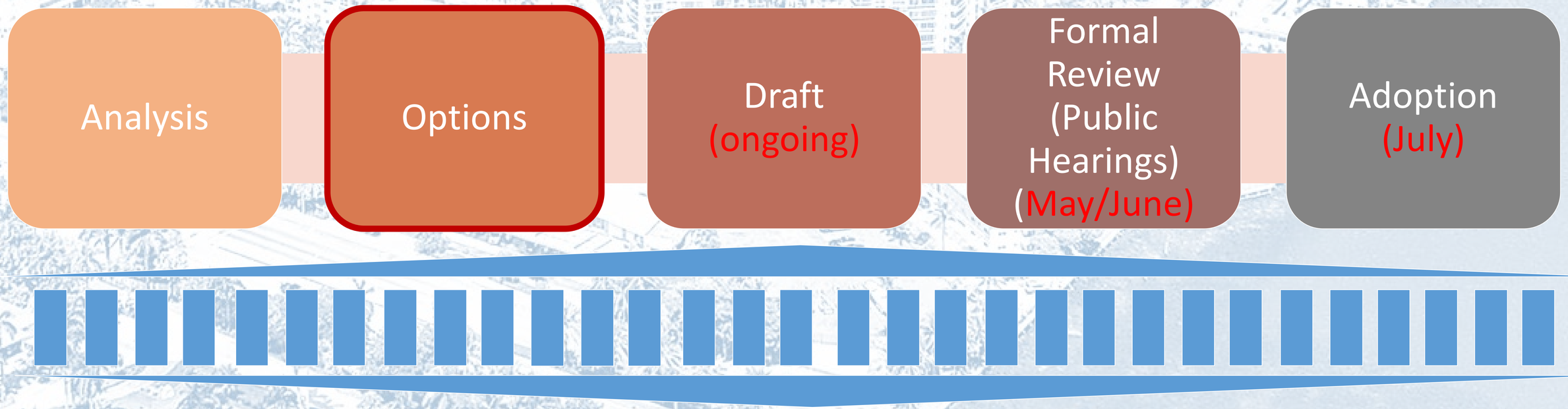
FOCUS: RM-70 ZONING DISTRICT



PURPOSE OF PROCESS

To ensure that the RM-70 zoning district helps meet our long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan (livability, resilience, prosperity), and that the character of future high-density development enhances our multifamily residential neighborhoods.

STEPS



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KEY TAKEAWAYS FROM PRIOR MEETING

- Agreement on establishing maximum parking requirements
- Open to consider:
  (a) integrating certain flexibilities of PRD into base zoning;
  (b) improving development options for undersized parcels;
  (c) eliminating PRD as an option for undersized parcels (and possibly eliminating entirely if (a) and (b) are achieved)
- No agreement on nonresidential uses.
  - Internal capture of vehicle trips = 👍
  - Potential attraction of external trips = 👎

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MEETING GOALS AND DESIRED OUTCOMES

- Present preliminary draft of proposed amendments
- Receive feedback from residents, landowners and other stakeholders
- Process feedback as a basis for additional refinements

SUMMARY OF ANALYSIS

- Existing units: 1,711
- Density range: 23 upa (Chateau Isle) to 126 upa (Bayshore)
- Average density: 43 upa
- Building age range: 0 (new constr.) to 76 years
- Building age average: 50 years
- Tenancy: 68% ownership (condos) v. 32% rental
- Building height range: 2 to 21 stories (new constr.)
- Building height average: 6 stories
- Undersized parcels: 51%
- Vacant acreage: 2.55 acres
- **Potential add'l units @70 upa (base density): 501**
- **Potential max add'l units from TDR transfers: 130**
- **Total potential max add'l units: 631***

* Approx. 255 of which are "unused" density units at Moda (30), 360 Condo (144) and Eloquence (81)

SUMMARY OF ANALYSIS (Cont'd)

3. Roadway Capacity Analysis (cont'd) – Assumptions and considerations:
   A. Maximum build-out (regardless of individual site conditions). Additional scenario completed: build-out less Moda, 360 and Eloquence redevelopment
   B. Up to 130 TDRs. For the purposes of the exercise, it was assumed that approximately 37 TDRs may go into future projects on West Drive, while up to 93 TDRs might be transferred onto projects on East Drive.
   C. Some figures decline in max build-out scenario because several sites are "overdeveloped" today, i.e., exceed maximum zoned density (legally nonconforming). If those sites ever redevelop, they must come into compliance with current regulations (therefore less units = less trips).
   D. No scenario was calculated for projects going through the Planned Residential Development (PRD) Overlay rezoning process.
   E. Change occurs incrementally and "future" timeframe could be 20 years or more.

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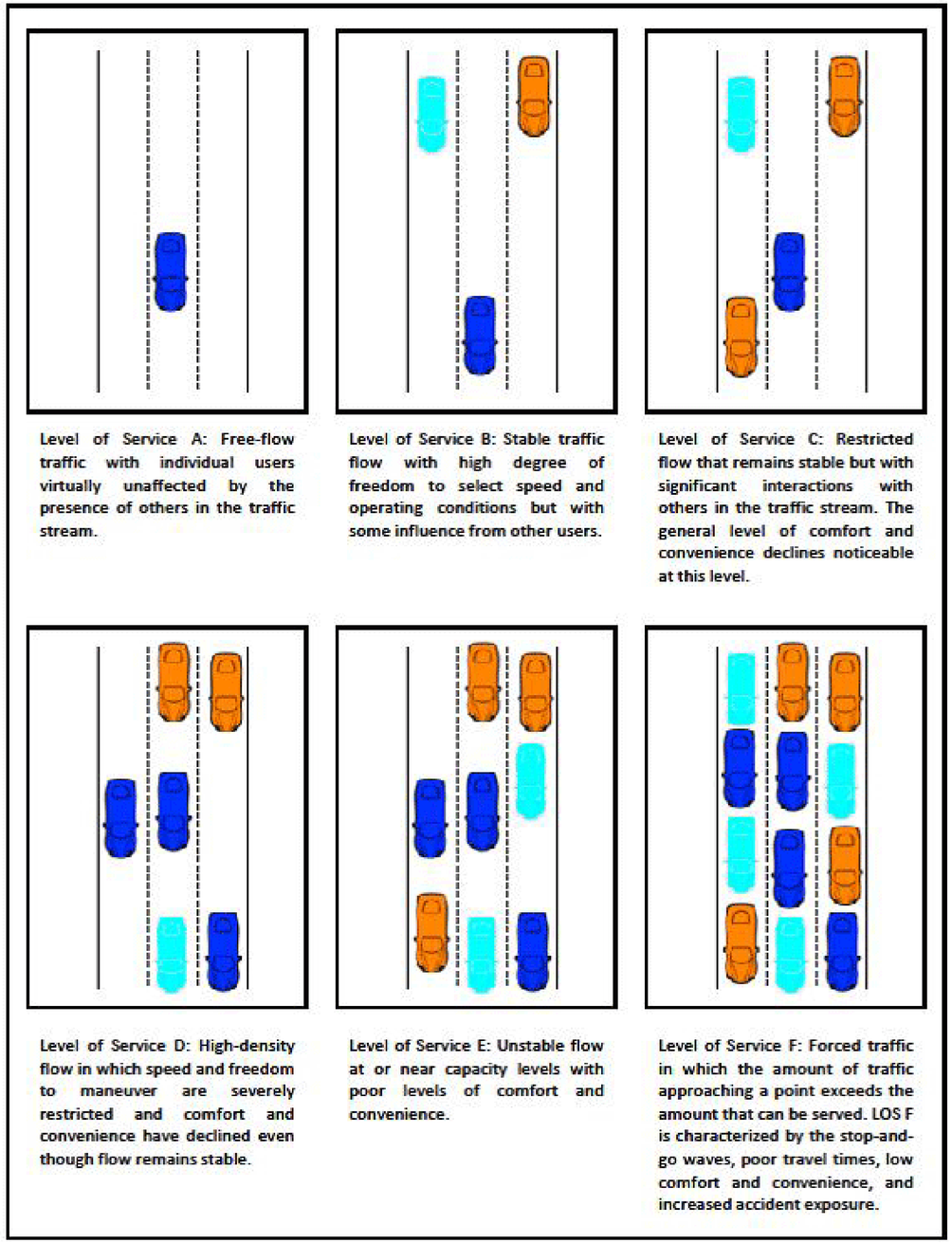
USEFUL CONCEPTS

- East/West Drive - Local Roads: low-capacity roads which primarily serve as access roads to residences, businesses and other abutting properties.
- Larry Pascow Way/Harbor Island Drive - Collector Road: low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.
- Urban Residential Streets: Typically serve to provide access to single and multiple family residences in urban areas; drivers generally include only residents and their visitors; large trucks are rare; provide accessibility for fire trucks and school buses. ALL ROADS IN HARBOR ISLAND ARE URBAN RESIDENTIAL STREETS
- Level of Service (LOS): defines how well vehicle traffic flows along a street or road. It is a qualitative measure (scale) used to describe not only operational conditions within a traffic stream, but also the perception by road users. LOS standards vary by facility type (i.e., local v. collector v. arterial, etc.).

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LEVEL OF SERVICE (LOS)

There are six levels of service, which are given letter designations, from A to F, with level-of-service A representing the best operating condition, and level-of-service F the worst. However, LOS may be evaluated in different terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, and safety.



Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.

Level of Service B: Stable traffic flow with high degree of freedom to select speed and operating conditions but with some influence from other users.

Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeable at this level.

Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.

Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.

Level of Service F: Forced traffic in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by the stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

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MOST COMMON MISCONCEPTION ABOUT LOS

“The most common misconception about LOS is that the A through F categories are comparable to school letter grades.

For motorized vehicles, LOS A is most likely not a desirable goal from a transportation or societal perspective….Improving [a roadway facility] to accommodate LOS A leaves the facility open to excessive speeds in the off-peak, which could create safety concerns.”

