NORTH BAY VILLAGE
PLANNING & ZONING BOARD
PUBLIC MEETING NOTICE

North Bay Village Commission will hold a public meeting on:
Thursday, July 27, 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: 869 7009 2320 Passcode: 842751
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: 869 7009 2320 Passcode: 842751
Thursday, July 27, 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

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 Considering a Request by 7940 NBV Partners, LLC for a Use

Exception to Allow Compact Parking Spaces for a Project at 7938-7940 West Drive - Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Recommend approval subject to conditions and contingent upon approval by the Village Commission of a companion variance request and Site Plan applications.

7940 W Drive_Use Exception_Staff Report_PZB 072723.pdf
Attachment A_Boundary Survey.pdf
Attachment B_Letter of Intent (071823).pdf
Attachment C_Arch Plan Sheets A-103 to A-105 (071723).pdf
Attachment_D_Reso_Use_Exception_7940_West_Drive_PZ_07.27.2023 (Updated).docx
DBR 07.27.23 PZB.pdf

3B. A Resolution Considering a Request by 7940 NBV Partners, LLC for a Variance to Permit a Reduction of the Parking Requirement for a Project at 7938-7940 West Drive - Village Manager Ralph Rosado, Ph.D., 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: The Planning and Zoning Board should review Planning staff's analysis of this request for a reduction of the required minimum parking requirement for multifamily residential uses according to Section 9.3.D. of the ULDC, and, after consulting the criteria in Section 7.3 related to hardship variances, should forward a recommendation to the Village Commission via the

attached resolution form.
7940 W Drive_Variance Parking Req Reduction_Staff Report_PZB 072723.pdf
Attachment 1_Boundary Survey.pdf
Attachment 2_Letter of Intent and Application Form.pdf
Attachment 3_Parking Req Impact Analysis.pdf
Attachment_4_Reso_Parking_Req_Reduction_7940_West_Drive_PZ_07.27.2023 (Final).docx
DBR 07.27.23 PZB.pdf

3C. A Resolution Considering a Request by 7940 NBV Partners, LLC, for a Variance to Reduce the Minimum Aisle Width for a Project at 7938-7940 West Drive - Village Manager Ralph Rosado, Ph.D., 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: The Planning and Zoning Board should review Planning staff's analysis of this request for a reduction of the required minimum aisle width according to Section 9.3.E. of the ULDC, and, after consulting the criteria in Section 7.3 related to hardship variances, should forward a recommendation to the Village Commission via the attached resolution form.
Attachment 1_Boundary Survey.pdf
Attachment 2_Letter of Intent and Application Form.pdf
Attachment 3_7940 NBV Maneuverability_memo.pdf
Attachment_4_Reso_Aisle_Width_7940_West_Drive_PZ_07.27.2023 (Final).docx
DBR 07.27.23 PZB.pdf
7940 W Drive_Variance Min Aisle Width_Staff Report_PZB 072723.pdf

4. Applications

4A. A Resolution to Consider a Site Plan Approval Applicaton for a Multifamily Residential Project to be Located at 7938-7940 West Drive - Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT

ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Staff is requesting that this item be deferred. The approval of this item is contigent upon the granting of companion variances being requested by the Applicant, as well as a Use Exception.

7940_NBV_SITE_APP.pdf
2023.07.18 Letter of Intent.pdf
7940 NBV_P&Z_ARCHITECTURE_COMPILED SET.pdf
2023.07.18_Traffic_Memo_Response.pdf
7940 NBV Maneuverability_memo.pdf
DBR 07.27.23 PZB.pdf

4B. 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 Unified Land Development Code (ULDC) Creating Section 8.10.2, "Payment in Satisfaction of Workforce Housing Requirements for Condominium Developments" (Privately-Initiated Amendment by 1755 JFK Owner LLC) - Village Manager Ralph Rosado, Ph.D., 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”) TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

Staff Report Workforce Housing PZB 072723.pdf
Attachment 1_Letter of Intent and Application Form dated July 13, 2023.pdf
Attachment 2_Workforce Housing Payment in-lieu Ordinance (Exhibit B).docx
Attachment 3_ Miami-Dade County Implementing Order IO 3-60 (Exhibit C).pdf
Attachment 4_Ordinance No. 2022-013.pdf
Attachment_5 ALTERNATE Workforce Housing Payment in-lieu Ordinance (Staff recommendation).docx
DBR 07.27.23 PZB.pdf

5B. An Ordinance Amending Section 15.3 of the ULDC to Make the Provision of a Green Wall in the T-6 Transect Optional (Privately-Initiated Amendment by 1755 JFK Owner LLC) - Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (“ULDC”) TO MAKE THE

PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE

Staff Report Green Walls PZB 072723 (Updated).pdf
Attachment 1 - Letter of Intent (06132023).pdf
Attachment 2 - ULDC Text Amendment Application.pdf
Attachment 3 - Proposed Ordinance and Exhibit.docx
Attachment-4 ALTERNATE Proposed Ordinance and Exhibit_(Staff recommendation).docx
DBR 07.27.23 PZB.pdf

5C. 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

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. 3A

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: July 27, 2023

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

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **A Resolution Considering a Request by 7940 NBV Partners, LLC for a Use Exception to Allow Compact Parking Spaces for a Project at 7938-7940 West Drive - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)***

RECOMMENDATION

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Recommend approval subject to conditions and contingent upon approval by the Village Commission of a companion variance request and Site Plan applications.

BACKGROUND AND ANALYSIS

Refer to attached Staff report and included Attachments A through D.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

n/a

PERSONNEL IMPACT

n/a

ATTACHMENTS

7940 W Drive_Use Exception_Staff Report_PZB 072723.pdf
Attachment A_Boundary Survey.pdf
Attachment B_Letter of Intent (071823).pdf
Attachment C_Arch Plan Sheets A-103 to A-105 (071723).pdf
Attachment_D_Reso_Use_Exception_7940_West_Drive_PZ_07.27.2023 (Updated).docx
DBR 07.27.23 PZB.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 27, 2023**

To: **Planning and Zoning Board**

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

Subject: **STAFF REPORT – Review of Use Exception Request for Compact Parking to be provided at a development project to be located at 7940 West Drive**

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1. General Information

Owner/Applicant:	7940 NBV Partners, LLC
Applicant Address:	4531 Prairie Avenue, Miami Beach, FL
Site Address:	7940 West Drive
Site Acreage	0.77 acres
Folio Numbers	23-3209-001-0400 and 23-3209-001-0420
Contact Person:	Graham Penn Bercow Radell Fernandez Larkin + Tapanes
Phone Number:	305.377.6229
E-mail Address	gpenn@brzoninglaw.com

2. Legal Description of Subject Property

Lots 38, 40 and 42, “Harbor Island”, According to the Plat Thereof, as Recorded in Plat Book 44, Page 72, of the Public Records of Miami-Dade County, Florida. (Refer to Boundary Survey, included as Attachment A).

3. Property Future Land Use Map and Zoning Designations

Future Land Use	Residential (Multifamily High Density)
Zoning District	RM-70 High-Density Multiple Family Residential
Existing Land Use	Vacant

4. Adjacent Land Use Map Classifications and Zoning District

North	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
East	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
South	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
West	Future Land Use	Water
	Zoning District	Water
	Existing Land Use	Water

5. Background

On June 12, 2023, applications were submitted by applicant 7940 NBV Partners LLC (the Applicant) to North Bay Village to initiate the review process of a proposed 70-unit multifamily residential condominium to be located at 7938-40 West Drive (7940 West Drive Project). In addition to this application for Use Exception, the Applicant is requesting Site Plan approval under Sec. 5.8 of the ULDC; a height bonus to increase the building height from 150 to 204 feet pursuant to Sec. 8.12.B.1; the transfer of density rights (TDRs) from Village-owned property, along with additional height up to 312 feet, pursuant to Sec. 8.13.B; a variance to decrease the minimum parking aisle width from 23 to 22 feet, as well as a variance to the parking requirement to allow the provision of 74 spaces less than the current minimum requirement, both under Sec. 7.3.

6. Description of Applicant's Request

The Applicant requests approval from the Village Commission for a Use Exception in accordance with the provisions of Sec. 8.11. of the ULDC, to design up to 20 percent of the proposed parking (135 spaces) specifically for compact vehicles, provided such spaces are clearly marked "for compact cars only" and collectively located in a defined area. See letter of intent included as Attachment B.

It must be noted that Subsection 9.3.E.5.a. of the ULDC allows this exception based on a project's *required* number of parking spaces, which for this project is 212 spaces. The proposed reduction in the number of parking spaces provided is subject to approval of a variance request that would permit the project to provide 135 spaces, as depicted on the Site Plan, where 212 spaces are

required. Therefore, approval of the proposed Use Exception to provide up to 20 percent of the total provided parking spaces (equivalent to 27 spaces) as compact spaces would be contingent first on approval of the variance and then on approval of the Site Plan, both by the Village Commission.

8. Consistency with Comprehensive Plan

This Application is generally consistent with the NBV100 Comprehensive Plan as it relates to the reduction in the need for parking to allow for a more pedestrian-oriented community, prioritizing people over cars and emphasizing aesthetic quality in new development and redevelopment.

9. Compliance with the ULDC and Compatibility with Adjacent Uses

The Use Exception request is consistent with the provisions of Sec. 8.11. The change in the size of certain parking spaces located within a parking garage and not be visible from the outside of the building, would not impact compatibility with adjacent uses.

The request, however, is based on a reduced overall number of parking spaces, which in turn is contingent upon the granting of a variance from the requirements of Sec. 9.3.C. Until the variance is secured, the Use Exception request may not be considered in compliance with Sec. 9.3.E.5.a., given the specific wording of this provision of the ULDC.

According to the Letter of Intent provided by the Applicant, valet service is proposed as part of the development and will be available at all times. This would make the development in compliance with Sec. 9.3.E.5.b., which requires that applicants seeking approval for the use of compact parking spaces provide valet parking services in perpetuity. A valet parking Business Tax Receipt must be obtained by such projects annually from the Village.

The Site Plan drawing set dated 7/17/23 and submitted on 7/18/23 indicates that there will be between 5 and 7 compact parking spaces per parking level and that these spaces will be grouped in defined areas of each level. Although this is not strictly in compliance with the provision of Sec. 9.3.E.5.a requiring that compact parking spaces must be “collectively located in a defined area,” Staff acknowledges that each level of the proposed parking garage, as presented, contains less than 30 parking spaces. Therefore, it is more reasonable to define separate areas on each level and split the compact spaces among all the levels rather than collect all 27 on a single level.

Recommendation

Without the variance approval, the request, as presented, does not comply with the provisions of Sec .9.3.E.5.a. A recommendation to approve the Use Exception would be subject to the Village Commission’s decision regarding the variance application to reduce the number of parking spaces. If approval of the Use Exception is recommended by the Planning and Zoning Board, Staff proposes that the following conditions, incorporated in the draft Resolution (included as Attachment B), be imposed on the approval. Noncompliance with the terms and conditions of this approval will be considered a violation, and penalties may include but are not limited to revocation of the approval granted by this resolution.

Conditions

1. All compact parking spaces shall be clearly marked "for compact cars only" and located in defined areas shown on Exhibit B, Architectural Plan Sheets A-103 to A-105 dated 7/17/23.

2. In accordance with the requirements of Sec. 9.3.E.5.b., valet parking service shall be provided for the project to be located at 7940 West Drive in perpetuity.

3. A Business Tax Receipt for valet parking services shall be required annually to ensure compliance with this requirement.

4. All due 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 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.

5. The Use Exception is subject to plans on file for the accompanying site plan approval application for the Project.

6. The Use Exception shall expire two years from the date this Resolution is approved unless a building permit to implement the accompanying site plan is obtained and substantial construction has commenced.

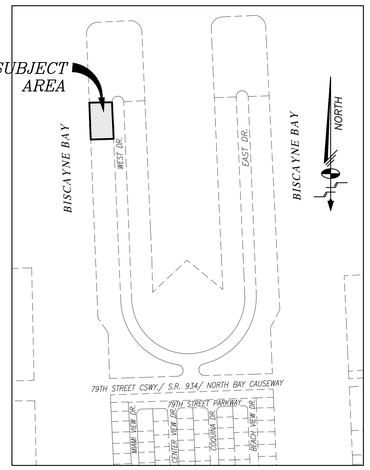
List of Attachments to Staff Report

Attachment A – Boundary Survey (Use Exception for 7940 W Drive)
Attachment B – Letter of Intent dated 7/18/23
Attachment C – Architectural Plan Sheets A-103 to A-105 dated 7/17/23
Attachment D - Draft Resolution

GENERAL LEGEND:

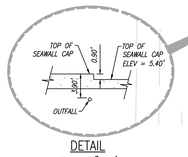
AERIAL TARGET
ALUMINUM LIGHT POST
ALUMINUM LIGHT POST (SINGLE)
ALUMINUM LIGHT POST (DOUBLE)
ALUMINUM LIGHT POST (TRIPLE)
ALUMINUM LIGHT POST (QUAD)
ANCHOR/GUY WIRE
BACKFLOW PREVENTER ASSEMBLY
CABLE TELEVISION BOX
CATCH BASIN
CATCH BASIN F-3
CENTERLINE
CHECK VALVE ASSEMBLY
COLUMN (CIRCULAR)
COLUMN (SQUARE)
CONCRETE LIGHT POLE
CONCRETE LIGHT POLE (DOUBLE)
CONCRETE POWER POLE
CONTROL POINT
COMMUNICATION PULL BOX
CURB INLET
DOUBLE DETECTOR CHECK VALVE
DRAIN (CIRCULAR OR SQUARE)
ELECTRIC BOX (ABOVE GROUND)
ELECTRIC PULL BOX (BELOW GROUND)
ELECTRIC HAND HOLE
ELECTRIC OUTLET
ELEVATIONS (SEE NOTES FOR DATUM)
FIRE HYDRANT
FIRE LINE SIAMESE CONNECTION
FIRE LINE CONNECTION
FLAGPOLE
FLOW LINE
FORCE MAIN MANHOLE
FORCE MAIN VALVE
F.P.L. ELECTRIC MANHOLE
F.P.L. FIBER NETWORK
F.P.L. TRANSMISSION POLE
GAS MANHOLE
GAS METER
GAS PUMP
GAS VALVE
GREASE TRAP MANHOLE
GROUND LIGHTING
GUARD POST, BOLLARD
IRRIGATION HAND HOLE
IRRIGATION VALVE
MAILBOX
MONITOR WELL
MONUMENT LINE
P-5 INLET
P-6 INLET
PARKING METER
PEDESTRIAN CROSSING SIGNAL
PERMANENT REFERENCE MONUMENT
POST INDICATOR VALVE
VACUUM BREAKER ASSEMBLY
PROPERTY LINE
ROUND CATCH BASING
SANITARY SEWER CLEANOUT
SANITARY SEWER MANHOLE
SIGN POST
SPRINKLER PUMP
STANDPIPE
STORM SEWER MANHOLE
STREET LIGHT BOX
SWALE INLET
TELEPHONE BOX (SOUTHERN BELL)
TELEPHONE HAND HOLE
TELEPHONE MANHOLE (SO. BELL)
TELEPHONE PAYPHONE
TRAFFIC HAND HOLE
TRAFFIC UTILITY BOX
TRAFFIC CONTROL POST
TRAFFIC SIGNAL POST
TRAFFIC SIGNAL BOX
TREE & PALM
UNDERGROUND UTILITY MARKER
UNKNOWN UTILITY MANHOLE
UNKNOWN UTILITY HAND HOLE
WATER MANHOLE
WATER METER
WATER VALVE
WOOD LIGHT POLE
WOOD POWER POLE
WOOD TELEPHONE POLE
HANDICAP PARKING
STROLLER PARKING

ABBREVIATIONS:
R denotes RADIUS
Δ denotes DELTA ANGLE
A.C. denotes ARC DISTANCE
CH.D. denotes CHORD LENGTH or CHORD DISTANCE
CH.B. denotes CHORD BEARING
C denotes CALCULATED DISTANCE
P.C.P. denotes PERMANENT CONTROL POINT
P.R.M. denotes PERMANENT REFERENCE MONUMENT
P.B. denotes PLAT BOOK
PG. denotes PAGE
P.O.C. denotes POINT OF COMMENCEMENT
P.O.B. denotes POINT OF BEGINNING
O.H.W. denotes OVERHEAD WIRES
O.R.B. denotes OFFICIAL RECORDS BOOK
P.C. denotes POINT OF CURVATURE
C.B.S. denotes CONCRETE BLOCK STRUCTURE
CONC. denotes CONCRETE
C.L.F. denotes CHAINLINK FENCE
M.F. denotes METAL FENCE
W.F. denotes WOOD FENCE
F.F.E. denotes FINISH FLOOR ELEVATION
I.P.S. denotes IRON PIPE or IRON PIPE
S.I.R. denotes SET IRON PIPE & LB-87 CAP
F.N.D. denotes FOUND NAIL & BRASS DISC
S.N.D. denotes SET LB-87 NAIL & BRASS DISC
C.I.P. denotes CORRUGATED IRON PIPE
C.L.R. denotes CLEAR
E.T.R. denotes ELECTRIC TRANSFORMER PAD
ENCR. denotes ENCROACHMENT
D.C. denotes DEPRESSED CURB
PL denotes PLANTER
(C) denotes CALCULATED DISTANCE
T.O.S. denotes TOP OF SLOPE ELEVATION
T.O.P. denotes TOP OF PIPE
(D) denotes DEED DISTANCE
(L) denotes DISTANCE BY LEGAL DESCRIPTION
(M) denotes MEASURED DISTANCE
(R) denotes RECORD OR PLATTED DISTANCE
BOTTOM denotes APPROXIMATE BOTTOM OF SLOPE
COMM COMMUNICATION
DRAIN DRAINAGE
ELEC ELECTRIC
FM FORCE MAIN
IRRIG IRRIGATION
GAS NATURAL GAS
OHW OVERHEAD WIRES
SM SANITARY SEWER
TOP APPROXIMATE TOP OF BANK
VEG VEGETATION LINE
WM WATER
LIMITED ACCESS RIGHT OF WAY LINE



LOCATION SKETCH
Scale: 1"=400'

A PORTION OF SECTION 09-53S-42E, MIAMI-DADE COUNTY, FLORIDA.



DETAIL
Scale: 1"=10'

LEGAL DESCRIPTION

LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

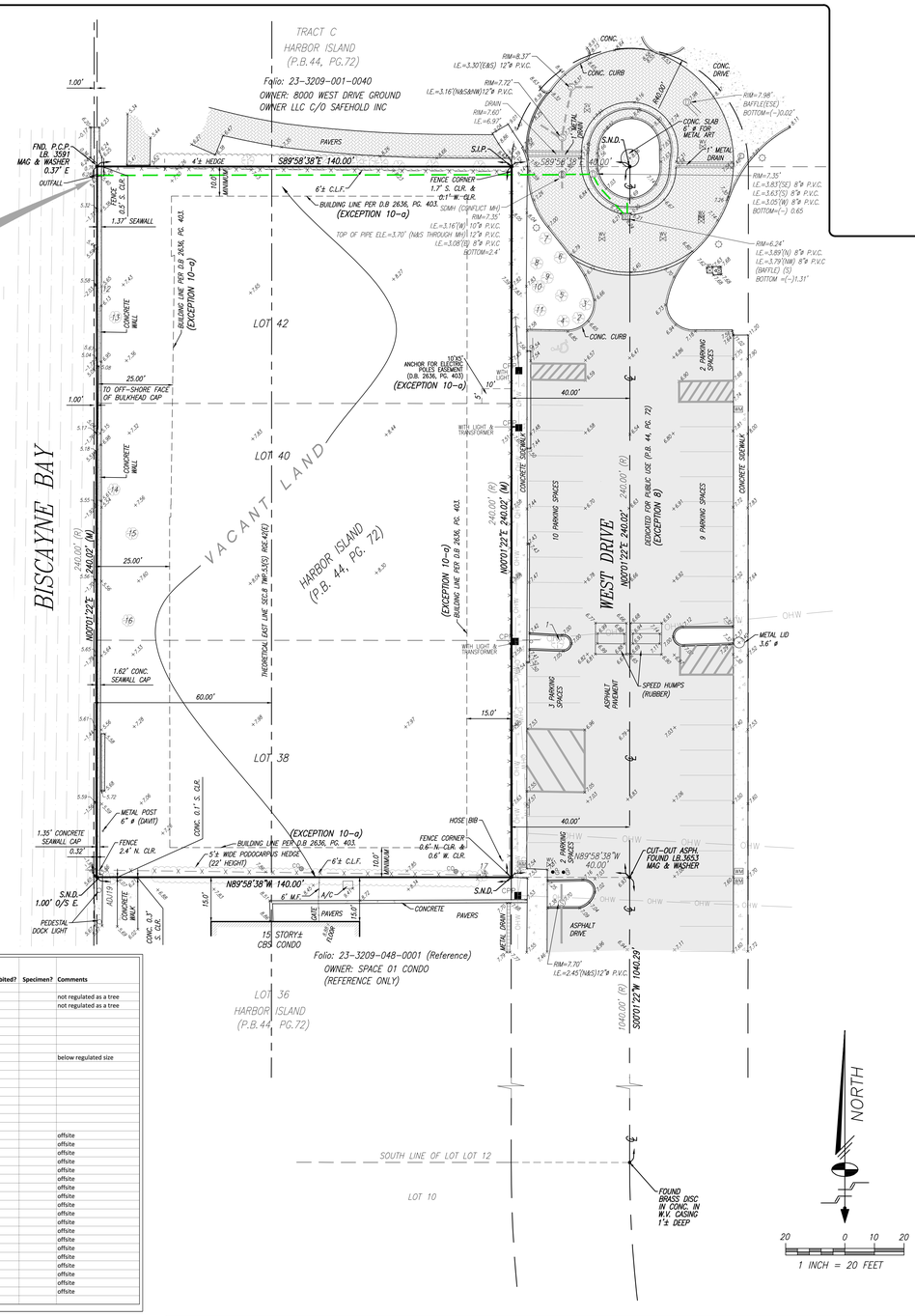
SURVEYOR'S NOTES:

1. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING OF N00°01'22"E ALONG THE CENTERLINE OF WEST DRIVE.
2. LEGAL DESCRIPTION SHOWN HEREON WAS PROVIDED BY CLIENT.
3. AREA OF THE PROPERTY DESCRIBED HEREON IS: 33,602± SQ. FT. (0.771± ACRES).
4. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE ATTACHED CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.
5. UNLESS OTHERWISE NOTED, THIS FIRM HAS NOT ATTEMPTED TO LOCATE FOOTINGS AND/OR FOUNDATIONS.
6. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (ELEVATION 8), PER FLOOD INSURANCE RATE MAP NO. 12086C0306L, COMMUNITY NO. 120654, PANEL NO. 0306, SUFFIX L, OF FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) MAP DATED SEPTEMBER 11, 2009.
7. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, TOGETHER WITH UNDERGROUND STORM AND SANITARY GRAVITY MAINS, HOWEVER, NO ATTEMPT HAS BEEN MADE TO LOCATE UNDERGROUND PRESSURE MAIN, CABLES OR CONDUITS.
8. THE DISTANCES SHOWN ALONG THE BOUNDARY OF THE SUBJECT PROPERTY ARE RECORD AND/OR MEASURED UNLESS OTHERWISE STATED.
9. SHOWN HEREON ARE PLOTTABLE EASEMENTS AND RIGHTS OF WAY REFLECTED AS EXCEPTION IN **SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.**
10. THE ELEVATIONS SHOWN HEREON REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 29) AND ARE EXPRESSED IN FEET.
11. BENCHMARKS:
    a. MIAMI-DADE BENCHMARK P-313, LOCATED @ N TREASURE DRIVE --- 50' NORTH OF NORTH CURB --- HISPANOLA AVE --- 3' EAST OF EAST CURB OF SOUTHBOND LANE. US C & G BRASS DISC IN TOP OF NW CORNER OF SEWER PUMPING STATION, ELEVATION =5.27' N.G.V.D 29.
    b. MIAMI-DADE BENCHMARK A-26, LOCATED @ 79 ST CSWY --- 43' NORTH OF C/L--- PELICAN HARBOR DR --- 210' EAST OF C/L, PK NAIL AND ALUMINUM WASHER IN CONC CATCH BASIN, ELEVATION =6.19' N.G.V.D 29.
12. THE PROPERTY SHOWN HEREON IS CURRENTLY ZONED RM-70 (MULTI FAMILY RESIDENTIAL) (CITY OF NORTH BAY VILLAGE ZONING MAP-UPDATED NOVEMBER 29, 2017)
13. NO BUILDINGS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. SUBJECT PROPERTY IS MIAMI-DADE PROPERTY APPRAISER NUMBERS:
    FOLIO: 23-3209-001-0420 – 7940 WEST DR
    FOLIO: 23-3209-001-0400 – 7938 WEST DR

NOTES REGARDING SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.

8. RESTRICTIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, PAGE 72, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-SHOWN HEREON)**
9. RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA, AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED JULY 27, 1926, UNDER DEED BOOK 983, PAGE 1, PUBLIC RECORDS OF MIAMI-DADE, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. **(RESERVES MINERAL RIGHTS ACROSS THE PARCELS, AS A WHOLE (BLANKET), IS NOT SUFFICIENTLY LEGIBLE TO DETERMINE IF SUBJECT PROPERTY IS INCLUDED)**
10. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED FEBRUARY 21, 1946, IN DEED BOOK 2636, PAGE 403. **(AFFECTS PARCEL-BLANKET IN NATURE- PLOTTABLE RESTRICTIONS SHOWN HEREON)** AND O.R. BOOK 3827, PAGE 134 **(AFFECTS PARCEL-NOT PLOTTABLE-BLANKET IN NATURE)**, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, WHICH CREATES EASEMENTS, CONDITIONS AND USE LIMITATIONS.
11. EASEMENT IN FAVOR BISCAYNE SEA CLUB AND BAY-FOUR, INC. FOR EXCLUSIVE PARKING PURPOSES RECORDED IN O.R. BOOK 2999, PAGE 490 **(DOES NOT AFFECT)** , AND IN O.R. BOOK 2999, PAGE 493 **(DOES NOT AFFECT)** PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
12. UNITY OF TITLE RECORDED IN O.R. BOOK 30474, PAGE 4928, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**
13. RIPARIAN AND LITTORAL RIGHTS ARE NOT INSURED.
14. RIGHTS OF THE UNITED STATE OF AMERICA AND/OR THE STATE OF FLORIDA TO ANY PORTION OF SAID LAND WHICH HAS BEEN CREATED BY ARTIFICIAL MEANS, AND LANDS ACCRETED THERETO.
15. THE RIGHT OF THE UNITED STATES GOVERNMENT, IN THE INTEREST OF NAVIGATION AND COMMERCE, TO REGULATE ANY PORTION OF THE LAND THAT WAS FORMERLY SUBMERGED BY NAVIGABLE WATERS.
16. ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LAND INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED, AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACCRETED TO SUCH LANDS.
17. ENCROACHMENTS, ENCUMBRANCES, VIOLATIONS, VARIATIONS, OR ADVERSE CIRCUMSTANCES, IF ANY, ACTUALLY SHOWN ON THE SURVEY PREPARED BY ALVAREZ, AIGUESVIVES AND ASSOCIATES, INC., DATED APRIL 14, 2021, BEARING JOB #21-25426: (A) 6" WIRE FENCE ENCROACHMENT INTO ANCHOR EASEMENT RECORDED DEED BOOK 2636, PAGE 403, IN THE EAST SIDE OF THE SUBJECT PROPERTY. **(AFFECTS PARCEL-SHOWN HEREON)**
18. MORTGAGE TO BANK OZK, MORTGAGEE(S), RECORDED IN O.R. BOOK 32546, PAGE 807, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **NOT A SURVEY MATTER**
19. ASSIGNMENT OF LEASES AND RENTS FILED JUNE 4, 2021, IN O.R. BOOK 32546, PAGE 1835, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**
20. UCC FINANCING STATEMENT BETWEEN 7940 NBV PARTNERS, LLC AND BANK OZK AS RECORDED IN O.R. BOOK 32546, PAGE 1845, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**

T:\kathy\notes\harbor island sec 09-53-42



TREE TABLE

Tree #	Common Name	Scientific Name	DBH (inches)	Condition	Number of stems	Height (feet)	Canopy Spread (feet)	Canopy (square feet)	Prohibited?	Specimen?	Comments
1	sabal palm	*sabal palmetto*	11	Fair	1	22	16	201			
2	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	15	16				not regulated as a tree
3	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	18	10				not regulated as a tree
4	coconut palm	*Cocos nucifera*	7	Good	1	42	10	79			
5	Sylvester palm	*Phoenix sylvestris*	14	Good	1	42	18	254			
6	coconut palm	*Cocos nucifera*	7	Good	1	35	18	254			
7	coconut palm	*Cocos nucifera*	6	Good	1	30	18	254			
8	coconut palm	*Cocos nucifera*	9	Good	1	45	18	254			
9	Europeon fan palm	*Chamaerops humilis*	6	Fair	1	7	18	254			below regulated size
10	coconut palm	*Cocos nucifera*	7	Good	1	32	5	20			
11	coconut palm	*Cocos nucifera*	10	Good	1	45	18	254			
12	gumbo limbo	*Bursera simaruba*	6	Good	1	18	18	254			
13	coconut palm	*Cocos nucifera*	9	Good	1	36	12	113			
14	coconut palm	*Cocos nucifera*	7	Fair	1	20	18	254			
15	Mango	*Mangifera indica*	15	Good	1	25	18	254			
16	coconut palm	*Cocos nucifera*	6	Good	1	20	20	314			
17	dead tree	*unknown species*	8	Poor	1	10	0	0			
ADJ1	Chinese privet	*Ligustrum japonicum*	10	Good	4	18	18	254			offsite
ADJ2	coconut palm	*Cocos nucifera*	9	Good	1	35	18	254			offsite
ADJ3	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ4	coconut palm	*Cocos nucifera*	12	Good	1	55	18	254			offsite
ADJ5	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ6	Verawood	*Bulnesia arboria*	9	Good	1	20	18	254			offsite
ADJ7	coconut palm	*Cocos nucifera*	8	Good	1	40	18	254			offsite
ADJ8	Verawood	*Bulnesia arboria*	6	Good	1	16	16	201			offsite
ADJ9	coconut palm	*Cocos nucifera*	11	Good	1	55	18	254			offsite
ADJ10	Verawood	*Bulnesia arboria*	4	Good	1	12	10	79			offsite
ADJ11	coconut palm	*Cocos nucifera*	10	Good	1	42	18	254			offsite
ADJ12	Verawood	*Bulnesia arboria*	4	Fair	1	15	12	113			offsite
ADJ13	Verawood	*Bulnesia arboria*	5	Fair	1	16	12	113			offsite
ADJ14	Verawood	*Bulnesia arboria*	7	Good	1	18	16	201			offsite
ADJ15	Verawood	*Bulnesia arboria*	5	Fair	1	16	15	177			offsite
ADJ16	Verawood	*Bulnesia arboria*	3	Poor	1	12	9	64			offsite
ADJ17	royal poinciana	*Delonix regia*	9	Fair	4	18	18	254			offsite
ADJ18	royal poinciana	*Delonix regia*	10	Fair	1	20	18	254			offsite
ADJ19	Seagrape	*Coccoloba uvifera*	16	Good	1	28	26	531			offsite

Tree numbers preceeded by "ADJ" indicate offsite trees on neighboring/adjacent properties, measurements are approximate

NOTE:
THE TREE INFORMATION SHOWN HEREON PER "TREE TABLE" AS SHOWN ON CERTIFIED ARBORIST ASSESSMENT PREPARED BY NEW LEAF ENVIRONMENTAL, LLC., BY Michael McCoy, CERTIFIED ARBORIST MA 4243A, TRAQ QUALIFIED, LIAF CERTIFIED LANDSCAPE INSPECTOR, DATED JANUARY 23, 2023.

ELEVATIONS SHOWN HEREON RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.29) AND ARE EXPRESSED IN FEET.

CERTIFIED TO:

–7940 NBV PARTNERS, LLC, A FLORIDA LIMITED LIABILITY COMPANY
–OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
–BANK OF OZK
–ESCOBAR & DECARLO, L.L.C.

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP 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. THIS **BOUNDARY** SURVEY COMPLIES WITH THE STANDARDS OF PRACTICE REQUIREMENTS ADOPTED BY THE FLORIDA STATE BOARD OF SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.
THE FIELDWORK WAS COMPLETED ON FEBRUARY 21, 2023

Schwebke-Shiskin & Associates, Inc.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MARK STEVEN JOHNSON, P.S.M. 4775

BY: Mark Steven Johnson DATE OF PLAT OR MAP:
MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL LAND SURVEYOR No. 4775
STATE OF FLORIDA.

MARK STEVEN JOHNSON NO. 4775 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

This Survey has been electronically signed and sealed by Mark Steven Johnson, PSM on the date noted hereon. All signatures must be verified on electronic copies. Printed copies are not considered signed and sealed, unless they include an additional raised embossed seal of the surveyor.

Mark J. Johnson
Digitally signed by Mark J. Johnson
Date: 2023.03.07 14:47:47 -05'00'

Schwebke-Shiskin & Associates, Inc.
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025
TEL: (954) 435-7010 FAX: (954) 438-3288
CERTIFICATE OF AUTHORIZATION No. LB-87

Drawn By: AH/GR | Survey Date: 02-21-23 | Checked By: M.S.J. | Date:
Order No. 216020 | F.B. No.: 2248 Pg.28 | Scale: AS SHOWN
File No. AJ-6243 | Sheet 1 of 1 Sheet(s)

NOTE: This sketch is not valid unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper.

This is a "Boundary Survey."

REVISIONS

Dscr.	Order No.	Field Book	Remarks:	By:

ALTA/NSPS LAND TITLE SURVEY

Section 09, Township 53 South, Range 42 East, Miami-Dade County, Florida.

FILE NO. AJ-6243

X:\2020\21025\ 3d-42 revision 03\dwg\21025 3d-42 revision 03.dwg

SURVEY

These Design And Drawings Are The Copyrighted Property Of Revuelta Architecture International P.A. and May Not Be Reproduced Except With Specific Written Consent Of The Architect
File: Blkbook: RM-SERVER-R42-25 - Blkbook1 Basic for Archicad 25[21], NORTH BAY VILLAGE[21], 7940 WEST DRIVE - NORTH BAY VILLAGE - MARCH 2023 - By rrguedes - Date: 6/12/2023

revuelta
architecture international
Miami
Santiago, Chile
revuelta-architecture.com
2950 SW 27TH AVE, SUITE 110
MIAMI, FL 33133
T: 305.592.5000
F: 305.592.5040

Project
7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information
7940 NBV PARTNERS, LLC
4531 PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date 6/12/2023
Scale AS SHOWN
Project No. 2114
Sheet Name SURVEY
Sheet No. A-002

BERCOW
RADELL
FERNANDEZ
LARKIN +
TAPANES
ZONING, LAND USE AND
ENVIRONMENTAL LAW

200 S. Biscayne Boulevard
Suite 300, Miami, FL 33131
www.brzoninglaw.com
305.377.6229 office
305.377.6222 fax

VIA ELECTRONIC SUBMITTAL

July 18, 2023

Silvia E. Vargas, FAICP, LEED AP
Village Planner
City of North Bay Village
1666 Kennedy Causeway, 3rd Floor
North Bay Village, Florida 33141

RE: Updated Letter of Intent for Site Plan, Transfer of Development Rights, and Related Variance Requests for the Property Located at 7938-40 West Drive, North Bay Village, Florida (Folio numbers 23-3209-001-0400 and 23-3209-001-0420).

Dear Ms. Vargas:

This law firm represents 7940 NBV Partners, LLC (the "Applicant"), the owner of the property located at 7938-40 West Drive in the City of North Bay Village (the "City") and identified by Miami-Dade County Folio Nos. 23-3209-001-0400 and 23-3209-001-0420 (the "Property"). Please consider this the Applicant's letter of intent in support of its application for a site plan approval, transfer of development rights ("TDR") approval, and related variance requests to allow for a low impact and high quality residential development on the Property.

The Property. The Property is located on the west side of West Drive, just south of the "MODA" apartment development and north of the "Space 01" condominium. The Property is approximately 33,600 square feet (0.77 acres) in size and is currently a vacant lot. The Property is located on Biscayne Bay.

Land Use. According to the City of North Bay Village Future Land Use Map, the Property is designated "High Density Multi-Family Residential." The "High Density Multi-Family Residential" land use designation permits up to 70 dwelling units per acre before permitted transfers of development rights (discussed below).

Zoning. The property is zoned "RM-70" according to the North Bay Village Zoning Map. The RM-70 zoning district permits multi-family residential dwellings; management offices within structures containing eight (8) or more dwelling units or guest rooms; and office retail and service commercial facilities of an ancillary nature

within structures containing at least 100 dwelling units or guest rooms, subject to certain conditions.

Proposed Development. The Applicant intends to develop the Property with the beautiful and resilient "7940 West Drive" multi-family residential development. The plan has been designed to be consistent with the Comprehensive Plan and the RM-70 zoning designation. The proposed development contemplates up to 70 residential units, with up to 53 three-bedroom units and 17 two-bedroom units. All units within the building are large, family-oriented, spaces, designed to attract long-term residents who desire to raise their families in the Village.

Residents will enjoy access to generous amenities on decks located on top of the parking pedestal and on the rooftop. The building has been oriented so that the vehicular drop off area is located on the western portion of the lot, leaving the front of the property as a beautiful green space that will buffer the public sidewalk.

Island Walk. The Applicant has proposed to develop the public "Island Walk" on the rear of the Property and link the pedestrian to both our neighbors to the north and south. Public access from West Avenue will be provided on both the north and south sides of the Property. Consistent with the Village's requirements, the Island Walk will be open to the public will be from both the north and south sides of the site. The walk and proposed street furniture have been designed to be compatible with the Village's standards.

Parking. The Applicant is proposing both valet and self-parking as part of the development. The valet service will be available at all times. The proposed parking on the site will be completely enclosed within the building pedestal, which has been designed to shield the view of parking from the public using an attractive screening system.

The Village has recognized during the recent workshop process regarding Harbor Island zoning changes that the current ULDC regulations devote far too much space to parking – especially in new buildings with larger units. This wasted space is cause by excessively high parking requirements. The Village will be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. While the Applicant looks forward to the pending "right sizing" of the Village's parking requirements, the submitted plan has been designed with the future in mind.

Transfer of Density Rights. As you know, the Village Commission adopted amendments to the ULDC to modify the Village's Transfer of Development Rights ("TDR" program in late 2022. The application of TDR units in the RM-70 zone allow an overall density bonus

of up to 30% -- 91 units to the acre. Furthermore, the application of TDRs will allow the Commission to approve a height bonus of 30% above the maximum (up to 312 feet, assuming the full application of the height bonus available in the RM-70 district).

The Applicant is proposing to use sixteen (16) TDR units as part of the development and requests that the Village review of the application include a Commission approval of the assignment of the units.

Green Building. All development using TDRs must obtain twenty-four (24) "green building and design points" under the "Green building development options and points" in Section 8.21 of the ULDC as opposed to the Code's typical requirement of eighteen (18) points for multi-family development. As shown on the submitted scoring analysis prepared by Energy Costs Solutions Group, the proposed development will exceed the point requirement.

Variance Requests. The Applicant has requested the following variances: (1) a variance to provide 135 spaces where 212 would be required; and (2) a variance to allow the parking garage to include internal drives at 22 feet wide where 23 feet would be required.

Numerical Variance. It has been well recognized that the Village's current parking requirements in the RM-70 zone, which require at least two parking spaces for units that are larger than efficiencies and three parking spaces for units larger than two-bedroom units with dens, can result in excessively tall and bulky parking pedestals enclosing parking areas that often remain underutilized at all times of the year.

The Applicant believes that the building's parking, which retains an average of just under two spaces per unit, will more than accommodate the needs of the building's residents. Moreover, it has allowed the Applicant to reduce the height and slim down the bulk of the parking pedestal – as shown on the submitted plans. Providing excessive parking on the Property would be directly in opposition to the Village's green building standards, which encourage the efficient use of land.

Width of Internal Drive. The goal of slimming down the parking pedestal while retaining sufficient access to the parking spaces is also met through the proposed reduction of parking garage internal drives to 22 feet from the required 23 feet. The proposed plans provide sufficient radii to allow for safe travel in the garage.

Compact Spaces. The Applicant is proposing to provide twenty (20) percent of the building's parking as "compact." As required by the ULDC, the provided compact spaces

be clearly marked "for compact cars only" and collectively located in a defined area. Those seeking approval for the use of compact parking spaces must provide valet parking services in perpetuity. As noted above, the Applicant is proposing to offer valet service for the building, mixed with available self-parking.

Satisfaction of Required Criteria. The Applicant's requests satisfy all required criteria as follows:

(1) That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district;

There are special circumstances and conditions which are peculiar to the Property, including the need to accommodate a modern family-oriented development on the site.

(2) That the special circumstances and conditions were not self-created by any person having an interest in the property;

The issues with the Village's parking standards were not created by the Applicant.

(3) That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant;

The strict application of the regulations would deprive the Applicant of the reasonable use of the land and would result in an unnecessary hardship. Requiring the provision of excess parking and drive aisle width would require such significant plan revisions that the use of the building would be unreasonably limited in a manner not consistent with the goals of the Village's ULDC

(4) That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district;

Granting the requested variances will not confer any special privilege on the Applicant, which has been unduly impacted by the Village's parking standards in a manner that, given the size and orientation of the Property, would make development untenable.

(5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building;

The requested variances are the minimum necessary to allow for the Property to be a viable site for future development while still satisfying the intent of the Comprehensive Plan and allowing for consistency and harmony in the character of the surrounding neighborhood. The Applicant is not asking for variances for any other regulations required under the UDLC.

(6) That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare; and

The granting of the requested variances will allow future development on the Property to be in harmony with the intent and purpose of the Comprehensive Plan as it will fulfill the intent of the RM-70 zoning designation rather than remain as an underutilized lot.

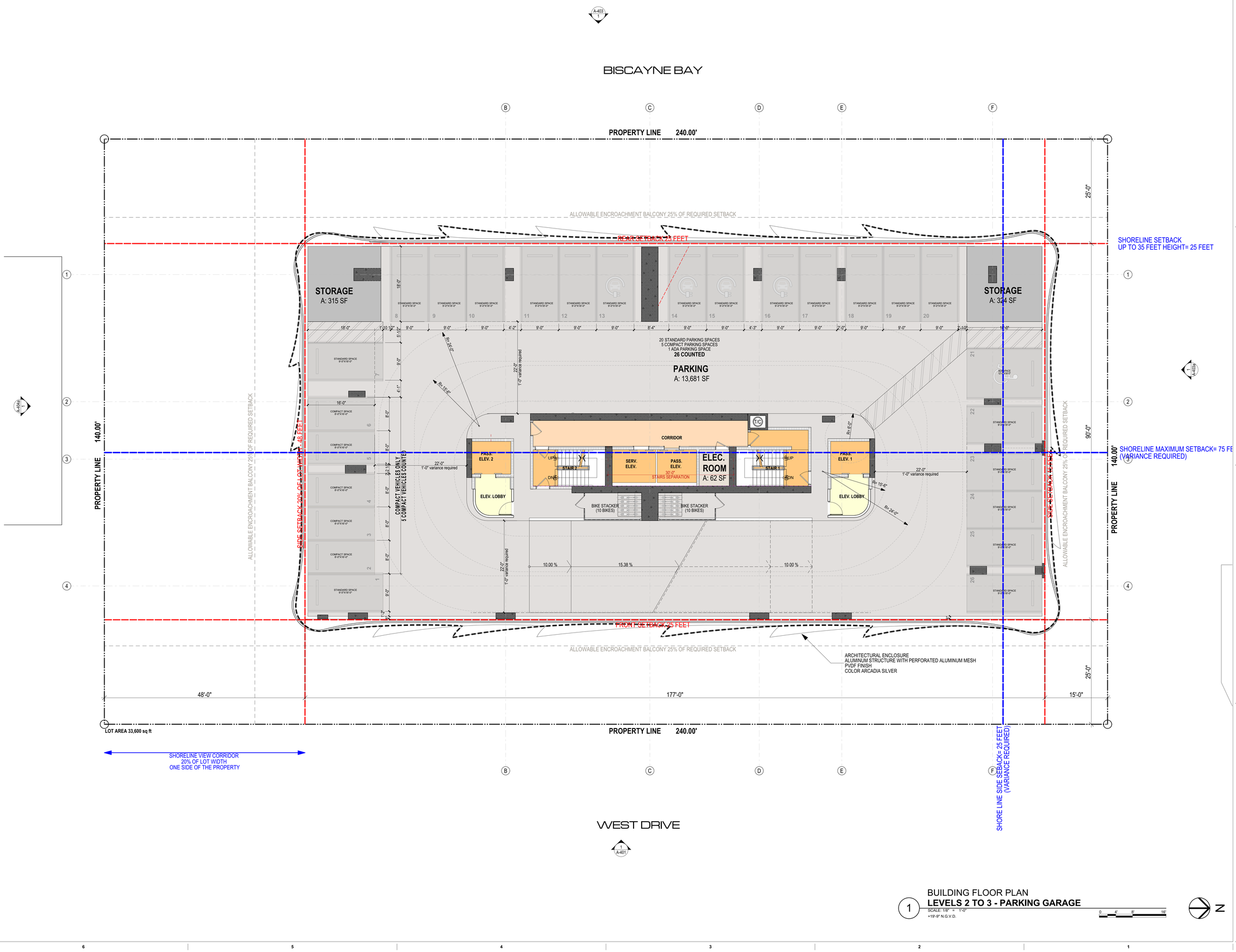
(7) The variance request is not based exclusively upon a desire to reduce the cost of development.

The granting of the requested variances are not based exclusively upon desire to reduce development costs, but rather is based on the desire to make the Property viable for a high quality development consistent with the intent of the Comprehensive Plan and the ULDC. Granting of the requested variances will support a development that will be the highest and best use of the Property.

Conclusion. We are excited to bring this beautiful low impact development to this part of the Village. The 7940 West Drive plan has been designed as a resilient project that benefits the public through enhanced green space along the public right of way and superior access to the Island Walk. We therefore respectfully request your favorable review and recommendation. If you have any questions with regard to this request, please call me at 305-377-6229.

Sincerely,

Graham Penn



BUILDING FLOOR PLAN
LEVELS 2 TO 3 - PARKING GARAGE
SCALE: 1/8" = 1'-0"
+19'-9" N.G.V.D.

0 4' 8' 16'

N

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architecture international

Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE.
SUITE 110
MIAMI, FL 33133
T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORTH BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

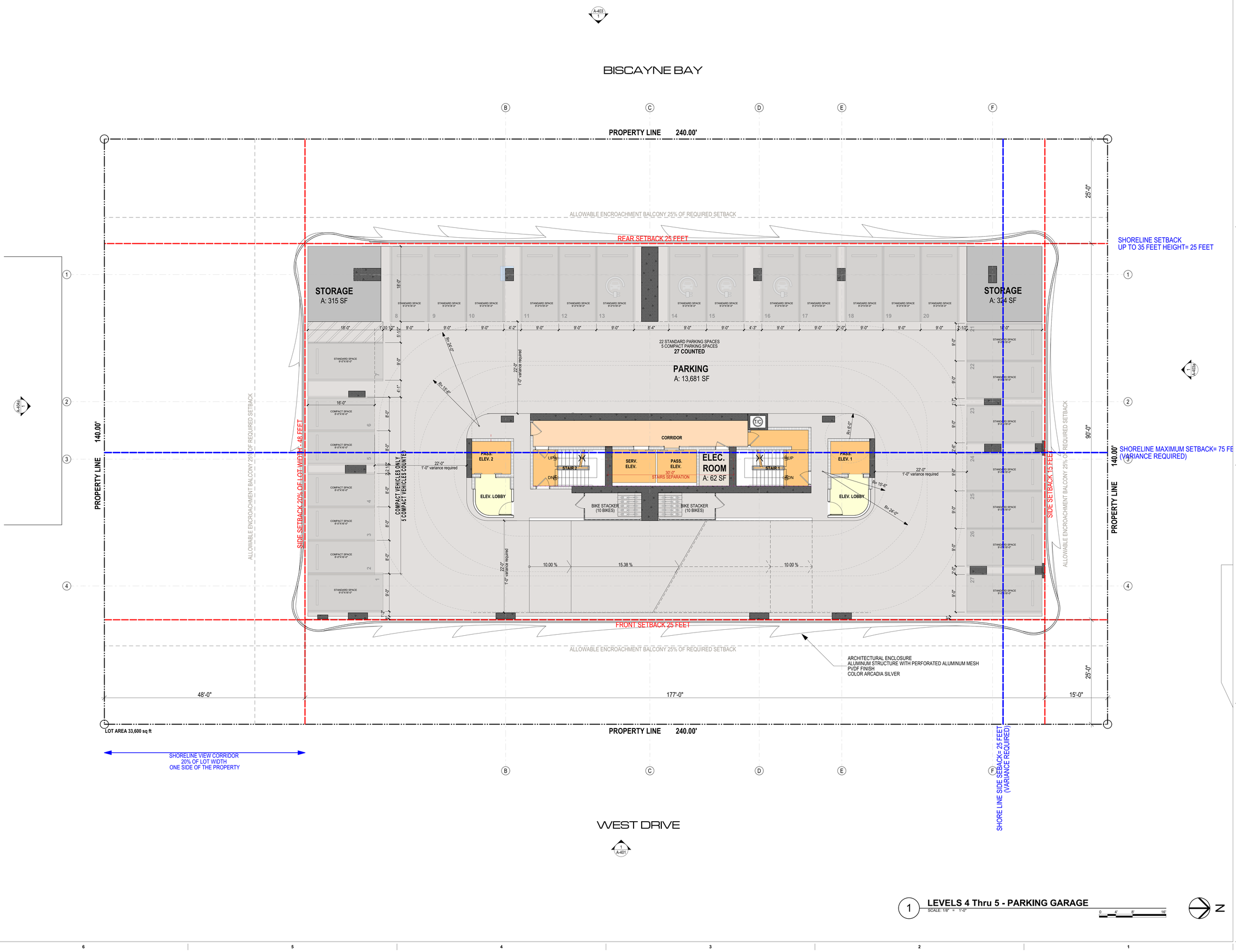
Date
7/17/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
LEVEL 2 TO 3 - PARKING GARAGE

Sheet No.
A-103



1 **LEVELS 4 Thru 5 - PARKING GARAGE**
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

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Project

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Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

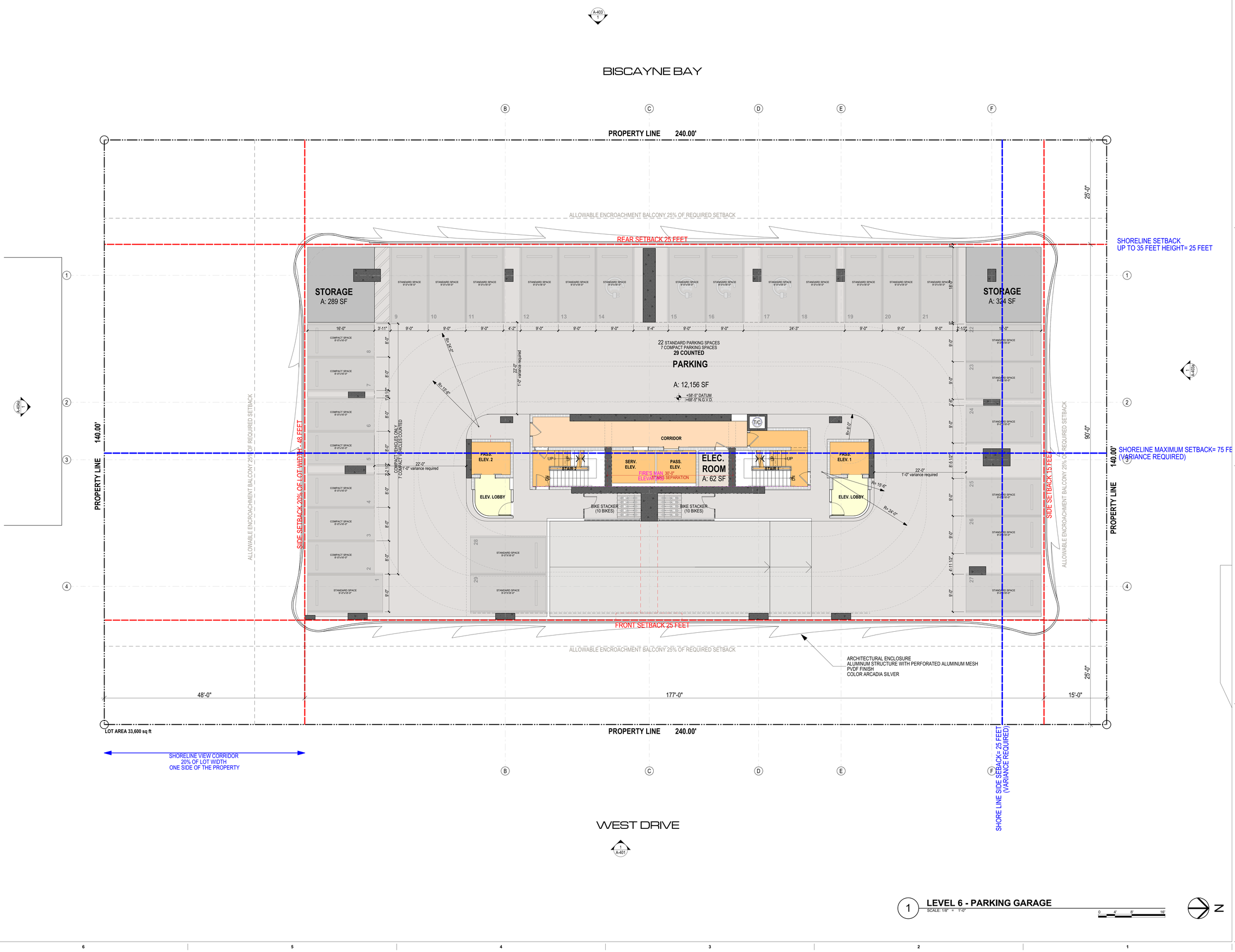
Date
7/17/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
LEVEL 4 TO 5 - PARKING GARAGE

Sheet No.
A-104



1 **LEVEL 6 - PARKING GARAGE**
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

N

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SUITE 110
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Project

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Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
7/17/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
LEVEL 6 - PARKING GARAGE

Sheet No.
A-105

RESOLUTION NO. 2023-____

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, NBV Partners, LLC (the "Applicant") is proposing a site plan for the development of a 312 foot tall, 70-unit multifamily residential project with structured parking and ancillary amenities on an approximately 0.77-acre site zoned RM-70, identified by Folio Nos. 23-3209-001-0400 and 23-3209-001-0420, located at 7938-7940 West Drive on Harbor Island (the "Project"), with a legal description as shown in Exhibit A; and

WHEREAS, the site plan requires approval under the provisions of Sec. 5.8; and

WHEREAS, the Applicant is concurrently requesting a variance from the minimum parking requirements to permit a total of 135 spaces where 212 are required; and

WHEREAS, the Applicant, as part of this application, requests under the provisions of Sections 8.11 and 9.3.E.5.a of the ULDC to allow up to twenty percent (20%) of the required parking spaces to be designed specifically for compact vehicles; and

WHEREAS, the request is contingent upon the granting of the parking variance to reduce the number of required parking spaces, which would then permit a maximum of twenty-seven (27) of the project's parking spaces, if allowed by approval of a Use

Exception pursuant to the provisions of Sec. 8.11 of the ULDC, to be designed as compact parking spaces; and

WHEREAS, after a duly noticed public hearing held on July 27, 2023, the Planning and Zoning Board by a vote of _____ recommended [approval/approval with conditions/denial] of the variance to reduce the minimum parking requirement, the Site Plan and the Use Exception requests [subject to the conditions set forth and included below in Section 2]; and

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

WHEREAS, on _____, 2023, by Resolution No. 2023-____, the Mayor and Commission of North Bay Village [approved/approved with conditions/denied] the variance and the Site Plan for the Project; and

WHEREAS, the Mayor and Village Commission find the proposed Use Exception is consistent with the Village's 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. Findings. The Village Commission finds that (i) the proposed Use Exception does not substantially adversely affect the uses permitted on adjacent property by the ULDC, (ii) the compact parking spaces proposed by the Applicant, subject to the conditions of this Resolutions, shall be clearly marked "for compact cars only" and

collectively located in a defined area, and (iii) that this proposal otherwise meets the requirements of the ULDC.

Section 3. Decision; Conditions. Pursuant to Section 8.11 of the ULDC, a Use Exception for up to twenty-seven (27) compact car spaces at 7938-7940 West Drive to serve the needs of the residents is hereby [approved/approved with conditions/denied], [subject to the following conditions]:

1. All compact parking spaces shall be clearly marked "for compact cars only" and located in defined areas shown on Exhibit B, Architectural Plan Sheets A-103 to A-105 dated 7/17/23.

2. In accordance with the requirements of Sec. 9.3.E.5.b., valet parking service shall be provided for the project to be located at 7940 West Drive in perpetuity.

3. A Business Tax Receipt for valet parking services shall be required annually to ensure compliance with this requirement.

4. All due 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 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.

5. The Use Exception is subject to plans on file for the accompanying site plan approval application for the Project.

6. The Use Exception shall expire two years from the date this Resolution is approved unless a building permit to implement the accompanying site plan is obtained and substantial construction has commenced.

Section 4. Violation of Conditions; Limitation of Approval. Noncompliance with the terms and conditions of this approval shall be considered a violation, and penalties may include but are not limited to revocation of the approval granted by this resolution. 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. 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 L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

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

Exhibit "A"
LEGAL DESCRIPTION

Address: 7940 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0400 and 23-3209-001-0420

Legal Description: Lots 38, 40 and 42, "Harbor Island", According to the Plat Thereof, as Recorded in Plat Book 44, Page 72, of the Public Records of Miami-Dade County, Florida.

Exhibit “B”
Architectural Plan Sheets A-103 to A-105 dated 7/17/23

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 - JUL. 27, 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

07/13/2023

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
13 day of JULY, 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 JULY 27, 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:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

July 27, 2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; 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

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 869 7009 2320
PASSCODE: 842751

WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
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
7/13 23-24/0000673396M

2/2

ITEM NO. 3B

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: July 27, 2023

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

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **A Resolution Considering a Request by 7940 NBV Partners, LLC for a Variance to Permit a Reduction of the Parking Requirement for a Project at 7938-7940 West Drive - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)***

RECOMMENDATION

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: The Planning and Zoning Board should review Planning staff's analysis of this request for a reduction of the required minimum parking requirement for multifamily residential uses according to Section 9.3.D. of the ULDC, and, after consulting the criteria in Section 7.3 related to hardship variances, should forward a recommendation to the Village Commission via the attached resolution form.

BACKGROUND AND ANALYSIS

Refer to attached Staff report and attachments.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

n/a

PERSONNEL IMPACT
n/a

ATTACHMENTS
7940 W Drive_Variance Parking Req Reduction_Staff Report_PZB 072723.pdf
Attachment 1_Boundary Survey.pdf
Attachment 2_Letter of Intent and Application Form.pdf
Attachment 3_Parking Req Impact Analysis.pdf
Attachment_4_Reso_Parking_Req_Reduction_7940_West_Drive_PZ_07.27.2023 (Final).docx
DBR 07.27.23 PZB.pdf

NORTH BAY VILLAGE
EST. 1945

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 27, 2023**

To: **Planning and Zoning Board**

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

Subject: **STAFF REPORT – Review of Request for Variance from minimum required number of parking spaces for development project to be located at 7940 West Drive**

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1. General Information

Owner/Applicant:	7940 NBV Partners, LLC
Applicant Address:	4531 Prairie Avenue, Miami Beach, FL
Site Address:	7940 West Drive
Site Acreage	0.77 acres
Folio Numbers	23-3209-001-0400 and 23-3209-001-0420
Contact Person:	Graham Penn Bercow Radell Fernandez Larkin + Tapanes
Phone Number:	305.377.6229
E-mail Address	gpenn@brzoninglaw.com

2. Legal Description of Subject Property

Lots 38, 40 and 42, “Harbor Island”, According to the Plat Thereof, as Recorded in Plat Book 44, Page 72, of the Public Records of Miami-Dade County, Florida. (Refer to Boundary Survey, included as Attachment 1).

3. Property Future Land Use Map and Zoning Designations

Future Land Use	Residential (Multifamily High Density)
Zoning District	RM-70 High-Density Multiple Family Residential
Existing Land Use	Vacant

4. Adjacent Land Use Map Classifications and Zoning District

North	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
East	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
South	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
West	Future Land Use	Water
	Zoning District	Water
	Existing Land Use	Water

5. Background

On June 12, 2023, applications were submitted by applicant 7940 NBV Partners LLC (the Applicant) to North Bay Village to initiate the review process of a proposed 70-unit multifamily residential condominium to be located at 7938-40 West Drive (7940 West Drive Project). In addition to this application for a Variance under the provisions of Sec. 7.13 to allow the provision of 77 spaces less than the current minimum requirement, the Applicant is requesting Site Plan approval under Sec. 5.8 of the ULDC; a height bonus to increase the building height from 150 to 204 feet pursuant to Sec. 8.12.B.1; the transfer of density rights (TDRs) from Village-owned property, along with additional height up to 312 feet, pursuant to Sec. 8.13.B; and a second variance to the minimum aisle width, also under Sec. 7.3.

6. Description of Applicant's Request

The Applicant requests approval from the Village Commission for a variance in accordance with the provisions of Sec. 7.3 of the ULDC, reducing the minimum number of parking spaces required in Sec. 9.3.D. of the ULDC, to permit the provision of 135 spaces where 212 would be required. Refer to the letter of intent and application form included as Attachment 2.

Sec. 7.3 establishes the process for an applicant to seek approval for a hardship-based variance. Currently, there is no other procedure available to property owners of multifamily residential properties not located within the Transect Zone to be granted approval to deviate from the requirements of the ULDC. Even if the Village's administrative adjustment process was open to a

multifamily residential property, the extent of the requested variance (equivalent to a reduction of 36.3% from the required parking) would greatly exceed the maximum to qualify for an administrative adjustment (which allows a maximum deviation of 10% of the base requirement).

The Applicant states that the Village's current parking requirement for multifamily residential uses can result in bulky building pedestals with excessive parking. Refer to Attachment 3 for the Applicant's analysis of the impact of the parking requirement on the massing of the pedestal.

The Applicant is pursuing approval of multiple items, including a Site Plan, a bonus height, a transfer of density rights and related additional height, a use exception, and another variance. Because the viability of the parking garage, as proposed, is contingent on the approval of the variance, this request, along with the additional variance to reduce the driving aisle width, must be reviewed and approved by the Village Commission before the Site Plan can be approved.

8. Consistency with Comprehensive Plan

This Application is generally consistent with the following objective in the Future Land Use Element of the NBV100 Comprehensive Plan:

[. . .]

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 and this comprehensive plan.

[. . .]

In its review of this request, Staff has complied with the following policy of the Transportation Element of the Comprehensive Plan:

[. . .]

Policy 3.2.7: Review site plan applications for the provision of safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

[. . .]

9. Compliance with the ULDC and Compatibility with Adjacent Uses

The variance to reduce the number of parking spaces is being requested in accordance with the provisions of Sec. 7.3 of the ULDC. The proposed deviation is from the requirements of Sec. 9.3.D., which establishes the minimum required number of spaces for multifamily residential uses in all areas of North Bay Village except the T6 Transect Zone, based on the number of bedrooms in a dwelling unit: specifically, one and one-half (1.5) spaces for efficiency units, two (2) parking spaces for one- and two-bedroom units, and 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.

The Applicant states that the requested reduction, equivalent to an average of slightly below two (2) spaces per unit across the board (i.e., regardless of the number of bedrooms) will adequately accommodate the parking needs of the building residents. The reduced number of parking spaces will not be noticeable per se, but the reduction shapes the massing of the pedestal, which will be shorter than it would otherwise be required to accommodate the required parking spaces (212). The Applicant also asserts that providing parking at the current standard conflicts with the Village's sustainability objectives.

It must be noted that North Bay Village is getting close to considering an ordinance to amend the standards of the ULDC that guide the development of land zoned high-density multifamily residential within the Village. The proposed ordinance includes a recommendation to modify parking standards, capping the parking spaces provided per unit at a number lower than the minimum is today. Were the proposed Site Plan to be reviewed under the proposed standard, the maximum number of spaces to serve the development would be as shown in the following comparison table:

Unit size (in no. of bedrooms)	Number of units proposed by Applicant	Required spaces		Proposed by Applicant
		Based on current standard (min.)	Based on proposed standard (max.)	
2 bedroom	17	34	22	Average of 1.83 spaces per unit (after deducting visitor parking) *
3 bedroom	34	102	79	
4 bedroom	19	57	47	
Visitor	-	19	18	7 **
	70	212	166	135

* No breakdown of the parking allocated per unit size is provided by the applicant.
** This number is assumed based on a 10% share of the overall parking.

Therefore, the proposed number of spaces about 19% below the maximum number that would be allowed under the proposed amendment.

The Applicant is seeking approval of a companion Use Exception request to provide up to twenty percent (20%) of the proposed parking spaces for the project to be designed as compact spaces. The Use Exception, therefore, is subject to the approval of the request to reduce the parking requirement, as otherwise the number of compact spaces would be based on the requirement for 212 spaces, not on the reduced number of 135. Should the Use Exception be granted, valet parking service must be provided for the project in perpetuity. According to the Letter of Intent provided by the Applicant, valet service is proposed as part of the development and will be always available.

Compliance with Variance Criteria

Pursuant to Sec. 7.3.C., for the Planning and Zoning Board to recommend approval of a hardship variance, and for the Village Commission to grant approval, of a variance request, both must make an affirmative finding with respect to all seven (7) of the following criteria:

1. That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district.

Applicant's Comment: There are special circumstances and conditions which are peculiar to the Property, including the need to accommodate a modern family-oriented development on the site**.**

Staff Analysis: The property is of a regular shape, encompasses 0.77 acres of land, and is of similar depth, and larger frontage, than many properties in the adjacent area. All the properties within this zoning district are required to meet the same setbacks and the same parking design standard, unless otherwise specified in the ULDC.

Staff Determination: Criterion not met. There are no special circumstances or conditions that apply to this property or to the structures involved which do not apply to the others in the RM-70 zoning district.

2. That the special circumstances and conditions were not self-created by any person having an interest in the property.

Applicant's Comment: The issues with the Village's parking standards were not created by the Applicant.

Staff Analysis: "Issues" with the Village's parking standards is not a special circumstance or condition peculiar to the land, structure or building involved. The property for which the variance is being requested is currently vacant. The variance request is to allow a deviation from the parking standards in a new project. The Applicant has stated that the motivation for the request is to avoid an "excessively tall and bulky parking pedestal." While a desirable condition, this is nevertheless a design choice and therefore a self-created condition.

Staff Determination: Criterion not met.

3. *That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant.*

Applicant's Comment: The strict application of the regulations would deprive the Applicant of the reasonable use of the land and would result in an unnecessary hardship. Requiring the provision of excess parking (and drive aisle width, which is the subject of the companion variance) would require such significant plan revisions that the use of the building would be unreasonably limited in a manner not consistent with the goals of the ULDC.

Staff Analysis: The Applicant has deliberately and voluntarily chosen to pursue a building layout that drastically deviates from the established parking requirements. The Applicant has been explicit in stating that the rationale underlying the request is to avoid an "excessively tall and bulky parking pedestal." While having to comply with the existing standard, should the variance not be granted, would necessitate potentially costly revisions to the plans, the strict application of the parking requirement would not deprive the applicant of the reasonable use of the land, structure or building for which the variance is sought. The subject parcel has a land area that is more than three-quarters of an acre. There are smaller parcels on Harbor Island which have been developed in compliance with the current standard. Multiple design variations

could accommodate the required parking without depriving the applicant of the reasonable use of the land.

Staff Determination: Criterion not met.

4. That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district.

Applicant's Comment: Granting the requested variances will not confer any special privilege on the Applicant, which has been unduly impacted by the Village's parking standards in a manner that, given the size and orientation of the Property, would make development untenable.

Staff Analysis: While the ability to request a variance is open to all, a reduction of more than 35 percent of the required parking without a functional justification (e.g., proximity of the development to public transit) might be without precedent. As described in the Staff analysis under previous criteria, the Applicant is in no way uniquely impacted by the parking requirements. In fact, the same requirements apply to every property within the same zoning district as well as all property within the RM-40 zoning district.

Staff Determination: Criterion not met.

5. That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building.

Applicant's Comment: The requested variance is the minimum necessary to allow for the Property to be a viable site for future development while still satisfying the intent of the Comprehensive Plan and allowing for consistency and harmony in the character of the surrounding neighborhood. The Applicant is not asking for variances for any other regulations required under the UDLC.

Staff Analysis: The reduction requested is more than 35 percent of the current requirement, so far from minimal. A more modest reduction, or even no reduction, would still make it possible to develop the land in a reasonable manner.

Staff Determination: Criterion not met.

6. That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Applicant's Comment: The granting of the requested variances will allow future development on the Property to be in harmony with the intent and purpose of the Comprehensive Plan as it will fulfill the intent of the RM-70 zoning designation rather than remain as an underutilized lot.

Staff Analysis: The granting of the variance would allow the development of a building with 35% less than the current parking requirement. This is a significant difference from surrounding development, especially for a new building. Nevertheless, the deviation is not perceptible to the eye, as the parking will be within a structure garage, fully screened from external view.

Staff Determination: If granted, the variance would allow development that is not inharmonious or injurious to the neighborhood. Criterion met.

7. The variance request is not based exclusively upon a desire to reduce the cost of development.

Applicant's Comment: The granting of the requested variance is not based exclusively upon desire to reduce development costs, but rather is based on the desire to make the Property viable for a high-quality development consistent with the intent of the Comprehensive Plan and the ULDC. Granting of the requested variances will support a development that will be the highest and best use of the Property.

Staff Analysis: To maximize the return on investment on the development of the property is a financial consideration. In addition, a smaller parking garage could carry a lower cost of construction. Nevertheless, the Applicant has stated that the motivation is to support a high-quality development.

Staff Determination: Criterion potentially met.

Recommendation

The variance request, as presented, does not comply with all the criteria of Sec. 7.3, as required. Staff acknowledges that the reduced number of spaces is consistent with the anticipated reduction that would result from a potential adoption of the proposed amendment to the regulations applicable to high density multifamily residential development, whereby a maximum number of spaces per unit would be established. Viewed in the context of the upcoming changes, if adopted, the variance request may be considered as simply anticipating those changes.

If approval of the variance is recommended by the Planning and Zoning Board, Staff proposes that the following conditions, incorporated in the draft Resolution (included as Attachment 4). Noncompliance with the terms and conditions of this approval will be considered a violation, and penalties may include but are not limited to revocation of the approval granted by this resolution.

Conditions

1. The granting of this variance shall not reduce the provision of parking for a project to be located at 7938-7940 West Drive by more than 77 parking spaces.

2. All parking spaces shall comply with the dimensional standards of Sec. 9.3.E. subsections 4 and 6-8 of the ULDC.

3. The property to which the variance applies shall be in strict conformance with plans on file for the accompanying site plan approval application for the Project.

4. All due 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 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.

5. Pursuant to Section 7.5, after the Village Commission has granted a variance, the variance so approved or granted shall expire after two years, measured from the date of final Commission action, if no substantial construction or change of use has taken place in accordance with the plans for which the variance was granted.

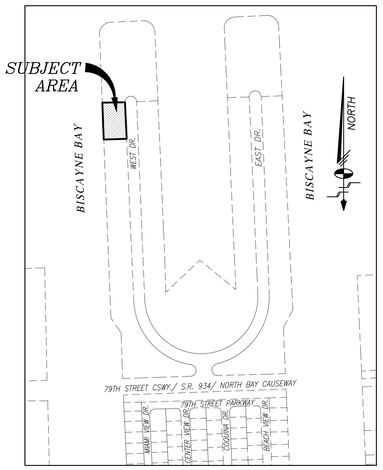
List of Attachments to Staff Report

Attachment 1 – Boundary Survey
Attachment 2 – Letter of Intent and Application Form
Attachment 3 – Parking Req Impact Analysis
Attachment 4 – Draft Resolution Parking Req Reduction 7940 West Drive

GENERAL LEGEND:

AERIAL TARGET
ALUMINUM LIGHT POST
ALUMINUM LIGHT POST (SINGLE)
ALUMINUM LIGHT POST (DOUBLE)
ALUMINUM LIGHT POST (TRIPLE)
ALUMINUM LIGHT POST (QUAD)
ANCHOR/GUY WIRE
BACKFLOW PREVENTER ASSEMBLY
CABLE TELEVISION BOX
CATCH BASIN
CATCH BASIN F-3
CENTERLINE
CHECK VALVE ASSEMBLY
COLUMN (CIRCULAR)
COLUMN (SQUARE)
CONCRETE LIGHT POLE
CONCRETE LIGHT POLE (DOUBLE)
CONCRETE POWER POLE
CONTROL POINT
COMMUNICATION PULL BOX
CURB INLET
DOUBLE DETECTOR CHECK VALVE
DRAIN (CIRCULAR OR SQUARE)
ELECTRIC BOX (ABOVE GROUND)
ELECTRIC PULL BOX (BELOW GROUND)
ELECTRIC HAND HOLE
ELECTRIC OUTLET
ELEVATIONS (SEE NOTES FOR DATUM)
FIRE HYDRANT
FIRE LINE SIAMESE CONNECTION
FIRE LINE CONNECTION
FLAGPOLE
FLOW LINE
FORCE MAIN MANHOLE
FORCE MAIN VALVE
F.P.L. ELECTRIC MANHOLE
F.P.L. FIBER NETWORK
F.P.L. TRANSMISSION POLE
GAS MANHOLE
GAS METER
GAS PUMP
GAS VALVE
GREASE TRAP MANHOLE
GROUND LIGHTING
GUARD POST, BOLLARD
IRRIGATION HAND HOLE
IRRIGATION VALVE
MAILBOX
MONITOR WELL
MONUMENT LINE
P-5 INLET
P-6 INLET
PARKING METER
PEDESTRIAN CROSSING SIGNAL
PERMANENT REFERENCE MONUMENT
POST INDICATOR VALVE
VACUUM BREAKER ASSEMBLY
PROPERTY LINE
ROUND CATCH BASING
SANITARY SEWER CLEANOUT
SANITARY SEWER MANHOLE
SIGN POST
SPRINKLER PUMP
STANDPIPE
STORM SEWER MANHOLE
STREET LIGHT BOX
SWALE INLET
TELEPHONE BOX (SOUTHERN BELL)
TELEPHONE HAND HOLE
TELEPHONE MANHOLE (SO. BELL)
TELEPHONE PAYPHONE
TRAFFIC HAND HOLE
TRAFFIC UTILITY BOX
TRAFFIC CONTROL POST
TRAFFIC SIGNAL POST
TRAFFIC SIGNAL BOX
TREE & PALM
UNDERGROUND UTILITY MARKER
UNKNOWN UTILITY MANHOLE
UNKNOWN UTILITY HAND HOLE
WATER MANHOLE
WATER METER
WATER VALVE
WOOD LIGHT POLE
WOOD POWER POLE
WOOD TELEPHONE POLE
HANDICAP PARKING
STROLLER PARKING

ABBREVIATIONS:
R denotes RADIUS
Δ denotes DELTA ANGLE
A denotes ARC DISTANCE
CH.D. denotes CHORD LENGTH or CHORD DISTANCE
CH.B. denotes CHORD BEARING
T denotes TANGENT DISTANCE
P.C.P. denotes PERMANENT CONTROL POINT
P.R.M. denotes PERMANENT REFERENCE MONUMENT
P.B. denotes PLAT BOOK
PG. denotes PAGE
P.O.C. denotes POINT OF COMMENCEMENT
P.O.B. denotes POINT OF BEGINNING
O.R.B. denotes OFFICIAL RECORDS BOOK
O.R.B. denotes OFFICIAL RECORDS BOOK
P.C. denotes POINT OF CURVATURE
C.B.S. denotes CONCRETE BLOCK STRUCTURE
CONC. denotes CONCRETE
C.L.F. denotes CHAINLINK FENCE
M.F. denotes METAL FENCE
W.F. denotes WOOD FENCE
F.F.E. denotes FINISH FLOOR ELEVATION
I.P.S. denotes IRON PIPE or IRON PIPE
S.I.R. denotes SET IRON PIPE & LB-87 CAP
F.N.D. denotes FOUND NAIL & BRASS DISC
S.N.D. denotes SET LB-87 NAIL & BRASS DISC
C.I.P. denotes CORRUGATED IRON PIPE
CLR. denotes CLEAR
E.T.R. denotes ELECTRIC TRANSFORMER PAD
ENCR. denotes ENCROACHMENT
D.C. denotes DEPRESSED CURB
PL. denotes PLANTER
(C) denotes CALCULATED DISTANCE
T.O.S. denotes TOP OF SLOPE ELEVATION
T.O.P. denotes TOP OF PIPE
(D) denotes DEED DISTANCE
(L) denotes DISTANCE BY LEGAL DESCRIPTION
(M) denotes MEASURED DISTANCE
(R) denotes RECORD OR PLATTED DISTANCE
BOTTOM denotes APPROXIMATE BOTTOM OF SLOPE
COMM denotes COMMUNICATION
DRAIN denotes DRAINAGE
ELEC denotes ELECTRIC
FM denotes FORCE MAIN
IRRIG denotes IRRIGATION
GAS denotes NATURAL GAS
OHW denotes OVERHEAD WIRES
SM denotes SANITARY SEWER
TOP denotes APPROXIMATE TOP OF BANK
VEG denotes VEGETATION LINE
WM denotes WATER
LIMITED ACCESS RIGHT OF WAY LINE



LOCATION SKETCH
Scale: 1"=400'

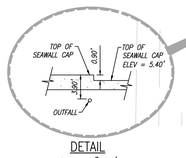
A PORTION OF SECTION 09-53S-42E, MIAMI-DADE COUNTY, FLORIDA.

LEGAL DESCRIPTION

LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING OF N00°01'22"E ALONG THE CENTERLINE OF WEST DRIVE.
2. LEGAL DESCRIPTION SHOWN HEREON WAS PROVIDED BY CLIENT.
3. AREA OF THE PROPERTY DESCRIBED HEREON IS: 33,602± SQ. FT. (0.771± ACRES).
4. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE ATTACHED CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.
5. UNLESS OTHERWISE NOTED, THIS FIRM HAS NOT ATTEMPTED TO LOCATE FOOTINGS AND/OR FOUNDATIONS.
6. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (ELEVATION 8), PER FLOOD INSURANCE RATE MAP NO. 12086C0306L, COMMUNITY NO. 120654, PANEL NO. 0306, SUFFIX L, OF FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A) MAP DATED SEPTEMBER 11, 2009.
7. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, TOGETHER WITH UNDERGROUND STORM AND SANITARY GRAVITY MAINS, HOWEVER, NO ATTEMPT HAS BEEN MADE TO LOCATE UNDERGROUND PRESSURE MAIN, CABLES OR CONDUITS.
8. THE DISTANCES SHOWN ALONG THE BOUNDARY OF THE SUBJECT PROPERTY ARE RECORD AND/OR MEASURED UNLESS OTHERWISE STATED.
9. SHOWN HEREON ARE PLOTTABLE EASEMENTS AND RIGHTS OF WAY REFLECTED AS EXCEPTION IN **SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.**
10. THE ELEVATIONS SHOWN HEREON REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 29) AND ARE EXPRESSED IN FEET.
11. BENCHMARKS:
    a. MIAMI-DADE BENCHMARK P-313, LOCATED @ N TREASURE DRIVE --- 50' NORTH OF NORTH CURB ---- HISPANOLA AVE ---- 3' EAST OF EAST CURB OF SOUTHBOND LANE. US C & G BRASS DISC IN TOP OF NW CORNER OF SEWER PUMPING STATION, ELEVATION =5.27' N.G.V.D 29.
    b. MIAMI-DADE BENCHMARK A-26, LOCATED @ 79 ST CSWY --- 43' NORTH OF C/L--- PELICAN HARBOR DR --- 210' EAST OF C/L, PK NAIL AND ALUMINUM WASHER IN CONC CATCH BASIN, ELEVATION =6.19' N.G.V.D 29.
12. THE PROPERTY SHOWN HEREON IS CURRENTLY ZONED RM-70 (MULTI FAMILY RESIDENTIAL) (CITY OF NORTH BAY VILLAGE ZONING MAP-UPDATED NOVEMBER 29, 2017)
13. NO BUILDINGS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. SUBJECT PROPERTY IS MIAMI-DADE PROPERTY APPRAISER NUMBERS:
    FOLIO: 23-3209-001-0420 – 7940 WEST DR
    FOLIO: 23-3209-001-0400 – 7938 WEST DR



DETAIL
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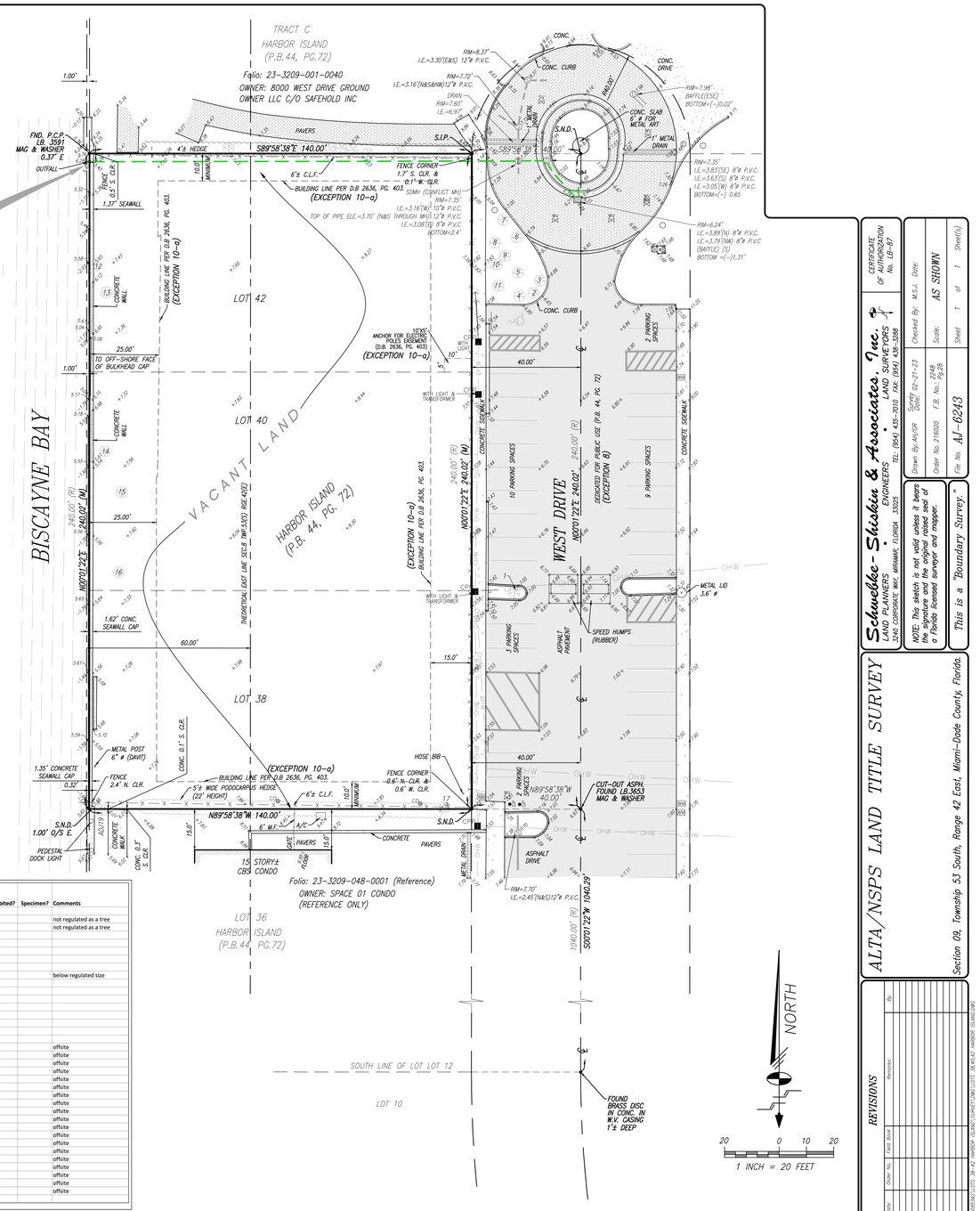

NOTES REGARDING SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.

8. RESTRICTIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, PAGE 72, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-SHOWN HEREON)**
9. RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA, AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED JULY 27, 1926, UNDER DEED BOOK 983, PAGE 1, PUBLIC RECORDS OF MIAMI-DADE, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. **(RESERVES MINERAL RIGHTS ACROSS THE PARCELS, AS A WHOLE (BLANKET), IS NOT SUFFICIENTLY LEGIBLE TO DETERMINE IF SUBJECT PROPERTY IS INCLUDED)**
10. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED FEBRUARY 21, 1946, IN DEED BOOK 2636, PAGE 403. **(AFFECTS PARCEL-BLANKET IN NATURE- PLOTTABLE RESTRICTIONS SHOWN HEREON)** AND O.R. BOOK 3827, PAGE 134 **(AFFECTS PARCEL-NOT PLOTTABLE-BLANKET IN NATURE)**, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, WHICH CREATES EASEMENTS, CONDITIONS AND USE LIMITATIONS.
11. EASEMENT IN FAVOR BISCAYNE SEA CLUB AND BAY-FOUR, INC. FOR EXCLUSIVE PARKING PURPOSES RECORDED IN O.R. BOOK 2999, PAGE 490 **(DOES NOT AFFECT)** , AND IN O.R. BOOK 2999, PAGE 493 **(DOES NOT AFFECT)** PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
12. UNITY OF TITLE RECORDED IN O.R. BOOK 30474, PAGE 4928, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**
13. RIPARIAN AND LITTORAL RIGHTS ARE NOT INSURED.
14. RIGHTS OF THE UNITED STATE OF AMERICA AND/OR THE STATE OF FLORIDA TO ANY PORTION OF SAID LAND WHICH HAS BEEN CREATED BY ARTIFICIAL MEANS, AND LANDS ACCRETED THERETO.
15. THE RIGHT OF THE UNITED STATES GOVERNMENT, IN THE INTEREST OF NAVIGATION AND COMMERCE, TO REGULATE ANY PORTION OF THE LAND THAT WAS FORMERLY SUBMERGED BY NAVIGABLE WATERS.
16. ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LAND INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED, AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACCRETED TO SUCH LANDS.
17. ENCROACHMENTS, ENCUMBRANCES, VIOLATIONS, VARIATIONS, OR ADVERSE CIRCUMSTANCES, IF ANY, ACTUALLY SHOWN ON THE SURVEY PREPARED BY ALVAREZ, AIGUESVIVES AND ASSOCIATES, INC., DATED APRIL 14, 2021, BEARING JOB #21-25426: (A) 6" WIRE FENCE ENCROACHMENT INTO ANCHOR EASEMENT RECORDED DEED BOOK 2636, PAGE 403, IN THE EAST SIDE OF THE SUBJECT PROPERTY. **(AFFECTS PARCEL-SHOWN HEREON)**
18. MORTGAGE TO BANK OZK, MORTGAGEE(S), RECORDED IN O.R. BOOK 32546, PAGE 807, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **NOT A SURVEY MATTER**
19. ASSIGNMENT OF LEASES AND RENTS FILED JUNE 4, 2021, IN O.R. BOOK 32546, PAGE 1835, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**
20. UCC FINANCING STATEMENT BETWEEN 7940 NBV PARTNERS, LLC AND BANK OZK AS RECORDED IN O.R. BOOK 32546, PAGE 1845, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**

T:\kathy\notes\harbor island sec 09-53-42

TREE TABLE

Tree #	Common Name	Scientific Name	DBH (inches)	Condition	Number of stems	Height (feet)	Canopy Spread (feet)	Canopy (square feet)	Prohibited?	Specimen?	Comments
1	sabal palm	*sabal palmetto*	11	Fair	1	22	16	201			
2	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	15	16				not regulated as a tree
3	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	18	10				not regulated as a tree
4	coconut palm	*Cocos nucifera*	7	Good	1	42	10	79			
5	Sylvester palm	*Phoenix sylvestris*	14	Good	1	42	18	254			
6	coconut palm	*Cocos nucifera*	7	Good	1	35	18	254			
7	coconut palm	*Cocos nucifera*	6	Good	1	30	18	254			
8	coconut palm	*Cocos nucifera*	9	Good	1	45	18	254			
9	Europeon fan palm	*Chamaerops humilis*	6	Fair	1	7	18	254			below regulated size
10	coconut palm	*Cocos nucifera*	7	Good	1	32	5	20			
11	coconut palm	*Cocos nucifera*	10	Good	1	45	18	254			
12	gumbo limbo	*Bursera simaruba*	6	Good	1	18	18	254			
13	coconut palm	*Cocos nucifera*	9	Good	1	36	12	113			
14	coconut palm	*Cocos nucifera*	7	Fair	1	20	18	254			
15	Mango	*Mangifera indica*	15	Good	1	25	18	254			
16	coconut palm	*Cocos nucifera*	6	Good	1	20	20	314			
17	dead tree	*unknown species*	8	Poor	1	10	0	0			
ADJ1	Chinese privet	*Ligustrum japonicum*	10	Good	4	18	18	254			offsite
ADJ2	coconut palm	*Cocos nucifera*	9	Good	1	35	18	254			offsite
ADJ3	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ4	coconut palm	*Cocos nucifera*	12	Good	1	55	18	254			offsite
ADJ5	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ6	Verawood	*Bulnesia arboria*	9	Good	1	20	18	254			offsite
ADJ7	coconut palm	*Cocos nucifera*	8	Good	1	40	18	254			offsite
ADJ8	Verawood	*Bulnesia arboria*	6	Good	1	16	16	201			offsite
ADJ9	coconut palm	*Cocos nucifera*	11	Good	1	55	18	254			offsite
ADJ10	Verawood	*Bulnesia arboria*	4	Good	1	12	10	79			offsite
ADJ11	coconut palm	*Cocos nucifera*	10	Good	1	42	18	254			offsite
ADJ12	Verawood	*Bulnesia arboria*	4	Fair	1	15	12	113			offsite
ADJ13	Verawood	*Bulnesia arboria*	5	Fair	1	16	12	113			offsite
ADJ14	Verawood	*Bulnesia arboria*	7	Good	1	18	16	201			offsite
ADJ15	Verawood	*Bulnesia arboria*	5	Fair	1	16	15	177			offsite
ADJ16	Verawood	*Bulnesia arboria*	3	Poor	1	12	9	64			offsite
ADJ17	royal poinciana	*Delonix regia*	9	Fair	4	18	18	254			offsite
ADJ18	royal poinciana	*Delonix regia*	10	Fair	1	20	18	254			offsite
ADJ19	Seagrape	*Coccoloba uvifera*	16	Good	1	28	26	531			offsite

Tree numbers preceeded by "ADJ" indicate offsite trees on neighboring/adjacent properties, measurements are approximated

NOTE:
THE TREE INFORMATION SHOWN HEREON PER "TREE TABLE" AS SHOWN ON CERTIFIED ARBORIST ASSESSMENT PREPARED BY NEW LEAF ENVIRONMENTAL, LLC., BY Michael McCoy, CERTIFIED ARBORIST MA 4243A, TRAQ QUALIFIED, LIAF CERTIFIED LANDSCAPE INSPECTOR, DATED JANUARY 23, 2023.