Source: FDOT 2023 Multimodal Quality/Level of Service Handbook

This is especially true for urban and/or residential streets. LOS D is widely considered an acceptable condition, and this threshold is often used as a design condition in urbanized areas.

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FDOT CONTEXT CLASSIFICATION

No perfect match

Best fit based on details of land use and other characteristics: C5- Urban Center*

* Different choice = potentially different LOS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population greater than one million). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION	ALLOWABLE DESIGN SPEED RANGE (MPH)	SIS MINIMUM (MPH)
C5 Urban Center	**25-35**	**35**

Urban Areas—A place with a population between 5,000 and 50,000.

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Short stretch of Larry Pascow Way and Harbor Island Drive would be expected to carry all of the potential in and out trips for the entire Harbor Island roadway network *at some point* during the 24-hour period



Improvements planned by NBV and in coordination with FDOT

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POTENTIAL AMENDMENTS: ULDC SECTIONS IMPACTED

- Section 8.10.D – RM-70 High Density Multiple Family Residential District, including standards for undersized parcels and PRD
- Section 8.13 - Transfer of Density Rights (TDR) Program
- Section 8.14 – Shoreline Accessibility
- Section 8.16 – Supplemental Use Regulations (Accessory Uses)
- Section 8.17 – Supplemental Development Standards (Island Walk Standards)
- Section 9.3 – Off-street parking requirements (Required Parking and Mechanical Parking Systems)
- Chapter 3 – Definitions
- POTENTIAL ADDITIONAL SECTION REVISIONS:
  - 8.17 - Height Exceptions (clarifications for rooftop amenities in RM-70)
  - 9.4 – Off-street loading and unloading requirements (clarification of standards)

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SECTIONS/ITEMS WITH SIGNIFICANT CHANGES

- District purpose (NBV100)
- Distinction between Principal v. Accessory Uses (definitions)
- Updated Setbacks
- Greater Pervious Area
- Smaller Min. Unit Sizes
- Additional/updated Required Features
- Improved Standards for Undersized Parcels
- Elimination of PRD
- Replacement of min parking with max parking
- Expanded mechanical parking section into “Space-efficient parking”

ITEMS WITH NO CHANGES

- Standard Minimum Lot Site and Frontage
- Density
- Max Building Height
- Building Height Bonus

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Review of Draft Potential Changes (off PowerPoint)



Next Steps

- Process input received today to refine draft amendments
- ADDED: Joint Workshop PZB and Commission – April 24
- PZB review - ~~April 19, 2023~~ May 17
- 1st reading – ~~May~~ June 13



Thank you for participating!

Q&A

March 27, 2023

Zoning Code Update for High-Density Multifamily Buildings in Harbor & Treasure Islands

JOINT PZAB/COMMISSION REVIEW SESSION

May 17, 2023

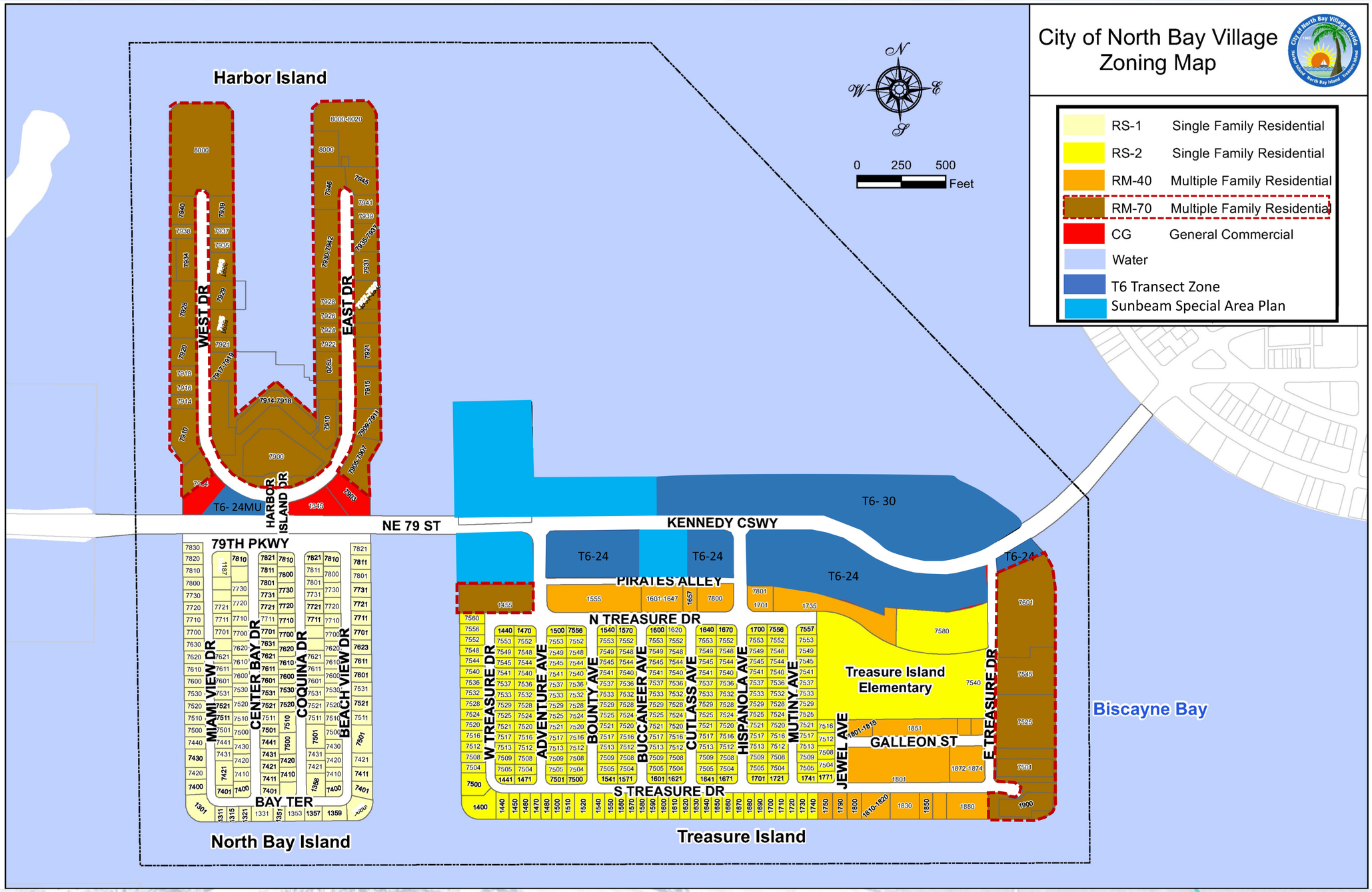
AGENDA

Review and Direction of Proposed Zoning Code Update for RM-70 Zoning District:

a. Introduction
b. Overview of Background Data and Analysis
c. Review of Preliminary Changes Proposed
d. Discussion/Q&A

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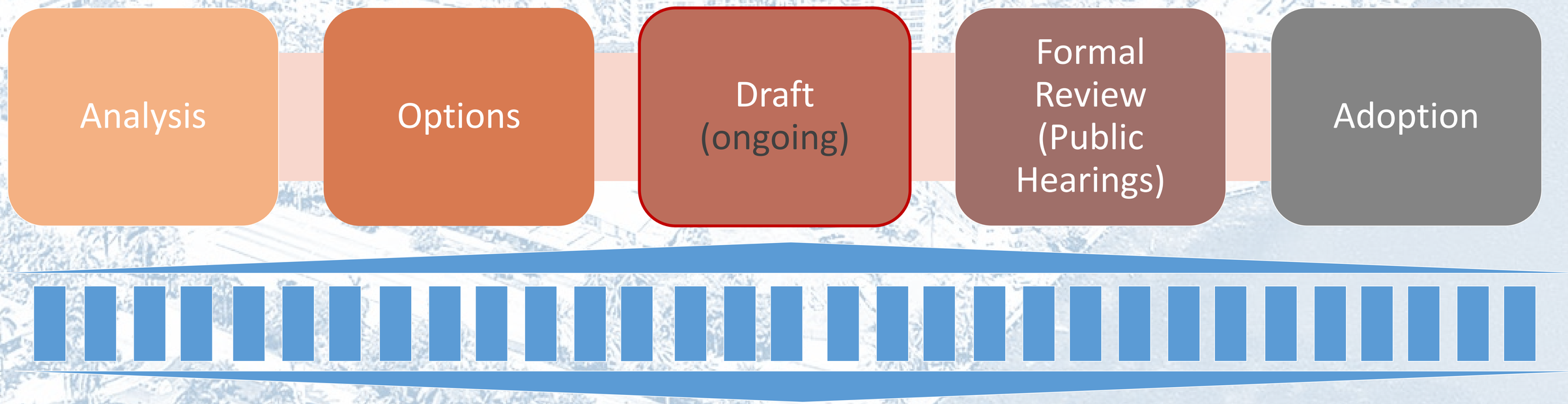
FOCUS: RM-70 ZONING DISTRICT



PURPOSE OF PROCESS

To ensure that the RM-70 zoning district helps meet our long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan (livability, resilience, prosperity), and that the character of future high-density development enhances our multifamily residential neighborhoods.