ELEVATIONS SHOWN HEREON RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.29) AND ARE EXPRESSED IN FEET.

CERTIFIED TO:

–7940 NBV PARTNERS, LLC, A FLORIDA LIMITED LIABILITY COMPANY
–OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
–BANK OF OZK
–ESCOBAR & DECARLO, L.L.C.

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP 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. THIS **BOUNDARY** SURVEY COMPLIES WITH THE STANDARDS OF PRACTICE REQUIREMENTS ADOPTED BY THE FLORIDA STATE BOARD OF SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.
THE FIELDWORK WAS COMPLETED ON FEBRUARY 21, 2023

Schwebke-Shiskin & Associates, Inc.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MARK STEVEN JOHNSON, P.S.M. 4775

BY: Mark Steven Johnson DATE OF PLAT OR MAP:
MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL LAND SURVEYOR No. 4775
STATE OF FLORIDA.

MARK STEVEN JOHNSON NO. 4775 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

This Survey has been electronically signed and sealed by Mark Steven Johnson, PSM on the date noted hereon. All signatures must be verified on electronic copies. Printed copies are not considered signed and sealed, unless they include an additional raised embossed seal of the surveyor.

Mark J. Johnson
Digitally signed by Mark J. Johnson
Date: 2023.03.07 14:47:47 -05'00'

Schwebke-Shiskin & Associates, Inc.
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025
TEL: (954) 435-7010 FAX: (954) 438-3288
CERTIFICATE OF AUTHORIZATION No. LB-87

NOTE: This sketch is not valid unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper.

This is a "Boundary Survey."

Drawn By: AH/GR | Stamp Date: 02-21-23 | Checked By: M.S.J. | Date:
Order No. 216020 | F.B. No.: 2248 Pg.28 | Scale: AS SHOWN
File No. AJ-6243 | Sheet 1 of 1 Sheet(s)

REVISIONS

Date	Order No.	Field Book	Remarks:	Sh:

X:\2020\AJ\2021 3rd Q\AJ-6243\SURVEY\AJ-6243 - 7940 WEST DRIVE - NORTH BAY VILLAGE, FLORIDA.dwg

ALTA/NSPS LAND TITLE SURVEY

Section 09, Township 53 South, Range 42 East, Miami-Dade County, Florida.

FILE NO. AJ-6243

revuelta
architecture international
Miami
Santiago, Chile
revuelta-architecture.com
2950 SW 27TH AVE, SUITE 110
MIAMI, FL 33133
T: 305.592.5000
F: 305.592.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC
4531 PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
SURVEY
Sheet No.
A-002

SURVEY

These Design And Drawings Are The Copyrighted Property Of Revuelta Architecture International P.A. and May Not Be Reproduced Except With Specific Written Consent of the Architect
File: Blkhead: RAI-SERVER2-25 - Blkhead Basic for Archicad 25\21\1_NORTH BAY VILLAGE\21\1_7940 WEST DRIVE - NORTH BAY VILLAGE - MARCH 2023 - by rraguette - Date: 6/12/2023

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RADELL
FERNANDEZ
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TAPANES
ZONING, LAND USE AND
ENVIRONMENTAL LAW

200 S. Biscayne Boulevard
Suite 300, Miami, FL 33131
www.brzoninglaw.com
305.377.6229 office
305.377.6222 fax

VIA ELECTRONIC SUBMITTAL

July 18, 2023

Silvia E. Vargas, FAICP, LEED AP
Village Planner
City of North Bay Village
1666 Kennedy Causeway, 3rd Floor
North Bay Village, Florida 33141

RE: Updated Letter of Intent for Site Plan, Transfer of Development Rights, and Related Variance Requests for the Property Located at 7938-40 West Drive, North Bay Village, Florida (Folio numbers 23-3209-001-0400 and 23-3209-001-0420).

Dear Ms. Vargas:

This law firm represents 7940 NBV Partners, LLC (the "Applicant"), the owner of the property located at 7938-40 West Drive in the City of North Bay Village (the "City") and identified by Miami-Dade County Folio Nos. 23-3209-001-0400 and 23-3209-001-0420 (the "Property"). Please consider this the Applicant's letter of intent in support of its application for a site plan approval, transfer of development rights ("TDR") approval, and related variance requests to allow for a low impact and high quality residential development on the Property.

The Property. The Property is located on the west side of West Drive, just south of the "MODA" apartment development and north of the "Space 01" condominium. The Property is approximately 33,600 square feet (0.77 acres) in size and is currently a vacant lot. The Property is located on Biscayne Bay.

Land Use. According to the City of North Bay Village Future Land Use Map, the Property is designated "High Density Multi-Family Residential." The "High Density Multi-Family Residential" land use designation permits up to 70 dwelling units per acre before permitted transfers of development rights (discussed below).

Zoning. The property is zoned "RM-70" according to the North Bay Village Zoning Map. The RM-70 zoning district permits multi-family residential dwellings; management offices within structures containing eight (8) or more dwelling units or guest rooms; and office retail and service commercial facilities of an ancillary nature

within structures containing at least 100 dwelling units or guest rooms, subject to certain conditions.

Proposed Development. The Applicant intends to develop the Property with the beautiful and resilient "7940 West Drive" multi-family residential development. The plan has been designed to be consistent with the Comprehensive Plan and the RM-70 zoning designation. The proposed development contemplates up to 70 residential units, with up to 53 three-bedroom units and 17 two-bedroom units. All units within the building are large, family-oriented, spaces, designed to attract long-term residents who desire to raise their families in the Village.

Residents will enjoy access to generous amenities on decks located on top of the parking pedestal and on the rooftop. The building has been oriented so that the vehicular drop off area is located on the western portion of the lot, leaving the front of the property as a beautiful green space that will buffer the public sidewalk.

Island Walk. The Applicant has proposed to develop the public "Island Walk" on the rear of the Property and link the pedestrian to both our neighbors to the north and south. Public access from West Avenue will be provided on both the north and south sides of the Property. Consistent with the Village's requirements, the Island Walk will be open to the public will be from both the north and south sides of the site. The walk and proposed street furniture have been designed to be compatible with the Village's standards.

Parking. The Applicant is proposing both valet and self-parking as part of the development. The valet service will be available at all times. The proposed parking on the site will be completely enclosed within the building pedestal, which has been designed to shield the view of parking from the public using an attractive screening system.

The Village has recognized during the recent workshop process regarding Harbor Island zoning changes that the current ULDC regulations devote far too much space to parking – especially in new buildings with larger units. This wasted space is cause by excessively high parking requirements. The Village will be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. While the Applicant looks forward to the pending "right sizing" of the Village's parking requirements, the submitted plan has been designed with the future in mind.

Transfer of Density Rights. As you know, the Village Commission adopted amendments to the ULDC to modify the Village's Transfer of Development Rights ("TDR" program in late 2022. The application of TDR units in the RM-70 zone allow an overall density bonus

of up to 30% -- 91 units to the acre. Furthermore, the application of TDRs will allow the Commission to approve a height bonus of 30% above the maximum (up to 312 feet, assuming the full application of the height bonus available in the RM-70 district).

The Applicant is proposing to use sixteen (16) TDR units as part of the development and requests that the Village review of the application include a Commission approval of the assignment of the units.

Green Building. All development using TDRs must obtain twenty-four (24) "green building and design points" under the "Green building development options and points" in Section 8.21 of the ULDC as opposed to the Code's typical requirement of eighteen (18) points for multi-family development. As shown on the submitted scoring analysis prepared by Energy Costs Solutions Group, the proposed development will exceed the point requirement.

Variance Requests. The Applicant has requested the following variances: (1) a variance to provide 135 spaces where 212 would be required; and (2) a variance to allow the parking garage to include internal drives at 22 feet wide where 23 feet would be required.

Numerical Variance. It has been well recognized that the Village's current parking requirements in the RM-70 zone, which require at least two parking spaces for units that are larger than efficiencies and three parking spaces for units larger than two-bedroom units with dens, can result in excessively tall and bulky parking pedestals enclosing parking areas that often remain underutilized at all times of the year.

The Applicant believes that the building's parking, which retains an average of just under two spaces per unit, will more than accommodate the needs of the building's residents. Moreover, it has allowed the Applicant to reduce the height and slim down the bulk of the parking pedestal – as shown on the submitted plans. Providing excessive parking on the Property would be directly in opposition to the Village's green building standards, which encourage the efficient use of land.

Width of Internal Drive. The goal of slimming down the parking pedestal while retaining sufficient access to the parking spaces is also met through the proposed reduction of parking garage internal drives to 22 feet from the required 23 feet. The proposed plans provide sufficient radii to allow for safe travel in the garage.

Compact Spaces. The Applicant is proposing to provide twenty (20) percent of the building's parking as "compact." As required by the ULDC, the provided compact spaces

be clearly marked "for compact cars only" and collectively located in a defined area. Those seeking approval for the use of compact parking spaces must provide valet parking services in perpetuity. As noted above, the Applicant is proposing to offer valet service for the building, mixed with available self-parking.

Satisfaction of Required Criteria. The Applicant's requests satisfy all required criteria as follows:

(1) That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district;

There are special circumstances and conditions which are peculiar to the Property, including the need to accommodate a modern family-oriented development on the site.

(2) That the special circumstances and conditions were not self-created by any person having an interest in the property;

The issues with the Village's parking standards were not created by the Applicant.

(3) That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant;

The strict application of the regulations would deprive the Applicant of the reasonable use of the land and would result in an unnecessary hardship. Requiring the provision of excess parking and drive aisle width would require such significant plan revisions that the use of the building would be unreasonably limited in a manner not consistent with the goals of the Village's ULDC

(4) That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district;

Granting the requested variances will not confer any special privilege on the Applicant, which has been unduly impacted by the Village's parking standards in a manner that, given the size and orientation of the Property, would make development untenable.

(5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building;

The requested variances are the minimum necessary to allow for the Property to be a viable site for future development while still satisfying the intent of the Comprehensive Plan and allowing for consistency and harmony in the character of the surrounding neighborhood. The Applicant is not asking for variances for any other regulations required under the UDLC.

(6) That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare; and

The granting of the requested variances will allow future development on the Property to be in harmony with the intent and purpose of the Comprehensive Plan as it will fulfill the intent of the RM-70 zoning designation rather than remain as an underutilized lot.

(7) The variance request is not based exclusively upon a desire to reduce the cost of development.

The granting of the requested variances are not based exclusively upon desire to reduce development costs, but rather is based on the desire to make the Property viable for a high quality development consistent with the intent of the Comprehensive Plan and the ULDC. Granting of the requested variances will support a development that will be the highest and best use of the Property.

Conclusion. We are excited to bring this beautiful low impact development to this part of the Village. The 7940 West Drive plan has been designed as a resilient project that benefits the public through enhanced green space along the public right of way and superior access to the Island Walk. We therefore respectfully request your favorable review and recommendation. If you have any questions with regard to this request, please call me at 305-377-6229.

Sincerely,

Graham Penn

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 VARIANCE REQUEST, INCLUDING EXTENSION OF AN UNEXPIRED VARIANCE AND/OR SPECIAL EXCEPTION APPROVAL

This application form is to be used to petition for a variance from the regulations pursuant to Section 7.3. of the North Bay Village Unified Land Development Code. **This application may only be applied for by the owner of the property, which shall mean the person who owns and currently resides, or owns and intends to reside, at the subject premises, or their legal representative.**

Submit your application, with all the required information to the Village Planning and Zoning Official, via svargas@cgasolutions.com. 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. Variances 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.

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. 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: 7940 NBV PARTNERS LLC
2. Contact Phone: 912-398-1775 Email Address: peter@fortisdesign.build
3. Mailing Address: 4531 PRAIRIE AVENUE, MIAMI BEACH, FL 33140

4. Applicant Name: _____
(If different from Owner)
5. Contact Phone: _____ Email Address: _____
6. Mailing Address _____
7. Address of Property Covered by the Application: _____
7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FL, 33141
8. Legal Description of Property Covered by the Application (add pages if needed):

LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

9. Folio Number(s): 23-3209-001-0420, 23-3209-001-0400

10. Lot Size (square feet): 33,602

11. Future Land Use and Zoning Designations: High Density Multi-Family Residential and RM-70

12. Section(s) of the North Bay Village ULDC form which the Applicant Seeks Relief: ____

9.3.E. of the ULDC, to permit a parking aisle width of 22 feet where 23 feet would be required.

13. Variance(s) Requested: A variance to reduce the drive aisle width by 1'

14. Reasons for the Request (add pages if necessary): See attached letter.

OWNER AFFIDAVIT/INTENT TO RESIDE

I, _____ being first duly sworn, depose and say that I am the legal owner of record of the property described and which is the subject of the proposed Variance application and that I currently reside on or intend to reside on the subject premises.

I have made every attempt to relocate/redesign the proposed improvement to avoid the variance(s) herein requested. I acknowledge that Village Commission has the authority to approve, modify, or deny my application and that in granting approval of my application the Village Commission may prescribe any appropriate conditions and safeguards necessary to protect and further the interest of the area and abutting properties.

This affidavit is subject to penalties of law (Perjury) and to possible voiding of any decision.

_____
Signature

Sworn to and subscribed to before me this _____ day of_____, 20____.

_____
Notary

Public Commission expires: _____

CONSENT TO PUBLIC HEARINGS

All requests for variances from the North Bay Village Code shall be considered at Public Hearings before the Village Commission. Notice of Hearing shall be given by publishing and posting on the property (which is the subject of the request), the time, the place and the nature of the hearing at least 10 days before the hearing. The Village Planning and Zoning Official shall certify that the petition is complete before the hearing is legally advertised. All applications shall be submitted to the Planning and Zoning Official on or before the deadline implemented by the Village.

All persons, firms, or corporations requesting a variance 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 variance request.

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 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 Village Code Chapter 7. 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 MIKAEL HAMAOUI

(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.)

STATE OF FLORIDA
COUNTY OF MIAMI - DADE

Sworn to and subscribed to before me this 17TH day of JULY, 2023,

by MIKAEL HAMAOUI, who is personally known to

me or who has produced _____ as identification.

Notary Public Signature _____

Commission
Number/Expiration _____

DEREK GRANQUIST
Commission # HH 376883
Expires March 21, 2027

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)

OWNER

Full Name: MIKAEL HAMAOUI

Current Address: 4531 PRAIRIE AVENUE

City: MIAMI BEACH State: FL Zip: 33140

Telephone: 305-776-5345 Email: mikael@riveirahorizons.com

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

Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 17TH DAY OF JULY, 2023

Notary Public, State of Florida at Large

My Commission expires _____, 20____.

DEREK GRANQUIST
Commission # HH 376883
Expires March 21, 2027

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 the Applicant (refer to page 5 of this document), explaining the nature of the request, justification for the proposed variance, evidence that the request complies with Subsection 7.3.D. of the North Bay Village Unified Land Development Code, and other pertinent information. Insufficient justification may result in denial of the application. The applicant must justify each individual variance in the letter of intent.
- ☐ Certified Land Survey dated within two (2) years of the filing date of the administrative adjustment application, reflecting all current conditions.
- ☐ Map or aerial photo showing adjacent properties, surrounding streets (labeled) and a north arrow.
- ☐ Photos of buildings and structures on the property concerned.
- ☐ Accurately dimensioned plans showing the location and spacing distance of the proposed construction in relation to property lines and existing structure(s), the general location and use of existing structures on property adjacent to the subject property; and the variance being requested clearly shown, (i.e., required versus proposed structure).
- ☐ Floor plans and elevations if required by the Planning and Zoning Official.
- ☐ Filing fees and cost recovery deposit (Refer to the most current North Bay Village Fee Schedule).

Optional Submittals:

- ☐ Signed consent letters from neighboring property owners.
- ☐ Different versions of the proposed variance based on alternative design options.

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

EVIDENCE THAT THE REQUEST COMPLIES WITH SUBSECTION 7.3.D. OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE

In your Letter of Intent, or separately, address how the Variance Application complies with the following criteria.

For the Planning and Zoning Board to recommend approval, and for the Village Commission to grant approval, of a variance request, both must make an affirmative finding with respect to all seven (7) of the following criteria:

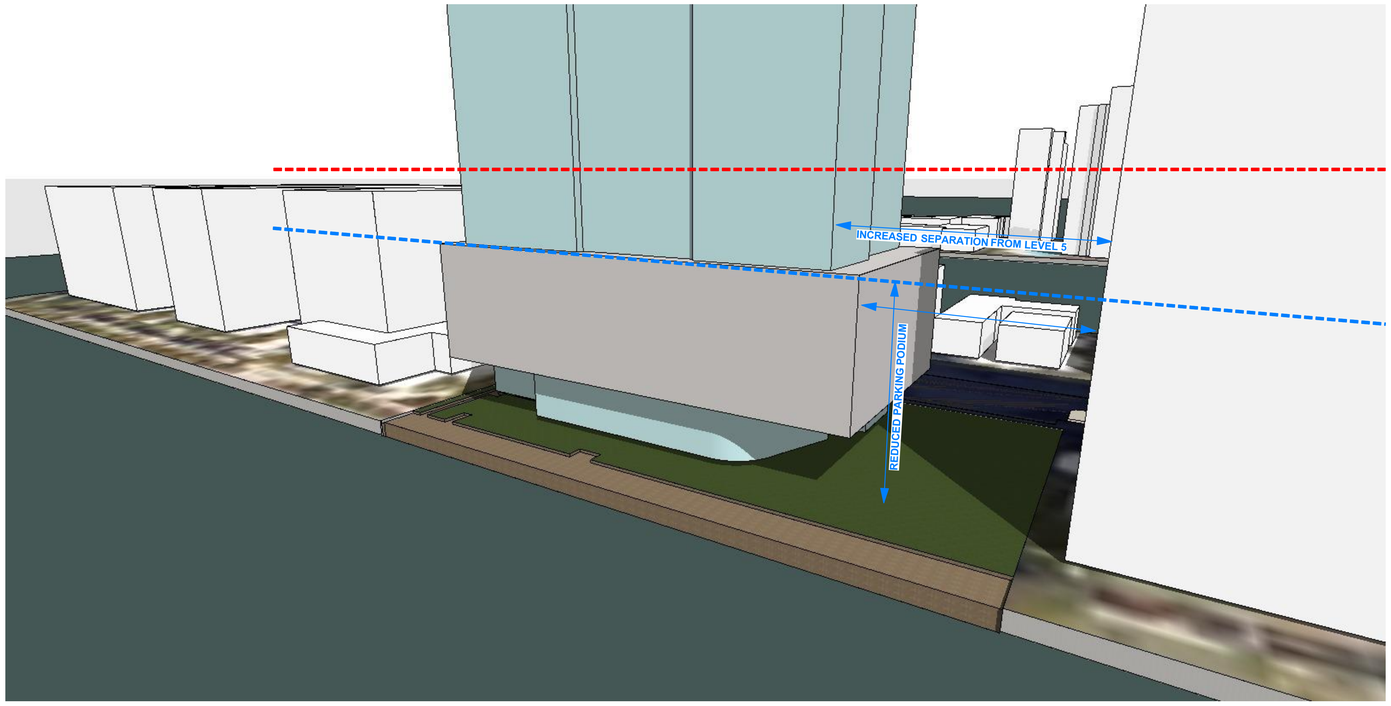
1. That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district.
2. That the special circumstances and conditions were not self-created by any person having an interest in the property.
3. That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant.
4. That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district.
5. That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building.
6. That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare.
7. The variance request is not based exclusively upon a desire to reduce the cost of development.

Office Use Only:

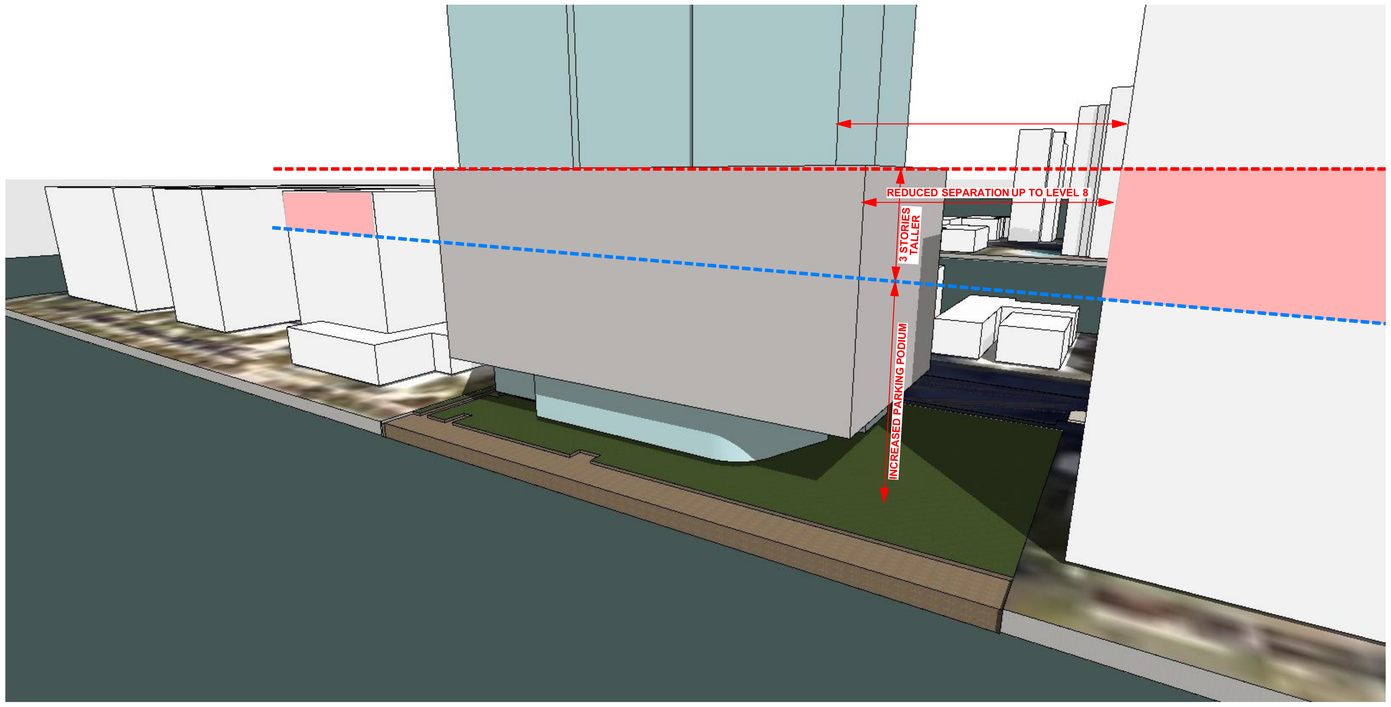
Date Submitted: _____ Total Paid: $_____

Date Paid: _____ Filing Fee: $_____

Cash or Check #_____ Cost Recovery Dep: $_____



PODIUM MASSING WITH
PROPOSED PARKING REDUCTION



PODIUM MASSING WITH
NO PARKING REDUCTION

ANALYSIS OF PARKING REDUCTION

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File: BIMcloud_Arch-SERVER2-25 - BIMcloud Basic for Archicad 25/2114_7940 WEST DRIVE - NORTH BAY VILLAGE/2114_7940 WEST DRIVE - NORTH BAY VILLAGE_MARCH 2023_1by mpalmer_Date: 6/12/2023

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Miami
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2950 SW 27TH AVE,
SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

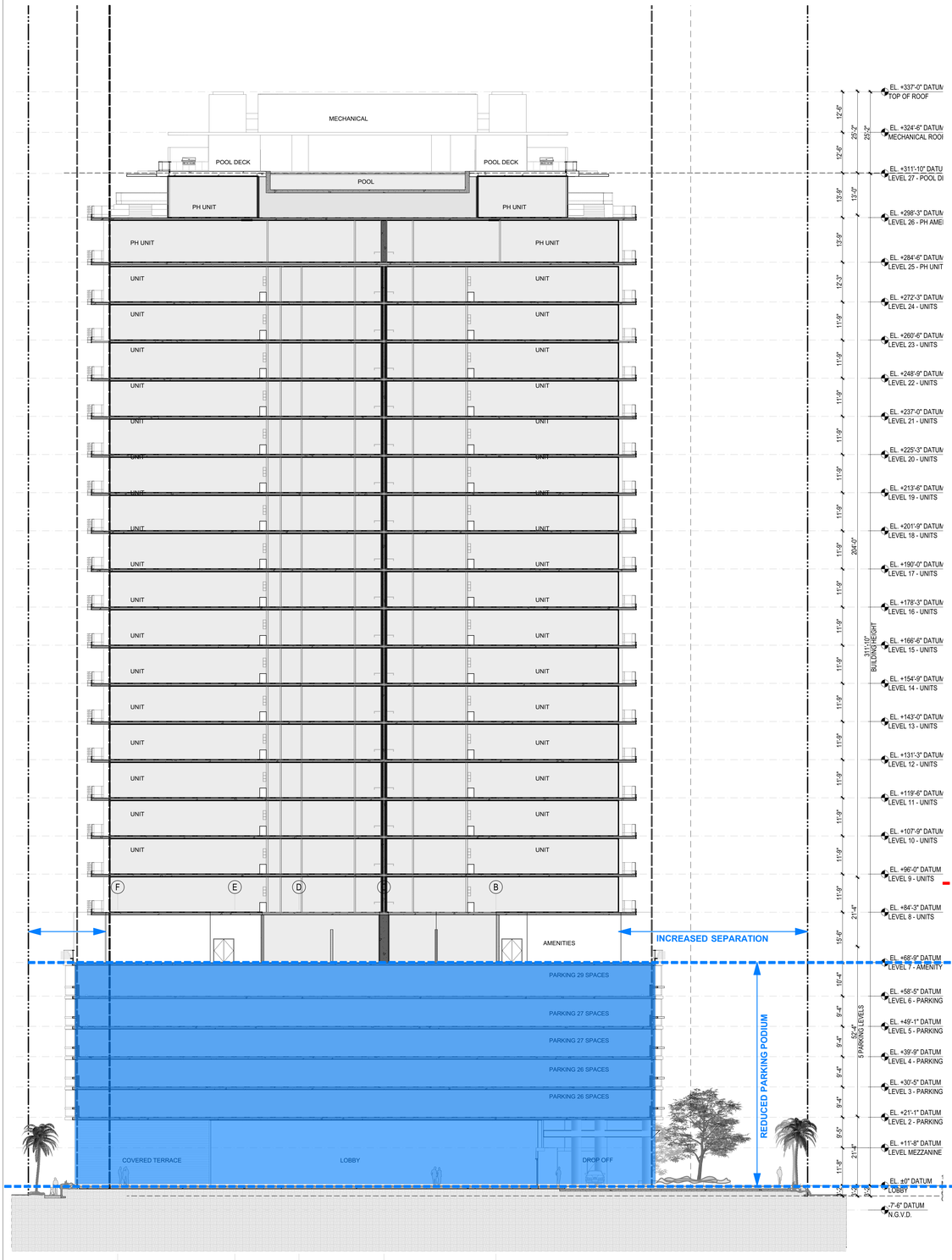
4531PRAIRIE AVE
MIAMI BEACH, FL 33140

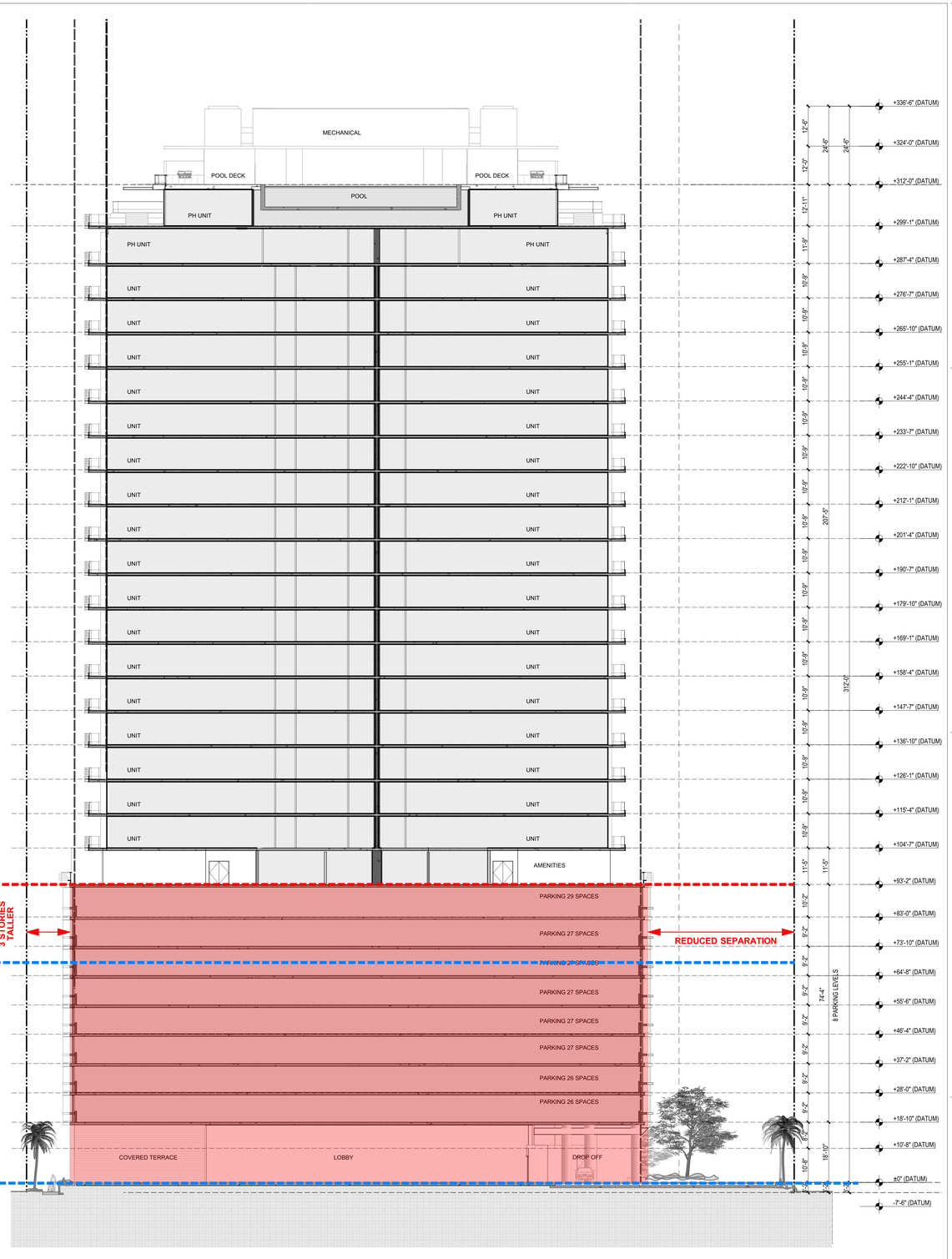
Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
PARKING ANALYSIS
Sheet No.
A-005





PODIUM MASSING WITH **PROPOSED PARKING REDUCTION**

PODIUM MASSING WITH **NO PARKING REDUCTION**

ANALYSIS OF PARKING REDUCTION

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File: BIM\Revit 365-SERVER\22-23 - BIM\Revit Basic for Archicad 25\2114_7940 WEST DRIVE - NORTH BAY VILLAGE\2114_7940 WEST DRIVE - NORTH BAY VILLAGE_MARCH 23\23 - Try #Luis saved by - Delle_7/17/2023

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2950 SW 27TH AVE.
SUITE 110
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Project

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Revisions

Owner Information

7940 NBV PARTNERS, LLC

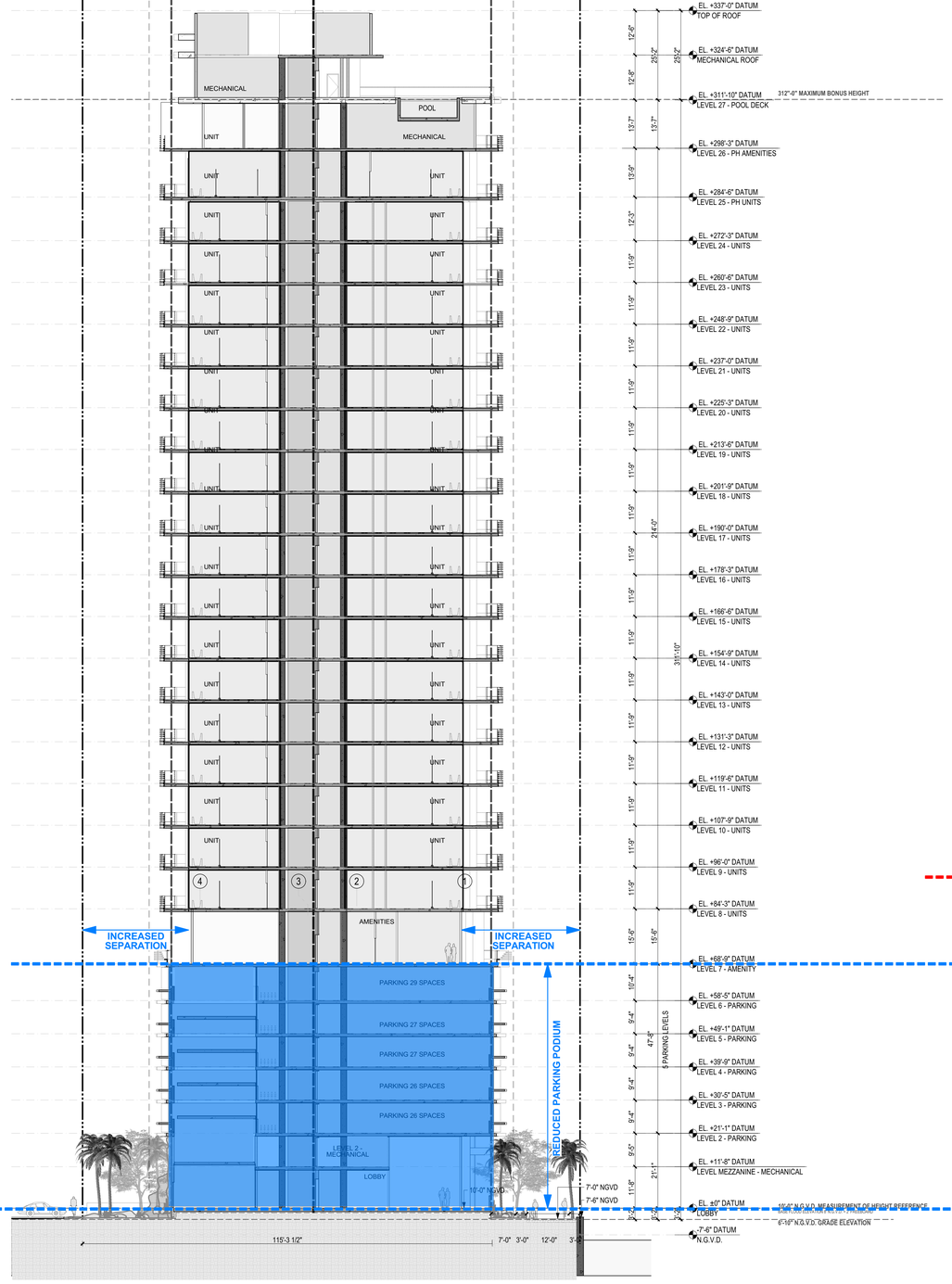
4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

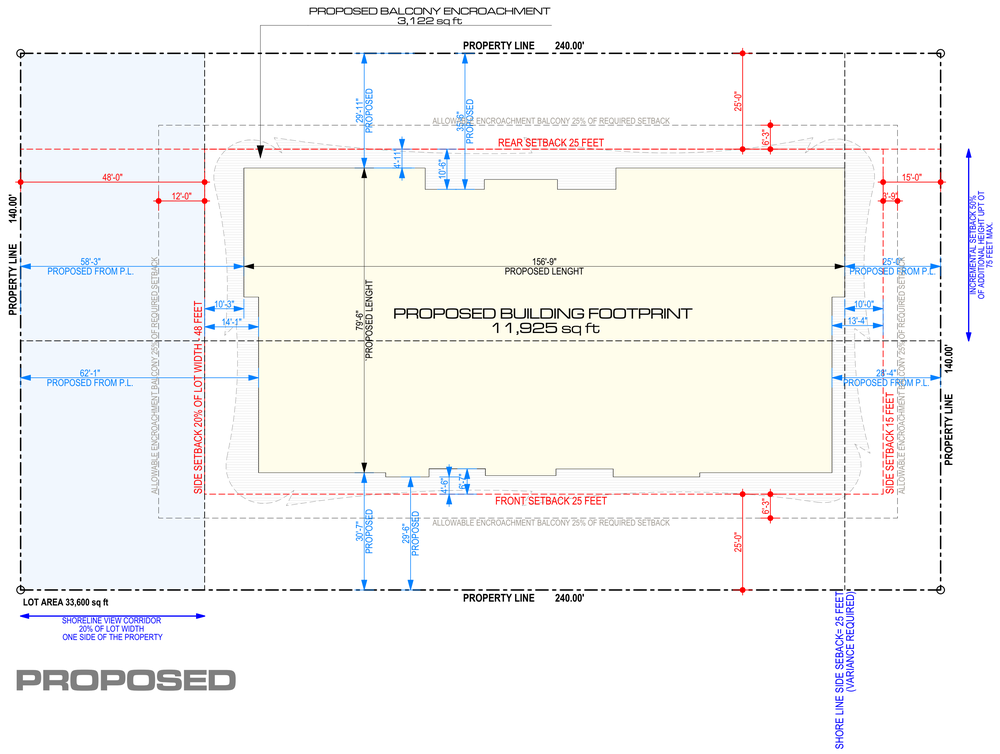
Consultant

Luis O. Revuelta
AR-0007972

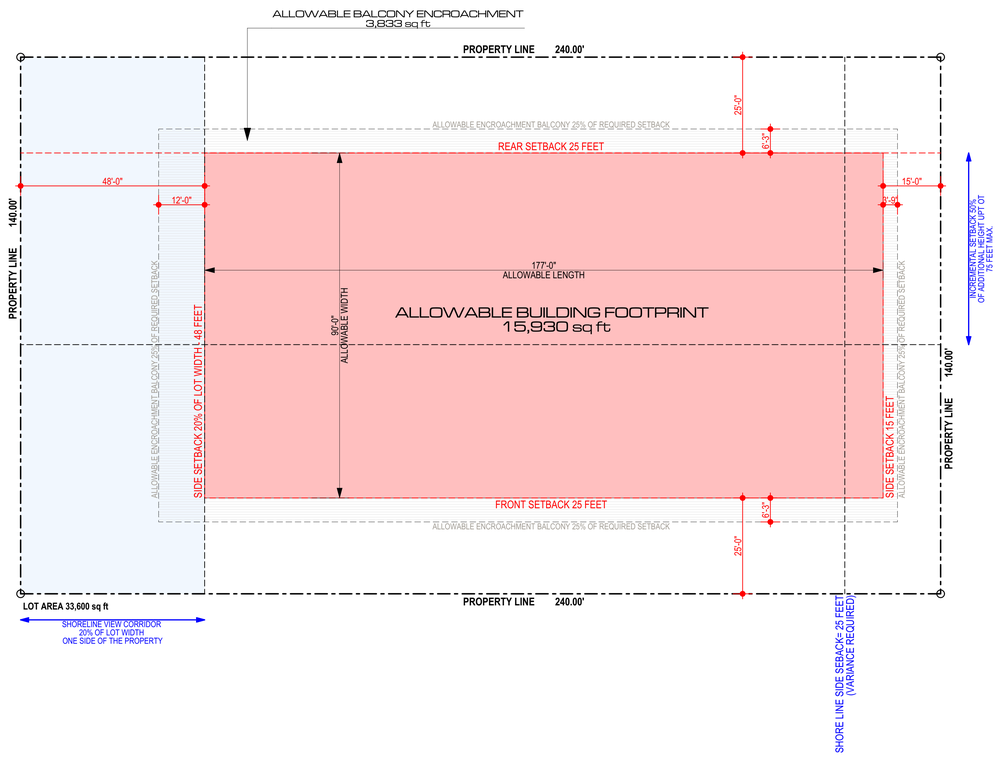
SCHEMATIC DESIGN

Date
7/17/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
SECTIONS
Sheet No.
A-005a


MECHANICAL
POOL
MECHANICAL
UNIT
AMENITIES
INCREASED SEPARATION
INCREASED SEPARATION
REDUCED PARKING PODIUM
PARKING 29 SPACES
PARKING 27 SPACES
PARKING 27 SPACES
PARKING 26 SPACES
PARKING 26 SPACES
LEVEL 2 - MECHANICAL
LOBBY
115'-3 1/2"
7'-0" 3'-0" 12'-0" 3'-0"
10'-0" N.G.V.D.
7'-0" NGVD
7'-6" NGVD
EL. +337'-0" DATUM
TOP OF ROOF
EL. +324'-6" DATUM
MECHANICAL ROOF
EL. +311'-10" DATUM
LEVEL 27 - POOL DECK
312'-0" MAXIMUM BONUS HEIGHT
EL. +298'-3" DATUM
LEVEL 26 - PH AMENITIES
EL. +284'-6" DATUM
LEVEL 25 - PH UNITS
EL. +272'-3" DATUM
LEVEL 24 - UNITS
EL. +260'-6" DATUM
LEVEL 23 - UNITS
EL. +248'-9" DATUM
LEVEL 22 - UNITS
EL. +237'-0" DATUM
LEVEL 21 - UNITS
EL. +225'-3" DATUM
LEVEL 20 - UNITS
EL. +213'-6" DATUM
LEVEL 19 - UNITS
EL. +201'-9" DATUM
LEVEL 18 - UNITS
EL. +190'-0" DATUM
LEVEL 17 - UNITS
EL. +178'-3" DATUM
LEVEL 16 - UNITS
EL. +166'-6" DATUM
LEVEL 15 - UNITS
EL. +154'-9" DATUM
LEVEL 14 - UNITS
EL. +143'-0" DATUM
LEVEL 13 - UNITS
EL. +131'-3" DATUM
LEVEL 12 - UNITS
EL. +119'-6" DATUM
LEVEL 11 - UNITS
EL. +107'-9" DATUM
LEVEL 10 - UNITS
EL. +96'-0" DATUM
LEVEL 9 - UNITS
EL. +84'-3" DATUM
LEVEL 8 - UNITS
EL. +68'-9" DATUM
LEVEL 7 - AMENITY
EL. +58'-5" DATUM
LEVEL 6 - PARKING
EL. +49'-1" DATUM
LEVEL 5 - PARKING
EL. +39'-9" DATUM
LEVEL 4 - PARKING
EL. +30'-5" DATUM
LEVEL 3 - PARKING
EL. +21'-1" DATUM
LEVEL 2 - PARKING
EL. +11'-8" DATUM
LEVEL MEZZANINE - MECHANICAL
EL. ±0" DATUM
LOBBY
-7'-6" DATUM
N.G.V.D.
10'-0" N.G.V.D. MEASUREMENT OF HEIGHT REFERENCE
6'-10" N.G.V.D. GRADE ELEVATION
12'-6"
25'-2"
12'-8"
15'-7"
15'-7"
15'-9"
12'-3"
11'-9"
11'-9"
11'-9



PROPOSED



ALLOWED

BUILDING FOOTPRINT

ALLOWABLE	15,930 sq.ft.
PROPOSED	11,925 sq.ft.
	74.85 % OF ALLOWABLE

OVERALL FOOTPRINT (BUILDING + BALCONY)

ALLOWABLE	19,763 sq.ft.
PROPOSED	15,047 sq.ft.
	73.16 % OF ALLOWABLE

COMPARATIVE ANALYSIS OF BUILDING FOOTPRINT

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File: Bfdocs4 - Mail-SERVER4:25 - [Bfdocs4 Base for Archicad 25\2114_7940 WEST DRIVE - NORTH BAY VILLAGE - MARCH 2023 - By mgarate - Date: 6/12/2023

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Project

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NORHT BAY VILLAGE
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Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
BUILDING FOOTPRINT

Sheet No.
A-006

RESOLUTION NO. 2023-____

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, NBV Partners, LLC (the "Applicant") is proposing a site plan for the development of a 312 foot tall, 70-unit multifamily residential project with structured parking and ancillary amenities on an approximately 0.77-acre site zoned RM-70, identified by Folio Nos. 23-3209-001-0400 and 23-3209-001-0420, located at 7938-7940 West Drive on Harbor Island (the "Project"), with a legal description as shown in Exhibit A; and

WHEREAS, the site plan requires approval under the provisions of Sec. 5.8; and

WHEREAS, the Applicant is concurrently requesting a Variance from the minimum parking requirement to permit the provision of 135 parking spaces where 212 are required; and

WHEREAS, after a duly noticed public hearing held on July 27, 2023, the Planning and Zoning Board by a vote of _____ recommended [approval/approval with

conditions/denial] of the Variance to reduce the minimum parking requirement [subject to the conditions set forth and included below in Section 2]; and

WHEREAS, the Village Commission conducted a duly noticed public hearing on _____, 2023 in accordance with the law to hear the application and [approved/approved with conditions/denied] the Variance for the Project; and

WHEREAS, the Mayor and Village Commission find the proposed Variance [is/is not] consistent with the Village's 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. Findings. The Village Commission, after review of competent substantial evidence in the record and a duly noticed public hearing, hereby finds that the Application meets the criteria set forth in Section 7.3 of the ULDC for approval of the variance pursuant to Section 7.3 of the ULDC to allow the provision of 135 parking spaces where the ULDC requires 212, for a project to be located at 7940 West Drive, subject to other applicable and building requirements.

Section 3. Decision; Conditions. Pursuant to Section 7.3 of the ULDC, a Variance from the minimum parking requirement to permit the provision of 135 parking spaces to serve the needs of the residents, where 212 are required, for a project to be located at 7938-7940 West Drive is hereby [approved/approved with conditions/denied], [subject to the following conditions]:

1. All parking spaces shall comply with the dimensional standards of Sec. 9.3.E. subsections 4 and 6-8 of the ULDC.

2. The property to which the variance applies shall be in strict conformance with plans on file for the accompanying site plan approval application for the Project.

3. All due 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 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. Pursuant to Section 7.5, after the Village Commission has granted a variance, the variance so approved or granted shall expire after two years, measured from the date of final Commission action, if no substantial construction or change of use has taken place in accordance with the plans for which the variance was granted.

Section 4. Violation of Conditions; Limitation of Approval. Noncompliance with the terms and conditions of this approval shall be considered a violation, and penalties may include but are not limited to revocation of the approval granted by this resolution. 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. 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 L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

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

Exhibit "A"
LEGAL DESCRIPTION

Address: 7940 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0400 and 23-3209-001-0420

Legal Description: Lots 38, 40 and 42, "Harbor Island", According to the Plat Thereof, as Recorded in Plat Book 44, Page 72, of the Public Records of Miami-Dade County, 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 - JUL. 27, 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

07/13/2023

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
13 day of JULY, A.D. 2023

(SEAL)
GUILLERMO GARCIA personally known to me

NOTARY PUBLIC STATE OF FLORIDA
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 JULY 27, 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:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

July 27, 2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; 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

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 869 7009 2320
PASSCODE: 842751

WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
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
7/13

23-24/0000673396M

2/2

ITEM NO. 3C

North Bay Village
Recommendation Memorandum

DATE: July 27, 2023

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

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **A Resolution Considering a Request by 7940 NBV Partners, LLC, for a Variance to Reduce the Minimum Aisle Width for a Project at 7938-7940 West Drive - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)***

RECOMMENDATION

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: The Planning and Zoning Board should review Planning staff's analysis of this request for a reduction of the required minimum aisle width according to Section 9.3.E. of the ULDC, and, after consulting the criteria in Section 7.3 related to hardship variances, should forward a recommendation to the Village Commission via the attached resolution form.

BACKGROUND AND ANALYSIS

Refer to attached Staff report and attachments.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

n/a

PERSONNEL IMPACT

n/a

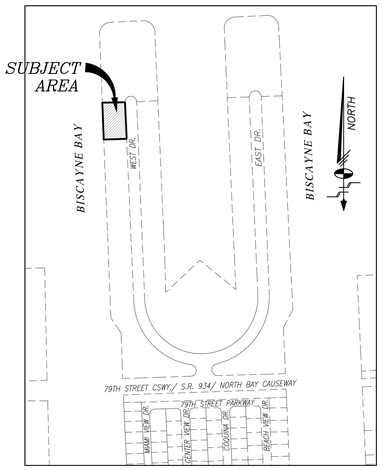
ATTACHMENTS

Attachment 1_Boundary Survey.pdf
Attachment 2_Letter of Intent and Application Form.pdf
Attachment 3_7940 NBV Maneuverability_memo.pdf
Attachment_4_Reso_Aisle_Width_7940_West_Drive_PZ_07.27.2023 (Final).docx
DBR 07.27.23 PZB.pdf
7940 W Drive_Variance Min Aisle Width_Staff Report_PZB 072723.pdf

GENERAL LEGEND:

AERIAL TARGET
ALUMINUM LIGHT POST
ALUMINUM LIGHT POST (SINGLE)
ALUMINUM LIGHT POST (DOUBLE)
ALUMINUM LIGHT POST (TRIPLE)
ALUMINUM LIGHT POST (QUAD)
ANCHOR/GUY WIRE
BACKFLOW PREVENTER ASSEMBLY
CABLE TELEVISION BOX
CATCH BASIN
CATCH BASIN F-3
CENTERLINE
CHECK VALVE ASSEMBLY
COLUMN (CIRCULAR)
COLUMN (SQUARE)
CONCRETE LIGHT POLE
CONCRETE LIGHT POLE (DOUBLE)
CONCRETE POWER POLE
CONTROL POINT
COMMUNICATION PULL BOX
CURB INLET
DOUBLE DETECTOR CHECK VALVE
DRAIN (CIRCULAR OR SQUARE)
ELECTRIC BOX (ABOVE GROUND)
ELECTRIC PULL BOX (BELOW GROUND)
ELECTRIC HAND HOLE
ELECTRIC OUTLET
ELEVATIONS (SEE NOTES FOR DATUM)
FIRE HYDRANT
FIRE LINE SIAMESE CONNECTION
FIRE LINE CONNECTION
FLAGPOLE
FLOW LINE
FORCE MAIN MANHOLE
FORCE MAIN VALVE
F.P.L. ELECTRIC MANHOLE
F.P.L. FIBER NETWORK
F.P.L. TRANSMISSION POLE
GAS MANHOLE
GAS METER
GAS PUMP
GAS VALVE
GREASE TRAP MANHOLE
GROUND LIGHTING
GUARD POST, BOLLARD
IRRIGATION HAND HOLE
IRRIGATION VALVE
MAILBOX
MONITOR WELL
MONUMENT LINE
P-5 INLET
P-6 INLET
PARKING METER
PEDESTRIAN CROSSING SIGNAL
PERMANENT REFERENCE MONUMENT
POST INDICATOR VALVE
VACUUM BREAKER ASSEMBLY
PROPERTY LINE
ROUND CATCH BASING
SANITARY SEWER CLEANOUT
SANITARY SEWER MANHOLE
SIGN POST
SPRINKLER PUMP
STANDPIPE
STORM SEWER MANHOLE
STREET LIGHT BOX
SWALE INLET
TELEPHONE BOX (SOUTHERN BELL)
TELEPHONE HAND HOLE
TELEPHONE MANHOLE (SO. BELL)
TELEPHONE PAYPHONE
TRAFFIC HAND HOLE
TRAFFIC UTILITY BOX
TRAFFIC CONTROL POST
TRAFFIC SIGNAL POST
TRAFFIC SIGNAL BOX
TREE & PALM
UNDERGROUND UTILITY MARKER
UNKNOWN UTILITY MANHOLE
UNKNOWN UTILITY HAND HOLE
WATER MANHOLE
WATER METER
WATER VALVE
WOOD LIGHT POLE
WOOD POWER POLE
WOOD TELEPHONE POLE
HANDICAP PARKING
STROLLER PARKING

ABBREVIATIONS:
R denotes RADIUS
Δ denotes DELTA ANGLE
A denotes ARC DISTANCE
CH.D. denotes CHORD LENGTH or CHORD DISTANCE
CH.B. denotes CHORD BEARING
C denotes CHORD DISTANCE
P.C.P. denotes PERMANENT CONTROL POINT
P.R.M. denotes PERMANENT REFERENCE MONUMENT
P.B. denotes PLAT BOOK
PG. denotes PAGE
P.O.C. denotes POINT OF COMMENCEMENT
P.O.B. denotes POINT OF BEGINNING
O.R.B. denotes OFFICIAL RECORDS BOOK
O.R.M. denotes OFFICIAL RECORDS MONUMENT
P.C. denotes POINT OF CURVATURE
C.B.S. denotes CONCRETE BLOCK STRUCTURE
CONC. denotes CONCRETE
C.L.F. denotes CHAINLINK FENCE
M.F. denotes METAL FENCE
W.F. denotes WOOD FENCE
F.F.E. denotes FINISH FLOOR ELEVATION
I.P.S. denotes IRON PIPE or IRON PIPE
S.I.P. denotes SET IRON PIPE & LB-87 CAP
F.N.D. denotes FOUND NAIL & BRASS DISC
S.N.D. denotes SET LB-87 NAIL & BRASS DISC
C.I.P. denotes CORRUGATED IRON PIPE
CLR. denotes CLEAR
E.T.R. denotes ELECTRIC TRANSFORMER PAD
ENCR. denotes ENCROACHMENT
D.C. denotes DEPRESSED CURB
PL. denotes PLANTER
(C) denotes CALCULATED DISTANCE
T.O.S. denotes TOP OF SLOPE ELEVATION
T.O.P. denotes TOP OF PIPE
(D) denotes DEED DISTANCE
(L) denotes DISTANCE BY LEGAL DESCRIPTION
(M) denotes MEASURED DISTANCE
(R) denotes RECORD OR PLATTED DISTANCE
BOTTOM denotes APPROXIMATE BOTTOM OF SLOPE
COMM denotes COMMUNICATION
DRAIN denotes DRAINAGE
ELEC denotes ELECTRIC
FM denotes FORCE MAIN
IRRIG denotes IRRIGATION
GAS denotes NATURAL GAS
OHW denotes OVERHEAD WIRES
SM denotes SANITARY SEWER
TOP denotes APPROXIMATE TOP OF BANK
VEG denotes VEGETATION LINE
WM denotes WATER
denotes LIMITED ACCESS RIGHT OF WAY LINE



LOCATION SKETCH
Scale: 1"=400'

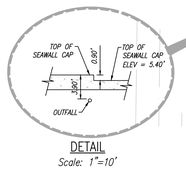
A PORTION OF SECTION 09-53S-42E, MIAMI-DADE COUNTY, FLORIDA.

LEGAL DESCRIPTION

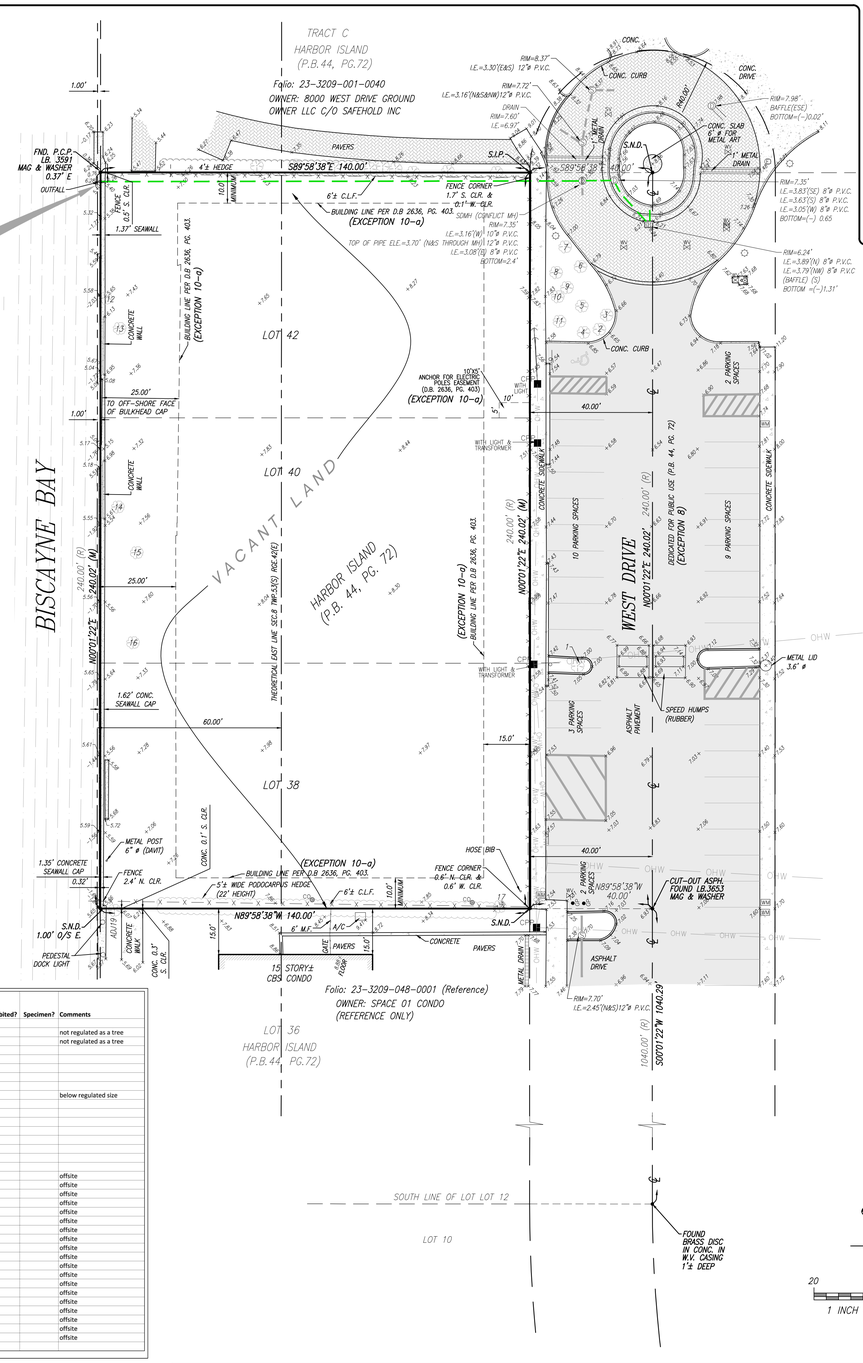
LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING OF N00°01'22"E ALONG THE CENTERLINE OF WEST DRIVE.
2. LEGAL DESCRIPTION SHOWN HEREON WAS PROVIDED BY CLIENT.
3. AREA OF THE PROPERTY DESCRIBED HEREON IS: 33,602± SQ. FT. (0.771± ACRES).
4. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE ATTACHED CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.
5. UNLESS OTHERWISE NOTED, THIS FIRM HAS NOT ATTEMPTED TO LOCATE FOOTINGS AND/OR FOUNDATIONS.
6. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (ELEVATION 8), PER FLOOD INSURANCE RATE MAP NO. 12086C0306L, COMMUNITY NO. 120654, PANEL NO. 0306, SUFFIX L, OF FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) MAP DATED SEPTEMBER 11, 2009.
7. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, TOGETHER WITH UNDERGROUND STORM AND SANITARY GRAVITY MAINS, HOWEVER, NO ATTEMPT HAS BEEN MADE TO LOCATE UNDERGROUND PRESSURE MAIN, CABLES OR CONDUITS.
8. THE DISTANCES SHOWN ALONG THE BOUNDARY OF THE SUBJECT PROPERTY ARE RECORD AND/OR MEASURED UNLESS OTHERWISE STATED.
9. SHOWN HEREON ARE PLOTTABLE EASEMENTS AND RIGHTS OF WAY REFLECTED AS EXCEPTION IN **SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.**
10. THE ELEVATIONS SHOWN HEREON REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 29) AND ARE EXPRESSED IN FEET.
11. BENCHMARKS:
    a. MIAMI-DADE BENCHMARK P-313, LOCATED @ N TREASURE DRIVE --- 50' NORTH OF NORTH CURB --- HISPANOLA AVE --- 3' EAST OF EAST CURB OF SOUTHBOND LANE. US C & G BRASS DISC IN TOP OF NW CORNER OF SEWER PUMPING STATION, ELEVATION =5.27' N.G.V.D 29.
    b. MIAMI-DADE BENCHMARK A-26, LOCATED @ 79 ST CSWY --- 43' NORTH OF C/L--- PELICAN HARBOR DR --- 210' EAST OF C/L, PK NAIL AND ALUMINUM WASHER IN CONC CATCH BASIN, ELEVATION =6.19' N.G.V.D 29.
12. THE PROPERTY SHOWN HEREON IS CURRENTLY ZONED RM-70 (MULTI FAMILY RESIDENTIAL) (CITY OF NORTH BAY VILLAGE ZONING MAP-UPDATED NOVEMBER 29, 2017)
13. NO BUILDINGS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. SUBJECT PROPERTY IS MIAMI-DADE PROPERTY APPRAISER NUMBERS:
    FOLIO: 23-3209-001-0420 – 7940 WEST DR
    FOLIO: 23-3209-001-0400 – 7938 WEST DR



DETAIL
Scale: 1"=10'



TREE TABLE

Tree #	Common Name	Scientific Name	DBH (inches)	Condition	Number of stems	Height (feet)	Canopy Spread (feet)	Canopy (square feet)	Prohibited?	Specimen?	Comments
1	sabal palm	*sabal palmetto*	11	Fair	1	22	16	201			
2	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	15	16				not regulated as a tree
3	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	18	10				not regulated as a tree
4	coconut palm	*Cocos nucifera*	7	Good	1	42	10	79			
5	Sylvester palm	*Phoenix sylvestris*	14	Good	1	42	18	254			
6	coconut palm	*Cocos nucifera*	7	Good	1	35	18	254			
7	coconut palm	*Cocos nucifera*	6	Good	1	30	18	254			
8	coconut palm	*Cocos nucifera*	9	Good	1	45	18	254			
9	Europeon fan palm	*Chamaerops humilis*	6	Fair	1	7	18	254			below regulated size
10	coconut palm	*Cocos nucifera*	7	Good	1	32	5	20			
11	coconut palm	*Cocos nucifera*	10	Good	1	45	18	254			
12	gumbo limbo	*Bursera simaruba*	6	Good	1	18	18	254			
13	coconut palm	*Cocos nucifera*	9	Good	1	36	12	113			
14	coconut palm	*Cocos nucifera*	7	Fair	1	20	18	254			
15	Mango	*Mangifera indica*	15	Good	1	25	18	254			
16	coconut palm	*Cocos nucifera*	6	Good	1	20	20	314			
17	dead tree	*unknown species*	8	Poor	1	10	0	0			
ADJ1	Chinese privet	*Ligustrum japonicum*	10	Good	4	18	18	254			offsite
ADJ2	coconut palm	*Cocos nucifera*	9	Good	1	35	18	254			offsite
ADJ3	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ4	coconut palm	*Cocos nucifera*	12	Good	1	55	18	254			offsite
ADJ5	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ6	Verawood	*Bulnesia arboria*	9	Good	1	20	18	254			offsite
ADJ7	coconut palm	*Cocos nucifera*	8	Good	1	40	18	254			offsite
ADJ8	Verawood	*Bulnesia arboria*	6	Good	1	16	16	201			offsite
ADJ9	coconut palm	*Cocos nucifera*	11	Good	1	55	18	254			offsite
ADJ10	Verawood	*Bulnesia arboria*	4	Good	1	12	10	79			offsite
ADJ11	coconut palm	*Cocos nucifera*	10	Good	1	42	18	254			offsite
ADJ12	Verawood	*Bulnesia arboria*	4	Fair	1	15	12	113			offsite
ADJ13	Verawood	*Bulnesia arboria*	5	Fair	1	16	12	113			offsite
ADJ14	Verawood	*Bulnesia arboria*	7	Good	1	18	16	201			offsite
ADJ15	Verawood	*Bulnesia arboria*	5	Fair	1	16	15	177			offsite
ADJ16	Verawood	*Bulnesia arboria*	3	Poor	1	12	9	64			offsite
ADJ17	royal poinciana	*Delonix regia*	9	Fair	4	18	18	254			offsite
ADJ18	royal poinciana	*Delonix regia*	10	Fair	1	20	18	254			offsite
ADJ19	Seagrape	*Coccoloba uvifera*	16	Good	1	28	26	531			offsite

Tree numbers preceeded by "ADJ" indicate offsite trees on neighboring/adjacent properties, measurements are approximate

NOTE:
THE TREE INFORMATION SHOWN HEREON PER "TREE TABLE" AS SHOWN ON CERTIFIED ARBORIST ASSESSMENT PREPARED BY NEW LEAF ENVIRONMENTAL, LLC., BY Michael McCoy, CERTIFIED ARBORIST MA 4243A, TRAQ QUALIFIED, LIAF CERTIFIED LANDSCAPE INSPECTOR, DATED JANUARY 23, 2023.

NOTES REGARDING SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.

8. RESTRICTIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, PAGE 72, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (AFFECTS PARCEL-SHOWN HEREON)
9. RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA, AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED JULY 27, 1926, UNDER DEED BOOK 983, PAGE 1, PUBLIC RECORDS OF MIAMI-DADE, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. (RESERVES MINERAL RIGHTS ACROSS THE PARCELS, AS A WHOLE (BLANKET), IS NOT SUFFICIENTLY LEGIBLE TO DETERMINE IF SUBJECT PROPERTY IS INCLUDED)
10. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED FEBRUARY 21, 1946, IN DEED BOOK 2636, PAGE 403. (AFFECTS PARCEL-BLANKET IN NATURE- PLOTTABLE RESTRICTIONS SHOWN HEREON) AND O.R. BOOK 3827, PAGE 134 (AFFECTS PARCEL-NOT PLOTTABLE-BLANKET IN NATURE), PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, WHICH CREATES EASEMENTS, CONDITIONS AND USE LIMITATIONS.
11. EASEMENT IN FAVOR BISCAYNE SEA CLUB AND BAY-FOUR, INC. FOR EXCLUSIVE PARKING PURPOSES RECORDED IN O.R. BOOK 2999, PAGE 490 (DOES NOT AFFECT) , AND IN O.R. BOOK 2999, PAGE 493 (DOES NOT AFFECT) PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
12. UNITY OF TITLE RECORDED IN O.R. BOOK 30474, PAGE 4928, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)
13. RIPARIAN AND LITTORAL RIGHTS ARE NOT INSURED.
14. RIGHTS OF THE UNITED STATE OF AMERICA AND/OR THE STATE OF FLORIDA TO ANY PORTION OF SAID LAND WHICH HAS BEEN CREATED BY ARTIFICIAL MEANS, AND LANDS ACCRETED THERETO.
15. THE RIGHT OF THE UNITED STATES GOVERNMENT, IN THE INTEREST OF NAVIGATION AND COMMERCE, TO REGULATE ANY PORTION OF THE LAND THAT WAS FORMERLY SUBMERGED BY NAVIGABLE WATERS.
16. ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LAND INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED, AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACCRETED TO SUCH LANDS.
17. ENCROACHMENTS, ENCUMBRANCES, VIOLATIONS, VARIATIONS, OR ADVERSE CIRCUMSTANCES, IF ANY, ACTUALLY SHOWN ON THE SURVEY PREPARED BY ALVAREZ, AIGUESVIVES AND ASSOCIATES, INC., DATED APRIL 14, 2021, BEARING JOB #21-25426: (A) 6" WIRE FENCE ENCROACHMENT INTO ANCHOR EASEMENT RECORDED DEED BOOK 2636, PAGE 403, IN THE EAST SIDE OF THE SUBJECT PROPERTY. (AFFECTS PARCEL-SHOWN HEREON)
18. MORTGAGE TO BANK OZK, MORTGAGEE(S), RECORDED IN O.R. BOOK 32546, PAGE 807, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. NOT A SURVEY MATTER
19. ASSIGNMENT OF LEASES AND RENTS FILED JUNE 4, 2021, IN O.R. BOOK 32546, PAGE 1835, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)
20. UCC FINANCING STATEMENT BETWEEN 7940 NBV PARTNERS, LLC AND BANK OZK AS RECORDED IN O.R. BOOK 32546, PAGE 1845, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. (AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)

T:\kathy\notes\harbor island sec 09-53-42

CERTIFIED TO:
–7940 NBV PARTNERS, LLC, A FLORIDA LIMITED LIABILITY COMPANY
–OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
–BANK OF OZK
–ESCOBAR & DECARLO, L.L.C.

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP 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. THIS BOUNDARY SURVEY COMPLIES WITH THE STANDARDS OF PRACTICE REQUIREMENTS ADOPTED BY THE FLORIDA STATE BOARD OF SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.
THE FIELDWORK WAS COMPLETED ON FEBRUARY 21, 2023

Schwebke-Shiskin & Associates, Inc.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MARK STEVEN JOHNSON, P.S.M. 4775

BY: Mark Steven Johnson DATE OF PLAT OR MAP:
MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL LAND SURVEYOR No. 4775
STATE OF FLORIDA.

MARK STEVEN JOHNSON NO. 4775 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

This Survey has been electronically signed and sealed by Mark Steven Johnson, PSM on the date noted hereon. All signatures must be verified on electronic copies. Printed copies are not considered signed and sealed, unless they include an additional raised embossed seal of the surveyor.

Mark J. Johnson Digitally signed by Mark J. Johnson DN: c=US, o=Schwebke-Shiskin & Associates, Inc., cn=Mark J. Johnson, 0.9.2342.19200300.100.1.1=A01410D000001855E4E4E0A0000E0E0 Date: 2023.03.14 08:40:47 -04'00'

ELEVATIONS SHOWN HEREON RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.29) AND ARE EXPRESSED IN FEET.

Schwebke-Shiskin & Associates, Inc.
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025
TEL: (954) 435-7010 FAX: (954) 438-3288
CERTIFICATE OF AUTHORIZATION No. LB-87

NOTE: This sketch is not valid unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper.

This is a "Boundary Survey."

Drawn By: AH/GR	Survey Date: 02-21-23	Checked By: M.S.J.	Date:
Order No. 216020	F.B. No.: 2248 Pg.28	Scale:	AS SHOWN
File No. AJ-6243		Sheet 1 of 1	Sheet(s)

REVISIONS

Date	Order No.	Field Book	Remarks:	By:

ALTA/NSPS LAND TITLE SURVEY

Section 09, Township 53 South, Range 42 East, Miami-Dade County, Florida.

FILE NO. AJ-6243

X:\2020\20-1020 7940 NBV WEST DRIVE\SURVEY\20-1020 ALTA.dwg 3/14/2023 8:36:47 AM Hebbel Gutierrez

revuelta
architecture international
Miami
Santiago, Chile
revuelta-architecture.com
2950 SW 27TH AVE, SUITE 110
MIAMI, FL 33133
T: 305.592.5000
F: 305.592.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC
4531 PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
SURVEY
Sheet No.
A-002

SURVEY

These Design And Drawings Are The Copyrighted Property Of Revuelta Architecture International P.A. and May Not Be Reproduced Except with Specific Written Consent of the Architect
File: Blkhead: R:\A-SERVER\A2-25 - Blkhead Basic for Archicad 25\21\1_NORTH BAY VILLAGE\21\1_7940 WEST DRIVE - NORTH BAY VILLAGE - MARCH 2023 - by rrguedes - Date: 6/12/2023

BERCOW
RADELL
FERNANDEZ
LARKIN +
TAPANES
ZONING, LAND USE AND
ENVIRONMENTAL LAW

200 S. Biscayne Boulevard
Suite 300, Miami, FL 33131
www.brzoninglaw.com
305.377.6229 office
305.377.6222 fax

VIA ELECTRONIC SUBMITTAL

July 18, 2023

Silvia E. Vargas, FAICP, LEED AP
Village Planner
City of North Bay Village
1666 Kennedy Causeway, 3rd Floor
North Bay Village, Florida 33141

RE: Updated Letter of Intent for Site Plan, Transfer of Development Rights, and Related Variance Requests for the Property Located at 7938-40 West Drive, North Bay Village, Florida (Folio numbers 23-3209-001-0400 and 23-3209-001-0420).

Dear Ms. Vargas:

This law firm represents 7940 NBV Partners, LLC (the "Applicant"), the owner of the property located at 7938-40 West Drive in the City of North Bay Village (the "City") and identified by Miami-Dade County Folio Nos. 23-3209-001-0400 and 23-3209-001-0420 (the "Property"). Please consider this the Applicant's letter of intent in support of its application for a site plan approval, transfer of development rights ("TDR") approval, and related variance requests to allow for a low impact and high quality residential development on the Property.

The Property. The Property is located on the west side of West Drive, just south of the "MODA" apartment development and north of the "Space 01" condominium. The Property is approximately 33,600 square feet (0.77 acres) in size and is currently a vacant lot. The Property is located on Biscayne Bay.

Land Use. According to the City of North Bay Village Future Land Use Map, the Property is designated "High Density Multi-Family Residential." The "High Density Multi-Family Residential" land use designation permits up to 70 dwelling units per acre before permitted transfers of development rights (discussed below).

Zoning. The property is zoned "RM-70" according to the North Bay Village Zoning Map. The RM-70 zoning district permits multi-family residential dwellings; management offices within structures containing eight (8) or more dwelling units or guest rooms; and office retail and service commercial facilities of an ancillary nature

within structures containing at least 100 dwelling units or guest rooms, subject to certain conditions.

Proposed Development. The Applicant intends to develop the Property with the beautiful and resilient "7940 West Drive" multi-family residential development. The plan has been designed to be consistent with the Comprehensive Plan and the RM-70 zoning designation. The proposed development contemplates up to 70 residential units, with up to 53 three-bedroom units and 17 two-bedroom units. All units within the building are large, family-oriented, spaces, designed to attract long-term residents who desire to raise their families in the Village.

Residents will enjoy access to generous amenities on decks located on top of the parking pedestal and on the rooftop. The building has been oriented so that the vehicular drop off area is located on the western portion of the lot, leaving the front of the property as a beautiful green space that will buffer the public sidewalk.

Island Walk. The Applicant has proposed to develop the public "Island Walk" on the rear of the Property and link the pedestrian to both our neighbors to the north and south. Public access from West Avenue will be provided on both the north and south sides of the Property. Consistent with the Village's requirements, the Island Walk will be open to the public will be from both the north and south sides of the site. The walk and proposed street furniture have been designed to be compatible with the Village's standards.

Parking. The Applicant is proposing both valet and self-parking as part of the development. The valet service will be available at all times. The proposed parking on the site will be completely enclosed within the building pedestal, which has been designed to shield the view of parking from the public using an attractive screening system.

The Village has recognized during the recent workshop process regarding Harbor Island zoning changes that the current ULDC regulations devote far too much space to parking – especially in new buildings with larger units. This wasted space is cause by excessively high parking requirements. The Village will be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. While the Applicant looks forward to the pending "right sizing" of the Village's parking requirements, the submitted plan has been designed with the future in mind.

Transfer of Density Rights. As you know, the Village Commission adopted amendments to the ULDC to modify the Village's Transfer of Development Rights ("TDR" program in late 2022. The application of TDR units in the RM-70 zone allow an overall density bonus

of up to 30% -- 91 units to the acre. Furthermore, the application of TDRs will allow the Commission to approve a height bonus of 30% above the maximum (up to 312 feet, assuming the full application of the height bonus available in the RM-70 district).

The Applicant is proposing to use sixteen (16) TDR units as part of the development and requests that the Village review of the application include a Commission approval of the assignment of the units.

Green Building. All development using TDRs must obtain twenty-four (24) "green building and design points" under the "Green building development options and points" in Section 8.21 of the ULDC as opposed to the Code's typical requirement of eighteen (18) points for multi-family development. As shown on the submitted scoring analysis prepared by Energy Costs Solutions Group, the proposed development will exceed the point requirement.

Variance Requests. The Applicant has requested the following variances: (1) a variance to provide 135 spaces where 212 would be required; and (2) a variance to allow the parking garage to include internal drives at 22 feet wide where 23 feet would be required.

Numerical Variance. It has been well recognized that the Village's current parking requirements in the RM-70 zone, which require at least two parking spaces for units that are larger than efficiencies and three parking spaces for units larger than two-bedroom units with dens, can result in excessively tall and bulky parking pedestals enclosing parking areas that often remain underutilized at all times of the year.

The Applicant believes that the building's parking, which retains an average of just under two spaces per unit, will more than accommodate the needs of the building's residents. Moreover, it has allowed the Applicant to reduce the height and slim down the bulk of the parking pedestal – as shown on the submitted plans. Providing excessive parking on the Property would be directly in opposition to the Village's green building standards, which encourage the efficient use of land.

Width of Internal Drive. The goal of slimming down the parking pedestal while retaining sufficient access to the parking spaces is also met through the proposed reduction of parking garage internal drives to 22 feet from the required 23 feet. The proposed plans provide sufficient radii to allow for safe travel in the garage.

Compact Spaces. The Applicant is proposing to provide twenty (20) percent of the building's parking as "compact." As required by the ULDC, the provided compact spaces

be clearly marked "for compact cars only" and collectively located in a defined area. Those seeking approval for the use of compact parking spaces must provide valet parking services in perpetuity. As noted above, the Applicant is proposing to offer valet service for the building, mixed with available self-parking.

Satisfaction of Required Criteria. The Applicant's requests satisfy all required criteria as follows:

(1) That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district;

There are special circumstances and conditions which are peculiar to the Property, including the need to accommodate a modern family-oriented development on the site.

(2) That the special circumstances and conditions were not self-created by any person having an interest in the property;

The issues with the Village's parking standards were not created by the Applicant.

(3) That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant;

The strict application of the regulations would deprive the Applicant of the reasonable use of the land and would result in an unnecessary hardship. Requiring the provision of excess parking and drive aisle width would require such significant plan revisions that the use of the building would be unreasonably limited in a manner not consistent with the goals of the Village's ULDC

(4) That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district;

Granting the requested variances will not confer any special privilege on the Applicant, which has been unduly impacted by the Village's parking standards in a manner that, given the size and orientation of the Property, would make development untenable.

(5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building;

The requested variances are the minimum necessary to allow for the Property to be a viable site for future development while still satisfying the intent of the Comprehensive Plan and allowing for consistency and harmony in the character of the surrounding neighborhood. The Applicant is not asking for variances for any other regulations required under the UDLC.

(6) That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare; and

The granting of the requested variances will allow future development on the Property to be in harmony with the intent and purpose of the Comprehensive Plan as it will fulfill the intent of the RM-70 zoning designation rather than remain as an underutilized lot.

(7) The variance request is not based exclusively upon a desire to reduce the cost of development.

The granting of the requested variances are not based exclusively upon desire to reduce development costs, but rather is based on the desire to make the Property viable for a high quality development consistent with the intent of the Comprehensive Plan and the ULDC. Granting of the requested variances will support a development that will be the highest and best use of the Property.

Conclusion. We are excited to bring this beautiful low impact development to this part of the Village. The 7940 West Drive plan has been designed as a resilient project that benefits the public through enhanced green space along the public right of way and superior access to the Island Walk. We therefore respectfully request your favorable review and recommendation. If you have any questions with regard to this request, please call me at 305-377-6229.

Sincerely,

Graham Penn

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 VARIANCE REQUEST, INCLUDING EXTENSION OF AN UNEXPIRED VARIANCE AND/OR SPECIAL EXCEPTION APPROVAL

This application form is to be used to petition for a variance from the regulations pursuant to Section 7.3. of the North Bay Village Unified Land Development Code. **This application may only be applied for by the owner of the property, which shall mean the person who owns and currently resides, or owns and intends to reside, at the subject premises, or their legal representative.**

Submit your application, with all the required information to the Village Planning and Zoning Official, via svargas@cgasolutions.com. 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. Variances 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.

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. 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: 7940 NBV PARTNERS LLC
2. Contact Phone: 912-398-1775 Email Address: peter@fortisdesign.build
3. Mailing Address: 4531 PRAIRIE AVENUE, MIAMI BEACH, FL 33140

4. Applicant Name: _____
(If different from Owner)
5. Contact Phone: _____ Email Address: _____
6. Mailing Address _____

7. Address of Property Covered by the Application: _____
7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FL, 33141
8. Legal Description of Property Covered by the Application (add pages if needed):

LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

9. Folio Number(s): 23-3209-001-0420, 23-3209-001-0400

10. Lot Size (square feet): 33,602

11. Future Land Use and Zoning Designations: High Density Multi-Family Residential and RM-70

12. Section(s) of the North Bay Village ULDC form which the Applicant Seeks Relief: ____

9.3.E. of the ULDC, to permit a parking aisle width of 22 feet where 23 feet would be required.

13. Variance(s) Requested: A variance to reduce the drive aisle width by 1'

14. Reasons for the Request (add pages if necessary): See attached letter.

OWNER AFFIDAVIT/INTENT TO RESIDE

I, _____ being first duly sworn, depose and say that I am the legal owner of record of the property described and which is the subject of the proposed Variance application and that I currently reside on or intend to reside on the subject premises.

I have made every attempt to relocate/redesign the proposed improvement to avoid the variance(s) herein requested. I acknowledge that Village Commission has the authority to approve, modify, or deny my application and that in granting approval of my application the Village Commission may prescribe any appropriate conditions and safeguards necessary to protect and further the interest of the area and abutting properties.

This affidavit is subject to penalties of law (Perjury) and to possible voiding of any decision.

_____
Signature

Sworn to and subscribed to before me this _____ day of_____, 20____.

_____
Notary

Public Commission expires: _____

CONSENT TO PUBLIC HEARINGS

All requests for variances from the North Bay Village Code shall be considered at Public Hearings before the Village Commission. Notice of Hearing shall be given by publishing and posting on the property (which is the subject of the request), the time, the place and the nature of the hearing at least 10 days before the hearing. The Village Planning and Zoning Official shall certify that the petition is complete before the hearing is legally advertised. All applications shall be submitted to the Planning and Zoning Official on or before the deadline implemented by the Village.

All persons, firms, or corporations requesting a variance 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 variance request.

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 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 Village Code Chapter 7. 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 MIKAEL HAMAOUI

(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.)

STATE OF FLORIDA
COUNTY OF MIAMI - DADE

Sworn to and subscribed to before me this 17TH day of JULY, 2023,

by MIKAEL HAMAOUI, who is personally known to

me or who has produced _____ as identification.

Notary Public Signature _____

Commission
Number/Expiration _____

DEREK GRANQUIST
Commission # HH 376883
Expires March 21, 2027

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)

OWNER

Full Name: MIKAEL HAMAOUI

Current Address: 4531 PRAIRIE AVENUE

City: MIAMI BEACH State: FL Zip: 33140

Telephone: 305-776-5345 Email: mikael@riveirahorizons.com

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

Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 17TH DAY OF JULY, 2023

Notary Public, State of Florida at Large

My Commission expires _____, 20____.

DEREK GRANQUIST
Commission # HH 376883
Expires March 21, 2027

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 the Applicant (refer to page 5 of this document), explaining the nature of the request, justification for the proposed variance, evidence that the request complies with Subsection 7.3.D. of the North Bay Village Unified Land Development Code, and other pertinent information. Insufficient justification may result in denial of the application. The applicant must justify each individual variance in the letter of intent.
- ☐ Certified Land Survey dated within two (2) years of the filing date of the administrative adjustment application, reflecting all current conditions.
- ☐ Map or aerial photo showing adjacent properties, surrounding streets (labeled) and a north arrow.
- ☐ Photos of buildings and structures on the property concerned.
- ☐ Accurately dimensioned plans showing the location and spacing distance of the proposed construction in relation to property lines and existing structure(s), the general location and use of existing structures on property adjacent to the subject property; and the variance being requested clearly shown, (i.e., required versus proposed structure).
- ☐ Floor plans and elevations if required by the Planning and Zoning Official.
- ☐ Filing fees and cost recovery deposit (Refer to the most current North Bay Village Fee Schedule).

Optional Submittals:

- ☐ Signed consent letters from neighboring property owners.
- ☐ Different versions of the proposed variance based on alternative design options.

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

EVIDENCE THAT THE REQUEST COMPLIES WITH SUBSECTION 7.3.D. OF THE NORTH BAY VILLAGE UNIFIED LAND DEVELOPMENT CODE

In your Letter of Intent, or separately, address how the Variance Application complies with the following criteria.

For the Planning and Zoning Board to recommend approval, and for the Village Commission to grant approval, of a variance request, both must make an affirmative finding with respect to all seven (7) of the following criteria:

1. That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district.
2. That the special circumstances and conditions were not self-created by any person having an interest in the property.
3. That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant.
4. That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district.
5. That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building.
6. That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare.
7. The variance request is not based exclusively upon a desire to reduce the cost of development.

Office Use Only:

Date Submitted: _____ Total Paid: $_____

Date Paid: _____ Filing Fee: $_____

Cash or Check #_____ Cost Recovery Dep: $_____

Kimley»Horn

MEMORANDUM

To: Silvia E. Vargas, FAICP
City of North Bay Village

From: Cory D. Dorman, P.E., PTOE

Date: June 9, 2023

Subject: 7940 North Bay Village
Maneuverability Analysis

Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the proposed 7940 North Bay Village development located at 7938-7940 West Drive in North Bay Village, Florida. The analysis was prepared for the ground level access to the parking garage, parking garage, loading areas, and refuse collection areas. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using passenger car (P) design vehicles for ground level access, single-unit 30-foot (SU-30) design loading vehicles, a front-loaded refuse vehicle for trash collection on-site. The following summarizes the results of this analysis.