STEPS



North Bay Village
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PUBLIC ENGAGEMENT

- Listening Session: January 17, 2023
- Options Discussion Session: March 13, 2023
- Concepts Review Session: March 27, 2023



MEETING GOALS AND DESIRED OUTCOMES

- Present working amendment concepts (focus on contested/unresolved issues)
- Obtain feedback and direction from PZAB and Village Commission as a basis for drafting amendment ordinance

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SUMMARY OF EXISTING CONDITIONS

- Existing units: +/-1,711
- Density range: 23 upa (Chateau Isle) to 126 upa (Bayshore)
- Average density: 43 upa
- Building age range: 0 (new constr.) to 76 years
- Building age average: 50 years
- Tenure: 68% condos v. 32% rental buildings
- Building height range: 2 to 21 stories (new constr.)
- Building height average: 6 stories
- Undersized parcels: 51%
- Vacant acreage: 2.55 acres
- **Potential add'l units @70 upa (base density): 501**
- **Potential max add'l units from TDR transfers: 130**
- **Total potential max add'l units: 631***

* Approx. 255 of which are "unused" density units at Moda (30), 360 Condo (144) and Eloquence (81)

TYPES OF AMENDMENTS

- **Clean-up**
  - Relevance/ Obsolescence
  - Wording/grammar
  - Flow/organization
  - Interconnections/internal consistency
- **Substance**
  - Alignment with Comprehensive Plan
  - Alignment with NBV100
  - Modernization based on best practices
  - Community input/consensus on issues



POTENTIAL AMENDMENTS: ULDC SECTIONS IMPACTED

- Section 8.10.D – RM-70 High Density Multiple Family Residential District, including standards for undersized parcels and PRD
- Section 8.13 - Transfer of Density Rights (TDR) Program
- Section 8.14 – Shoreline Accessibility
- Section 8.16 – Supplemental Use Regulations (Accessory Uses)
- Section 8.17 – Supplemental Development Standards (Island Walk Standards)
- Section 9.3 – Off-street parking requirements (Required Parking and Mechanical Parking Systems)
- Chapter 3 – Definitions
- POTENTIAL ADDITIONAL SECTION REVISIONS:
  - 8.17 - Height Exceptions (clarifications for rooftop amenities in RM-70)
  - 9.4 – Off-street loading and unloading requirements (clarification of standards)

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SECTIONS/ITEMS WITH SUBSTANTIVE CHANGES

- District purpose (NBV100)
- Distinction between Principal v. Accessory Uses (definitions)
- Updated Setbacks
- Greater Pervious Area
- Smaller Min. Unit Sizes
- Additional/updated Required Features
- Replacement of min parking with max parking
- Expanded mechanical parking section into “Space-efficient parking”

ITEMS WITH NO CHANGES

- Standard Minimum Lot Site and Frontage
- Density
- Max Building Height
- Building Height Bonus

UNRESOLVED ISSUES FROM LATEST TOWN HALL MTG

- Nonresidential uses
  - Internal capture of vehicle trips = 👍
  - Potential attraction of external trips = 👎
- Undersized Parcels
  - Discourage redevelopment of existing buildings? (Preservation of structures and workforce/affordable units)

    OR
  - Allow redevelopment and increased density for only certain parcel sizes, only through TDR acquisition
- Elimination of PRD
  - Wholesale elimination along with improvement of base zoning regulations OR
  - Replacement with different overlay (SAP)
- TDRs
  - Maintain regs “as is” OR
  - Limit pool available for transfer within Harbor Island OR
  - See above Undersized Parcels
- Traffic Concern – Impact of future traffic generation (related to all of the above)

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USEFUL CONCEPTS

- Local Road (East/West Drive): low-capacity road which primarily serve as access road to residences, businesses and other abutting properties.
- Collector Road (Larry Pascow Way/Harbor Island Drive): low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.
- Urban Residential Streets: Typically provide access to single and multiple family residences in urban areas; drivers generally include only residents and their visitors; large trucks are rare.
- Level of Service (LOS): defines how well vehicle traffic flows along a street or road. Qualitative measure (scale) used to describe not only operational conditions within a traffic stream, but also the perception by road users. LOS standards vary by facility type (i.e., local v. collector v. arterial, etc.).



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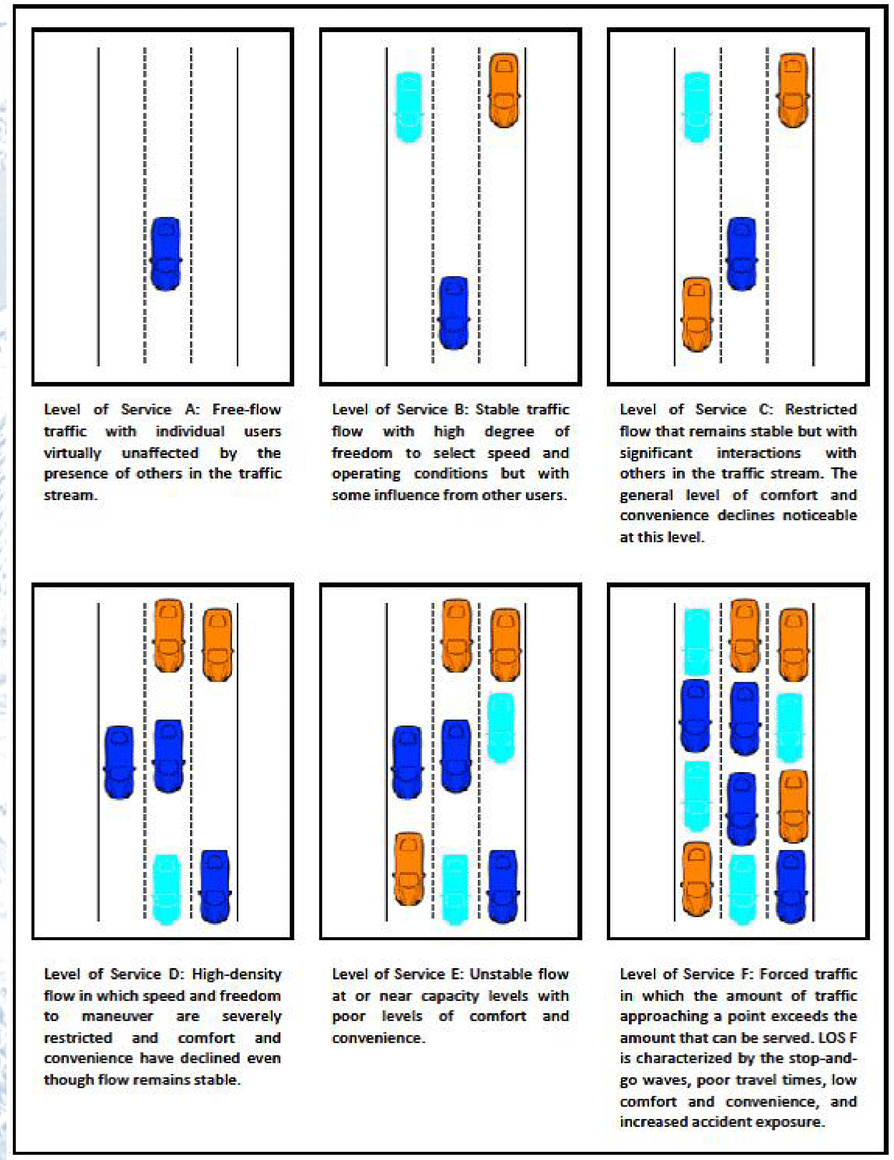
MOST COMMON MISCONCEPTION ABOUT LOS

“The most common misconception about LOS is that the A through F categories are comparable to school letter grades.

For motorized vehicles, LOS A is most likely not a desirable goal from a transportation or societal perspective….Improving [a roadway facility] to accommodate LOS A leaves the facility open to excessive speeds in the off-peak, which could create safety concerns.”

Source: FDOT 2023 Multimodal Quality/Level of Service Handbook

This is especially true for urban and/or residential streets. LOS D is widely considered an acceptable design condition for roadways in urbanized areas.



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FDOT CONTEXT CLASSIFICATION

No perfect match

Best fit based on details of land use and other characteristics: C5- Urban Center*

* Different choice = potentially different LOS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population greater than one million). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION	ALLOWABLE DESIGN SPEED RANGE (MPH)	SIS MINIMUM (MPH)
C5 Urban Center	**25-35**	**35**

Urban Areas—A place with a population between 5,000 and 50,000.

North Bay Village
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ROADWAY CAPACITY ANALYSIS

Considerations:

- Current adopted LOS for local roads is C
- FDOT updates its LOS standards periodically.
- In January 2023, a new Multimodal Quality/Level of Service Handbook was issued
- No LOS B or C traffic volume numbers are provided in the new handbook for this type of road in this context classification
- CGA study conservatively utilizes the next available LOS volume (D), but the roadway likely operates at LOS B or C.

ROADWAY CAPACITY ANALYSIS

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

2020

FDOT

C2T, C4, C5, & C6 Motor Vehicle Arterial Generalized Service Volume Tables


(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**


(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

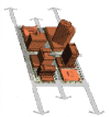
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600


(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

2023

ROADWAY CAPACITY ANALYSIS (cont'd)

Considerations:

- Version 1: Maximum build-out (regardless of individual site conditions).
  - Some units numbers decline because several sites are "overdeveloped" today, i.e., exceed maximum zoned density (legally nonconforming). If those sites ever redevelop, they must come into compliance with current regulations (therefore less units = less trips).
- Version 2: Build-out minus Moda, 360 and Eloquence redevelopment
- Both versions include up to 130 TDRs. For the purposes of the exercise, it was assumed that approximately 37 TDRs may go into future projects on West Drive, while up to 93 TDRs might be transferred onto projects on East Drive.
- Both versions have a build-out horizon of 20+ years.
- No Planned Residential Development (PRD) Overlay scenario.
- No decreased parking scenario.

Short stretch of Larry Pascow Way and Harbor Island Drive would be expected to carry all of the potential in and out trips for the entire Harbor Island roadway network *at some point* during the 24-hour period



Improvements planned by NBV and in coordination with FDOT should take into consideration projected development

North Bay Village
HEART OF THE BAY

Next Steps

- Refinements/ordinance preparation/legal review
- PZB review – June 21
- 1st reading – July 11
- 2nd reading/adoption – Sept 12

Thank you for participating!

Q&A

March 27, 2023

RM-70 ZONING DISTRICT UPDATE

Preliminary Calculation of Existing Development and Maximum Capacity (by Zoning) - Harbor Island

UPDATED 3/13/2023

Folio(s)	Address	Project Name	Owner	Sq. Ft.	Acres	Current Use	Tenancy	Year Built	Existing Units	Height (stories)	As-Built Density (upa)	Total Max Units @70 upa *	Additional Unit Capacity @70 upa *	Legally non-conforming density?	Previously rezoned as PRD?	
WEST DRIVE																
23-3209-001-0040	8000 West Drive	Moda Apts	8000 WEST DRIVE GROUND OWNER LLC C/O SAFEHOLD INC	196,456	4.51	MFR	R	2015	285	8	63	315	30	N/A	N	
23-3209-022-0001 (ref)	7939-7941 West Drive	Chateau Isle	MULTIPLE	22,400	0.51	MFR	O	1956	12	3	23	21	9	N/A	N	
23-3209-001-0420	7938-7940 West Drive	N/A	7940 NBV PARTNERS LLC	33,600	0.77	Vacant	N/A	N/A	0	0	N/A	54	54	N/A	N/A	
23-3209-001-0500	7937 West Drive	West Bay Villas	JACOB WATERFRONT PROPERTIES LLC	11,200	0.26	MFR	R	1954	7	2	27	6	-1	N/A	N	
23-3209-038-0001 (ref)	7935 West Drive	West Bay Condo	MULTIPLE	11,200	0.26	MFR	O	1956	6	2	23	6	0	Y	N	
23-3209-048-0001 (ref)	7934 West Drive	Space 01	MULTIPLE	33,600	0.77	MFR	O	2006	54	15	70	54	0	N/A	N	
23-3209-027-0001 (ref)	7933 West Drive	Magaluf Towers	MULTIPLE	22,400	0.51	MFR	O	1979	34	11	66	21	-13	Y	N	
23-3209-043-0001 (ref)	7929 West Drive	Blue Bay Tower Condo	MULTIPLE	22,400	0.51	MFR	O	2005	36	15	70	21	-15	N/A	?	
23-3209-036-0001 (ref)	7928 West Drive	Islander Club	MULTIPLE	44,800	1.03	MFR	O	1969	88	10	86	72	-16	Y	N	
23-3209-001-0620	7925 West Drive	7925 West Drive	VALLEYVIEW REIT LLC	22,400	0.51	MFR	R	1958	24	2	47	21	-3	N/A	N	
23-3209-001-0660	7921 West Drive	7921 West Drive	AZURE USA LLC	11,200	0.26	MFR	R	1947	10	2	39	6	-4	Y	N	
23-3209-001-0220	7920 West Drive	Vogel Park	NORTH BAY VILLAGE	22,400	0.51	Park	P	N/A	0	0	0	27.8**	35	N/A	N/A	
23-3209-001-0160	7918 West Drive	7918 West Drive	P&O PROPERTIES LLC	33,600	0.77	Under construction	O	2024	54	21	70	54	0	N/A	N/A	
23-3209-001-0680	7917 West Drive	7917 West Drive	CORAL USA LLC	22,400	0.51	MFR	R	1963	30	2	58	21	-9	Y	N	
23-3209-001-0013	7913 West Drive	Former Coletta lot	S2 NBV LLC	43,901	1.01	Vacant	N/A	N/A	0	0	0	71	71	N/A	N/A	
23-3209-001-0110	7910 West Drive	Harbor West Apts.	GATOR HARBOR WEST LTD	42,324	0.97	MFR	R	1958	44	3	45	68	24	N/A	N	
23-3209-026-0001 (ref)	7904 West Drive	Bayshore Yacht and Tennis Club	MULTIPLE	60,300	1.38	MFR	O	1963	174	12	126	97	-77	Y	?	
HARBOR ISLAND DRIVE																
23-3209-052-0001 (ref)	7900 Harbor Island Drive	360 Condominium (A, B and C)	MULTIPLE	298,480	6.85	MFR	O	2007	336	15 max	49	480	144	N/A	N	
EAST DRIVE																
23-3209-021-0001 (ref) 23-3209-001-0023 23-3209-001-0021	8000 East Drive	Biscayne Sea Club	MULTIPLE	133,619	3.07	MFR	O	1955	52	3	17	215	163	N/A	N	
23-3209-030-0001 (ref)	7946 East Drive	Majestic Isle Condo	MULTIPLE	40,000	0.92	MFR	O	1960	36	3	39	64	28	N/A	N	
23-3209-032-0001 (ref)	7945 East Drive	Bays Water Condo	MULTIPLE	28,800	0.66	MFR	O	1958	22	3	33	46	24	N/A	N	
23-3209-001-0430	7941 East Drive	Mon Plaisir	ROBMAR MIAMI LLC	11,200	0.26	MFR	R	1953	4	2	16	6	2	N/A	N	
23-3209-056-0001 (ref)	7939 East Drive	The Current by Extant	NBV TOWER LLC	11,200	0.26	MFR	R	2008	16	15	62	6	-10	N/A	?	
23-3209-059-0001 (ref)	7935 East Drive	Cielo on the Bay	MULTIPLE	22,400	0.51	MFR	O	2009	36	15	70	21	-15	N/A	?	
23-3209-001-0330	7931 East Drive	7931 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1958	24	2	47	21	-3	Y	N	
23-3209-060-0001 (ref)	7928 East Drive	Eloquence on the Bay	PROPERTY HOLDINGS LLC	125,197	2.87	MFR	O	2009	120	17	42	201	81	N/A	N	
23-3209-001-0290	7927 East Drive	7927 East Drive	7927/7931 EAST DRIVE	22,400	0.51	MFR	R	1961	20	2	39	21	1	N/A	N	
23-3209-001-0610	7926 East Drive	Miami White House	7926 EAST LLC	11,200	0.26	MFR	R	1946	7	2	27	6	-1	Y	N	
23-3209-001-0630	7924 East Dirve	7924 East Drive	NORTH BAY INVESTORS INC	11,200	0.26	MFR	R	1968	20	5	78	6	-14	Y	N	
23-3209-001-0270	7925 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A	
23-3209-001-0250	7923 East Drive	N/A	RENE CARABALLO	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A	
23-3209-001-0650	7922 East Drive	N/A	MBM DEVELOPMENTS LLC	11,200	0.26	Vacant	N/A	N/A	0	0	0	6	6	N/A	N/A	
23-3209-029-0001	7921 East Drive	Lido Condo	MULTIPLE	21,700	0.50	MFR	O	1959	20	2	40	20	0	N/A	N	
23-3209-033-0001 (ref)	7920 East Drive	Belle Isle Condo	MULTIPLE	22,400	0.51	MFR	O	1958	24	2	47	21	-3	Y	N	
23-3209-001-0151	7915 East Drive	7915 East Drive	C & D BAY VILLAGE LLC	33,600	0.77	MFR	R	1959	42	3	54	54	12	N/A	N	
23-3209-034-0001 (ref)	7909-7911 East Drive	Harbor Condo	MULTIPLE	24,000	0.55	MFR	O	1951	30	2	54	23	-7	N/A	N	
23-3209-001-0090	7905 East Drive	Royal Isle	ROYAL ISLE APARTMENTS L C	46,990	1.08	MFR	R	1964	44	3	41	76	32	N/A	N	
								Totals	1,711			2,212	536			
												*2,342	*631			

* Maximum Potential Additional Units Available for transfer within Harbor Island from NBV TDR Pool = 130 from Vogel Park, Civic Park and Sakura site.

** Available TDRs from Vogel Park

Lot size in red text = undersized parcel (i.e., does not meet standard minimum lot size of 27,000 square feet)

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

Memorandum

☒ **Fort Lauderdale Office** · 1800 Eller Drive · Suite 600 · Fort Lauderdale, FL 33316 · 954.921.7781(p) · 954.921.8807(f)
☐ **West Palm Beach Office** · 560 Village Boulevard · Suite 340 · West Palm Beach, FL 33409 · 561.684.6161(p) · 561.684.6360(f)

Date:	4/06/2023
To:	Silvia Vargas, FAICP Principal Planner
From:	Diana White, PE, Director of Transportation & Mobility Department, Calvin Giordano & Associates, Inc.
Subject:	North Bay Village – RM 70 Zoning Update – Capacity Analysis
Project:	CGA 203569
CC:	

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INTRODUCTION

Calvin Giordano and Associates has been assigned by North Bay Village (Village) to complete roadway capacity analyses for existing and potential future conditions of the Harbor Island roadway network based on the Village's current zoning districts. This document was completed utilizing the Florida Department of Transportation (FDOT) 2023 Multimodal Quality Level of Service Handbook tables. The site location is shown in Figure -1.



Figure 1: Harbor Island

EXISTING CONDITIONS TRAFFIC ANALYSES

The study boundary area is comprised of two (2) two-lane undivided local roadways: West Drive, East Drive and one (1) two-lane divided local roadway: Harbor Island Drive; which connect to the nearby signalized intersection at John F Kennedy Causeway. The West Drive and East Drive roadways are both in an urbanized area identified as zoning district RM 70 – Multiple Family Residential. The existing zoning map of the area is shown in Figure 2. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, there are three (3) different residential land uses within the existing RM-70 zone..

- Low-rise multifamily housing which includes apartments, townhouses and condominiums located within the same building with a minimum of three dwelling units and with one or two levels (floors) of residence.
- Mid-rise multifamily housing which includes apartments, townhouses, and condominiums located within the same building with a minimum of three dwelling units and with between three and 10 levels (floors) of residence.
- High-rise multifamily housing which includes apartments, and condominiums that have more than 10 levels (floors) of residence.