Parking Garage Access and Parking Garage

Access to the on-site drop-off/pick-up area and parking garage is provided via one (1) full access driveway located along the west side of West Drive. A P design vehicle will be able to maneuver into and through the ground floor and proposed on-site parking garage without conflicting with oncoming traffic, refer to Attachment A.

Loading Area and On-Site Refuse Access

Access to the 30-foot loading bays is provided via one (1) loading-only driveway along the west side of West Drive. SU-30 design vehicles and front-loaded refuse vehicles will be able to maneuver into and out of the on-site loading area, refer to Attachment B. Note that SU-30 and front-loaded refuse vehicles perform all maneuvers internal to the site within private property.

Conclusion

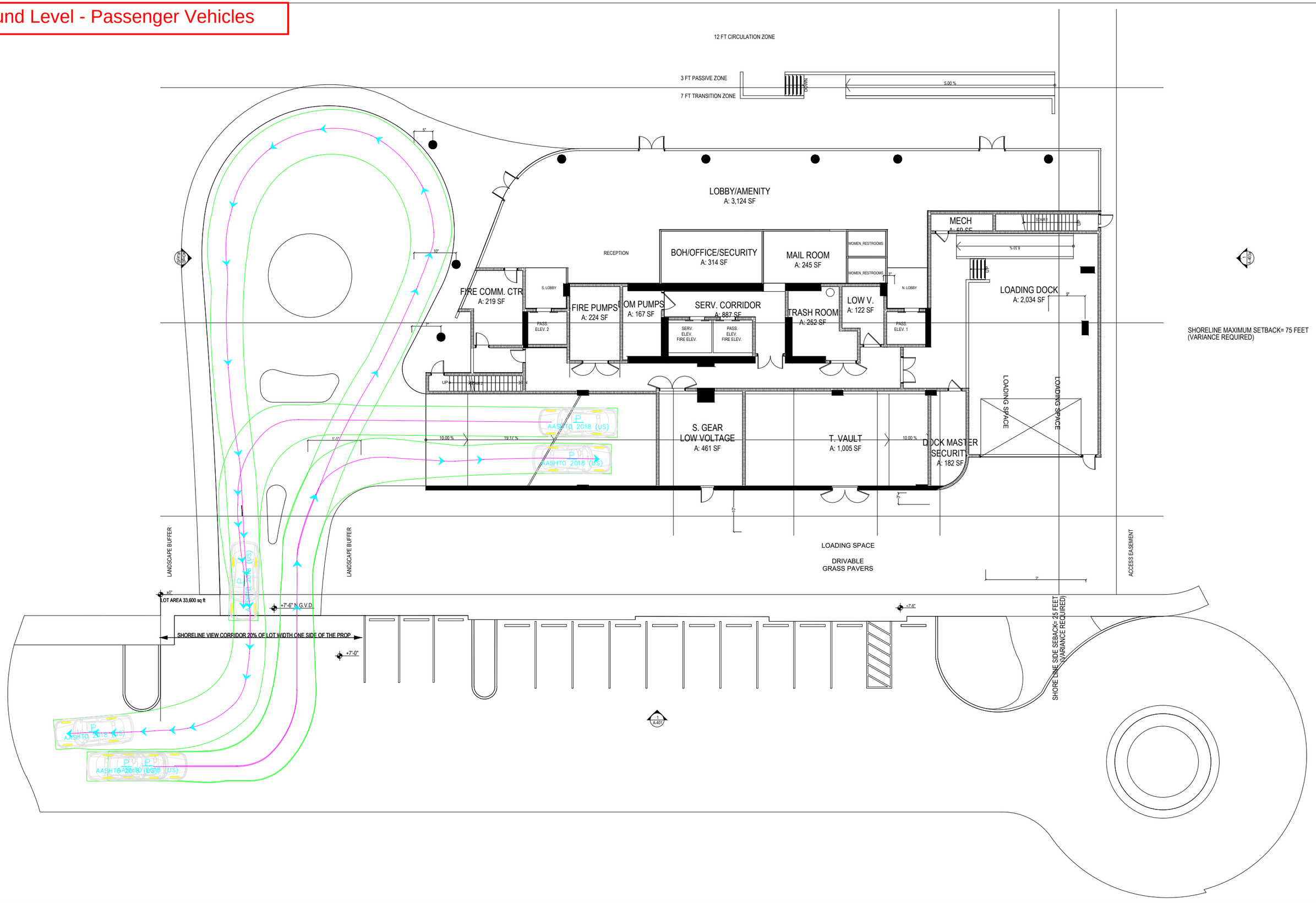
In conclusion, passenger vehicles, loading vehicles, and refuse vehicles will be able to ingress, egress, and travel through the site and loading areas.

K:\FTL_TPTO\143685000-7940 NBV\correspondence\memo\7940 NBV Maneuverability Analysis Memo.docx

Attachment A

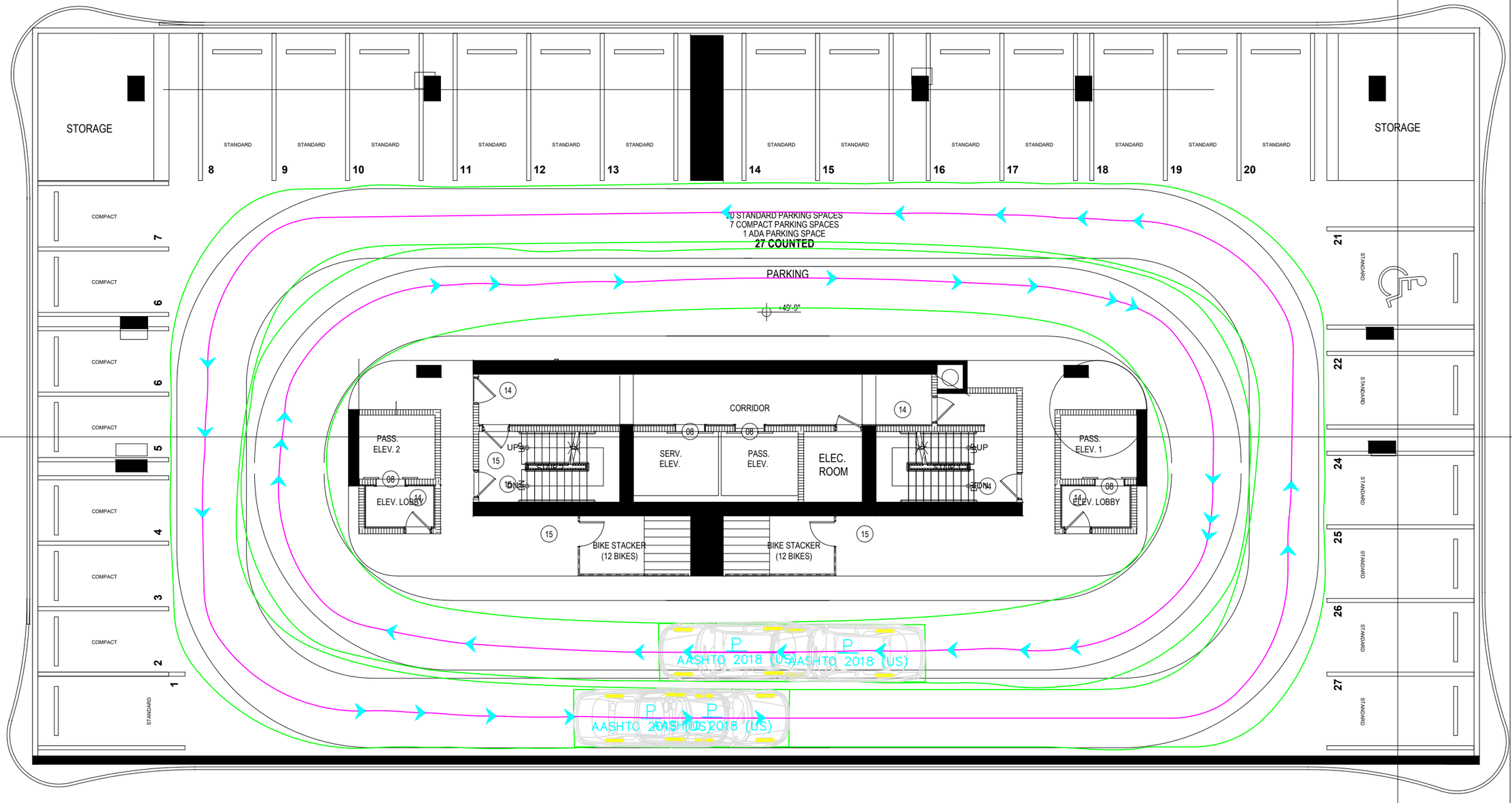
Passenger Vehicle Maneuverability Plots

Ground Level - Passenger Vehicles



Level 2 - Passenger Vehicles

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK



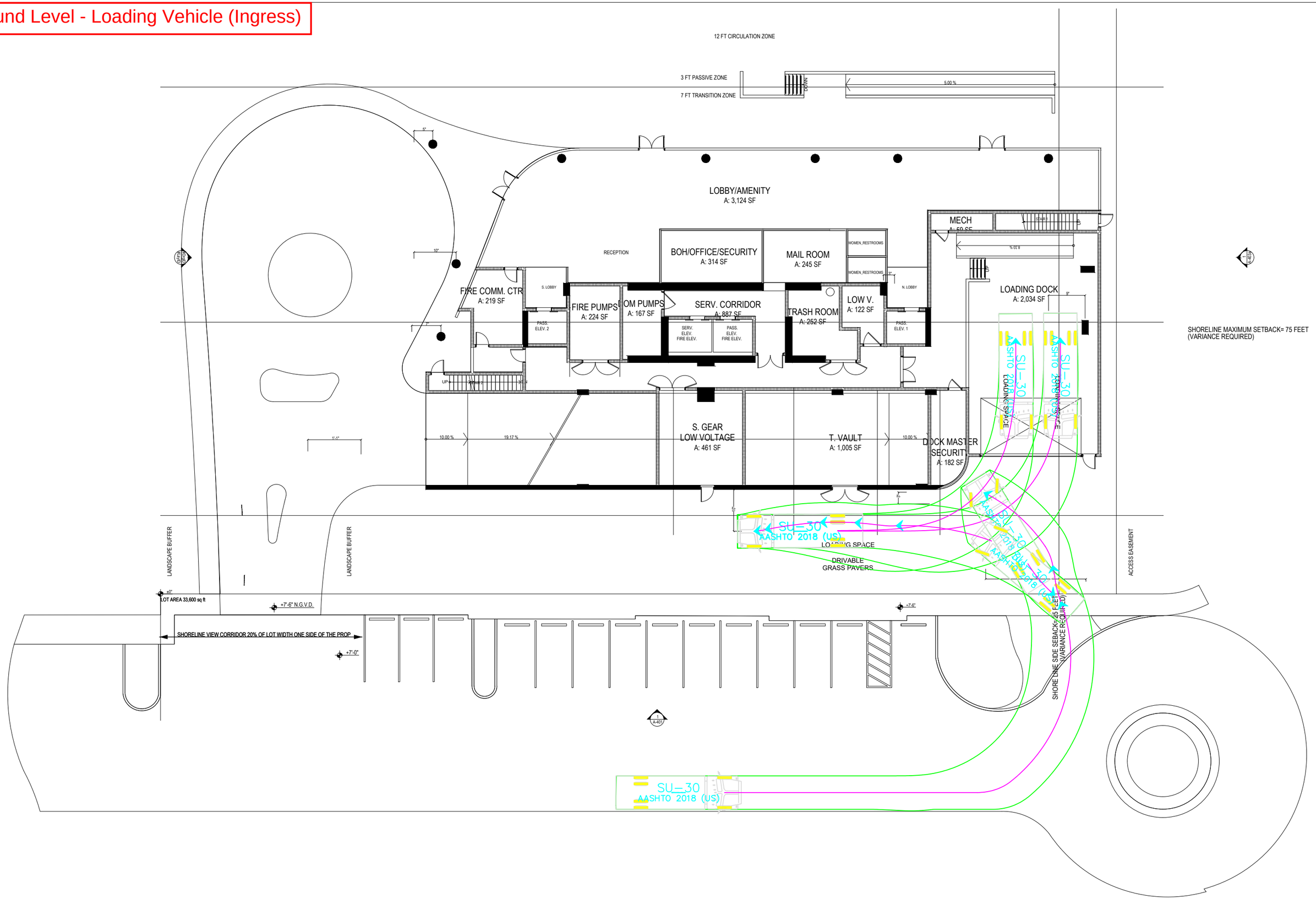
ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

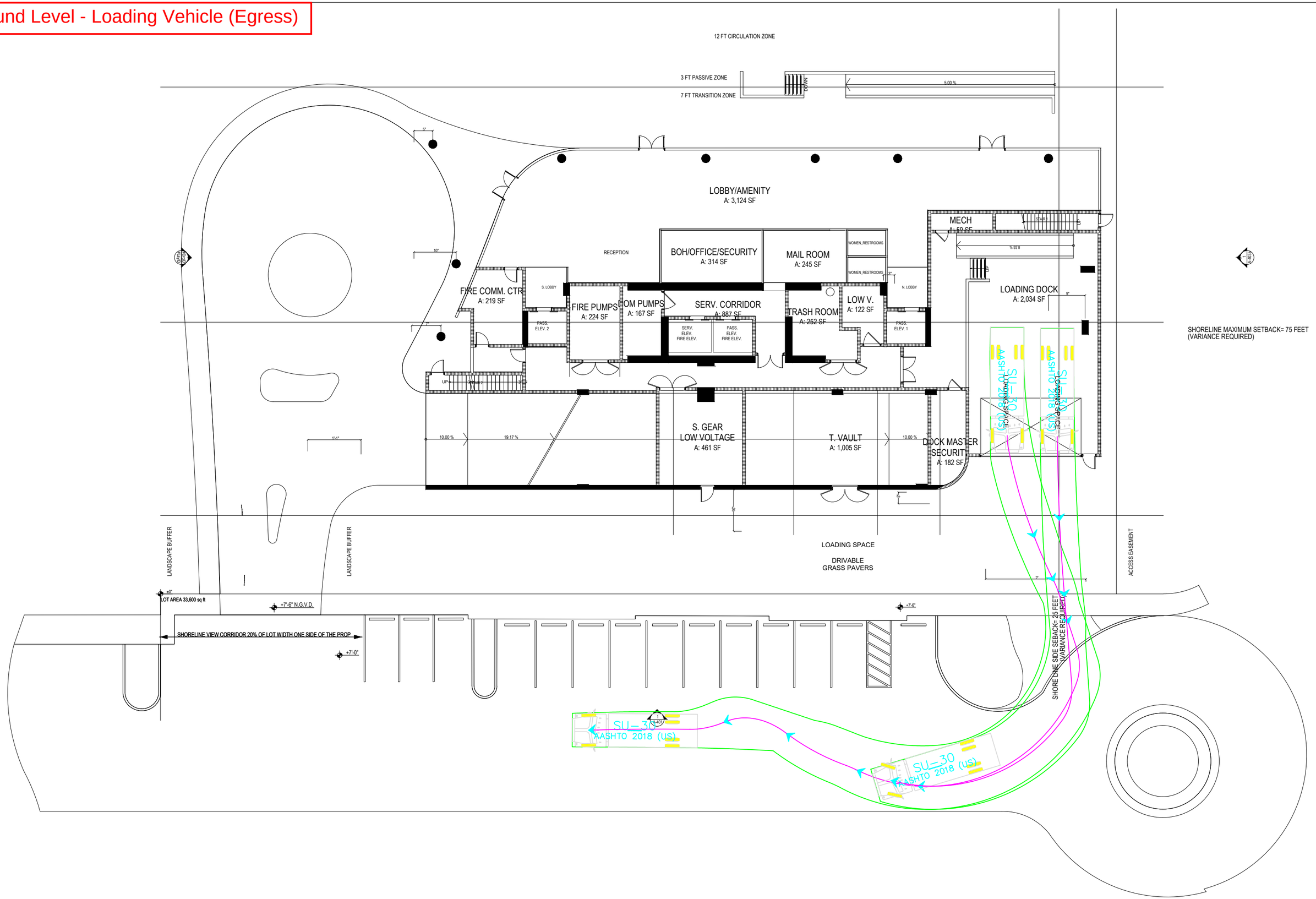
Attachment B

Loading/Refuse Maneuverability Plots

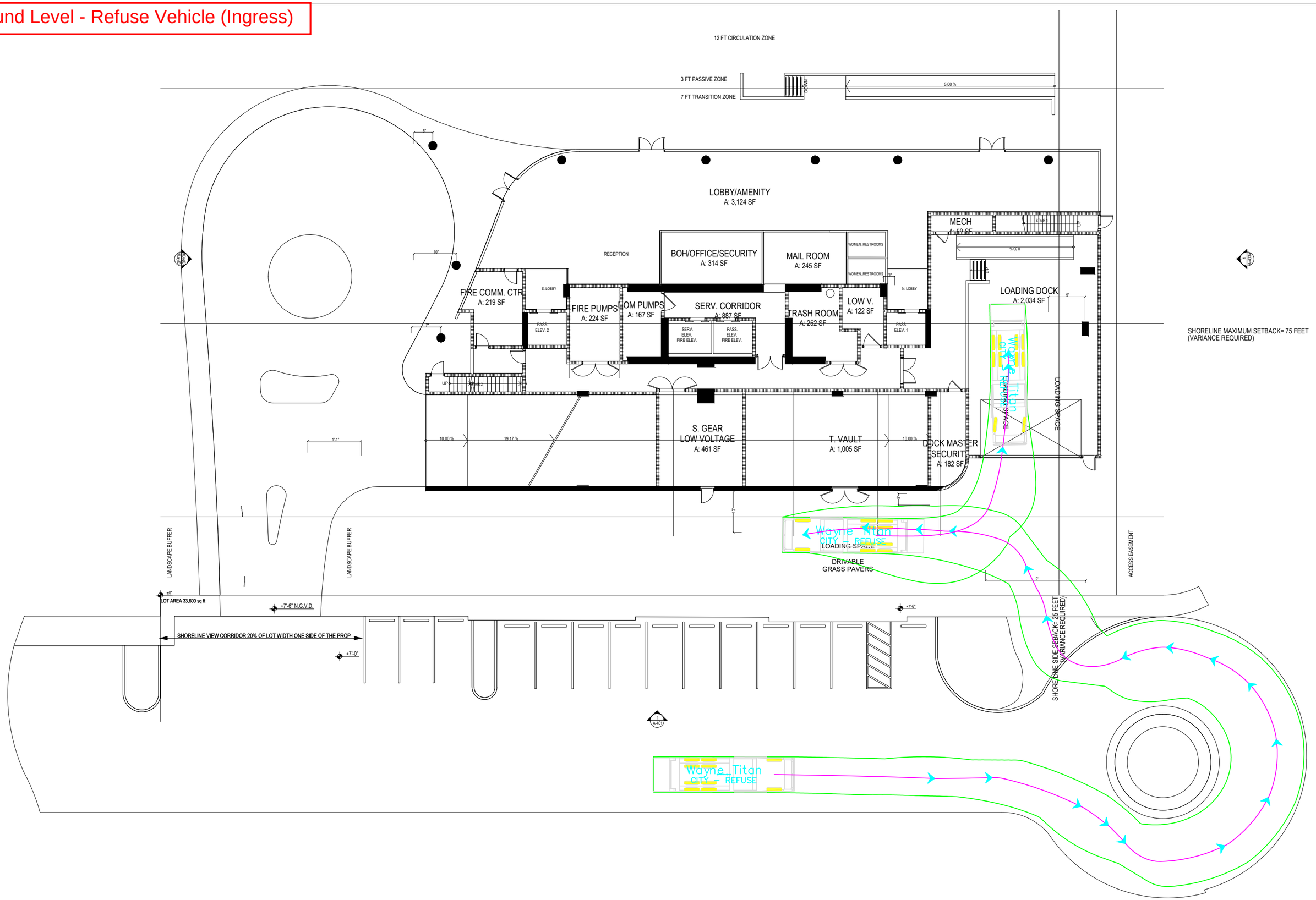
Ground Level - Loading Vehicle (Ingress)



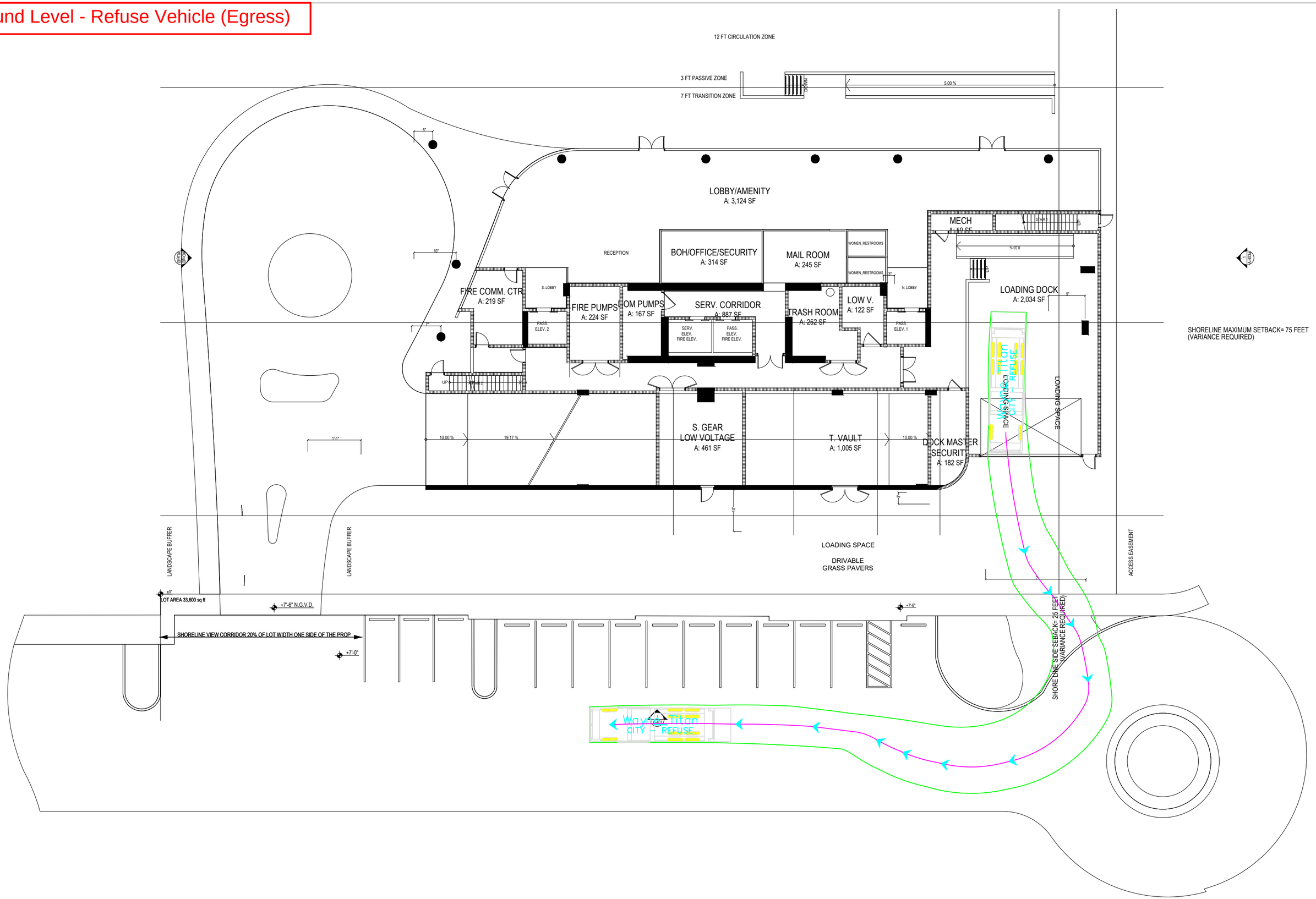
Ground Level - Loading Vehicle (Egress)



Ground Level - Refuse Vehicle (Ingress)



Ground Level - Refuse Vehicle (Egress)



RESOLUTION NO. 2023-____

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, NBV Partners, LLC (the "Applicant") is proposing a site plan for the development of a 312 foot tall, 70-unit multifamily residential project with structured parking and ancillary amenities on an approximately 0.77-acre site zoned RM-70, identified by Folio Nos. 23-3209-001-0400 and 23-3209-001-0420, located at 7938-7940 West Drive on Harbor Island (the "Project"), with a legal description as shown in Exhibit A; and

WHEREAS, the site plan requires approval under the provisions of Sec. 5.8; and

WHEREAS, the Applicant is concurrently requesting a Variance from the minimum required parking aisle width to permit a width of 22 feet where 23 are required; and

WHEREAS, after a duly noticed public hearing held on July 27, 2023, the Planning and Zoning Board by a vote of _____ recommended [approval/approval with conditions/denial] of the Variance to reduce the minimum aisle width requirement [subject to the conditions set forth and included below in Section 2]; and

WHEREAS, the Village Commission conducted a duly noticed public hearing on _____, 2023 in accordance with the law to hear the application and [approved/approved with conditions/denied] the Variance for the Project; and

WHEREAS, the Mayor and Village Commission find the proposed Variance [is/is not] consistent with the Village's 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. Findings. The Village Commission, after review of competent substantial evidence in the record and a duly noticed public hearing, hereby finds that the Application meets the criteria set forth in Section 7.3 of the Code and hereby approves the variance pursuant to Section 7.3 of the ULDC to allow the minimum required drive aisle in a parking garage to be reduced to 22 feet in width where the ULDC requires 23 feet, for a project to be located at 7938-7940 West Drive, subject to other applicable and building requirements.

Section 3. Decision; Conditions. Pursuant to Section 7.3 of the ULDC, a Variance to reduce the minimum required aisle width in a parking garage at 7938-7940 West Drive from 23 feet to 22 feet to serve the needs of the residents is hereby [approved/approved with conditions/denied], [subject to the following conditions]:

1. The property to which the variance applies shall be in strict conformance with plans on file for the accompanying site plan approval application for the Project.

2. All due 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 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.

3. Pursuant to Section 7.5, after the Village Commission has granted a variance, the variance so approved or granted shall expire after two years, measured from the date of final Commission action, if no substantial construction or change of use has taken place in accordance with the plans for which the variance was granted.

Section 4. Violation of Conditions; Limitation of Approval. Noncompliance with the terms and conditions of this approval shall be considered a violation, and penalties may include but are not limited to revocation of the approval granted by this resolution. 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. 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 L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

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

Exhibit "A"
LEGAL DESCRIPTION

Address: 7940 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0400 and 23-3209-001-0420

Legal Description: Lots 38, 40 and 42, "Harbor Island", According to the Plat Thereof, as Recorded in Plat Book 44, Page 72, of the Public Records of Miami-Dade County, 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 - JUL. 27, 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

07/13/2023

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
13 day of JULY, 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 JULY 27, 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:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

July 27, 2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; 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

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 869 7009 2320
PASSCODE: 842751

WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
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
7/13 23-24/0000673396M

2/2

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 27, 2023**

To: **Planning and Zoning Board**

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

Subject: **STAFF REPORT – Review of Request for Variance from minimum required parking aisle width for development project to be located at 7940 West Drive**

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1. General Information

Owner/Applicant:	7940 NBV Partners, LLC
Applicant Address:	4531 Prairie Avenue, Miami Beach, FL
Site Address:	7940 West Drive
Site Acreage	0.77 acres
Folio Numbers	23-3209-001-0400 and 23-3209-001-0420
Contact Person:	Graham Penn Bercow Radell Fernandez Larkin + Tapanes
Phone Number:	305.377.6229
E-mail Address	gpenn@brzoninglaw.com

2. Legal Description of Subject Property

Lots 38, 40 and 42, “Harbor Island”, According to the Plat Thereof, as Recorded in Plat Book 44, Page 72, of the Public Records of Miami-Dade County, Florida. (Refer to Boundary Survey, included as Attachment 1).

3. Property Future Land Use Map and Zoning Designations

Future Land Use	Residential (Multifamily High Density)
Zoning District	RM-70 High-Density Multiple Family Residential
Existing Land Use	Vacant

4. Adjacent Land Use Map Classifications and Zoning District

North	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
East	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
South	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential
West	Future Land Use	Water
	Zoning District	Water
	Existing Land Use	Water

5. Background

On June 12, 2023, applications were submitted by applicant 7940 NBV Partners LLC (the Applicant) to North Bay Village to initiate the review process of a proposed 70-unit multifamily residential condominium to be located at 7938-40 West Drive (7940 West Drive Project). In addition to this application for a Variance under the provisions of Sec. 7.13, the Applicant is requesting Site Plan approval under Sec. 5.8 of the ULDC; a height bonus to increase the building height from 150 to 204 feet pursuant to Sec. 8.12.B.1; the transfer of density rights (TDRs) from Village-owned property, along with additional height up to 312 feet, pursuant to Sec. 8.13.B; and second variance to the parking requirement to allow the provision of 74 spaces less than the current minimum requirement, also under Sec. 7.3.

6. Description of Applicant's Request

The Applicant requests approval from the Village Commission for a variance in accordance with the provisions of Sec. 7.3 of the ULDC, to reduce the minimum parking aisle width requirements provided in Sec. 9.3.E. of the ULDC, to permit a parking aisle width of 22 feet where 23 feet would be required. The Applicant states that the reduced aisle width facilitates the goal of narrowing the parking pedestal. See letter of intent and application form included as Attachment 2.

Sec. 7.3 establishes the process for an applicant to seek approval for a hardship-based variance. Currently, there is no other procedure available to property owners of multifamily residential properties not located within the Transect Zone to be granted approval to deviate from the requirements of the ULDC. While on December 8, 2021, the Village adopted Ordinance 2021-019

providing for an administrative adjustment process, this process applies only to single-family residential properties.

The applicant is pursuing approval of multiple items, including a Site Plan, a bonus height, a transfer of density rights and related additional height, a use exception, and another variance. Because the viability of the parking garage, as proposed, is contingent on the approval of the variance, this request, along with the additional variance to reduce the number of parking spaces, must be reviewed and approved by the Village Commission before the Site Plan can be approved.

8. Consistency with Comprehensive Plan

This Application is generally consistent with the following objective in the Future Land Use Element of the NBV100 Comprehensive Plan:

[. . .]

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 and this comprehensive plan.

[. . .]

In its review of this request, Staff has complied with the following policy of the Transportation Element of the Comprehensive Plan:

[. . .]

Policy 3.2.7: Review site plan applications for the provision of safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

[. . .]

9. Compliance with the ULDC and Compatibility with Adjacent Uses

The variance is being requested in accordance with the provisions of Sec. 7.3 of the ULDC. The proposed deviation is from the requirements of Sec. 9.3.E., which establishes minimum standards for the all aspects of the design of parking; in this specific instance, the minimum required width of a two-way parking access aisle serving 90-degree parking. A change of one (1) foot in the width of the aisle may not be apparent to the eye and will not be visible from outside of the parking garage nor will impact compatibility with adjacent uses. Subsection 9.3.E.17. requires a 23-foot-width for a two-way aisle that provides access to 90-degree parking. The Applicant states that the layout of the parking garage with the reduced aisle width provides adequate radii to allow for safe maneuvering within the garage. Maneuverability plots for the different levels of the parking garage have been provided (refer to Attachment 3).

Staff also acknowledges that minimum width requirement varies by jurisdiction, with some having 22-foot rather than a 23-foot requirement for the same parking condition.

It must be noted that, in addition to a second variance requesting a reduced number of parking spaces, the Applicant is seeking approval of a Use Exception request to provide up to twenty percent (20%) of the total parking spaces for the project to be designed as compact spaces. Should this Use Exception be granted, valet parking service must be provided for the project in perpetuity. According to the Letter of Intent provided by the Applicant, valet service is proposed as part of the development and will be available at all times. Valet service could help reduce the risk of multiple individual drivers maneuvering within the garage.

Compliance with Variance Criteria

Pursuant to Sec. 7.3.C., in order for the Planning and Zoning Board to recommend approval of a hardship variance, and for the Village Commission to grant approval, of a variance request, both must make an affirmative finding with respect to all seven (7) of the following criteria:

1. That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district.

Staff Analysis: The property is of a regular shape, encompasses 0.77 acres of land, and is of similar depth, and larger frontage, than many properties in the adjacent area. All the properties within this zoning district are required to meet the same setbacks and the same parking design standard, unless otherwise specified in the ULDC.

Staff Determination: There are no special circumstances or conditions that apply to this property or to the structures involved which do not apply to the others in the RM-70 zoning district. Criterion not met.

2. That the special circumstances and conditions were not self-created by any person having an interest in the property.

Staff Analysis: The property for which the variance is being requested is currently vacant. The variance request is to allow a deviation from the standards of the ULDC in a new project. The Applicant has stated that motivation for the request is to slim down the parking pedestal. While a desirable condition, this is nevertheless a design choice and therefore a self-created condition.

Staff Determination: Staff's analysis, as described under criterion No. 1, concluded that no special circumstances or conditions exist peculiar to the land or structures involved. Criterion not met.

3. *That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant.*

Staff Analysis: The strict application of the minimum aisle width requirement would not deprive the applicant of the reasonable use of the land, structure or building for which the variance is sought. The subject parcel is more than three-quarters of an acre and has a depth of 140 feet. There are multiple design variations that could accommodate the standard aisle width without depriving the applicant of reasonable use.

Staff Determination: Criterion not met.

4. That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district.

Staff Analysis: The ability to request a variance is open to all. If proven to meet the criteria, the granting of the variance would not bestow a special privilege on the applicant that is denied to others (provided the criteria are all found to be met).

Staff Determination: Criterion met.

5. That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building.

Staff Analysis: The reduction requested is one (1) foot and may be considered the minimum variance to make possible the reasonable use of the land, structure or building.

Staff Determination: Criterion met.

6. That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Staff Analysis: The deviation will not be easily perceptible to the eye within the garage, nor visible from the street. The parking garage must be fully screened with ornamental screening or artwork.

Staff Determination: If granted, the variance would allow development that is not inharmonious or injurious to the neighborhood. Criterion met.

7. The variance request is not based exclusively upon a desire to reduce the cost of development.

Staff Analysis: While a smaller garage could carry a lower cost, the Applicant has stated that the main motivation is to reduce the footprint of the garage to lessen the visual impact of the pedestal's massing, while retaining sufficient access to the parking spaces

Staff Determination: Criterion met.

Recommendation

The variance request, as presented, does not comply with all the criteria of Sec. 7.3, as required. Staff acknowledges that, given the scope of the request (1 foot deviation), this might have been suited to an administrative adjustment review, and may have been approvable under that process. However, that option was not available to the Applicant. Staff suggests that the scope of the

administrative adjustment process be expanded, or the waiver process available in the Form-Based Code be made available to properties outside the T6 transect zone.

If approval of the variance is recommended by the Planning and Zoning Board, Staff proposes that the following conditions, incorporated in the draft Resolution (included as Attachment 4). Noncompliance with the terms and conditions of this approval will be considered a violation, and penalties may include but are not limited to revocation of the approval granted by this resolution.

Conditions

1. The reduction granted in the minimum width of the required aisle width for a parking garage shall be not exceed one (1) foot.

2. The property to which the variance applies shall be in strict conformance with plans on file for the accompanying site plan approval application for the Project.

3. All due 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 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. Pursuant to Section 7.5, after the Village Commission has granted a variance, the variance so approved or granted shall expire after two years, measured from the date of final Commission action, if no substantial construction or change of use has taken place in accordance with the plans for which the variance was granted.

List of Attachments to Staff Report

Attachment 1 – Boundary Survey
Attachment 2 – Letter of Intent and Application Form
Attachment 3 – 7940 Maneuverability Memo
Attachment 4 – Draft Resolution Aisle Width 7940 West Drive

ITEM NO. 4A

North Bay Village
Recommendation Memorandum

DATE: July 27, 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 Approval Applicaton for a Multifamily Residential Project to be Located at 7938-7940 West Drive - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)***

RECOMMENDATION

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Staff is requesting that this item be deferred. The approval of this item is contigent upon the granting of companion variances being requested by the Applicant, as well as a Use Exception.

BACKGROUND AND ANALYSIS

Staff received revised plans from the Applicant in response to comments from the development reviewers on Tuesday night 7/18/23. Due to lack of adequate time to review these revisions and provide an informed recommendation, Staff is requesting that this item be **deferred**. The companion variances and use exception may be heard on 7/27/23, since

sequentially their approval must precede approval of the Site Plan (the Site Plan being contingent upon the approval of the variances and use exception.)

Portions of the application package are attached for informational purposes only. Additional documentation twill be provided soon.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)
n/a

PERSONNEL IMPACT
n/a

ATTACHMENTS
7940_NBV_SITE_APP.pdf
2023.07.18 Letter of Intent.pdf
7940 NBV_P&Z_ARCHITECTURE_COMPILED SET.pdf
2023.07.18_Traffic_Memo_Response.pdf
7940 NBV Maneuverability_memo.pdf
DBR 07.27.23 PZB.pdf

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: 7940 NBV PARTNERS LLC
2. Contact Phone: 912-398-1775 Email Address: peter@fortisdesign.build
3. Mailing Address: 4531 PRAIRIE AVENUE, MIAMI BEACH, FL 33140

4. Applicant Name: _____
(If different from Owner)
5. Contact Phone: _____ Email Address: _____
6. Mailing Address _____

7. Address or location of Property Covered by the Application: _____
7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FL, 33141

8. Legal Description of Property Covered by the Application (add pages if needed):
LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

9. Folio Number(s): 23-3209-001-0420, 23-3209-001-0400

10. Total Site Area (square feet): 33,602

11. Current Land Use of Property: VACANT

12. Future Land Use and Zoning Designations: RM-70

13. Are the Future Land Use or Zoning being amended? Yes: _____ No: X. If Yes, what are the proposed designations? _____

14. Project Type Development ___ Single-Family Residential X Multifamily/Planned Residential ___Non-Residential/Mixed-Use ___Development Agreement Required?

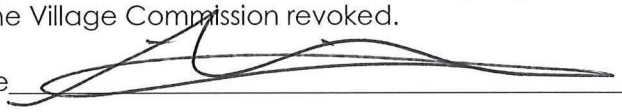
15. Project Description (additional pages may be attached): The applicant is proposing to develop the subject property in to a 70 residential unit building, with residential amenities and parking podium. The unit mix comprises large two-bedroom and three-bedroom units, designed to attract long term residents.

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.

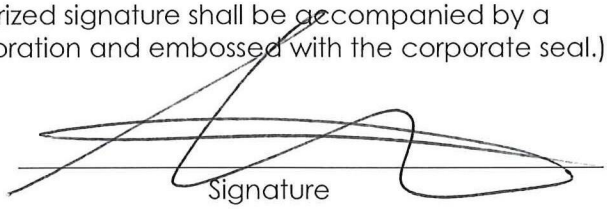
All new and substantial improvements must comply with the Florida Building Code, Department of Environmental Resource Management (DERM), FEMA regulations and all other applicable regulatory agencies.

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 Mikael Hamaoui

(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 MIAMI-DADE

Sworn to and subscribed to before me this 9TH day of JUNE, 2023

by MIKAEL HAMAOUI,

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



Notary Public Signature 

Commission Number/Expiration _____

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: 06/09/23

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

Owner

Full Name: Mikael Hamuani

Current Address: 453 Prairie Ave

City: Miami Beach State: FL Zip: 33140

Telephone: 305-776-5345 Email: mikael@rivierahorizons.com

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

Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 9TH DAY OF JUNE, 2023

DEREK GRANQUIST
Commission # HH 376883
Expires March 21, 2027

Notary Public, State of Florida at Large

My Commission expires _____, 20____.

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)

- ○ Potable water
- ○ Sanitary Sewer
- ○ Traffic
- ○ Stormwater
- ○ 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: _____ Total Paid: $_____

Date Paid: _____ Filing Fee: $_____

Cash or Check #_____ Cost Recovery Dep: $_____

BERCOW
RADELL
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LARKIN +
TAPANES
ZONING, LAND USE AND
ENVIRONMENTAL LAW

200 S. Biscayne Boulevard
Suite 300, Miami, FL 33131
www.brzoninglaw.com
305.377.6229 office
305.377.6222 fax

VIA ELECTRONIC SUBMITTAL

July 18, 2023

Silvia E. Vargas, FAICP, LEED AP
Village Planner
City of North Bay Village
1666 Kennedy Causeway, 3rd Floor
North Bay Village, Florida 33141

RE: Updated Letter of Intent for Site Plan, Transfer of Development Rights, and Related Variance Requests for the Property Located at 7938-40 West Drive, North Bay Village, Florida (Folio numbers 23-3209-001-0400 and 23-3209-001-0420).

Dear Ms. Vargas:

This law firm represents 7940 NBV Partners, LLC (the "Applicant"), the owner of the property located at 7938-40 West Drive in the City of North Bay Village (the "City") and identified by Miami-Dade County Folio Nos. 23-3209-001-0400 and 23-3209-001-0420 (the "Property"). Please consider this the Applicant's letter of intent in support of its application for a site plan approval, transfer of development rights ("TDR") approval, and related variance requests to allow for a low impact and high quality residential development on the Property.

The Property. The Property is located on the west side of West Drive, just south of the "MODA" apartment development and north of the "Space 01" condominium. The Property is approximately 33,600 square feet (0.77 acres) in size and is currently a vacant lot. The Property is located on Biscayne Bay.

Land Use. According to the City of North Bay Village Future Land Use Map, the Property is designated "High Density Multi-Family Residential." The "High Density Multi-Family Residential" land use designation permits up to 70 dwelling units per acre before permitted transfers of development rights (discussed below).

Zoning. The property is zoned "RM-70" according to the North Bay Village Zoning Map. The RM-70 zoning district permits multi-family residential dwellings; management offices within structures containing eight (8) or more dwelling units or guest rooms; and office retail and service commercial facilities of an ancillary nature

within structures containing at least 100 dwelling units or guest rooms, subject to certain conditions.

Proposed Development. The Applicant intends to develop the Property with the beautiful and resilient "7940 West Drive" multi-family residential development. The plan has been designed to be consistent with the Comprehensive Plan and the RM-70 zoning designation. The proposed development contemplates up to 70 residential units, with up to 53 three-bedroom units and 17 two-bedroom units. All units within the building are large, family-oriented, spaces, designed to attract long-term residents who desire to raise their families in the Village.

Residents will enjoy access to generous amenities on decks located on top of the parking pedestal and on the rooftop. The building has been oriented so that the vehicular drop off area is located on the western portion of the lot, leaving the front of the property as a beautiful green space that will buffer the public sidewalk.

Island Walk. The Applicant has proposed to develop the public "Island Walk" on the rear of the Property and link the pedestrian to both our neighbors to the north and south. Public access from West Avenue will be provided on both the north and south sides of the Property. Consistent with the Village's requirements, the Island Walk will be open to the public will be from both the north and south sides of the site. The walk and proposed street furniture have been designed to be compatible with the Village's standards.

Parking. The Applicant is proposing both valet and self-parking as part of the development. The valet service will be available at all times. The proposed parking on the site will be completely enclosed within the building pedestal, which has been designed to shield the view of parking from the public using an attractive screening system.

The Village has recognized during the recent workshop process regarding Harbor Island zoning changes that the current ULDC regulations devote far too much space to parking – especially in new buildings with larger units. This wasted space is cause by excessively high parking requirements. The Village will be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. While the Applicant looks forward to the pending "right sizing" of the Village's parking requirements, the submitted plan has been designed with the future in mind.

Transfer of Density Rights. As you know, the Village Commission adopted amendments to the ULDC to modify the Village's Transfer of Development Rights ("TDR" program in late 2022. The application of TDR units in the RM-70 zone allow an overall density bonus

of up to 30% -- 91 units to the acre. Furthermore, the application of TDRs will allow the Commission to approve a height bonus of 30% above the maximum (up to 312 feet, assuming the full application of the height bonus available in the RM-70 district).

The Applicant is proposing to use sixteen (16) TDR units as part of the development and requests that the Village review of the application include a Commission approval of the assignment of the units.

Green Building. All development using TDRs must obtain twenty-four (24) "green building and design points" under the "Green building development options and points" in Section 8.21 of the ULDC as opposed to the Code's typical requirement of eighteen (18) points for multi-family development. As shown on the submitted scoring analysis prepared by Energy Costs Solutions Group, the proposed development will exceed the point requirement.

Variance Requests. The Applicant has requested the following variances: (1) a variance to provide 135 spaces where 212 would be required; and (2) a variance to allow the parking garage to include internal drives at 22 feet wide where 23 feet would be required.

Numerical Variance. It has been well recognized that the Village's current parking requirements in the RM-70 zone, which require at least two parking spaces for units that are larger than efficiencies and three parking spaces for units larger than two-bedroom units with dens, can result in excessively tall and bulky parking pedestals enclosing parking areas that often remain underutilized at all times of the year.

The Applicant believes that the building's parking, which retains an average of just under two spaces per unit, will more than accommodate the needs of the building's residents. Moreover, it has allowed the Applicant to reduce the height and slim down the bulk of the parking pedestal – as shown on the submitted plans. Providing excessive parking on the Property would be directly in opposition to the Village's green building standards, which encourage the efficient use of land.

Width of Internal Drive. The goal of slimming down the parking pedestal while retaining sufficient access to the parking spaces is also met through the proposed reduction of parking garage internal drives to 22 feet from the required 23 feet. The proposed plans provide sufficient radii to allow for safe travel in the garage.

Compact Spaces. The Applicant is proposing to provide twenty (20) percent of the building's parking as "compact." As required by the ULDC, the provided compact spaces

be clearly marked "for compact cars only" and collectively located in a defined area. Those seeking approval for the use of compact parking spaces must provide valet parking services in perpetuity. As noted above, the Applicant is proposing to offer valet service for the building, mixed with available self-parking.

Satisfaction of Required Criteria. The Applicant's requests satisfy all required criteria as follows:

(1) That there are special circumstances and conditions which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings in the same zoning district;

There are special circumstances and conditions which are peculiar to the Property, including the need to accommodate a modern family-oriented development on the site.

(2) That the special circumstances and conditions were not self-created by any person having an interest in the property;

The issues with the Village's parking standards were not created by the Applicant.

(3) That the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of the land, structure, or building for which the variance is sought; and would involve an unnecessary hardship for the applicant;

The strict application of the regulations would deprive the Applicant of the reasonable use of the land and would result in an unnecessary hardship. Requiring the provision of excess parking and drive aisle width would require such significant plan revisions that the use of the building would be unreasonably limited in a manner not consistent with the goals of the Village's ULDC

(4) That granting the variance requested will not confer on the applicant any special privilege that is denied by the Unified Land Development Code to other land, structures, or buildings in the same zoning district;

Granting the requested variances will not confer any special privilege on the Applicant, which has been unduly impacted by the Village's parking standards in a manner that, given the size and orientation of the Property, would make development untenable.

(5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, structure, or building;

The requested variances are the minimum necessary to allow for the Property to be a viable site for future development while still satisfying the intent of the Comprehensive Plan and allowing for consistency and harmony in the character of the surrounding neighborhood. The Applicant is not asking for variances for any other regulations required under the UDLC.

(6) That granting the variance will be in harmony with the general intent and purpose of this chapter, and that such variance will not be injurious to the neighborhood or otherwise detrimental to the public welfare; and

The granting of the requested variances will allow future development on the Property to be in harmony with the intent and purpose of the Comprehensive Plan as it will fulfill the intent of the RM-70 zoning designation rather than remain as an underutilized lot.

(7) The variance request is not based exclusively upon a desire to reduce the cost of development.

The granting of the requested variances are not based exclusively upon desire to reduce development costs, but rather is based on the desire to make the Property viable for a high quality development consistent with the intent of the Comprehensive Plan and the ULDC. Granting of the requested variances will support a development that will be the highest and best use of the Property.

Conclusion. We are excited to bring this beautiful low impact development to this part of the Village. The 7940 West Drive plan has been designed as a resilient project that benefits the public through enhanced green space along the public right of way and superior access to the Island Walk. We therefore respectfully request your favorable review and recommendation. If you have any questions with regard to this request, please call me at 305-377-6229.

Sincerely,

Graham Penn

7940 WEST DRIVE - NORHT BAY VILLAGE

7940 WEST DRIVE

NORTH BAY VILLAGE, FL 33141



7940 NORTH BAY VILLAGE			RESPONSE TO PLANNING COMMENTS	
	SHEET	NAME		
PRESENTATION				
		COVER SHEET		
PROJECT DATA				
	A-001	LOCATION		
	A-002	SURVEY		
	A-003	PROJECT DATA	●	
	A-004	SITE - PLAN	●	
	A-005	PARKING ANALYSIS		
	A-005a	SECTIONS	●	
	A-005b	SECTIONS	●	
	A-008	BUILDING FOOTPRINT		
FLOOR PLANS				
	A-101	GROUND FLOOR	●	
	A-102	LEVEL - MEZZANINE	●	
	A-103	LEVEL 2 TO 3 - PARKING GARAGE	●	
	A-104	LEVEL 4 TO 5 - PARKING GARAGE	●	
	A-105	LEVEL 6 - PARKING GARAGE	●	
	A-106	LEVEL 7 - AMENITY	●	
	A-107	LEVELS 8 thru LEVEL 24	●	
	A-108	LEVEL 25 - PH UNITS	●	
	A-109	LEVEL 26 -UPPER PH - POOL AMENITIES	●	
	A-110	LEVEL 27 - POOL DECK	●	
	A-111	MECHANICAL ROOF		
	A-112	TOP OF ROOF		
ELEVATIONS				
	A-401	EAST ELEVATION		
	A-402	NORTH ELEVATION		
	A-403	WEST ELEVATION		
	A-404	SOUTH ELEVATION		
SECTIONS				
	A-501	SECTIONS		
	A-502	ENLARGED SECTIONS		
3D VIEWS				
	A-601	CONTEXT VIEWS		
	A-602	OVER ALL VIEWS		
	A-603	VIGNETTES		

Luis O. Revuelta

Digitally signed by Luis O. Revuelta
DN: E=INFO@Revuelta.com, CN=Luis O. Revuelta, O="Revuelta Architecture International, P.A.", L=Miami, S=Florida, C=US
Reason: I am the author of this document
Date: 2023.07.18 15:35:01-04'00'

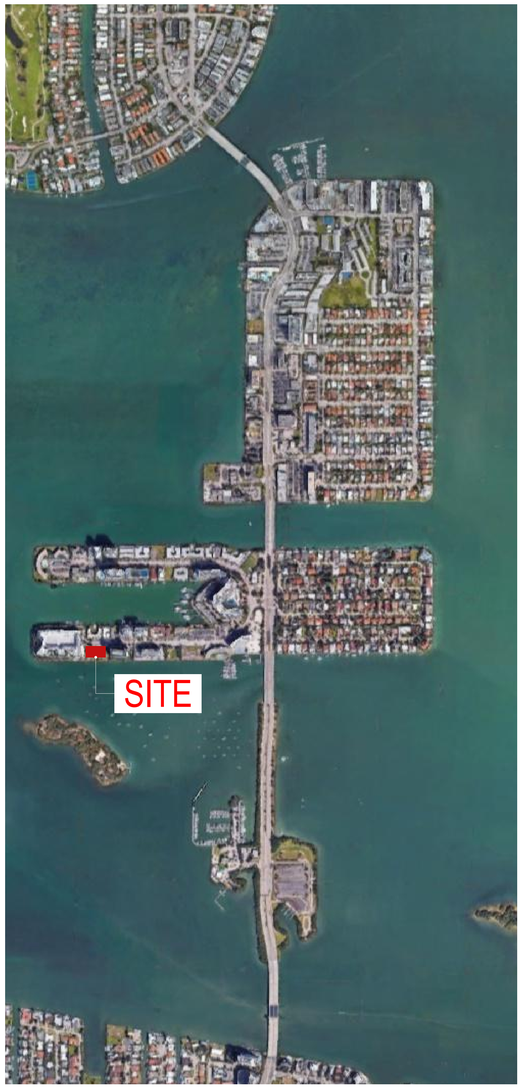
OWNER
7940 NBV PARTNERS, LLC
4531 PRAIRIE AVE
MIAMI BEACH, FL. 33140
PH: (912) 398 1775

ARCHITECT
REVUELTA ARCHITECTURE INTERNATIONAL
2950 SW 27th AVENUE
SUITE 110
MIAMI, FL 33133
WEBSITE: WWW.REVUELTA.COM
PH: (305) 590-5000

CIVIL ENGINEER
SCHWEBKE SHISKIN & ASSOCIATES
3240 CORPORATE WAY
MIRAMAR FL. 33025

LANDSCAPE ARCHITECT
LAND.DESIGN
6800 SW 40th ST.
MIAMI. FL 33155
WEBSITE: WWW.LANDDESIGN.COM
PH: (305) 910-9734

7/18/2023





N

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LOCATION MAP

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File: Bfeldcod_RAI-SERVER2K8-25 - Bfeldcod Basic for Archicad 25\2114_7940 WEST DRIVE - NORTH BAY VILLAGE - MARCH 2023 - by mgaviria - Date: 6/12/2023

revuelta
architecture
international

Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE.
SUITE 110
MIAMI, FL 33133

T: 305.590.5000
F: 305.590.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Digitally signed by Luis O. Revuelta
DN: E=LRE@Revuelta.com, CN=Luis O. Revuelta, O=Revuelta Architecture International, P.A., L=Miami, S=Florida, C=US
Reason: I am the author of this document
Date: 2023.06.12 16:43:01-04'00'

Luis O. Revuelta

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023

Scale
AS SHOWN

Project No.
2114

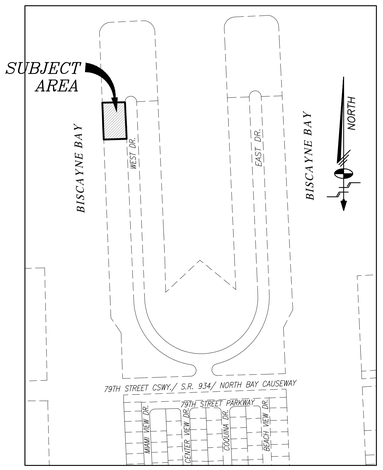
Sheet Name
LOCATION

Sheet No.
A-001

GENERAL LEGEND:

AERIAL TARGET
ALUMINUM LIGHT POST
ALUMINUM LIGHT POST (SINGLE)
ALUMINUM LIGHT POST (DOUBLE)
ALUMINUM LIGHT POST (TRIPLE)
ALUMINUM LIGHT POST (QUAD)
ANCHOR/GUY WIRE
BACKFLOW PREVENTER ASSEMBLY
CABLE TELEVISION BOX
CATCH BASIN
CATCH BASIN F-3
CENTERLINE
CHECK VALVE ASSEMBLY
COLUMN (CIRCULAR)
COLUMN (SQUARE)
CONCRETE LIGHT POLE
CONCRETE LIGHT POLE (DOUBLE)
CONCRETE POWER POLE
CONTROL POINT
COMMUNICATION PULL BOX
CURB INLET
DOUBLE DETECTOR CHECK VALVE
DRAIN (CIRCULAR OR SQUARE)
ELECTRIC BOX (ABOVE GROUND)
ELECTRIC PULL BOX (BELOW GROUND)
ELECTRIC HAND HOLE
ELECTRIC OUTLET
ELEVATIONS (SEE NOTES FOR DATUM)
FIRE HYDRANT
FIRE LINE SIAMESE CONNECTION
FIRE LINE CONNECTION
FLAGPOLE
FLOW LINE
FORCE MAIN MANHOLE
FORCE MAIN VALVE
F.P.L. ELECTRIC MANHOLE
F.P.L. FIBER NETWORK
F.P.L. TRANSMISSION POLE
GAS MANHOLE
GAS METER
GAS PUMP
GAS VALVE
GREASE TRAP MANHOLE
GROUND LIGHTING
GUARD POST, BOLLARD
IRRIGATION HAND HOLE
IRRIGATION VALVE
MAILBOX
MONITOR WELL
MONUMENT LINE
P-5 INLET
P-6 INLET
PARKING METER
PEDESTRIAN CROSSING SIGNAL
PERMANENT REFERENCE MONUMENT
POST INDICATOR VALVE
VACUUM BREAKER ASSEMBLY
PROPERTY LINE
ROUND CATCH BASING
SANITARY SEWER CLEANOUT
SANITARY SEWER MANHOLE
SIGN POST
SPRINKLER PUMP
STANDPIPE
STORM SEWER MANHOLE
STREET LIGHT BOX
SWALE INLET
TELEPHONE BOX (SOUTHERN BELL)
TELEPHONE HAND HOLE
TELEPHONE MANHOLE (SO. BELL)
TELEPHONE PAYPHONE
TRAFFIC HAND HOLE
TRAFFIC UTILITY BOX
TRAFFIC CONTROL POST
TRAFFIC SIGNAL POST
TRAFFIC SIGNAL BOX
TREE & PALM
UNDERGROUND UTILITY MARKER
UNKNOWN UTILITY MANHOLE
UNKNOWN UTILITY HAND HOLE
WATER MANHOLE
WATER METER
WATER VALVE
WOOD LIGHT POLE
WOOD POWER POLE
WOOD TELEPHONE POLE
HANDICAP PARKING
STROLLER PARKING

ABBREVIATIONS:
R denotes RADIUS
Δ denotes DELTA ANGLE
A denotes ARC DISTANCE
CH.D. denotes CHORD LENGTH or CHORD DISTANCE
CH.B. denotes CHORD BEARING
C denotes CHORD DISTANCE
P.C.P. denotes PERMANENT CONTROL POINT
P.R.M. denotes PERMANENT REFERENCE MONUMENT
P.B. denotes PLAT BOOK
PG. denotes PAGE
P.O.C. denotes POINT OF COMMENCEMENT
P.O.B. denotes POINT OF BEGINNING
O.R.B. denotes OFFICIAL RECORDS BOOK
O.R.B. denotes OFFICIAL RECORDS BOOK
P.O.C. denotes POINT OF CURVATURE
C.B.S. denotes CONCRETE BLOCK STRUCTURE
CONC. denotes CONCRETE
C.L.F. denotes CHAINLINK FENCE
M.F. denotes METAL FENCE
W.F. denotes WOOD FENCE
F.F.E. denotes FINISH FLOOR ELEVATION
I.P.S. denotes IRON PIPE or IRON PIPE
S.I.R. denotes SET IRON PIPE & LB-87 CAP
F.N.D. denotes FOUND NAIL & BRASS DISC
S.N.D. denotes SET LB-87 NAIL & BRASS DISC
C.I.P. denotes CORRUGATED IRON PIPE
C.L.R. denotes CLEAR
E.T.P. denotes ELECTRIC TRANSFORMER PAD
ENCR. denotes ENCROACHMENT
D.C. denotes DEPRESSED CURB
PL denotes PLANTER
(C) denotes CALCULATED DISTANCE
T.O.S. denotes TOP OF SLOPE ELEVATION
T.O.P. denotes TOP OF PIPE
(D) denotes DEED DISTANCE
(L) denotes DISTANCE BY LEGAL DESCRIPTION
(M) denotes MEASURED DISTANCE
(R) denotes RECORD OR PLATTED DISTANCE
BOTTOM denotes APPROXIMATE BOTTOM OF SLOPE
COMM denotes COMMUNICATION
DRAIN denotes DRAINAGE
ELEC denotes ELECTRIC
FM denotes FORCE MAIN
IRRIG denotes IRRIGATION
GAS denotes NATURAL GAS
OHW denotes OVERHEAD WIRES
SM denotes SANITARY SEWER
TOP denotes APPROXIMATE TOP OF BANK
VEG denotes VEGETATION LINE
WM denotes WATER
denotes LIMITED ACCESS RIGHT OF WAY LINE



LOCATION SKETCH
Scale: 1"=400'

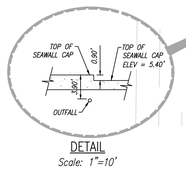
A PORTION OF SECTION 09-53S-42E, MIAMI-DADE COUNTY, FLORIDA.

LEGAL DESCRIPTION

LOTS 38, 40 AND 42, "HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THE BEARINGS SHOWN HEREON RELATE TO AN ASSUMED BEARING OF N00°01'22"E ALONG THE CENTERLINE OF WEST DRIVE.
2. LEGAL DESCRIPTION SHOWN HEREON WAS PROVIDED BY CLIENT.
3. AREA OF THE PROPERTY DESCRIBED HEREON IS: 33,602± SQ. FT. (0.771± ACRES).
4. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE ATTACHED CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.
5. UNLESS OTHERWISE NOTED, THIS FIRM HAS NOT ATTEMPTED TO LOCATE FOOTINGS AND/OR FOUNDATIONS.
6. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "AE" (ELEVATION 8), PER FLOOD INSURANCE RATE MAP NO. 12086C0306L, COMMUNITY NO. 120654, PANEL NO. 0306, SUFFIX L, OF FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) MAP DATED SEPTEMBER 11, 2009.
7. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, TOGETHER WITH UNDERGROUND STORM AND SANITARY GRAVITY MAINS, HOWEVER, NO ATTEMPT HAS BEEN MADE TO LOCATE UNDERGROUND PRESSURE MAIN, CABLES OR CONDUITS.
8. THE DISTANCES SHOWN ALONG THE BOUNDARY OF THE SUBJECT PROPERTY ARE RECORD AND/OR MEASURED UNLESS OTHERWISE STATED.
9. SHOWN HEREON ARE PLOTTABLE EASEMENTS AND RIGHTS OF WAY REFLECTED AS EXCEPTION IN **SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.**
10. THE ELEVATIONS SHOWN HEREON REFER TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 29) AND ARE EXPRESSED IN FEET.
11. BENCHMARKS:
    a. MIAMI-DADE BENCHMARK P-313, LOCATED @ N TREASURE DRIVE --- 50' NORTH OF NORTH CURB --- HISPANOLA AVE --- 3' EAST OF EAST CURB OF SOUTHBOND LANE. US C & G BRASS DISC IN TOP OF NW CORNER OF SEWER PUMPING STATION, ELEVATION =5.27' N.G.V.D 29.
    b. MIAMI-DADE BENCHMARK A-26, LOCATED @ 79 ST CSWY --- 43' NORTH OF C/L--- PELICAN HARBOR DR --- 210' EAST OF C/L, PK NAIL AND ALUMINUM WASHER IN CONC CATCH BASIN, ELEVATION =6.19' N.G.V.D 29.
12. THE PROPERTY SHOWN HEREON IS CURRENTLY ZONED RM-70 (MULTI FAMILY RESIDENTIAL) (CITY OF NORTH BAY VILLAGE ZONING MAP-UPDATED NOVEMBER 29, 2017)
13. NO BUILDINGS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
14. SUBJECT PROPERTY IS MIAMI-DADE PROPERTY APPRAISER NUMBERS:
    FOLIO: 23-3209-001-0420 – 7940 WEST DR
    FOLIO: 23-3209-001-0400 – 7938 WEST DR



DETAIL
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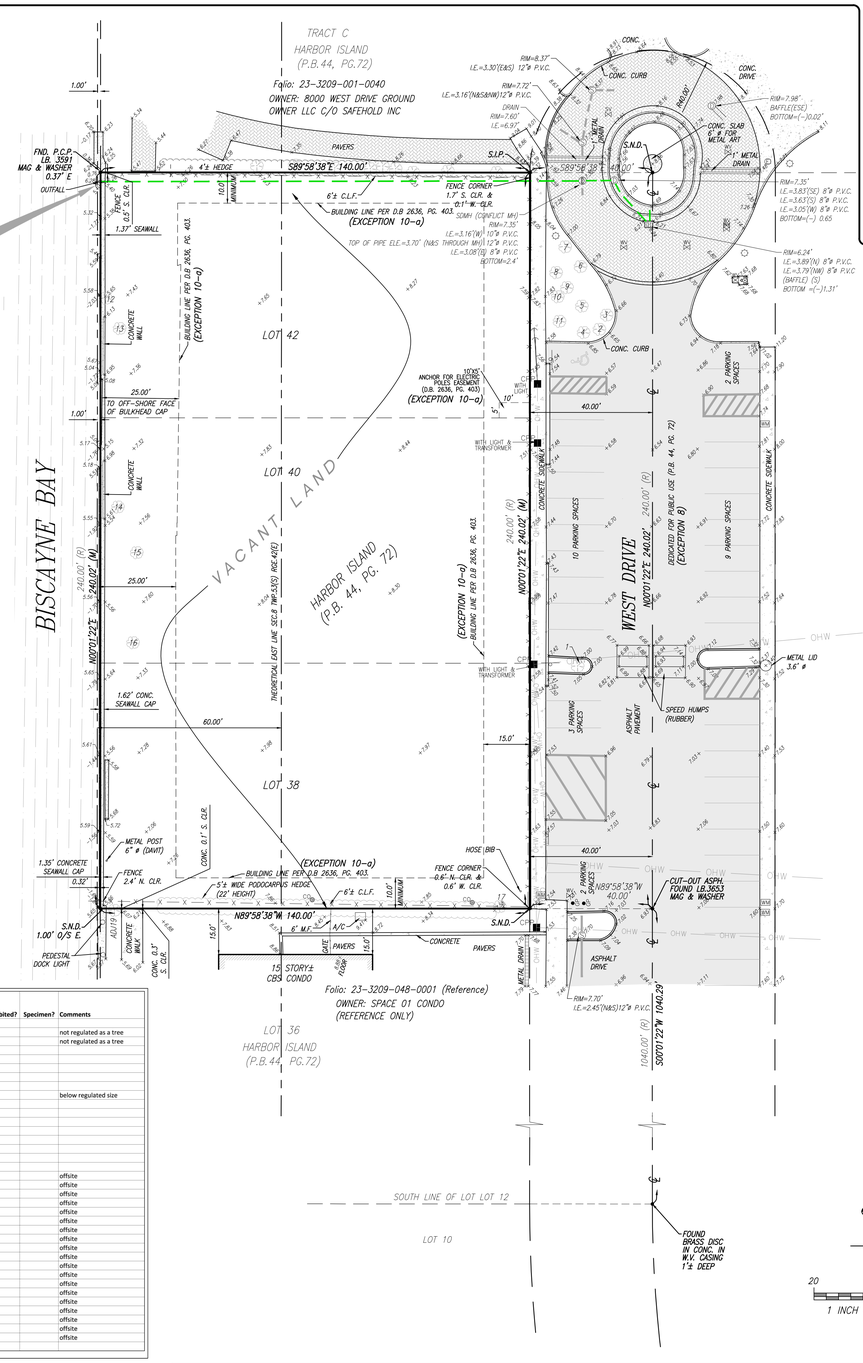

NOTES REGARDING SCHEDULE B OF OWNER'S POLICY NO. OF6-8898628 ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH A DATE OF POLICY JUNE 4, 2021 AT 12:58 P.M.

8. RESTRICTIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, PAGE 72, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-SHOWN HEREON)**
9. RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA, AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED JULY 27, 1926, UNDER DEED BOOK 983, PAGE 1, PUBLIC RECORDS OF MIAMI-DADE, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. **(RESERVES MINERAL RIGHTS ACROSS THE PARCELS, AS A WHOLE (BLANKET), IS NOT SUFFICIENTLY LEGIBLE TO DETERMINE IF SUBJECT PROPERTY IS INCLUDED)**
10. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED FEBRUARY 21, 1946, IN DEED BOOK 2636, PAGE 403. **(AFFECTS PARCEL-BLANKET IN NATURE- PLOTTABLE RESTRICTIONS SHOWN HEREON)** AND O.R. BOOK 3827, PAGE 134 **(AFFECTS PARCEL-NOT PLOTTABLE-BLANKET IN NATURE)**, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, WHICH CREATES EASEMENTS, CONDITIONS AND USE LIMITATIONS.
11. EASEMENT IN FAVOR BISCAYNE SEA CLUB AND BAY-FOUR, INC. FOR EXCLUSIVE PARKING PURPOSES RECORDED IN O.R. BOOK 2999, PAGE 490 **(DOES NOT AFFECT)** , AND IN O.R. BOOK 2999, PAGE 493 **(DOES NOT AFFECT)** PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
12. UNITY OF TITLE RECORDED IN O.R. BOOK 30474, PAGE 4928, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**
13. RIPARIAN AND LITTORAL RIGHTS ARE NOT INSURED.
14. RIGHTS OF THE UNITED STATE OF AMERICA AND/OR THE STATE OF FLORIDA TO ANY PORTION OF SAID LAND WHICH HAS BEEN CREATED BY ARTIFICIAL MEANS, AND LANDS ACCRETED THERETO.
15. THE RIGHT OF THE UNITED STATES GOVERNMENT, IN THE INTEREST OF NAVIGATION AND COMMERCE, TO REGULATE ANY PORTION OF THE LAND THAT WAS FORMERLY SUBMERGED BY NAVIGABLE WATERS.
16. ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LAND INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED, AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACCRETED TO SUCH LANDS.
17. ENCROACHMENTS, ENCUMBRANCES, VIOLATIONS, VARIATIONS, OR ADVERSE CIRCUMSTANCES, IF ANY, ACTUALLY SHOWN ON THE SURVEY PREPARED BY ALVAREZ, AIGUESVIVES AND ASSOCIATES, INC., DATED APRIL 14, 2021, BEARING JOB #21-25426: (A) 6" WIRE FENCE ENCROACHMENT INTO ANCHOR EASEMENT RECORDED DEED BOOK 2636, PAGE 403, IN THE EAST SIDE OF THE SUBJECT PROPERTY. **(AFFECTS PARCEL-SHOWN HEREON)**
18. MORTGAGE TO BANK OZK, MORTGAGEE(S), RECORDED IN O.R. BOOK 32546, PAGE 807, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **NOT A SURVEY MATTER**
19. ASSIGNMENT OF LEASES AND RENTS FILED JUNE 4, 2021, IN O.R. BOOK 32546, PAGE 1835, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**
20. UCC FINANCING STATEMENT BETWEEN 7940 NBV PARTNERS, LLC AND BANK OZK AS RECORDED IN O.R. BOOK 32546, PAGE 1845, PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA. **(AFFECTS PARCEL-BLANKET IN NATURE-NOT PLOTTABLE)**

T:\kathy\notes\harbor island sec 09-53-42

TREE TABLE

Tree #	Common Name	Scientific Name	DBH (inches)	Condition	Number of stems	Height (feet)	Canopy Spread (feet)	Canopy (square feet)	Prohibited?	Specimen?	Comments
1	sabal palm	*sabal palmetto*	11	Fair	1	22	16	201			
2	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	15	16				not regulated as a tree
3	white bird of paradise	*Strelitzia nicolai*	4	Fair	1	18	10				not regulated as a tree
4	coconut palm	*Cocos nucifera*	7	Good	1	42	10	79			
5	Sylvester palm	*Phoenix sylvestris*	14	Good	1	42	18	254			
6	coconut palm	*Cocos nucifera*	7	Good	1	35	18	254			
7	coconut palm	*Cocos nucifera*	6	Good	1	30	18	254			
8	coconut palm	*Cocos nucifera*	9	Good	1	45	18	254			
9	Europeon fan palm	*Chamaerops humilis*	6	Fair	1	7	18	254			below regulated size
10	coconut palm	*Cocos nucifera*	7	Good	1	32	5	20			
11	coconut palm	*Cocos nucifera*	10	Good	1	45	18	254			
12	gumbo limbo	*Bursera simaruba*	6	Good	1	18	18	254			
13	coconut palm	*Cocos nucifera*	9	Good	1	36	12	113			
14	coconut palm	*Cocos nucifera*	7	Fair	1	20	18	254			
15	Mango	*Mangifera indica*	15	Good	1	25	18	254			
16	coconut palm	*Cocos nucifera*	6	Good	1	20	20	314			
17	dead tree	*unknown species*	8	Poor	1	10	0	0			
ADJ1	Chinese privet	*Ligustrum japonicum*	10	Good	4	18	18	254			offsite
ADJ2	coconut palm	*Cocos nucifera*	9	Good	1	35	18	254			offsite
ADJ3	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ4	coconut palm	*Cocos nucifera*	12	Good	1	55	18	254			offsite
ADJ5	Verawood	*Bulnesia arboria*	5	Good	1	18	16	201			offsite
ADJ6	Verawood	*Bulnesia arboria*	9	Good	1	20	18	254			offsite
ADJ7	coconut palm	*Cocos nucifera*	8	Good	1	40	18	254			offsite
ADJ8	Verawood	*Bulnesia arboria*	6	Good	1	16	16	201			offsite
ADJ9	coconut palm	*Cocos nucifera*	11	Good	1	55	18	254			offsite
ADJ10	Verawood	*Bulnesia arboria*	4	Good	1	12	10	79			offsite
ADJ11	coconut palm	*Cocos nucifera*	10	Good	1	42	18	254			offsite
ADJ12	Verawood	*Bulnesia arboria*	4	Fair	1	15	12	113			offsite
ADJ13	Verawood	*Bulnesia arboria*	5	Fair	1	16	12	113			offsite
ADJ14	Verawood	*Bulnesia arboria*	7	Good	1	18	16	201			offsite
ADJ15	Verawood	*Bulnesia arboria*	5	Fair	1	16	15	177			offsite
ADJ16	Verawood	*Bulnesia arboria*	3	Poor	1	12	9	64			offsite
ADJ17	royal poinciana	*Delonix regia*	9	Fair	4	18	18	254			offsite
ADJ18	royal poinciana	*Delonix regia*	10	Fair	1	20	18	254			offsite
ADJ19	Seagrape	*Coccoloba uvifera*	16	Good	1	28	26	531			offsite

Tree numbers preceeded by "ADJ" indicate offsite trees on neighboring/adjacent properties, measurements are approximated

NOTE:
THE TREE INFORMATION SHOWN HEREON PER "TREE TABLE" AS SHOWN ON CERTIFIED ARBORIST ASSESSMENT PREPARED BY NEW LEAF ENVIRONMENTAL, LLC., BY Michael McCoy, CERTIFIED ARBORIST MA 4243A, TRAQ QUALIFIED, LIAF CERTIFIED LANDSCAPE INSPECTOR, DATED JANUARY 23, 2023.

ELEVATIONS SHOWN HEREON RELATE TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.29) AND ARE EXPRESSED IN FEET.

CERTIFIED TO:
–7940 NBV PARTNERS, LLC, A FLORIDA LIMITED LIABILITY COMPANY
–OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
–BANK OF OZK
–ESCOBAR & DECARLO, L.L.C.

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY THAT THIS MAP 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. THIS **BOUNDARY** SURVEY COMPLIES WITH THE STANDARDS OF PRACTICE REQUIREMENTS ADOPTED BY THE FLORIDA STATE BOARD OF SURVEYORS AND MAPPERS PURSUANT TO CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.
THE FIELDWORK WAS COMPLETED ON FEBRUARY 21, 2023

Schwebke-Shiskin & Associates, Inc.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MARK STEVEN JOHNSON, P.S.M. 4775

BY: Mark Steven Johnson DATE OF PLAT OR MAP:
MARK STEVEN JOHNSON, PRINCIPAL
PROFESSIONAL LAND SURVEYOR No. 4775
STATE OF FLORIDA.

MARK STEVEN JOHNSON NO. 4775 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

This Survey has been electronically signed and sealed by Mark Steven Johnson, PSM on the date noted hereon. All signatures must be verified on electronic copies. Printed copies are not considered signed and sealed, unless they include an additional raised embossed seal of the surveyor.

Mark J. Johnson
Digitally signed by Mark J. Johnson
Date: 2023.03.07 15:47:47 -05'00'

Schwebke-Shiskin & Associates, Inc.
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025
TEL: (954) 435-7010 FAX: (954) 438-3288
CERTIFICATE OF AUTHORIZATION No. LB-87

NOTE: This sketch is not valid unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper.

This is a "Boundary Survey."

Drawn By: AH/GR | Stamp Date: 02-21-23 | Checked By: M.S.J. | Date:
Order No. 216020 | F.B. No.: 2248 Pg.28 | Scale: AS SHOWN
File No. AJ-6243 | Sheet 1 of 1 Sheet(s)

REVISIONS

Date	Order No.	Field Book	Remarks:	By:

ALTA/NSPS LAND TITLE SURVEY

Section 09, Township 53 South, Range 42 East, Miami-Dade County, Florida.

FILE NO. AJ-6243

X:\2020\2020 36-40 Harbor Island\SURVEY\2020 36-40 Harbor Island.dwg

revuelta
architecture international
Miami
Santiago, Chile
revuelta-architecture.com
2950 SW 27TH AVE, SUITE 110
MIAMI, FL 33133
T: 305.592.5000
F: 305.592.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC
4531 PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
SURVEY
Sheet No.
A-002

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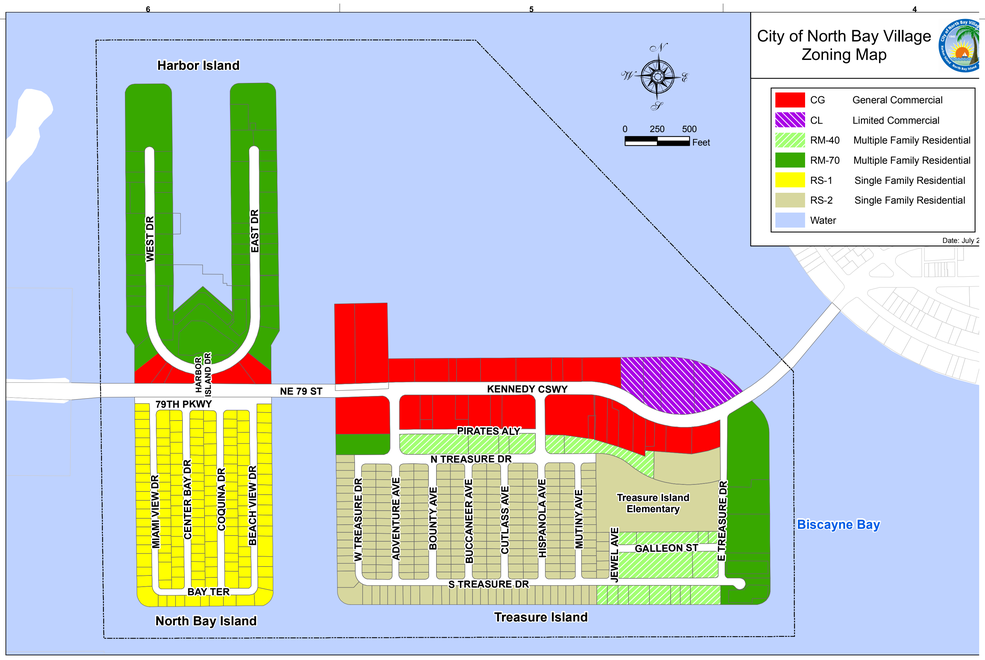
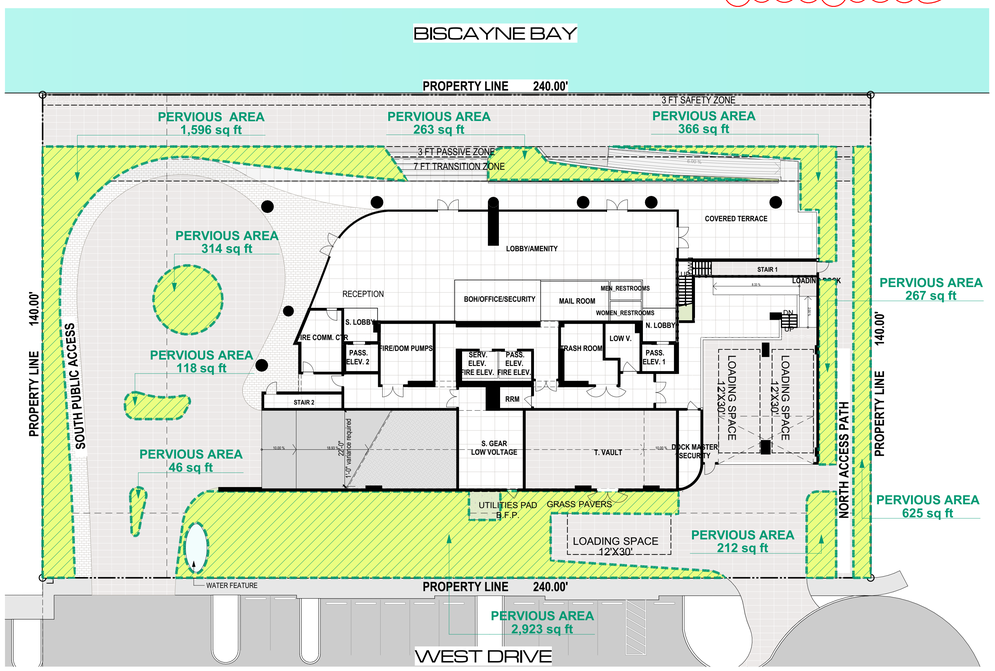
File: Blkbook: RAI-SERVER-R42-25 - Blkbook Basic for Archicad 25(21), NORTH BAY VILLAGE(2114_7940 WEST DRIVE - NORTH BAY VILLAGE - MARCH 2023 - by rrguedes - Date: 6/12/2023



ZONING MAP



PERVIOUS AREAS

PERVIOUS AREA CALCULATION	
LEVEL	AREA
LOBBY	6,730
	6,730 ft²

Zoning Summary

revuelta architecture international p.a.

7938-40 West Drive, North Bay Village

	SF	Acres
Lot Area	**33,600**	0.77
Lot Dimensions	Width 240' x Depth 140'	

Legal Description

REFER TO SURVEY : SCHWEBKE SHISKIN & ASSOCIATES

Flood Elevation

AE 8' - Flood designation - Design Flood Elevation 10' N.G.V.D. (BFE + 2)

ZONING CLASSIFICATION - RM-70

Density	du/acre*		**Allowable**	**Proposed**
	70		54	
	91	*(+30% TDR Program)	70	**70**

Minimum Unit Sizes	unit type	number of units	**Required (sq.ft.)**	**Proposed (sq.ft.)**
	Efficiency	0	**600**	**n/a**
	One-Bedroom	0	**900**	**n/a**
	Two-Bedroom	17	**1,200**	**1,997**
	Three-Bedroom or larger	53	**1,350**	**2,359 or larger**

Minimum Pervious Area Requirements	area (sq. ft.)	**Required**	**Proposed**
Minimun Pervious area 20% of area lot	6,720	**6,720**	**6,730**

DISTRICT SETBACKS

		Required	**Proposed**
Front Setback - West Drive		25'-0"	**25'-0"**
One Side Setback Interior		15'-0"	**15'-0"**
Second Side Setback Interior	20% of lot width	48'-0"	**48'-0"**
Rear Setback		25'-0"	**25'-0"**

BUILDING HEIGHT

			Allowable	**Proposed**
Maximum Building Height	150'-0" Base	240'-0" With Bonus	**312'-0"** *(+30% with TDR)	**312'-0"**

PARKING AND LOADING REQUIREMENTS

Parking Space Requirements	**No. of Units**	**Required**	**Proposed**
Residential - 2 PS / DU - 1 & 2 bdrm units	17	34	
Residential - 3 PS / DU - 3 bdrm units	53	159	
Residential - Visitor 10% of required spaces		19	
			(Parking Reduction of 36.3%)
Total Parking Spaces		212	**135**

Bicycle Space Requirements	Required	**Provided**
	14	
Bicycles 1 Space / 3 units per Sustainability Requirement	0	
Total bicycles	0	**100**

Loading Zone	**Required**	**Proposed**
Over 1000,000 SQ.FT	3	2 (12 X 30)
Total Loading Berths	**3**	**2**

ADA Space Requirements for residents		Required	**Provided**
Per F.C.B.C Section 2.8.3.2 (2%) of parking spaces not covered by F.B.C. Section 2.8.3.1 shall comply with Section 502			
Total of parking spaces 135 - Total of Residential units 70			
Total parking spaces not covered by F.B.C Section 2.8.3.1 = 65	2% of 65	2	**2**

Notes:

NGBS - GOLD CERTIFICATION

Green Design Option	Description	Points Received
Electrical Vehicle Charging Stations for parking spaces	Provisions for 10 Charging Stations (2pts per. Not to exceed 4 pts)	4
White Roof/ Cool Roof	All roofing products will be EnergyStar certified or SRI compliant (82 SRI). All pool/ amenity decks over conditioned space need light colored pavers with SR of 33 or higher.	4
Cool Pavement	All ground floor hardscape to use products at or above SR .30 or higher (20% higher than asphalt)	4
EnergyStar Rating (Appliance + Equipment)	EnergyStar lights (LED okay) and appliances - refrigerator, dishwasher, clothes washer, exhaust fans and any ceiling fans throughout the project.	4
NGBS Gold Certification	National Green Building Standard (NGBS) GOLD level certification	14
	Total	**30**

PARKING SPACES CALCULATION

LEVELS	ADA	REGULAR 9'-0"x 18'-0"	COMPACT 8'-0"x 16'-0"
2	1	20	5
3	1	20	5
4		22	5
5		22	5
6		22	7
SUBTOTALS	**2**	**106**	**27**
	TOTAL SPACES PROVIDED		**135**

COMPACT SPACES		
ALLOWED	*MAX 20% OF 135 SPACES*	***27***
PROVIDED	*20% OF 135 SPACES*	***27***

ZONING DATA

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revuelta
architecture international

Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE.
SUITE 110
MIAMI, FL 33133
T. 305.593.5000
F. 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

RESPONSE TO PLANNING COMMENTS	07/18/2023

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Digitally signed by Luis O. Revuelta
DN: E=lrhFO@Revuelta.com, CN=Luis O. Revuelta, O="Revuelta Architecture International, P.A.", L=Miami, S=Florida, C=US
Reason: I am the author of this document
Date: 2023.07.18 15:17:34-04'00'

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

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Scale	AS SHOWN
Project No.	2114
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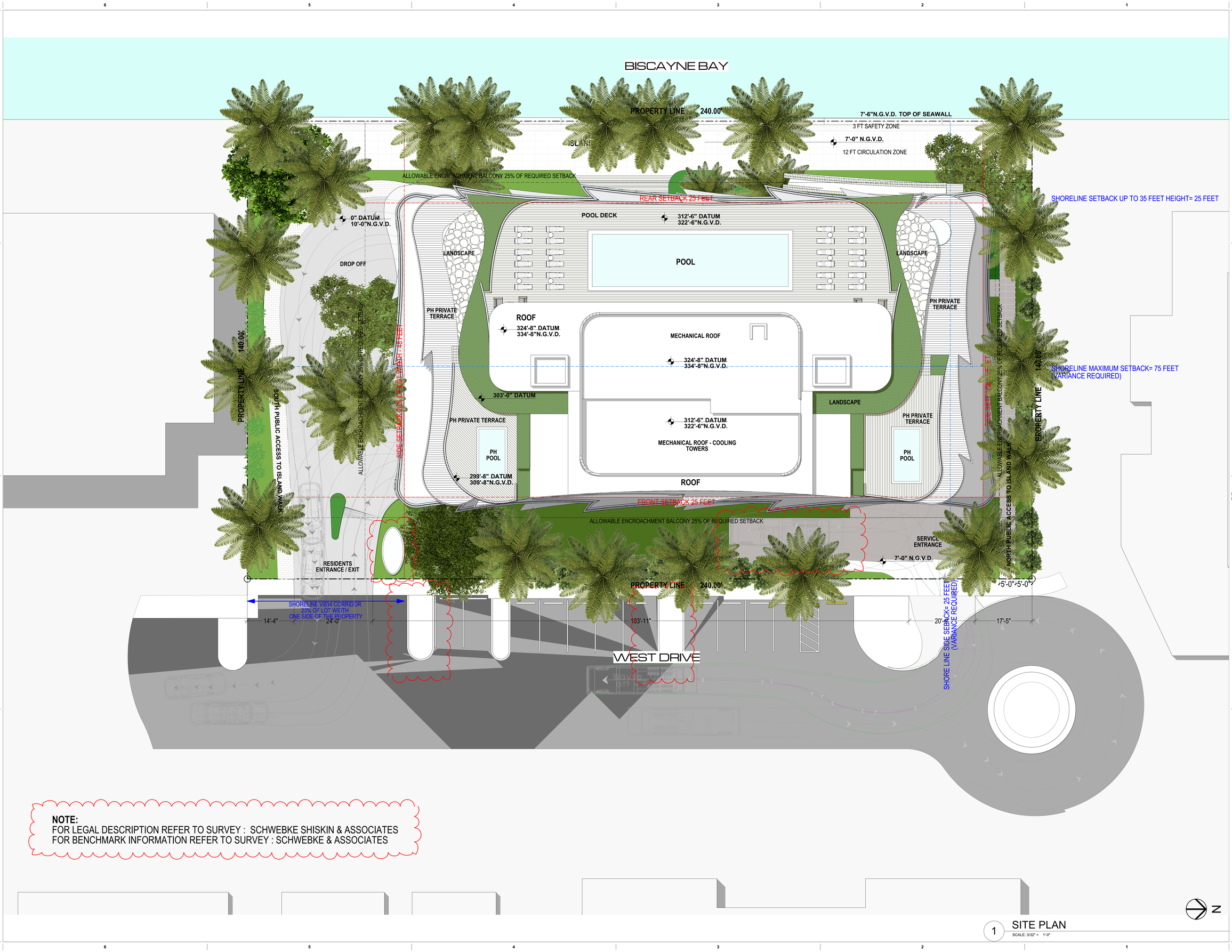
Sheet No.	**A-003**