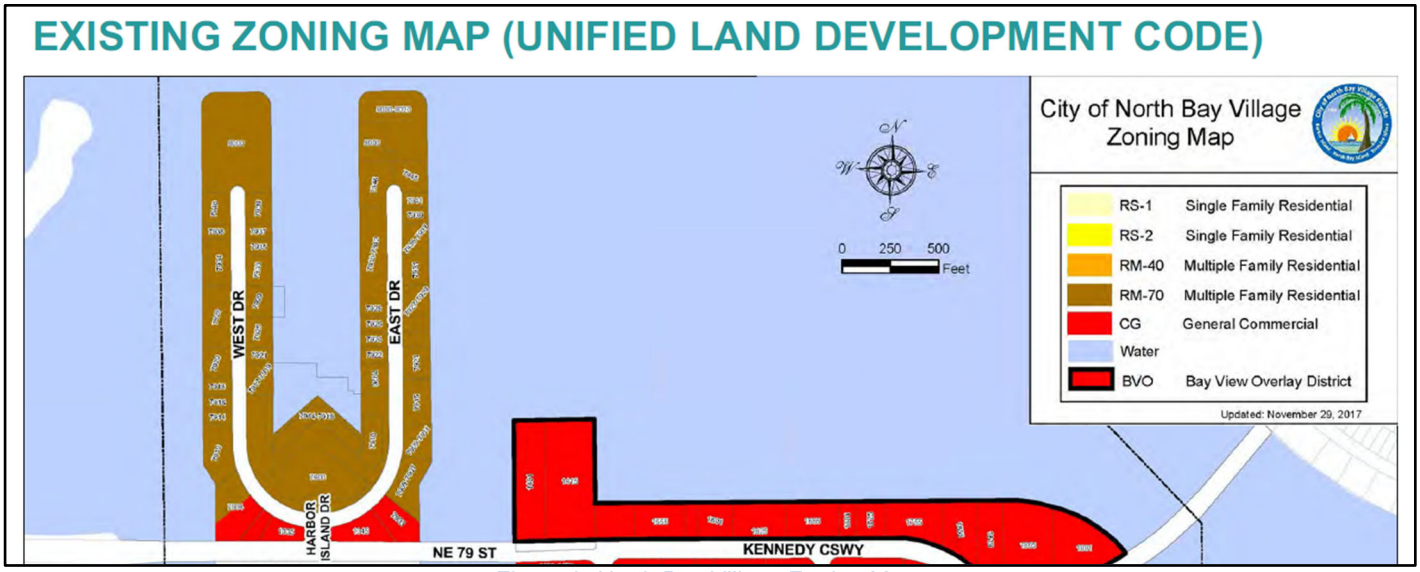


Figure 2: North Bay Village Zoning Map

West Drive

The facilities along West Drive contain seventeen (17) parcels totaling 656,581 square feet and 858 dwelling units. The Bayshore Yacht and Tennis Club condo is a mixed-use development with commercial spaces on the ground floor and residential units on the upper levels. Five (5) parcels were identified as low-rise, five (5) as mid-rise, and four (4) as high-rise multifamily residential housing. Two (2) parcels are currently vacant, and one was designated as Civic Space / Park. The total number of units for low-rise, mid-rise, and high-rise multifamily residential housing is 77, 463, and 318, respectively. Tables 1, 2 and 3 show the calculated Daily, AM, and PM peak hour trips, respectively, for the different types of identified land uses, based on equations obtained from the ITE Trip Generation Manual, 11th Edition.

Table 1: Trip Generation for West Drive - Existing Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	77	T = 6.41(X) + 75.31	50%	50%	285	284	569
Multifamily (Mid Rise)	221	463	T = 4.77(X) - 46.46	50%	50%	1081	1081	2162
Multifamily (High Rise)	222	318	T = 3.76(X) + 377.04	50%	50%	787	786	1573
						2153	2151	4304
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**Daily Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	107.20 trips per 1000 sft GFA	50%	50%	53	53	106
Grocery Store / Convenience Store	851	964	T = 761.44(X) + 2.27	50%	50%	368	368	736
Pet Shop Gromming / Hair Salon	918	216	1.45 trips per 1000 sft GFA					0
Mosque*	562	927						
Parking Lot		55601						
Park	411	22400/0.51	T = 0.64(X) + 88.46	50%	50%	45	44	89
Vacant		54838						
						466	465	931
Total Existing Traffic @ Daily						**2619**	**2616**	**5235**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 2: Trip Generation for West Drive - Existing Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	77	T = 0.31(X) + 22.85	24%	76%	11	36	47
Multifamily (Mid Rise)	221	463	T = 0.44(X) - 11.61	23%	77%	44	148	192
Multifamily (High Rise)	222	318	T = 0.22(X) + 18.85	26%	74%	23	66	89
						78	250	328
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**AM Peak Hour Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	9.57 trips per 1000 sft GFA	55%	45%	5	4	9
Grocery Store / Convenience Store	851	964	49.11 trips per 1000 sft GFA	51%	49%	24	23	47
Pet Shop / Hair Salon	918	216	1.21 trips per 1000 sft GFA					0
Mosque*	562	927						
Parking Lot		55601						
Park	411	22400/0.51	0.02 trips/1 acre	59%	41%	0	0	0
Vacant		54838						
						29	28	57
Total Existing Traffic @ AM Peak						**107**	**278**	**385**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 3: Trip Generation for West Drive - Existing Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	77	T = 0.43(X) + 20.55	63%	37%	34	20	54
Multifamily (Mid Rise)	221	463	T = 0.39(X) + 0.34	61%	39%	110	71	181
Multifamily (High Rise)	222	318	T = 0.26(X) + 23.12	62%	38%	66	40	106
						210	131	341
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**PM Peak Hour Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	9.05 trips per 1000 sft GFA	61%	39%	5	4	9
Grocery Store / Convenience Store	851	964	62.54 trips per 1000 sft GFA	50%	50%	30	30	60
Pet Shop / Hair Salon	918	216	1.45 trips per 1000 sft GFA					0
Mosque*	562	927	4.22 per 1000 sft GFA			2	2	4
Parking Lot		55601						
Park	411	22400/0.51	T = 0.06(X) + 22.60	55%	45%	13	10	23
Vacant		54838						
						50	46	96
Total Existing Traffic @ PM Peak						**260**	**177**	**437**

* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer

East Drive

The facilities along East Drive contain nineteen (19) parcels totaling 621,906 square feet and 517 dwelling units. Seven (7) parcels were identified as low-rise, six (6) as mid-rise, and three (3) as high-rise multifamily residential housing. Three (3) parcels are currently vacant. The total number of units for low-rise, mid-rise, and high-rise multifamily residential housing are129, 216, and 172, respectively. Tables 4, 5 and 6, show the calculated Daily, AM and PM peak trips respectively for the different types of identified multifamily land uses.

Table 4: Trip Generation for East Drive - Existing Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	129	T = 6.41(X) + 75.31	50%	50%	451	451	902
Multifamily (Mid Rise)	221	216	T = 4.77(X) - 46.46	50%	50%	492	492	984
Multifamily (High Rise)	222	172	T = 3.76(X) + 377.04	50%	50%	512	512	1024
Total Existing Traffic @ Daily						**1455**	**1455**	**2910**

Table 5: Trip Generation for East Drive - Existing Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	129	T = 0.31(X) + 22.85	24%	76%	15	48	63
Multifamily (Mid Rise)	221	216	T = 0.44(X) - 11.61	23%	77%	19	64	83
Multifamily (High Rise)	222	172	T = 0.22(X) + 18.85	26%	74%	15	42	57
Total Existing Traffic @ AM Peak						**49**	**154**	**203**

Table 6: Trip Generation for East Drive - Existing Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	129	T = 0.43(X) + 20.55	63%	37%	48	28	76
Multifamily (Mid Rise)	221	216	T = 0.39(X) + 0.34	61%	39%	52	33	85
Multifamily (High Rise)	222	172	T = 0.26(X) + 23.12	62%	38%	42	26	68
Total Existing Traffic @ PM Peak						**142**	**87**	**229**

Harbor Island Drive /360 Condominium

There is only one multifamily high-rise residential development along the northernmost limits of Harbor Island Drive. The 360 Condominium is approximately 298,480 square feet in area, with a total of 336 dwelling units. Tables 7, 8 and 9 show the calculated trips for identified land use for Daily, AM peak and PM peak trips respectively.

Table 7: Trip Generation for 360 Condominium - Existing Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	336	T = 3.76(X) + 377.04	50%	50%	820	820	1640
Total Existing Traffic @ Daily						**820**	**820**	**1640**

Table 8: Trip Generation for 360 Condominium - Existing Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	336	T = 0.22(X) + 18.85	26%	74%	24	69	93
Total Existing Traffic @ AM Peak						**24**	**69**	**93**

Table 9: Trip Generation for 360 Condominium - Existing Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	336	T = 0.26(X) + 23.12	62%	38%	68	42	110
Total Existing Traffic @ PM Peak						**68**	**42**	**110**

EXISTING CONDITIONS CAPACITY ANALYSES

The Florida Department of Transportation (FDOT) has recently updated the level of service handbook and subsequently the "2023 Multimodal Quality / Level of Service Handbook" was used for the capacity analyses within this document.

Given the existing mix of high-rise, mid-rise and low-rise multifamily residential buildings as well as some mixed-use development, for the purposes of analysis Harbor Island has been categorized as a C5-Urban Center pursuant to the FDOT Context Classification Matrix Table. FDOT Context classification is included in Appendix A. C5—

Urban Center is defined as follows: mixed of uses within small blocks in one- to five-story buildings with a well-connected roadway network typically concentrated around a few blocks or within an identified civic or economic center of a community, town, or city. The existing level of service for West Drive, East Drive and Harbour Island Drive for the Daily, AM and PM peak hours are shown in Tables 10, 11 and 12 and have been calculated using FDOT's Generalized Service Volume Tables (GSVT); which are included in Appendix D

Table 10: Level of Service (LOS) calculations (Existing Conditions) based on estimated Daily Trips

Level of Service (LOS) Calculation								
Roadway	**Lanes**	**Median**	**Exclusive Left / Right Turn**	**State Road**	**Capacity**			
					AADT			
					Existing Volume	**LOS**	**Capacity**	**Adjusted Capacity** (See Notes)
West Drive	2	Undivided	No	No	5,235[1]	D	13,900	11,120
East Drive	2	Undivided	No	No	2,910[1]	D		11,120
Harbor Island Drive	2	Divided	Yes	No	9,785 [1,2]	D		13,135

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Existing volume – from Tables 1, 4 and 7*
[2] *Harbor Island Drive includes existing volume of 1,640 for 360 Condominium, 5,235 for West Drive and 2,910 for East Drive*

Table 11: Level of Service (LOS) calculations (Existing Conditions) based on estimated AM Peak Trips

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					AM Peak Hour			
					Existing Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	385[1]	D	1,250	1,000
East Drive	2	Undivided	No	No	203[1]	D		1,000
Harbor Island Drive	2	Divided	Yes	No	681[1,2]	D		1,181

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Existing volume – from Tables 2, 5 and 8*
[2] *Harbor Island Drive includes existing volume of 93 for 360 Condominium, 385 for West Drive and 203 for East Drive*

Table 12: Level of Service (LOS) calculations (Existing Conditions) based on estimated PM Peak Trips

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity			
					PM Peak Hour			
					Existing Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	437[1]	D	1,250	1,000
East Drive	2	Undivided	No	No	229[1]	D		1,000
Harbor Island Drive	2	Divided	Yes	No	776[1,2]	D		1,181

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Existing volume – from Tables 3, 6 and 9*
[2] *Harbor Island Drive includes existing volume of 110 for 360 Condominium, 437 for West Drive and 229 for East Drive*

ESTIMATED FUTURE TRAFFIC CONDITIONS BASED ON CURRENT ZONING

The total number of units (low-rise, mid-rise, and high-rise) have been calculated based on future development and using the maximum unit density of 70 units per acre of land. Furthermore, 130 TDRs to be dispersed along East Drive and West Drive areas.

Based on recent discussions with the Village Planning Department, out of the 130 TDRs, 37 would be spread along West Drive, which has a capacity for a maximum of 162 units and the remaining 93 TDRs would be allocated along East drive, which has a maximum unit capacity of 408 units. For the purpose of this document, all TDRs would be assumed as multifamily mid-rise units. Table 13 identifies the number of existing and maximum development dwelling units.

Table 13: Number of units calculations

Location	Existing Conditions				Maximum Development			
	Low Rise	Mid Rise	High Rise	Total Units	Low Rise	Mid Rise	High Rise	Total Units
West Drive	77	463	318	858	128	716	226	1070
East Drive	129	216	172	517	118	887	228	1233
360 Condominium			336	336			480	480

Based on the ITE Trip Generation Manual, 11th Edition, Tables 14-16, 17-19 & 20-22 show the potential future trips for the different types of identified land use for daily, AM peak hour and PM peak hour trips for West Drive, East Drive and Harbor Island Drive/360 Condominium, respectively.

Table 14: Trip Generation for West Drive – Future Development Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	128	T = 6.41(X) + 75.31	50%	50%	448	448	896
Multifamily (Mid Rise)	221	716	T = 4.77(X) - 46.46	50%	50%	1685	1684	3369
Multifamily (High Rise)	222	226	T = 3.76(X) + 377.04	50%	50%	614	613	1227
						2747	2745	5492
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**Daily Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	107.20 trips per 1000 sft GFA	50%	50%	53	53	106
Grocery Store / Convenience Store	851	964	T = 761.44(X) + 2.27	50%	50%	368	368	736
Pet Shop Gromming / Hair Salon	918	216	1.45 trips per 1000 sft GFA					0
Mosque*	562	927						
Parking Lot		55601						
Park	411	22400/0.51	T = 0.64(X) + 88.46	50%	50%	45	44	89
						466	465	931
Total Future Traffic @ Daily						**3213**	**3210**	**6423**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 15: Trip Generation for West Drive – Future Development Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	128	T = 0.31(X) + 22.85	24%	76%	15	48	63
Multifamily (Mid Rise)	221	716	T = 0.44(X) - 11.61	23%	77%	70	233	303
Multifamily (High Rise)	222	226	T = 0.22(X) + 18.85	26%	74%	18	51	69
						103	332	435
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**AM Peak Hour Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	9.57 trips per 1000 sft GFA	55%	45%	5	4	9
Grocery Store / Convenience Store	851	964	49.11 trips per 1000 sft GFA	51%	49%	24	23	47
Pet Shop / Hair Salon	918	216	1.21 trips per 1000 sft GFA					0
Mosque*	562	927						
Parking Lot		55601						
Park	411	22400/0.51	0.02 trips/1 acre	59%	41%	0	0	0
						29	28	57
Total Future Traffic @ AM Peak						**132**	**360**	**492**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 16: Trip Generation for West Drive – Future Development Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	128	T = 0.43(X) + 20.55	63%	37%	48	28	76
Multifamily (Mid Rise)	221	716	T = 0.39(X) + 0.34	61%	39%	171	109	280
Multifamily (High Rise)	222	226	T = 0.26(X) + 23.12	62%	38%	51	31	82
						270	168	438
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**PM Peak Hour Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	9.05 trips per 1000 sft GFA	61%	39%	5	4	9
Grocery Store / Convenience Store	851	964	62.54 trips per 1000 sft GFA	50%	50%	30	30	60
Pet Shop / Hair Salon	918	216	1.45 trips per 1000 sft GFA					0
Mosque*	562	927	4.22 per 1000 sft GFA			2	2	4
Parking Lot		55601						
Park	411	22400/0.51	T = 0.06(X) + 22.60	55%	45%	13	10	23
						50	46	96
Total Future Traffic @ PM Peak						**320**	**214**	**534**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 17: Trip Generation for East Drive – Future Development Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	118	T = 6.41(X) + 75.31	50%	50%	416	416	832
Multifamily (Mid Rise)	221	887	T = 4.77(X) - 46.46	50%	50%	2093	2092	4185
Multifamily (High Rise)	222	228	T = 3.76(X) + 377.04	50%	50%	617	617	1234
Total Future Traffic @ Daily						**3126**	**3125**	**6251**

Table 18: Trip Generation for East Drive – Future Development Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	118	T = 0.31(X) + 22.85	24%	76%	14	45	59
Multifamily (Mid Rise)	221	887	T = 0.44(X) - 11.61	23%	77%	87	292	379
Multifamily (High Rise)	222	228	T = 0.22(X) + 18.85	26%	74%	18	51	69
Total Future Traffic @ AM Peak						**119**	**388**	**507**

Table 19: Trip Generation for East Drive – Future Development Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	118	T = 0.43(X) + 20.55	63%	37%	45	26	71
Multifamily (Mid Rise)	221	887	T = 0.39(X) + 0.34	61%	39%	211	135	346
Multifamily (High Rise)	222	228	T = 0.26(X) + 23.12	62%	38%	51	31	82
Total Future Traffic @ PM Peak						**307**	**192**	**499**

Table 20: Trip Generation for 360 Condominium – Future Development Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	480	T = 3.76(X) + 377.04	50%	50%	1091	1091	2182
Total Future Traffic @ Daily						**1091**	**1091**	**2182**

Table 21: Trip Generation for 360 Condominium – Future Development Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	480	T = 0.22(X) + 18.85	26%	74%	32	92	124
Total Future Traffic @ AM Peak						**32**	**92**	**124**

Table 22: Trip Generation for 360 Condominium – Future Development Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	480	T = 0.26(X) + 23.12	62%	38%	92	56	148
Total Future Traffic @ PM Peak						**92**	**56**	**148**

FUTURE CONDITIONS CAPACITY ANALYSES

The estimated future level of service (LOS) for West Drive, East Drive and Harbour Island Drive for the Daily, AM and PM peak hours are shown in Tables 23, 24 and 25 respectively and have been calculated using FDOT's Generalized Service Volume Tables (GSVT); which are included in Appendix D

Table 23: Level of Service (LOS) calculations (Future Conditions) for Daily Trips

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AADT			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	6423[1]	D	13,900	11,120
East Drive	2	Undivided	No	No	6251[1]	D		11,120
Harbor Island Drive	2	Divided	Yes	No	14,856[1,2]	E		13,135

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Future volume – from Tables 14, 17 and 20*
[2] *Harbor Island Drive includes future volume of 2,182 for 360 Condominium, 6,423 for West Drive and 6251 for East Drive*

Table 24: Level of Service (LOS) calculations (Future Conditions) for AM Peak Hour

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	492	D	1,250	1,000
East Drive	2	Undivided	No	No	507	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,123	D		1,181

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Future volume – from Tables 15, 18 and 21*
[2] *Harbor Island Drive includes future volume of 124 for 360 Condominium, 492 for West Drive and 507 for East Drive*

Table 25: Level of Service (LOS) calculations (Future Conditions) for PM Peak Hour

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for PM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	534	D	1,250	1,000
East Drive	2	Undivided	No	No	499	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,181	D		1,181

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Future volume – from Tables 16, 19 and 22*
[2] *Harbor Island Drive includes future volume of 148 for 360 Condominium, 532 for West Drive and 499 for East Drive*

CONCLUSIONS

Calvin Giordano & Associates was assigned by North Bay Village to evaluate the capacity of the existing roadway network within Harbor Island for the existing and potential multifamily development, based on the number of TDR's provided by the Village Planning Department.

It should be noted that no traffic data was collected as part of this effort, and that the existing and potential future trips estimated for the daily, AM and PM peak hours were calculated utilizing the ITE Trip Generation Manual, 11th edition.

The capacity analyzes for the three (3) roadway segments (West Drive, East Drive and Harbor Island Drive) were completed in accordance with the 2023 FDOT Multimodal Quality/Level of Service Handbook. Based on the results of the analyses, the following conclusions can be made:

- Based on the FDOT Generalized Services Volume Tables, the best possible Level of Service (LOS) for Context Classification C-5 Urban Center is LOS D
- The existing level of service (LOS) for all three analyzed roadway segments was identified as LOS D for all three analyzed scenarios (Daily, AM and PM peak hours)
- The potential future estimated LOS for West Drive and East Drive roadway segments was identified as LOS D for all three analyzed scenarios (Daily, AM and PM peak hours)
- The potential future estimated LOS for Harbor Island Drive roadway segment was identified as LOS D for the AM and PM peak scenarios and LOS E for the Daily scenario. This could be attributed to the fact

that the short stretch of Harbor Island Drive would be expected to carry all of the potential in and out trips for the entire Harbor Island roadway network at some point during the 24-hour period. LOS is defined by the Highway Capacity Manual as a quantitative stratification of a performance measure or measures that represent **quality** of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst.