NOTE:
FOR LEGAL DESCRIPTION REFER TO SURVEY : SCHWEBKE SHISKIN & ASSOCIATES
FOR BENCHMARK INFORMATION REFER TO SURVEY : SCHWEBKE & ASSOCIATES

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

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architecture international

Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE.
SUITE 110
MIAMI, FL 33133
T: 305.593.5000
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MIAMI BEACH, FL 33140
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Date: 2023.07.18 14:57:02-04'00'

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AR-0007972

SCHEMATIC DESIGN

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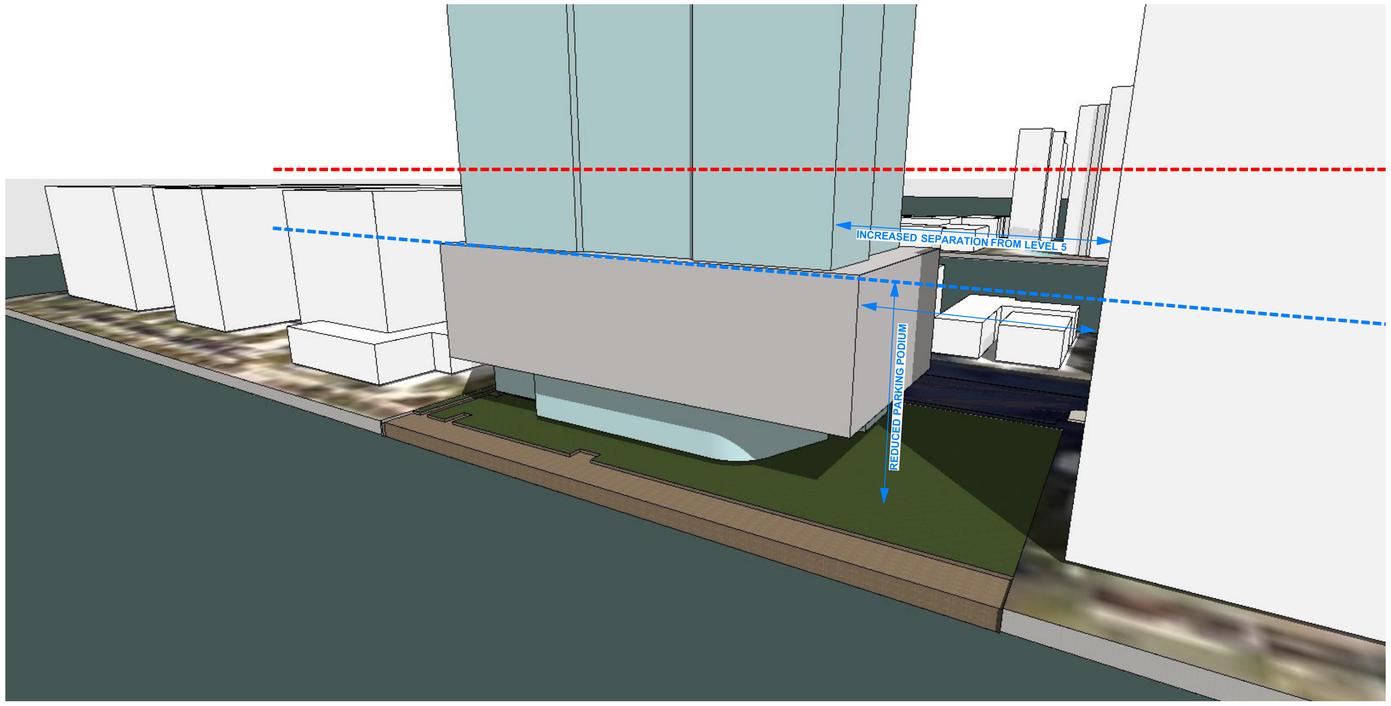
Sheet Name	SITE - PLAN
Sheet No.	A-004



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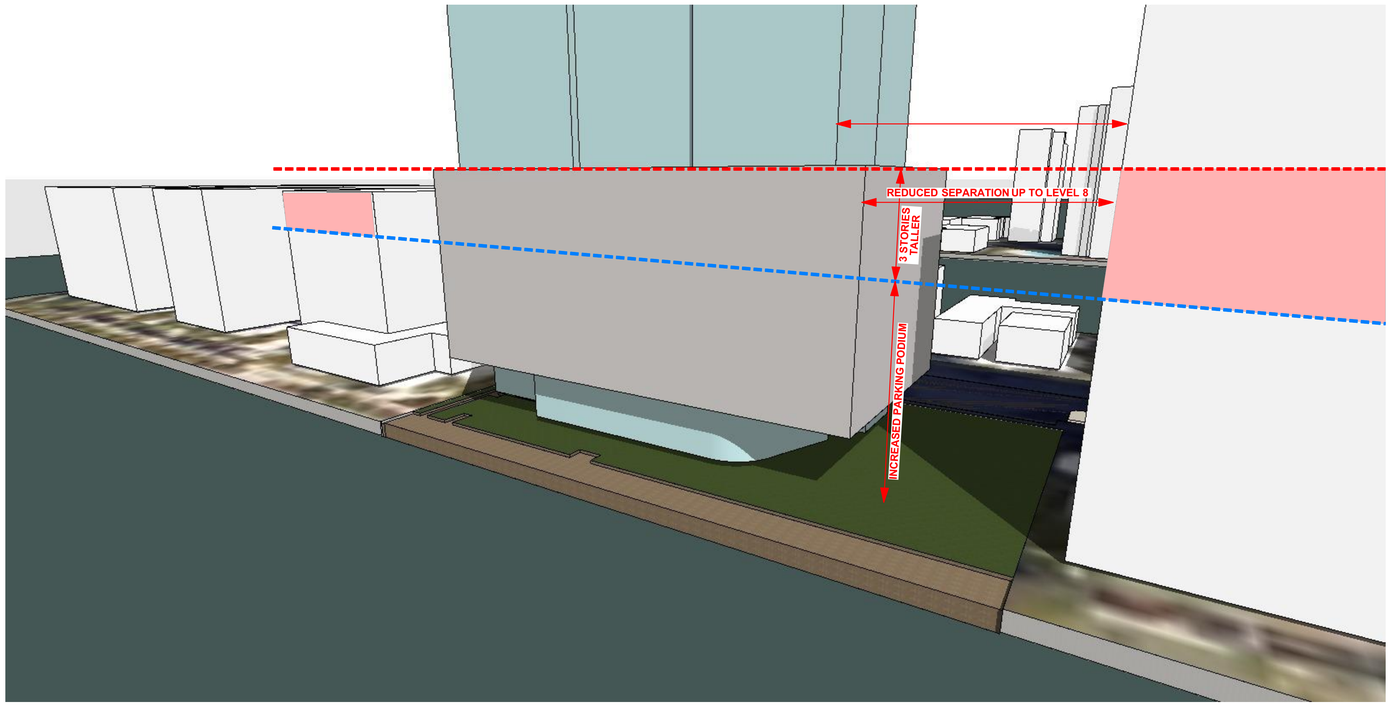
PROPOSED PARKING REDUCTION



PODIUM MASSING WITH
NO PARKING REDUCTION

ANALYSIS OF PARKING REDUCTION

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revuelta
architecture
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Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE,
SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

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Revisions

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Consultant

Luis O. Revuelta
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Date: 2023.06.12 18:42:09 -04'00'

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

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6/12/2023
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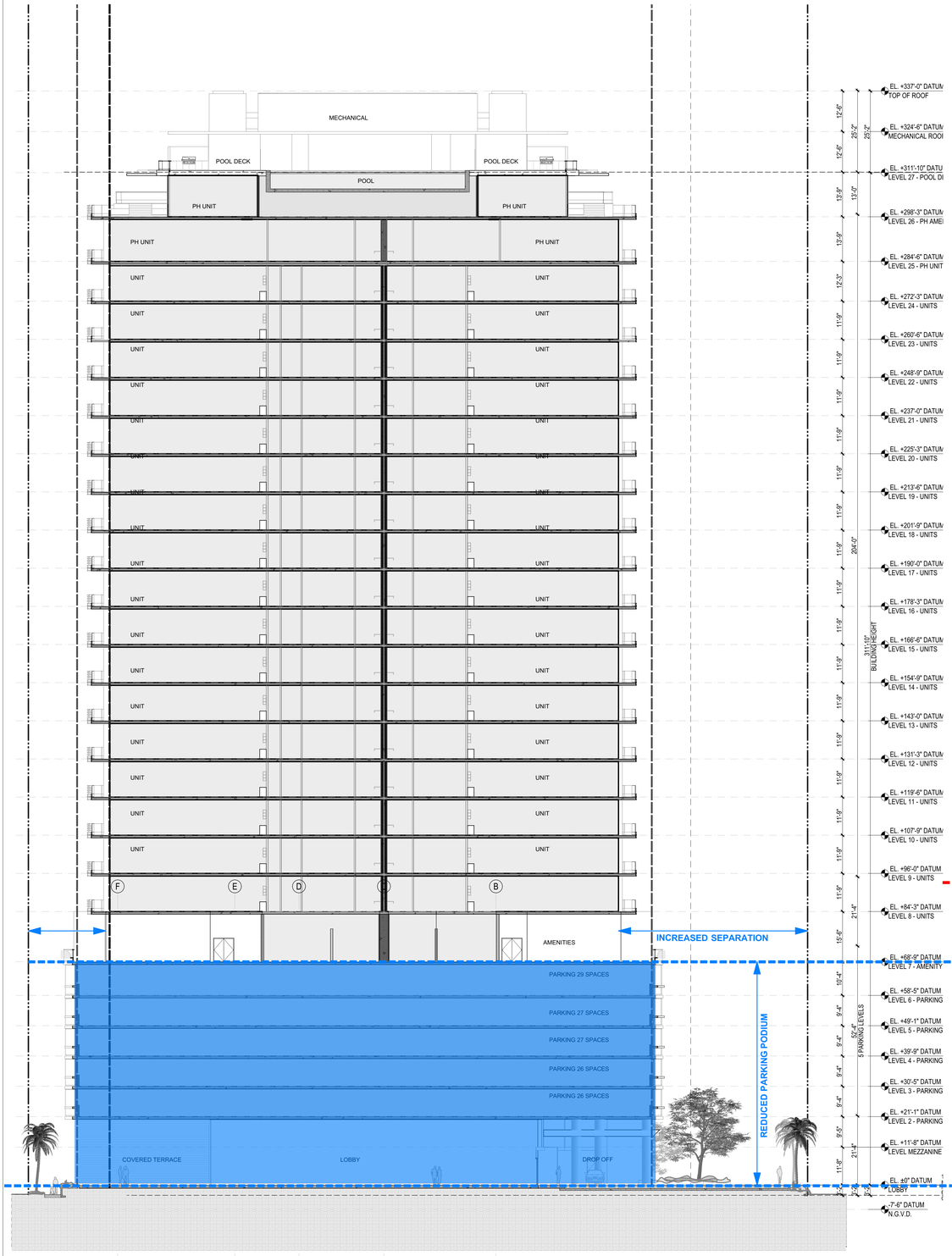
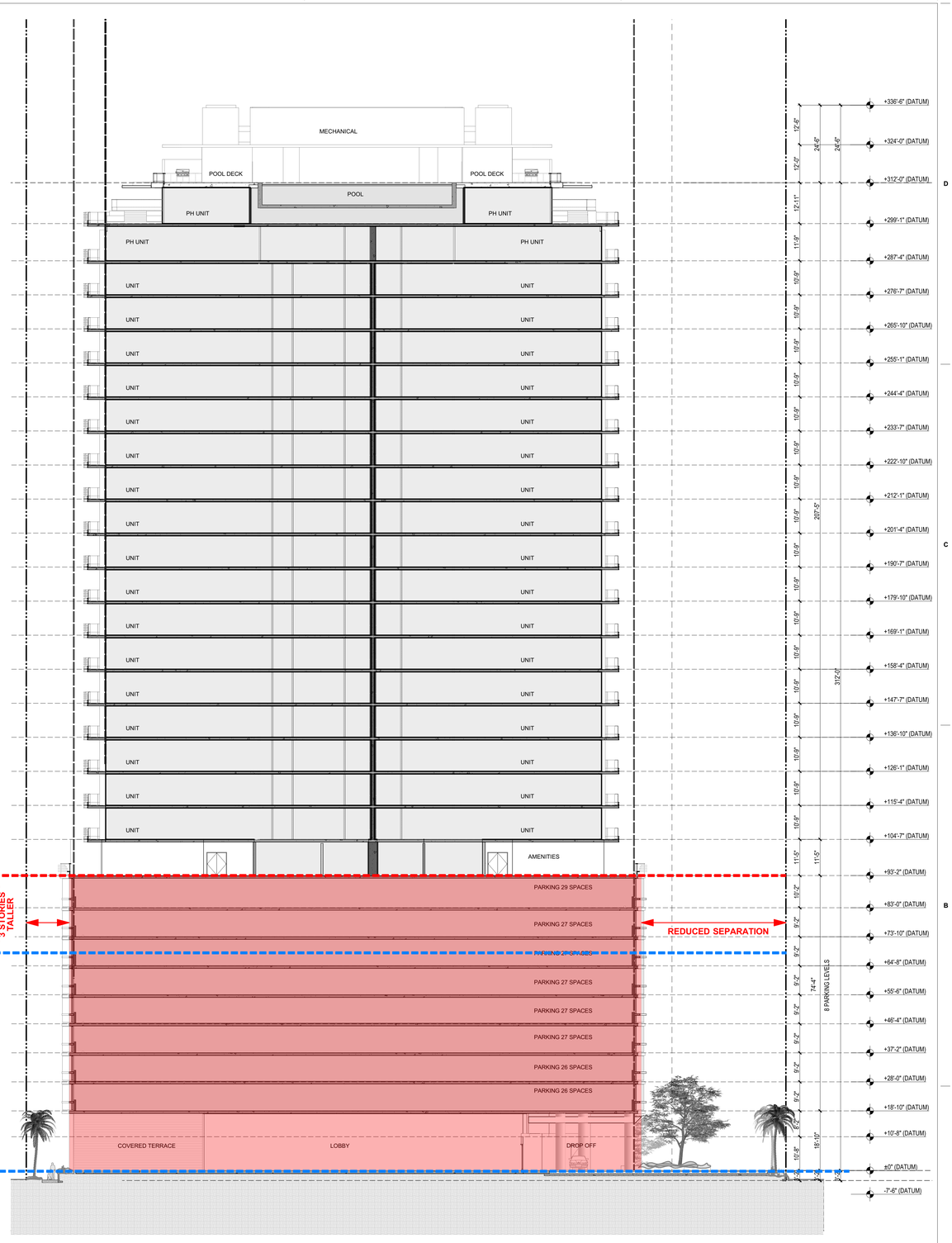
Sheet No.
A-005



PODIUM MASSING WITH
PROPOSED PARKING REDUCTION



PODIUM MASSING WITH
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ANALYSIS OF PARKING REDUCTION

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Project

7940 WEST DRIVE
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Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Luis O. Revuelta

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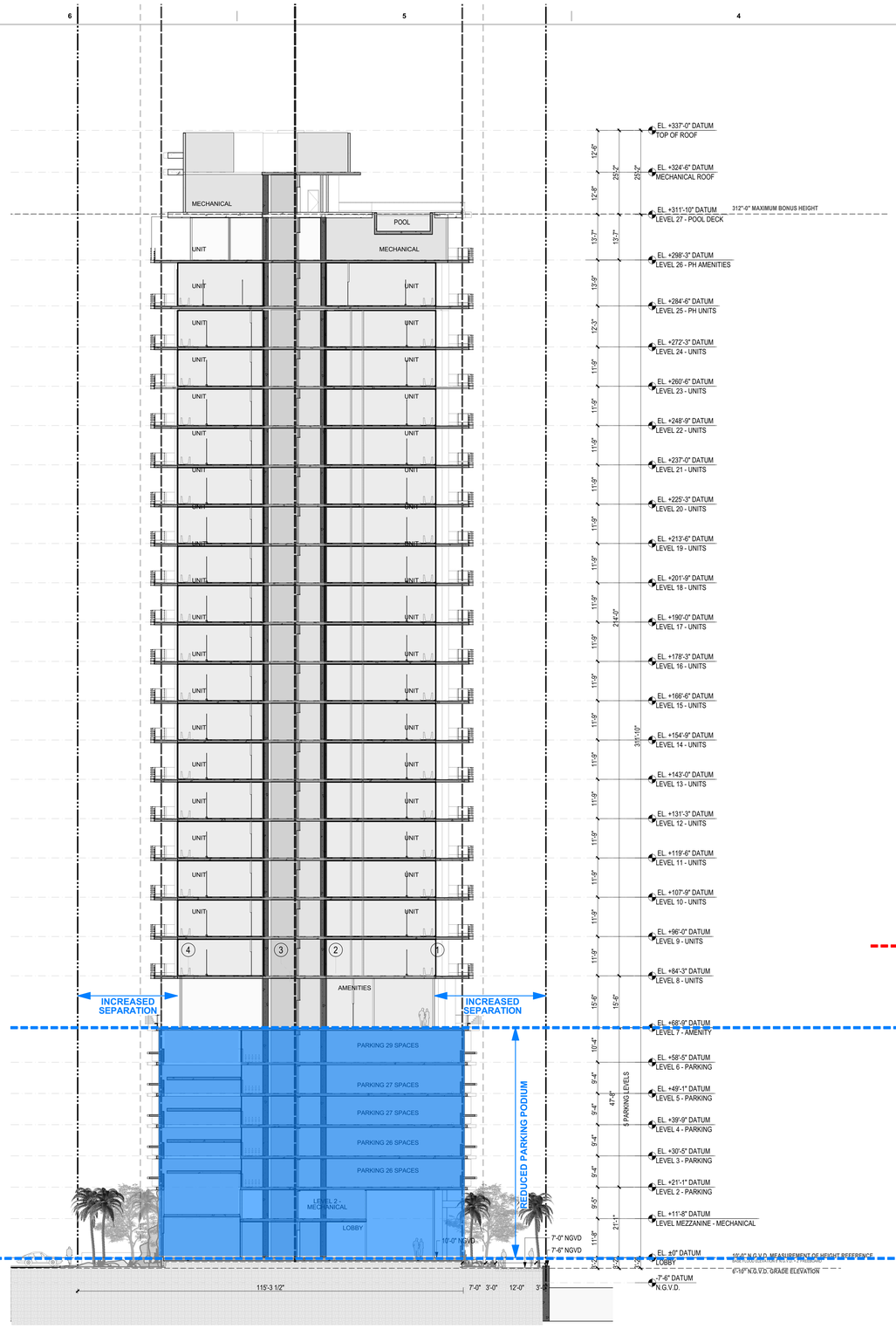
Date
7/17/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
SECTIONS
Sheet No.
A-005a



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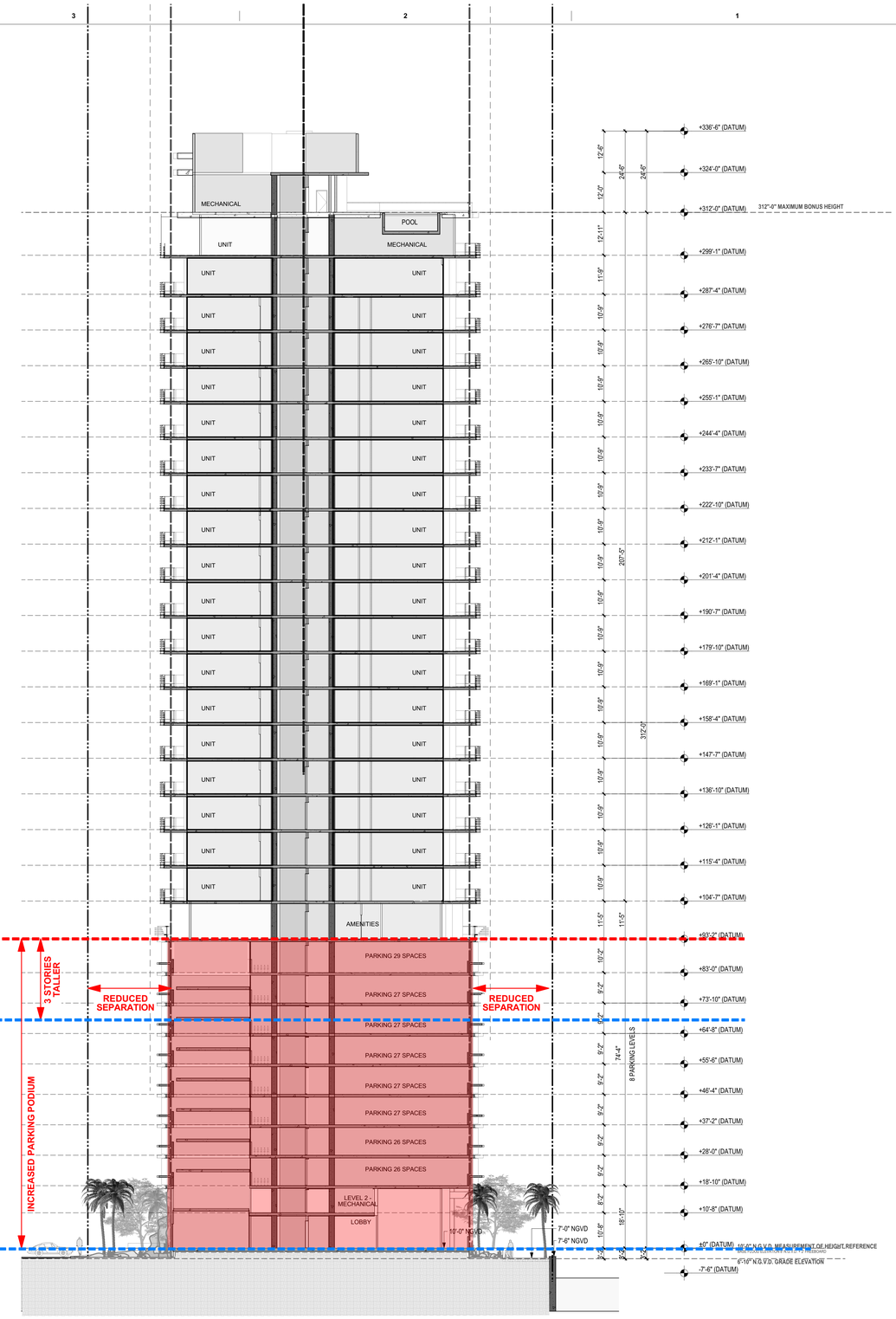

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NORHT BAY VILLAGE
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RESPONSE TO PLANNING COMMENTS	07/18/2023

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MIAMI BEACH, FL 33140
(912) 398-1775

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SCHEMATIC DESIGN

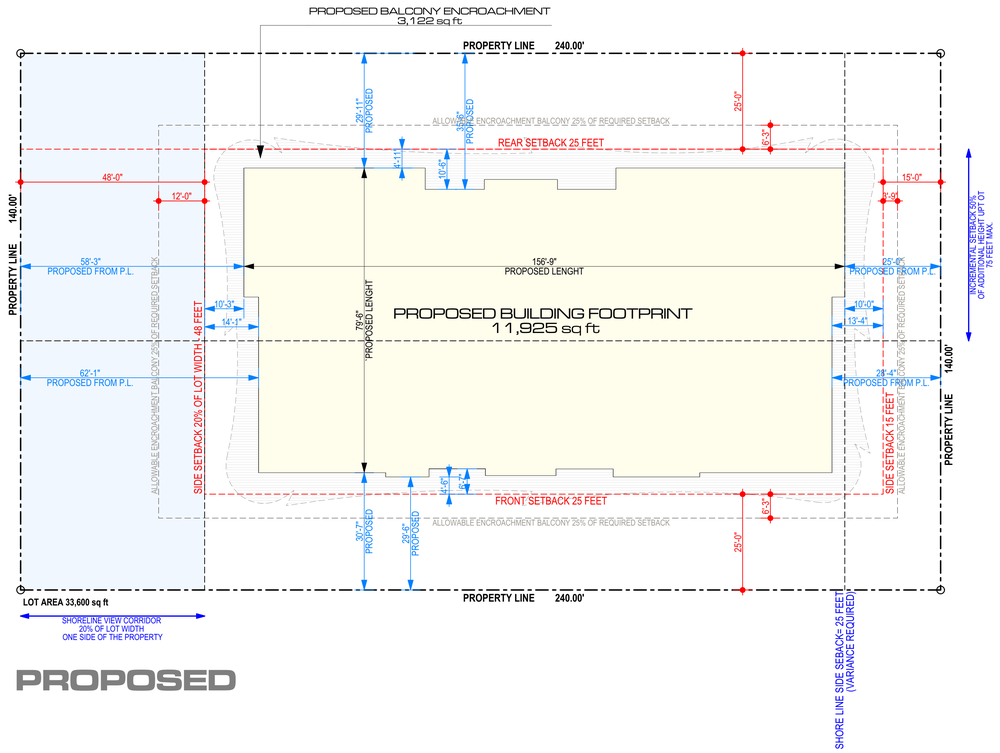
Date
06/12/2023

Scale
AS SHOWN

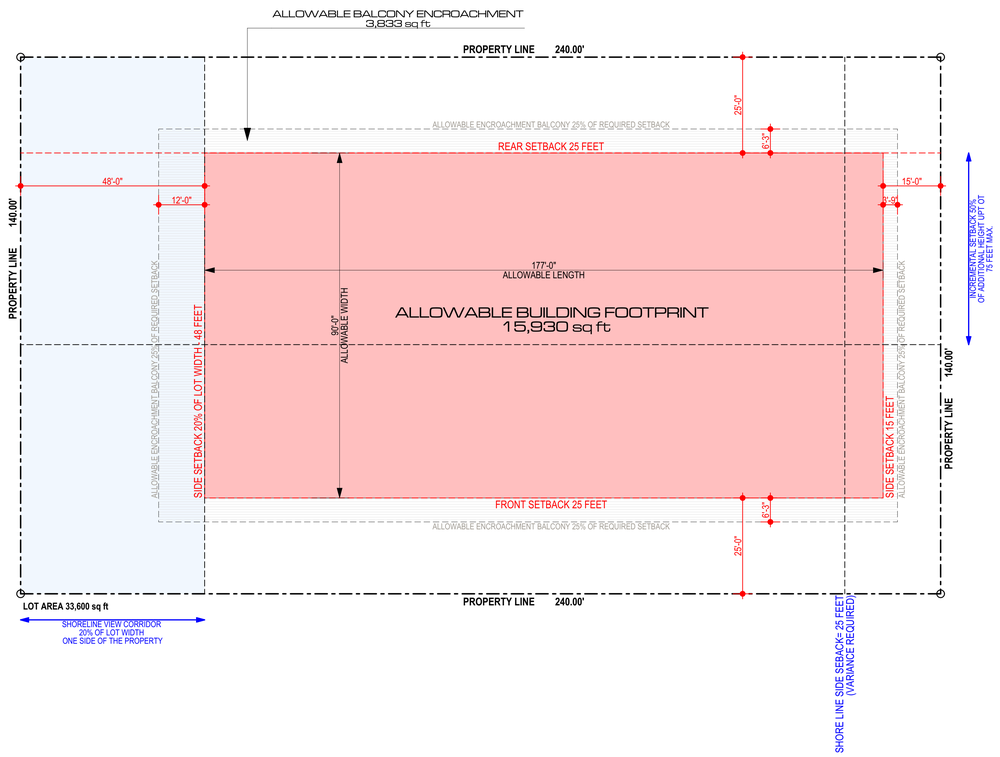
Project No.
2114

Sheet Name
SECTIONS

Sheet No.
A-005b



PROPOSED



ALLOWED

BUILDING FOOTPRINT

ALLOWABLE	15,930 sq.ft.
PROPOSED	11,925 sq.ft.
	74.85 % OF ALLOWABLE

OVERALL FOOTPRINT (BUILDING + BALCONY)

ALLOWABLE	19,763 sq.ft.
PROPOSED	15,047 sq.ft.
	73.16 % OF ALLOWABLE

COMPARATIVE ANALYSIS OF BUILDING FOOTPRINT

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SUITE 110
MIAMI, FL 33133

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F: 305.592.5040

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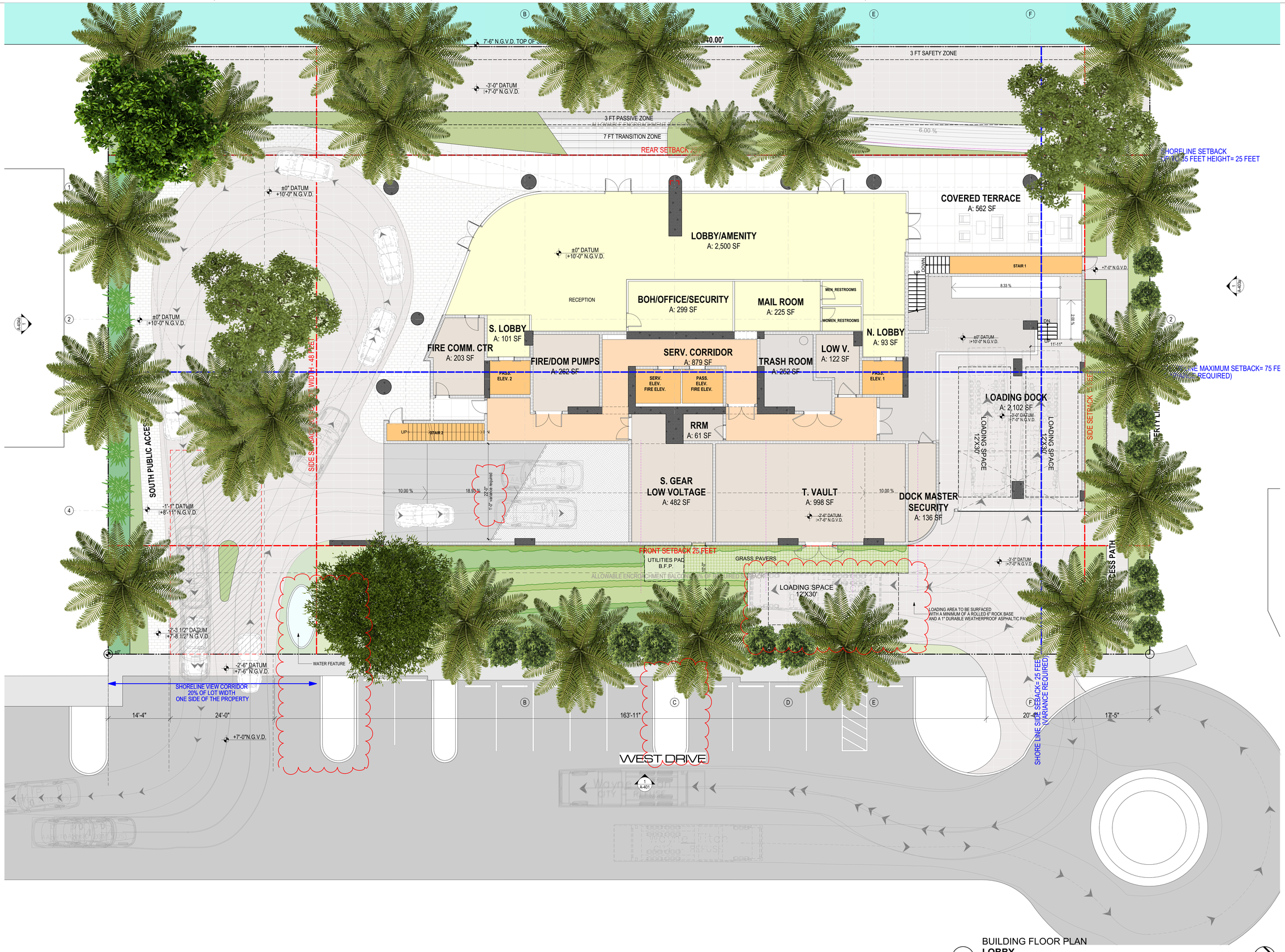
Project No.
2114

Sheet Name
BUILDING FOOTPRINT

Sheet No.
A-006



1 BUILDING FLOOR PLAN
LOBBY
SCALE: 1/8" = 1'-0"
+9'-6" N.G.V.D.

0 4' 8' 16'

N

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RESPONSE TO PLANNING COMMENTS	07/18/2023

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06/12/2023

Scale
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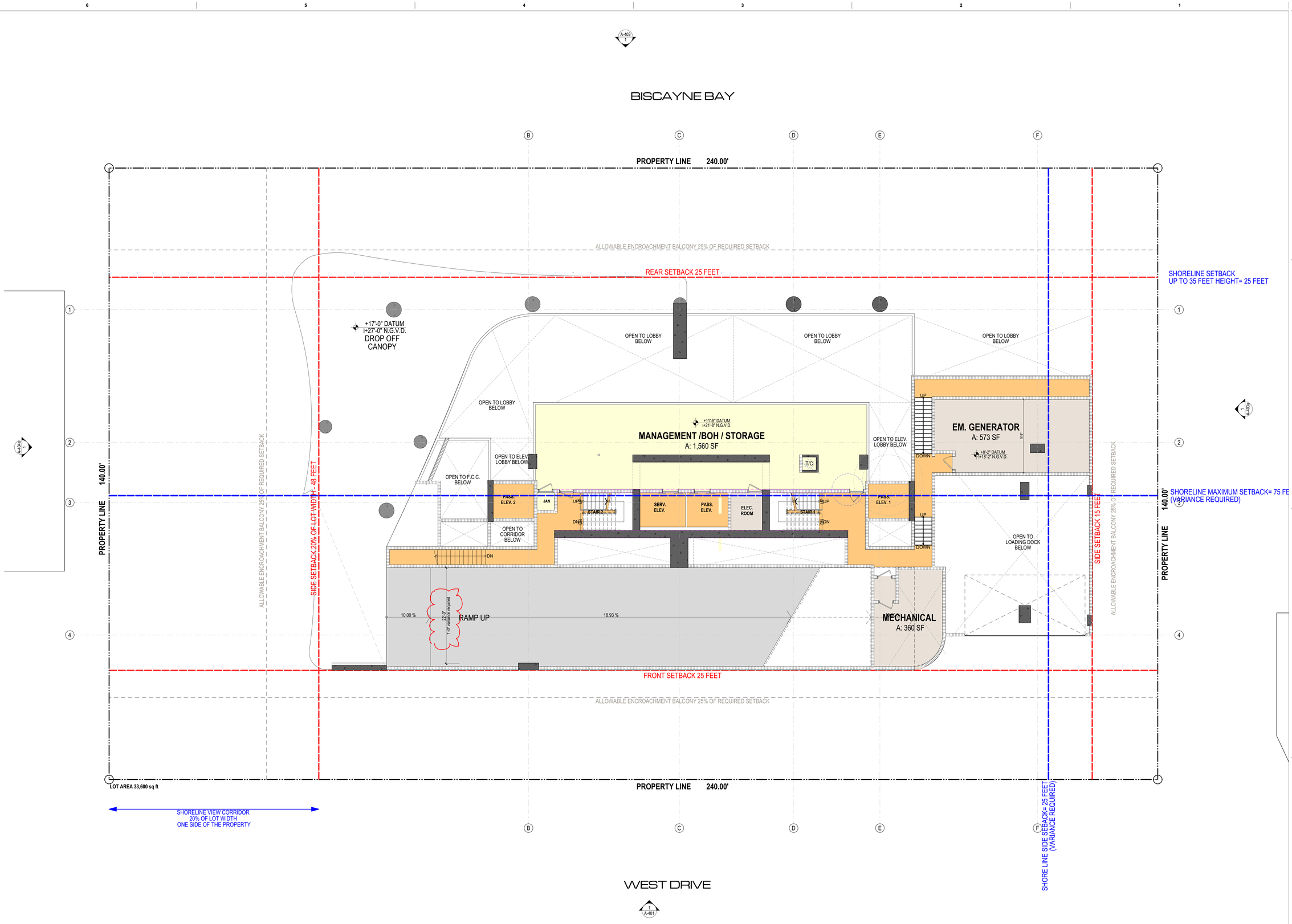
Project No.
2114

Sheet Name
GROUND FLOOR

Sheet No.
A-101



BUILDING FLOOR PLAN
LEVEL MEZZANINE - MECHANICAL
SCALE: 1/8" = 1'-0"
+9'-6" N.G.V.D.

0 4' 8' 16'

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SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

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MIAMI BEACH, FL 33140
(912) 398-1775

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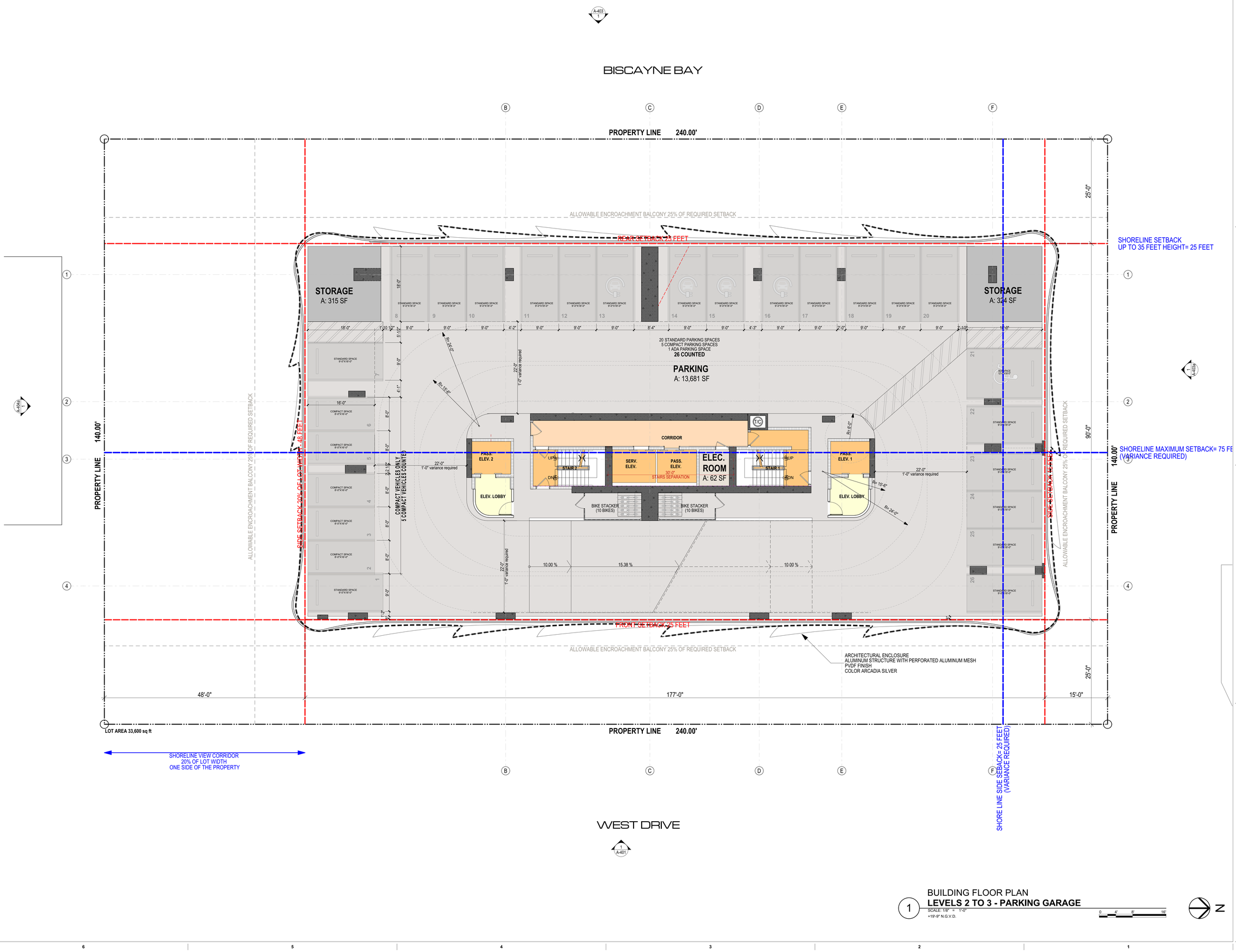
SCHEMATIC DESIGN

Date
7/17/2023
Scale
AS SHOWN
Project No.
2114
Sheet Name
LEVEL - MEZZANINE
Sheet No.
A-102



BUILDING FLOOR PLAN
LEVELS 2 TO 3 - PARKING GARAGE

SCALE: 1/8" = 1'-0"
+19'-9" N.G.V.D.