APPENDIX A

FDOT Context Classification

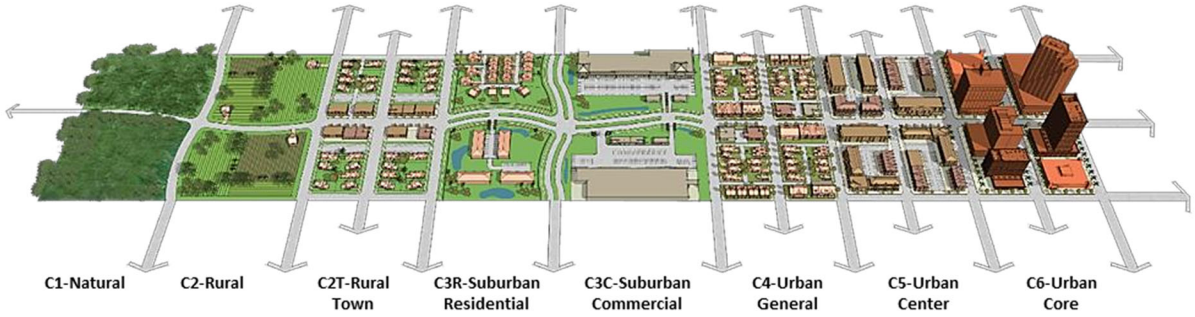


Figure 6: FDOT Context Classification



APPENDIX B

FDOT LOS Table

FDOT

C2T, C4, C5, & C6 Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

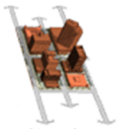


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

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ESTIMATED FUTURE TRAFFIC CONDITIONS BASED ON CURRENT ZONING (Additional Scenario)

An additional potential future scenario has been modeled as a request originated from the Village planning staff. For this scenario, the "unused" density units for Moda Apartments, 360 Condominium and Eloquence on the Bay were reduced by 30 units, 144 units and 81 units respectively, from the potential maximum developments as shown in Table 13. Table 26 identifies the number of existing and maximum development dwelling units after the reduction.

Table 26: Number of units calculations

Location	Existing Conditions				Maximum Development*			
	Low Rise	Mid Rise	High Rise	Total Units	Low Rise	Mid Rise	High Rise	Total Units
West Drive	77	463	318	858	128	686	226	1040
East Drive	129	216	172	517	118	887	147	1152
360 Condominium			336	336			336	336

Based on the ITE Trip Generation Manual, 11th Edition, Tables 27-29, 30-32 & 33-355show the potential future trips for the different types of identified land use for daily, AM peak hour and PM peak hour trips for West Drive, East Drive and Harbor Island Drive/360 Condominium, respectively.

Table 27: Trip Generation for West Drive – Future Development Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	128	T = 6.41(X) + 75.31	50%	50%	448	448	896
Multifamily (Mid Rise)	221	686	T = 4.77(X) - 46.46	50%	50%	1613	1613	3226
Multifamily (High Rise)	222	226	T = 3.76(X) + 377.04	50%	50%	614	613	1227
						2675	2674	5349
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**Daily Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	107.20 trips per 1000 sft GFA	50%	50%	53	53	106
Grocery Store / Convenience Store	851	964	T = 761.44(X) + 2.27	50%	50%	368	368	736
Pet Shop Gromming / Hair Salon	918	216	1.45 trips per 1000 sft GFA					0
Mosque*	562	927						
Parking Lot		55601						
Park	411	22400/0.51	T = 0.64(X) + 88.46	50%	50%	45	44	89
						466	465	931
Total Future Traffic @ Daily						**3141**	**3139**	**6280**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 28: Trip Generation for West Drive – Future Development Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	128	T = 0.31(X) + 22.85	24%	76%	15	48	63
Multifamily (Mid Rise)	221	686	T = 0.44(X) - 11.61	23%	77%	67	223	290
Multifamily (High Rise)	222	226	T = 0.22(X) + 18.85	26%	74%	18	51	69
						100	322	422
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**AM Peak Hour Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	9.57 trips per 1000 sft GFA	55%	45%	5	4	9
Grocery Store / Convenience Store	851	964	49.11 trips per 1000 sft GFA	51%	49%	24	23	47
Pet Shop / Hair Salon	918	216	1.21 trips per 1000 sft GFA					0
Mosque*	562	927						
Parking Lot		55601						
Park	411	22400/0.51	0.02 trips/1 acre	59%	41%	0	0	0
						29	28	57
Total Future Traffic @ AM Peak						**129**	**350**	**479**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 29: Trip Generation for West Drive – Future Development Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	128	T = 0.43(X) + 20.55	63%	37%	48	28	76
Multifamily (Mid Rise)	221	686	T = 0.39(X) + 0.34	61%	39%	163	105	268
Multifamily (High Rise)	222	226	T = 0.26(X) + 23.12	62%	38%	51	31	82
						262	164	426
Land Use	**Land Use Code**	**SFT / Acres**	**Equation**	**Directional**		**PM Peak Hour Trips**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Restaurant	932	989	9.05 trips per 1000 sft GFA	61%	39%	5	4	9
Grocery Store / Convenience Store	851	964	62.54 trips per 1000 sft GFA	50%	50%	30	30	60
Pet Shop / Hair Salon	918	216	1.45 trips per 1000 sft GFA					0
Mosque*	562	927	4.22 per 1000 sft GFA			2	2	4
Parking Lot		55601						
Park	411	22400/0.51	T = 0.06(X) + 22.60	55%	45%	13	10	23
						50	46	96
Total Future Traffic @ PM Peak						**312**	**210**	**522**
* Mosque LU only shows Friday PM peak traffic due to Jummah Prayer								

Table 30: Trip Generation for East Drive – Future Development Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	118	T = 6.41(X) + 75.31	50%	50%	416	416	832
Multifamily (Mid Rise)	221	887	T = 4.77(X) - 46.46	50%	50%	2093	2092	4185
Multifamily (High Rise)	222	147	T = 3.76(X) + 377.04	50%	50%	465	465	930
Total Future Traffic @ Daily						**2974**	**2973**	**5947**

Table 31: Trip Generation for East Drive – Future Development Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	118	T = 0.31(X) + 22.85	24%	76%	14	45	59
Multifamily (Mid Rise)	221	887	T = 0.44(X) - 11.61	23%	77%	87	292	379
Multifamily (High Rise)	222	147	T = 0.22(X) + 18.85	26%	74%	13	38	51
Total Future Traffic @ AM Peak						**114**	**375**	**489**

Table 32: Trip Generation for East Drive – Future Development Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (Low Rise)	220	118	T = 0.43(X) + 20.55	63%	37%	45	26	71
Multifamily (Mid Rise)	221	887	T = 0.39(X) + 0.34	61%	39%	211	135	346
Multifamily (High Rise)	222	147	T = 0.26(X) + 23.12	62%	38%	38	23	61
Total Future Traffic @ PM Peak						**294**	**184**	**478**

Table 33: Trip Generation for 360 Condominium – Future Development Conditions (Daily Trips)

Land Use	Land Use Code	Units	Equation	Directional		Daily Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	336	T = 3.76(X) + 377.04	50%	50%	820	820	1640
Total Future Traffic @ Daily						**820**	**820**	**1640**

Table 34: Trip Generation for 360 Condominium – Future Development Conditions (AM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		AM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	336	T = 0.22(X) + 18.85	26%	74%	24	69	93
Total Future Traffic @ AM Peak						**24**	**69**	**93**

Table 35: Trip Generation for 360 Condominium – Future Development Conditions (PM Peak Trips)

Land Use	Land Use Code	Units	Equation	Directional		PM Peak Hour Trips		
				IN	OUT	IN	OUT	Total
Multifamily (High Rise)	222	336	T = 0.26(X) + 23.12	62%	38%	68	42	110
Total Future Traffic @ PM Peak						**68**	**42**	**110**

FUTURE CONDITIONS CAPACITY ANALYSES

The estimated future level of service (LOS) for West Drive, East Drive and Harbour Island Drive for the Daily, AM and PM peak hours are shown in Tables 36, 37 and 38 respectively and have been calculated using FDOT's Generalized Service Volume Tables (GSVT); which are included in Appendix D

Table 36: Level of Service (LOS) calculations (Future Conditions) for Daily Trips

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AADT			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	6,280[1]	D	13,900	11,120
East Drive	2	Undivided	No	No	5,947[1]	D		11,120
Harbor Island Drive	2	Divided	Yes	No	13,867[1,2]	E		13,135

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
1 Future volume – from Tables 27, 30 and 33
2 Harbor Island Drive includes future volume of 1,680 for 360 Condominium, 6,280 for West Drive and 5,947 for East Drive

Table 37: Level of Service (LOS) calculations (Future Conditions) for AM Peak Hour

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for AM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	479	D	1,250	1,000
East Drive	2	Undivided	No	No	489	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,061	D		1,181

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Future volume – from Tables 28, 31 and 34*
[2] *Harbor Island Drive includes future volume of 93 for 360 Condominium, 479 for West Drive and 489 for East Drive*

Table 38: Level of Service (LOS) calculations (Future Conditions) for PM Peak Hour

Level of Service (LOS) Calculation								
Roadway	Lanes	Median	Exclusive Left / Right Turn	State Road	Capacity for PM Peak Hour			
					Future Volume	LOS	Capacity	Adjusted Capacity (See Notes)
West Drive	2	Undivided	No	No	522	D	1,250	1,000
East Drive	2	Undivided	No	No	478	D		1,000
Harbor Island Drive	2	Divided	Yes	No	1,110	D		1,182

Notes: Source FDOT GSVT 2023 Multimodal Quality LOS Handbook
The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90
[1] *Future volume – from Tables 29, 32 and 35*
[2] *Harbor Island Drive includes future volume of 110 for 360 Condominium, 522 for West Drive and 478 for East Drive*

CONCLUSIONS

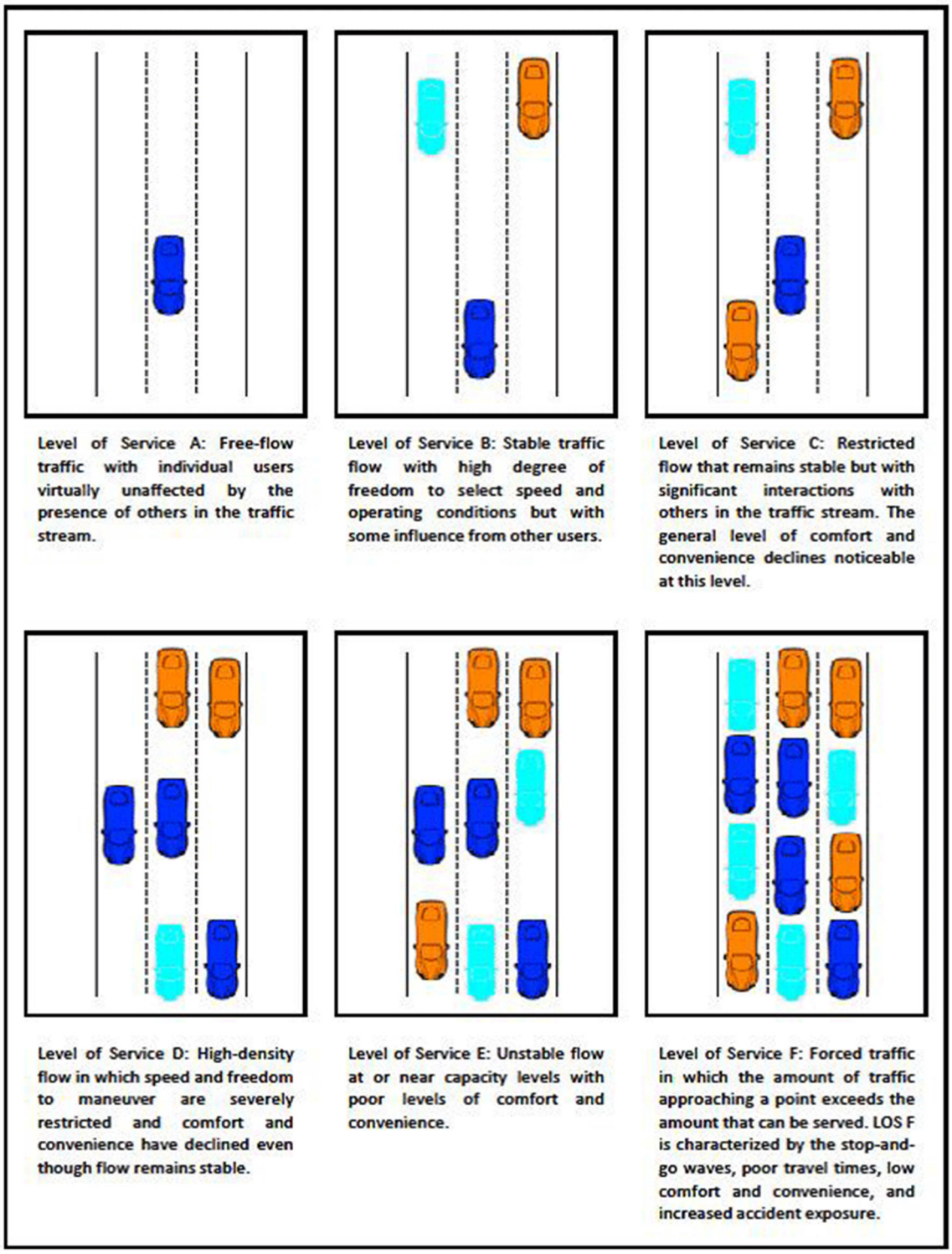
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It should be noted that no traffic data was collected as part of this effort, and that the estimated potential future trips as part of this scenario for the daily, AM and PM peak hours were calculated utilizing the ITE Trip Generation Manual, 11th edition.

The capacity analyzes for the three (3) roadway segments (West Drive, East Drive and Harbor Island Drive) were completed in accordance with the 2023 FDOT Multimodal Quality/Level of Service Handbook. Based on the results of the analyses, the following conclusions can be made:

- The potential future estimated LOS for West Drive and East Drive roadway segments was identified as LOS D for all three analyzed scenarios (Daily, AM and PM peak hours)
- The potential future estimated LOS for Harbor Island Drive roadway segment was identified as LOS D for the AM and PM peak scenarios and LOS E for the Daily scenario. This could be attributed to the fact that the short stretch of Harbor Island Drive would be expected to carry all the potential in and out trips for the entire Harbor Island roadway network at some point during the 24-hour period. LOS is defined by the Highway Capacity Manual as a quantitative stratification of a performance measure or measures that represent **quality** of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst.

Attachment



Source: Javier Fuentes, STARS, College of Engineering, University of South Florida

MIAMI-DADE

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared GUILLERMO GARCIA, who on oath says that he or she is the DIRECTOR OF OPERATIONS, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, of Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NORTH BAY VILLAGE - PUBLIC HEARING - JUN. 21, 2023

in the XXXX Court,
was published in a newspaper by print in the issues of Miami Daily Business Review f/k/a Miami Review on

06/08/2023

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Guillermo Garcia

Sworn to and subscribed before me this
8 day of JUNE, A.D. 2023

(SEAL)
GUILLERMO GARCIA personally known to me

ROSANA SALGADO
Commission # HH 336987
Expires November 30, 2026

NORTH BAY VILLAGE
NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT THE PLANNING & ZONING BOARD OF NORTH BAY VILLAGE, FLORIDA, WILL HOLD A REGULAR MEETING ON JUNE 21, 2023 AT 6:00 P.M. AT 1666 KENNEDY CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141 AND VIA ZOOM, OR AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (ULDC) BY COMPREHENSIVELY UPDATING AND AMENDING CHAPTER 3, "DEFINITIONS," CHAPTER 8, "ZONING," AND CHAPTER 9, "GENERAL DESIGN STANDARDS"; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY GLENN BASKIN CONCERNING PROPERTY LOCATED AT 7532 BUCCANEER AVENUE, NORTH BAY VILLAGE, FLORIDA, IDENTIFIED FOR REAL PROPERTY TAX PURPOSES BY MIAMI-DADE COUNTY FOLIO NO. 23-3209-009-1000, FOR A VARIANCE TO: (a) PROVIDE A 4.33-FOOT REAR SWIMMING POOL SETBACK WHERE 7.5 FEET ARE REQUIRED; AND (b) PROVIDE A 1-FOOT SIDE SWIMMING POOL SETBACK, WHERE 7.5 FEET ARE REQUIRED; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

THE MEETING AGENDA IS AVAILABLE ONLINE AT:
HTTPS://NORTHBAYVILLAGE-FL.GOV/AGENDAS-MINUTES/
YOU MAY ATTEND THE MEETING IN PERSON AT THE PHYSICAL MEETING LOCATION:
1666 KENNEDY CAUSEWAY, #101
NORTH BAY VILLAGE, FL 33141 OR

North Bay Village
Public Hearing - Jun 21, 23.

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 872 4555 7923
PASSCODE: 765078
WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE
LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
1 305 224 1968 OR 1 929 205 6099
FOR TECHNICAL SUPPORT DURING THE MEETING, PLEASE CONTACT:
(786) 309-4991

THE PROPOSED ORDINANCE(S) AND/OR RESOLUTION(S) MAY BE INSPECTED BY THE PUBLIC AT THE OFFICE OF THE VILLAGE CLERK. ANYONE WISHING TO OBTAIN A COPY OF ANY AGENDA ITEM SHOULD CONTACT THE VILLAGE CLERK AT 305-756-7171. A COMPLETE AGENDA PACKET IS ALSO AVAILABLE ON THE VILLAGE WEBSITE AT www.northbayvillage-fl.gov FIVE DAYS PRIOR TO THE DATE OF THE MEETING. INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING AND BE HEARD WITH RESPECT TO THE PROPOSED ORDINANCE(S). ANY PERSON WISHING TO ADDRESS THE VILLAGE COMMISSION OR BOARD ON ANY ITEM AT THIS PUBLIC HEARING IS ASKED TO REGISTER WITH THE VILLAGE CLERK PRIOR TO THAT ITEM BEING HEARD. ALTERNATIVELY, MEMBERS OF THE PUBLIC MAY EXPRESS THEIR VIEWS IN WRITING TO THE COMMISSION OR BOARD C/O VILLAGE CLERK, 1666 KENNEDY CAUSEWAY, #300, NORTH BAY VILLAGE, FL 33141, OR VIA EMAIL AT PUBLICCOMMENT@NBVILLAGE.COM.

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES IF ANY PERSON DECIDES TO APPEAL ANY DECISION BY THE COMMISSION WITH RESPECT TO THIS OR ANY MATTER CONSIDERED AT ITS MEETING OR ITS HEARING, SUCH PERSON MUST ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. TO REQUEST THIS MATERIAL IN ACCESSIBLE FORMAT, SIGN LANGUAGE INTERPRETERS, INFORMATION ON ACCESS FOR PERSON WITH DISABILITIES, AND/OR ANY ACCOMMODATION TO REVIEW ANY DOCUMENT OR PARTICIPATE IN ANY VILLAGE-SPONSORED PROCEEDING, PLEASE CONTACT (305) 756-7171 FIVE DAYS IN ADVANCE TO INITIATE YOUR REQUEST. TTY USERS MAY ALSO CALL 711 (FLORIDA RELAY SERVICE). THIS HEARING MAY BE CONTINUED FROM TIME TO TIME AS NECESSARY, AS DETERMINED BY THE VILLAGE COMMISSION.

ALBA L. CHANG, CMC
VILLAGE CLERK
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