0 4' 8' 16'

N

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T. 305.593.5000
F. 305.593.5040

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MIAMI BEACH, FL 33140
(912) 398-1775

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Date
7/17/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
LEVEL 2 TO 3 - PARKING GARAGE

Sheet No.
A-103

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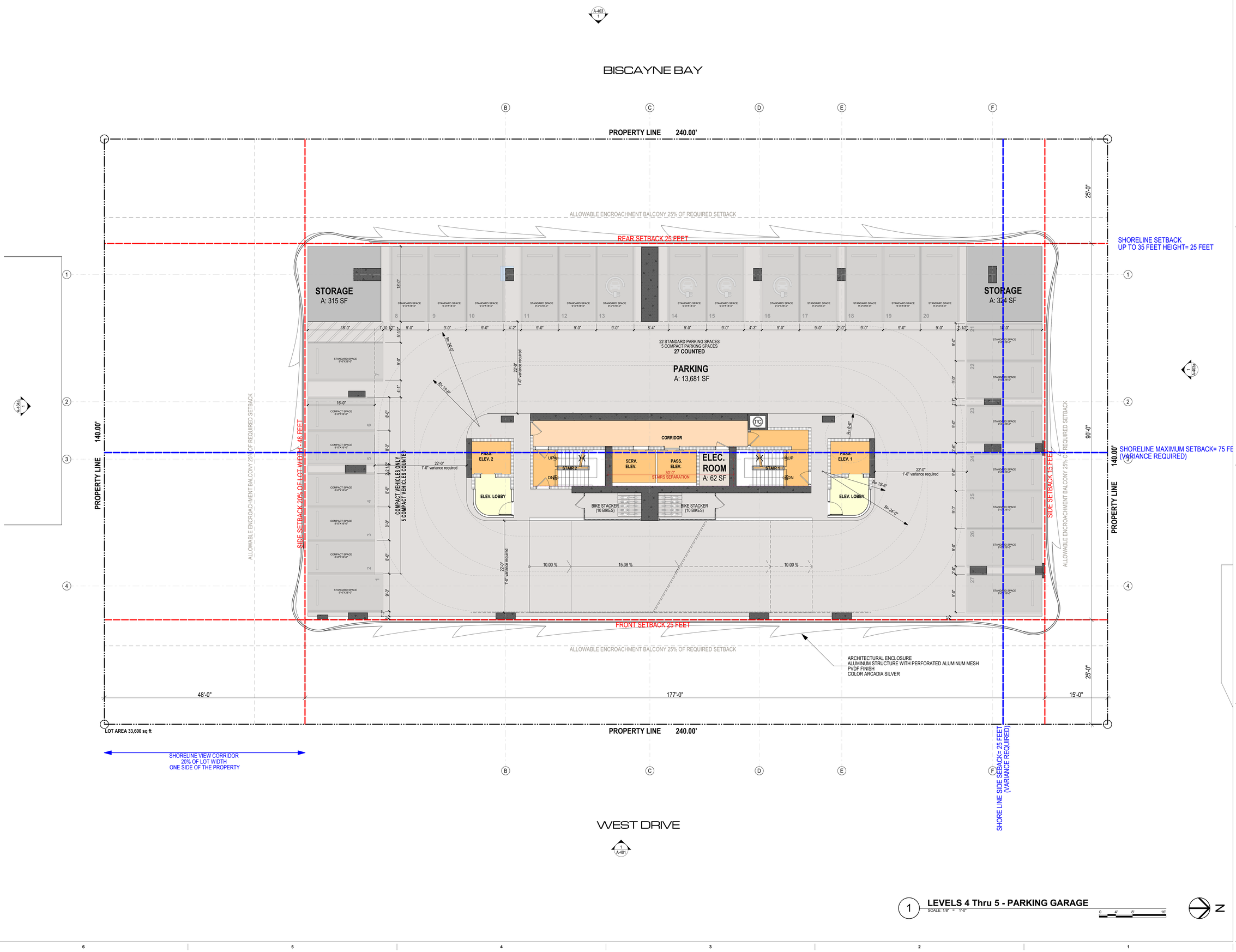

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1 **LEVELS 4 Thru 5 - PARKING GARAGE**
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

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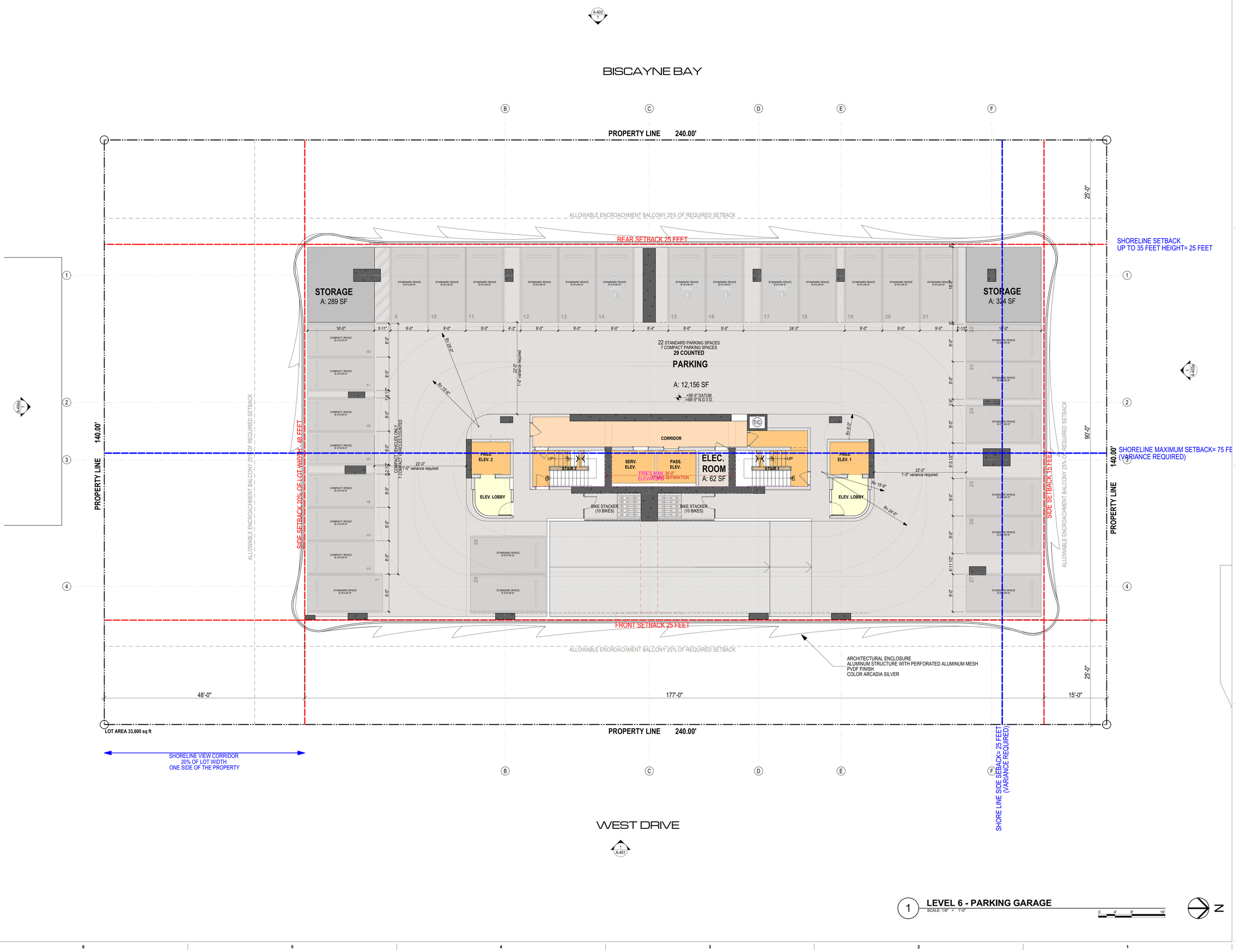
Sheet Name
LEVEL 4 TO 5 - PARKING GARAGE

Sheet No.
A-104



1 **LEVEL 6 - PARKING GARAGE**
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

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SUITE 110
MIAMI, FL 33133

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F. 305.592.5040

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Project No.
2114

Sheet Name
LEVEL 6 - PARKING GARAGE

Sheet No.
A-105

BISCAYNE BAY

PROPERTY LINE 240.00'

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

REAR SETBACK 25 FEET

SHORELINE SETBACK
UP TO 35 FEET HEIGHT= 25 FEET

SHORELINE MAXIMUM SETBACK= 75 FEET
(VARIANCE REQUIRED)

25'-0"

90'-0"

140.00'

PROPERTY LINE

SIDE SETBACK 20% OF LOT WIDTH= 28 FEET

SIDE SETBACK 15 FEET

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

TERRACE
A: 873 SF

TERRACE
A: 598 SF

TERRACE
A: 787 SF

ZEN GARDEN
A: 599 SF

+68'-9" DATUM
+78'-9" N.G.V.D.

RESIDENTS
FLEX WORK SPACE
A: 476 SF

RESIDENTS
FLEX WORK SPACE
A: 544 SF

RESIDENTS
FLEX WORK SPACE
A: 542 SF

RESIDENTS
FLEX WORK SPACE
A: 538 SF

ZEN GARDEN
A: 722 SF

+68'-9" DATUM
+78'-9" N.G.V.D.

LIBRARY
A: 658 SF

MEN'S
BATHROOM

WOMAN'S
BATHROOM

T/O

LOUNGE/CLUB
A: 749 SF

+68'-9" DATUM
+78'-9" N.G.V.D.

6'-0"

6'-0"

CORRIDOR

MEN'S

WOMEN'S

PASS.
ELEV. 2

STAIR 2

SERV.
ELEV.

PASS.
ELEV.

30'-0"
STAIRS SEPARATION

ELEC.
ROOM
A: 62 SF

STAIR 1

PASS.
ELEV. 1

SCREENING
A: 437 SF

LANDSCAPED
A: 539 SF

RESIDENTS
FLEX WORK SPACE
A: 612 SF

RESIDENTS
FLEX WORK SPACE
A: 462 SF

GOLF/SPORT
SIMULATOR
A: 550 SF

KIDS ROOM
A: 548 SF

RESIDENTS
FLEX WORK SPACE
A: 387 SF

RESIDENTS
FLEX WORK SPACE
A: 601 SF

LANDSCAPED
A: 523 SF

TERRACE
A: 171 SF

LANDSCAPED
A: 161 SF

LANDSCAPED
A: 119 SF

TERRACE
A: 285 SF

FRONT SETBACK 25 FEET

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

25'-0"

48'-0"

177'-0"

15'-0"

LOT AREA 33,600 sq ft

PROPERTY LINE 240.00'

SHORE LINE SIDE SETBACK= 25 FEET
(VARIANCE REQUIRED)

SHORELINE VIEW CORRIDOR
20% OF LOT WIDTH
ONE SIDE OF THE PROPERTY

WEST DRIVE

1 BUILDING FLOOR PLAN
LEVEL 7 - AMENITY
SCALE: 1/8" = 1'-0"
+69'-9" N.G.V.D.

0 4' 8' 16'

N

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SUITE 110
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T: 305.593.5000
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Project

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Revisions

Owner Information

7940 NBV PARTNERS, LLC

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MIAMI BEACH, FL 33140
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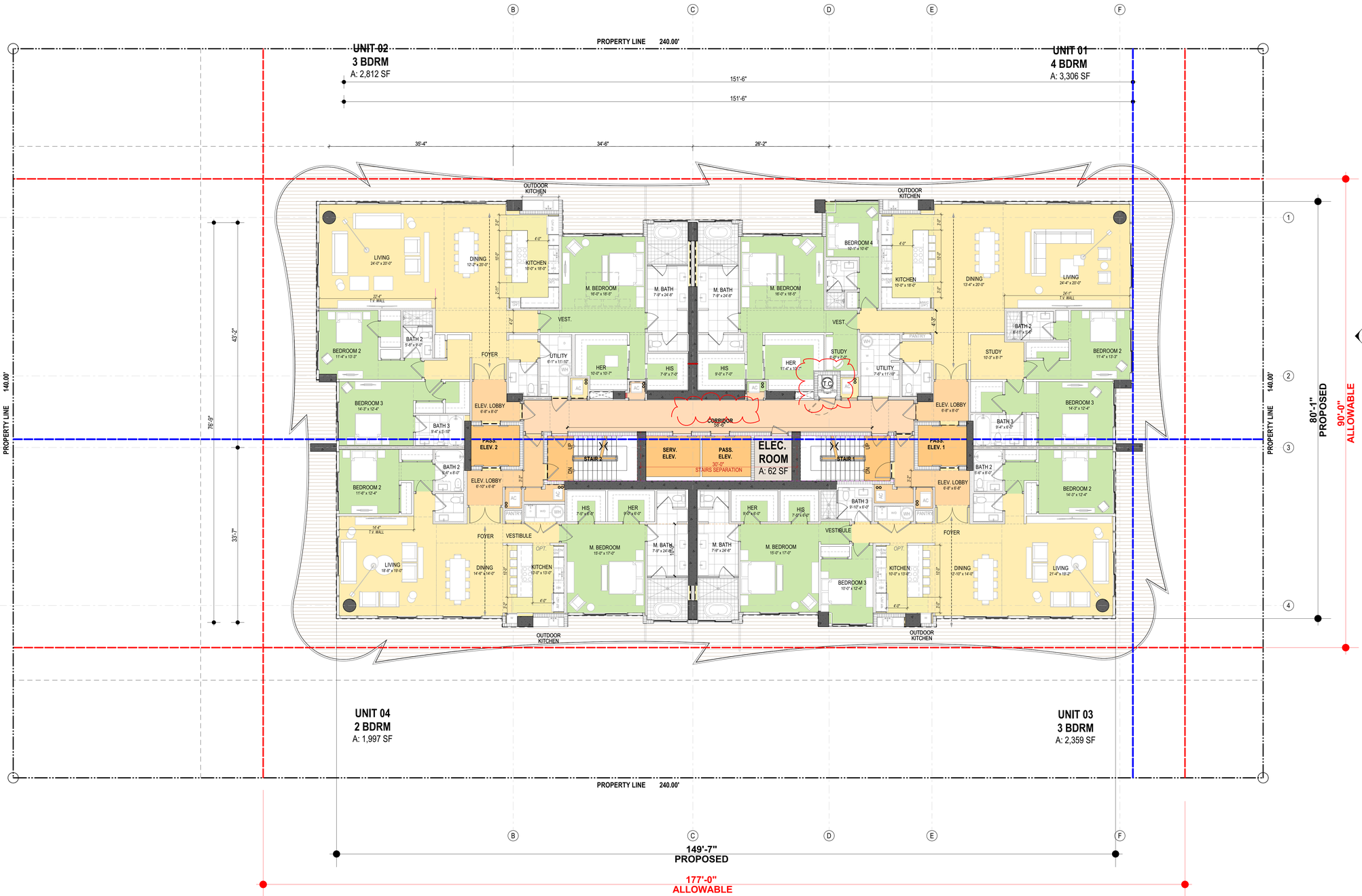
Project No.
2114

Sheet Name
LEVEL 7 - AMENITY

Sheet No.
A-106



1 **TYPICAL LEVEL**
SCALE: 1/8" = 1'-0"

0 4' 8' 16'

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RESPONSE TO PLANNING COMMENTS	07/18/2023

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Scale
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Project No.
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Sheet Name
LEVELS 8 thru LEVEL 24

Sheet No.
A-107

BISCAYNE BAY

PROPERTY LINE 240.00'

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

REAR SETBACK 25 FEET

SHORELINE SETBACK
UP TO 35 FEET HEIGHT= 25 FEE

PH 02
4 BDRM + DEN
A: 4,843 SF

PH 01
4 BDRM + DEN
A: 5,669 SF

GREAT ROOM
18'-0" x 32'-0"

M. BATH
7'-9" x 16'-0"

M. BATH
7'-9" x 16'-0"

M. BEDROOM
24'-6" x 19'-0"

KITCHEN
18'-9" x 18'-0"

KITCHEN
21'-6" x 18'-0"

ELEV. LOBBY
8'-2" x 8'-6"

CORRIDOR

PASS. ELEV. 2

STAIR 2

SERV. ELEV.

PASS. ELEV.

ELEC. ROOM

STAIR 1

PASS. ELEV. 1

DEN
10'-0" x 9'-6"

DEN
10'-0" x 9'-6"

STUDY
10'-2" x 5'-7"

SUNSET LIVING ROOM
15'-3" x 16'-0"

SUNSET LIVING ROOM
15'-0" x 16'-0"

PROPERTY LINE 140.00'

SIDE SETBACK 20% OF LOT WIDTH - 48 FEET

SIDE SETBACK 15 FEET

SHORELINE MAXIMUM SETBAC
(VARIANCE REQUIRED)

80'-1"
PROPOSED

90'-0"
ALLOWABLE

FRONT SETBACK 25 FEET

LOT AREA 33,600 sq ft

PROPERTY LINE 240.00'

SHORELINE VIEW CORRIDOR
20% OF LOT WIDTH
ONE SIDE OF THE PROPERTY

149'-7"
PROPOSED

177'-0"
ALLOWABLE

SHORE LINE SIDE SETBACK- 25 FEET
(VARIANCE REQUIRED)

WEST DRIVE

1 BUILDING FLOOR PLAN
LEVEL 25 - PH UNITS
SCALE: 1/8" = 1'-0"
+91'-1" N.G.V.D.

0 4' 8' 16'

N

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Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE
SUITE 110
MIAMI, FL 33133
T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Luis O. Revuelta
Digitally signed by Luis O. Revuelta
DN: E=info@revuelta.com, CN=Luis O. Revuelta, O="Revuelta Architecture International, P.A.", L=Miami, S=Florida, C=US
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AR-0007972

SCHEMATIC DESIGN

Date
7/17/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
LEVEL 25 - PH UNITS

Sheet No.
A-108

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BISCAYNE BAY

PROPERTY LINE 240.00'

73'-11 1/2" | 123'-1/2" | 43'-0"

31'-11"

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

REAR SETBACK 25 FEET

SHORELINE SETBACK
UP TO 35 FEET HEIGHT= 25 FEE

SPA

PRIVATE DECK

PH TERRACE
A: 2,292 S

+298'-3" DATUM
+308'-3" N.G.V.D.

PH 2 - AMENITY
A: 1,197 SF

DN

POOL MECHANICAL
A: 2,429 SF

POOL ABOVE

PH 1 - AMENITY
A: 1,196 SF

PRIVATE DECK

PH TERRACE
A: 2,535 SF

+298'-3" DATUM
+308'-3" N.G.V.D.

SPA

LOBBY

+298'-3" DATUM
+308'-3" N.G.V.D.

PASS. ELEV. 2

STAIR 2

SERV. ELEV.

PASS. ELEV.

STAIR 1

PASS. ELEV. 1

WOMEN TOILET

MEN TOILET

+302'-3" DATUM
+312'-3" N.G.V.D.

TREATMENT ROOM

TREATMENT ROOM

YOGA/EXERCISE STUDIO

+298'-3" DATUM
+308'-3" N.G.V.D.

SPA/GYM
A: 2,369 SF

WOMEN SAUNA / STEAM

STRETCH

MEN SAUNA / STEAM

+302'-3" DATUM
+312'-3" N.G.V.D.

PRIVATE POOL

PRIVATE POOL

SPA/ GYM TERRACE
A: 648 SF

FRONT SETBACK 25 FEET

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

33'-8 1/2"

86'-5 1/2" | 98'-1/2" | 55'-6"

LOT AREA 33,600 sq ft

PROPERTY LINE 240.00'

140.00'

PROPERTY LINE

74'-4 1/2"

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

SIDE SETBACK 20% OF LOT WIDTH - 48 FEET

SHORELINE VIEW CORRIDOR
20% OF LOT WIDTH
ONE SIDE OF THE PROPERTY

SIDE SETBACK 15 FEET

SHORELINE MAXIMUM SETBAC
(VARIANCE REQUIRED)

SHORE LINE SIDE SETBACK= 25 FEET
(VARIANCE REQUIRED)

WEST DRIVE

A-403 / 1

A-404 / 1

A-405 / 1

A-401 / 1

1 BUILDING FLOOR PLAN
LEVEL 26- UPPER PH - POOL AMENITIES

SCALE: 1/8" = 1'-0"
+911'-1" N.G.V.D.

0 4' 8' 16'

N

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Miami
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2950 SW 27TH AVE,
SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE

7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Digitally signed by Luis O. Revuelta
DN: E=NFO@Revuelta.com, CN=Luis O. Revuelta, O="Revuelta Architecture International, P.A.", L=Miami, S=Florida, C=US
Reason: I am the author of this document
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Luis O. Revuelta

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
7/17/2023

Scale
AS SHOWN

Project No.
2114

Sheet Name
LEVEL 26 -UPPER PH - POOL AMENITIES

Sheet No.
A-109

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A-403 / 1

BISCAYNE BAY

PROPERTY LINE 240.00'

86'-5" | 98'-1 1/2" | 55'-5 1/2"

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

REAR SETBACK 25 FEET

SHORELINE SETBACK
UP TO 35 FEET HEIGHT= 25 FEE

PRIVATE DECK BELOW

LANDSCAPE

POOL DECK
A: 3,842 SF

POOL
A: 960 SF

16'-0"

60'-0"

62'-5"

+312'-6" DATUM
+322'-6" N.G.V.D.

LOBBY

BBQ

T/C

PASS. ELEV. 2

STAIR 2

SERV. ELEV.

PASS. ELEV.

STAIR 1

PASS. ELEV. 1

DN

PRIVATE DECK BELOW

+302'-3" DATUM
+312'-3" N.G.V.D.

PRIVATE POOL BELOW

MECHANICAL
A: 1,454 SF

ROOF

140.00'

PROPERTY LINE

SIDE SETBACK 20% OF LOT WIDTH - 48 FEET

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

46'-0"

SHORELINE MAXIMUM SETBAC
(VARIANCE REQUIRED)

SIDE SETBACK 15 FEET

FRONT SETBACK 25 FEET

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

31'-7"

86'-8" | 97'-10" | 55'-6"

LOT AREA 33,600 sq ft

PROPERTY LINE 240.00'

SHORELINE VIEW CORRIDOR
20% OF LOT WIDTH
ONE SIDE OF THE PROPERTY

SHORE LINE SIDE SETBACK= 25 FEET
(VARIANCE REQUIRED)

WEST DRIVE

A-401 / 1

A-404a / 1

A-405a / 1

1 BUILDING FLOOR PLAN
LEVEL 27 - POOL DECK
SCALE: 1/8" = 1'-0"
+106'-5" N.G.V.D.

0 4' 8' 16'

N

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SUITE 110
MIAMI, FL 33133

T. 305.593.5000
F. 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE

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Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Digitally signed by Luis O. Revuelta
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Scale
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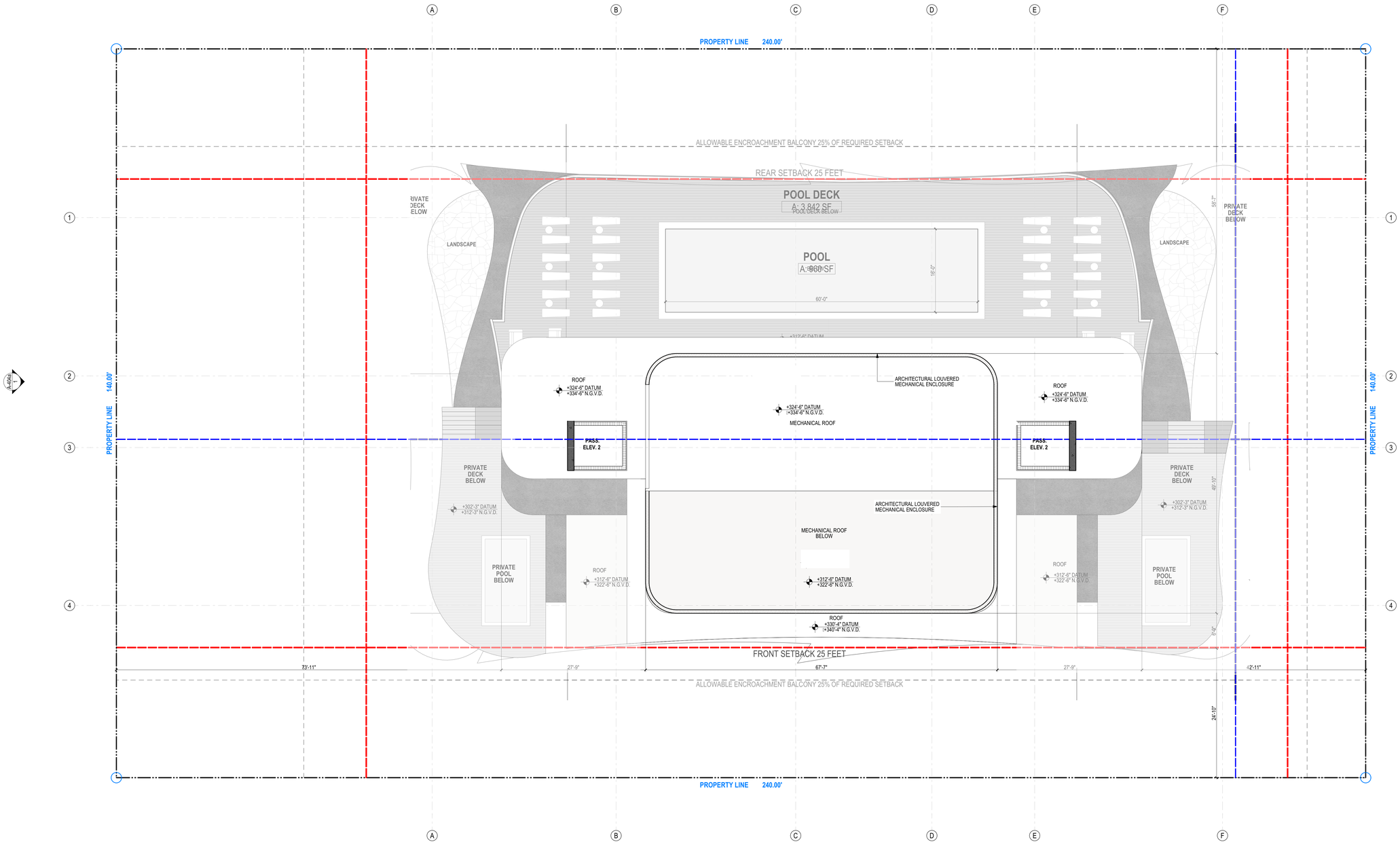
Project No.
2114

Sheet Name
LEVEL 27 - POOL DECK

Sheet No.
A-110



2 BUILDING FLOOR PLAN
LEVEL 27 - POOL DECK
SCALE: 1/8" = 1'-0"
+117'-7" N.G.V.D.

0 4' 8' 16'

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SUITE 110
MIAMI, FL 33133
T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

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6/12/2023
Scale
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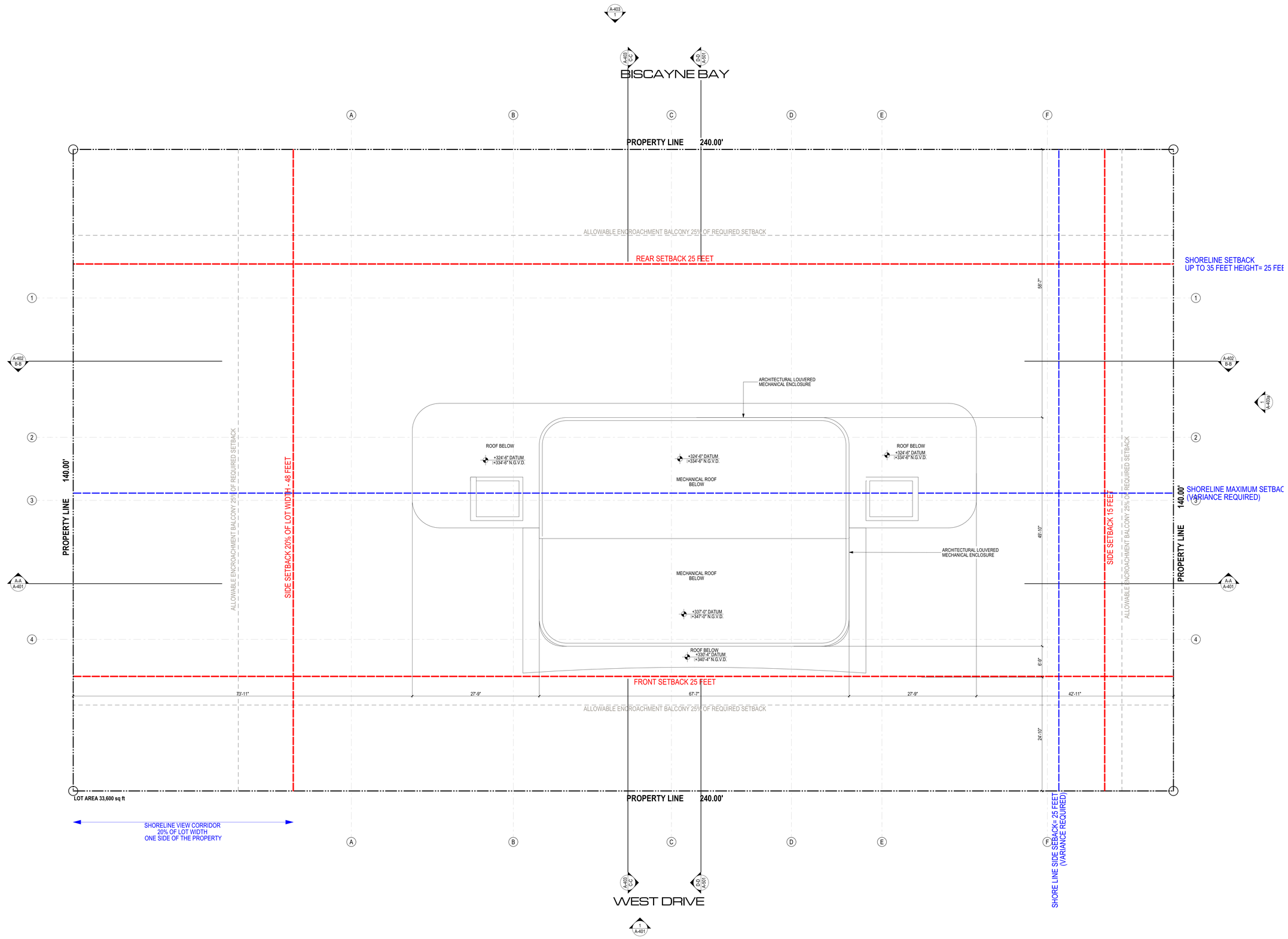
Project No.
2114
Sheet Name
MECHANICAL ROOF
Sheet No.
A-111



1 BUILDING FLOOR PLAN
TOP OF ROOF
SCALE: 1/8" = 1'-0"
+121'-11" N.G.V.D.

0 4" 8" 16"

N

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SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta
Digitally signed by Luis O. Revuelta
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Date
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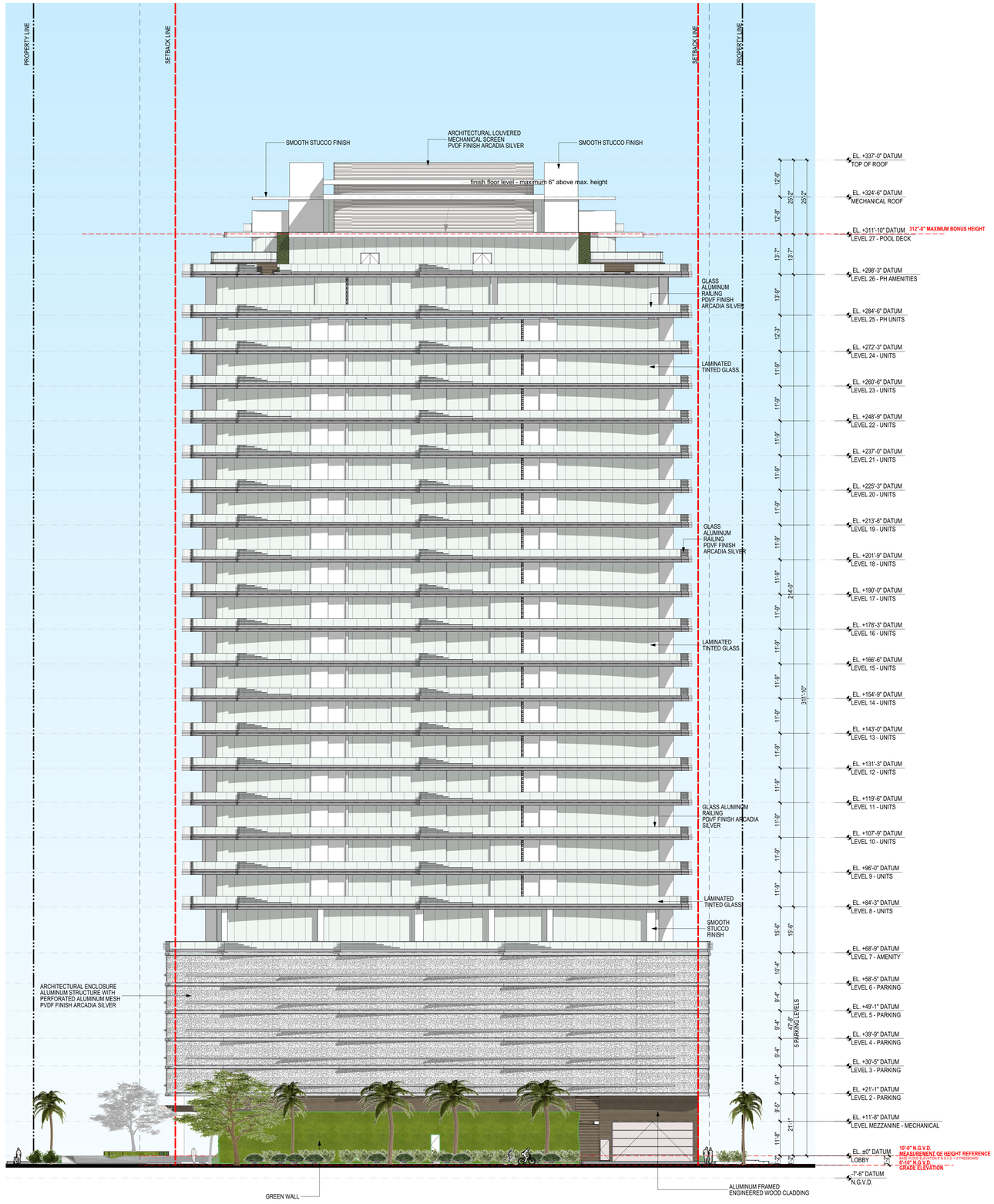
Scale
AS SHOWN
Project No.
2114
Sheet Name
TOP OF ROOF
Sheet No.
A-112


PROPERTY LINE
SETBACK LINE
SETBACK LINE
PROPERTY LINE
SMOOTH STUCCO FINISH
ARCHITECTURAL LOUVERED MECHANICAL SCREEN PVDF FINISH ARCADIA SILVER
SMOOTH STUCCO FINISH
finish floor level - maximum 6" above max. height
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS
SMOOTH STUCCO FINISH
ARCHITECTURAL ENCLOSURE ALUMINUM STRUCTURE WITH PERFORATED ALUMINUM MESH PVDF FINISH ARCADIA SILVER
GREEN WALL
ALUMINUM FRAMED ENGINEERED WOOD CLADDING
EL. +337'-0" DATUM TOP OF ROOF
EL. +324'-6" DATUM MECHANICAL ROOF
EL. +311'-10" DATUM 312'-0" MAXIMUM BONUS HEIGHT
LEVEL 27 - POOL DECK
EL. +298'-3" DATUM LEVEL 26 - PH AMENITIES
EL. +284'-6" DATUM LEVEL 25 - PH UNITS
EL. +272'-3" DATUM LEVEL 24 - UNITS
EL. +260'-6" DATUM LEVEL 23 - UNITS
EL. +248'-9" DATUM LEVEL 22 - UNITS
EL. +237'-0" DATUM LEVEL 21 - UNITS
EL. +225'-3" DATUM LEVEL 20 - UNITS
EL. +213'-6" DATUM LEVEL 19 - UNITS
EL. +201'-9" DATUM LEVEL 18 - UNITS
EL. +190'-0" DATUM LEVEL 17 - UNITS
EL. +178'-3" DATUM LEVEL 16 - UNITS
EL. +166'-6" DATUM LEVEL 15 - UNITS
EL. +154'-9" DATUM LEVEL 14 - UNITS
EL. +143'-0" DATUM LEVEL 13 - UNITS
EL. +131'-3" DATUM LEVEL 12 - UNITS
EL. +119'-6" DATUM LEVEL 11 - UNITS
EL. +107'-9" DATUM LEVEL 10 - UNITS
EL. +96'-0" DATUM LEVEL 9 - UNITS
EL. +84'-3" DATUM LEVEL 8 - UNITS
EL. +68'-9" DATUM LEVEL 7 - AMENITY
EL. +58'-5" DATUM LEVEL 6 - PARKING
EL. +49'-1" DATUM LEVEL 5 - PARKING
EL. +39'-9" DATUM LEVEL 4 - PARKING
EL. +30'-5" DATUM LEVEL 3 - PARKING
EL. +21'-1" DATUM LEVEL 2 - PARKING
EL. +11'-8" DATUM LEVEL MEZZANINE - MECHANICAL
EL. ±0" DATUM LOBBY
-7'-6" DATUM N.G.V.D.
12'-6"
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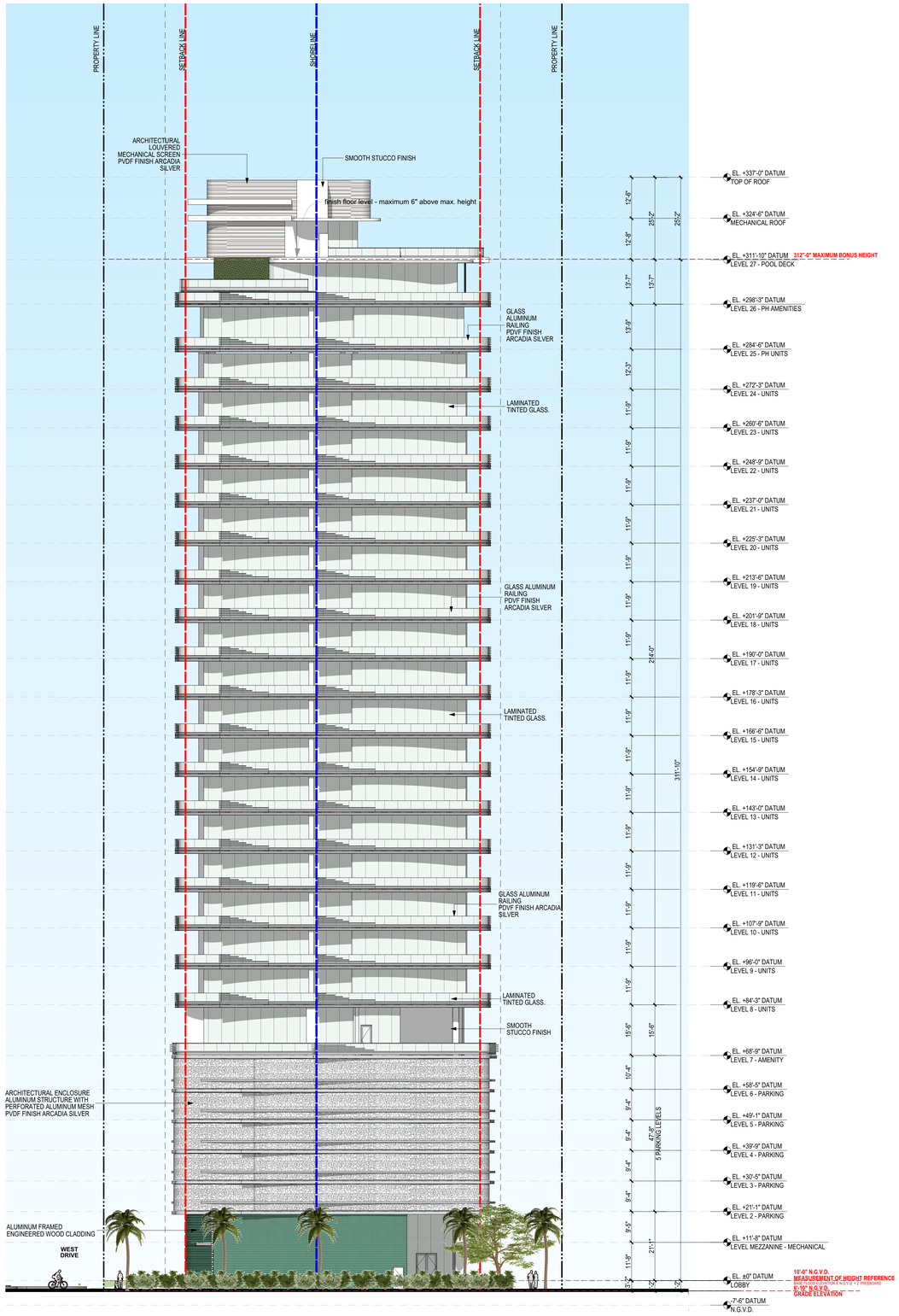
11'-9



1 **NORTH- BUILDING ELEVATION**

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

0 8' 16' 32'

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architecture international

Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE.
SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE

7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Luis O. Revuelta

Digitally signed by Luis O. Revuelta
DN: E=inFO@Revuelta.com, CN=Luis O. Revuelta, OU=Revuelta Architecture International, P.A., L=Miami, S=Florida, C=US
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Luis O. Revuelta

AR-0007972

SCHEMATIC DESIGN

Date
6/12/2023

Scale
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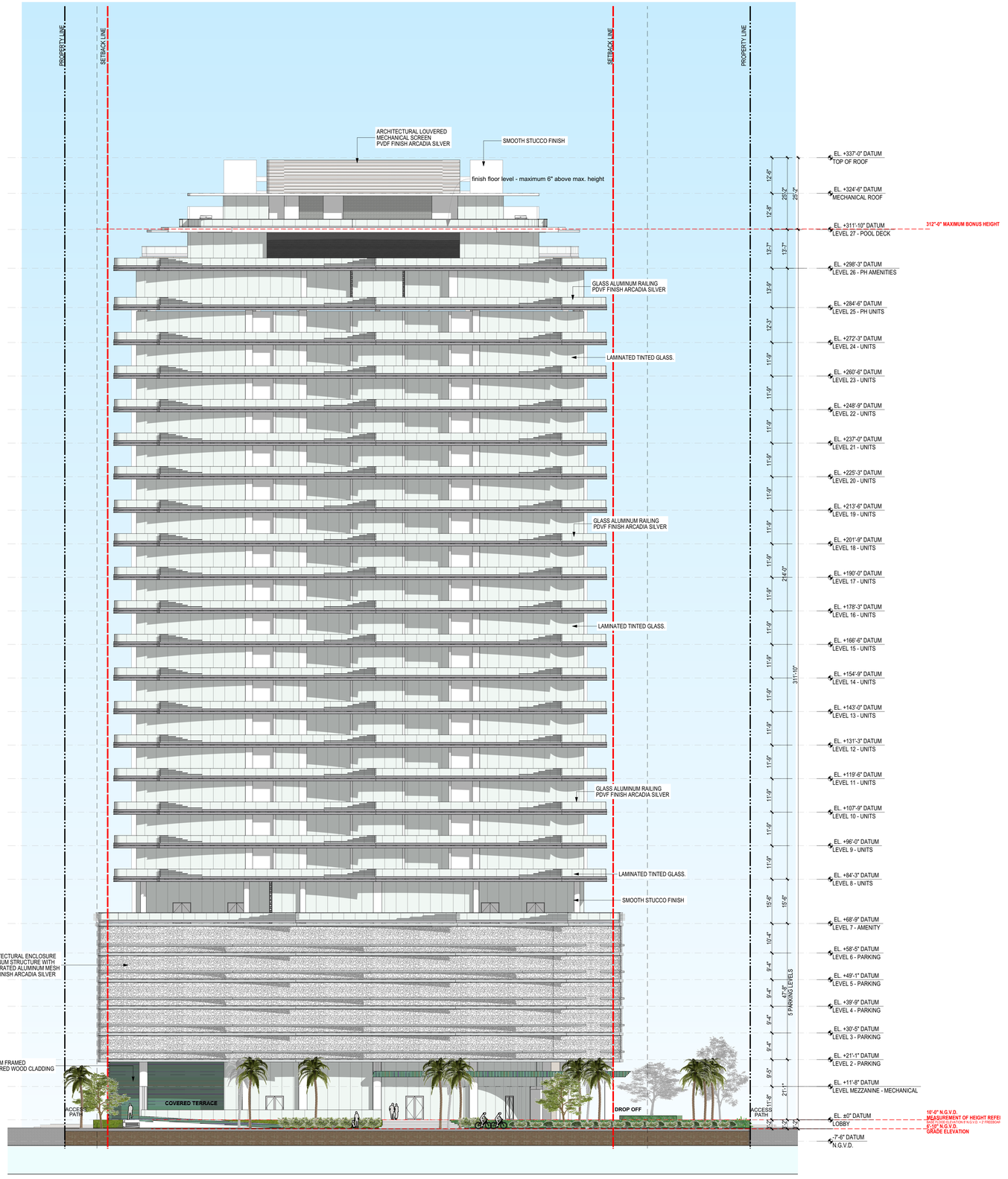
Project No.
2114

Sheet Name
NORTH ELEVATION

Sheet No.
A-402


PROPERTY LINE
SETBACK LINE
SETBACK LINE
PROPERTY LINE
ARCHITECTURAL LOUVERED MECHANICAL SCREEN PVDF FINISH ARCADIA SILVER
SMOOTH STUCCO FINISH
finish floor level - maximum 6" above max. height
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS.
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS.
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS.
SMOOTH STUCCO FINISH
ARCHITECTURAL ENCLOSURE ALUMINUM STRUCTURE WITH PERFORATED ALUMINUM MESH PVDF FINISH ARCADIA SILVER
ALUMINUM FRAMED ENGINEERED WOOD CLADDING
ACCESS PATH
COVERED TERRACE
DROP OFF
ACCESS PATH
EL. +337'-0" DATUM TOP OF ROOF
EL. +324'-6" DATUM MECHANICAL ROOF
EL. +311'-10" DATUM LEVEL 27 - POOL DECK
312'-0" MAXIMUM BONUS HEIGHT
EL. +298'-3" DATUM LEVEL 26 - PH AMENITIES
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EL. +30'-5" DATUM LEVEL 3 - PARKING
EL. +21'-1" DATUM LEVEL 2 - PARKING
EL. +11'-8" DATUM LEVEL MEZZANINE - MECHANICAL
EL. ±0" DATUM LOBBY
-7'-6" DATUM N.G.V.D.
10'-6" N.G.V.D. MEASUREMENT OF HEIGHT REFERENCE PURSUANT TO ZONING N.G.V.D. +7'7/8INCH
0'-10" N.G.V.D. GRADE ELEVATION
12'-8"
25'-2"
25'-2"
12'-8"
13'-7"
13'-7"
15'-8"
15'-8"
10'-4"
9'-4"
9'-4"
47'-8" 5 PARKING LEVELS
9'-4"
9'-4"
9'-5"
21'-1"
11'-8"
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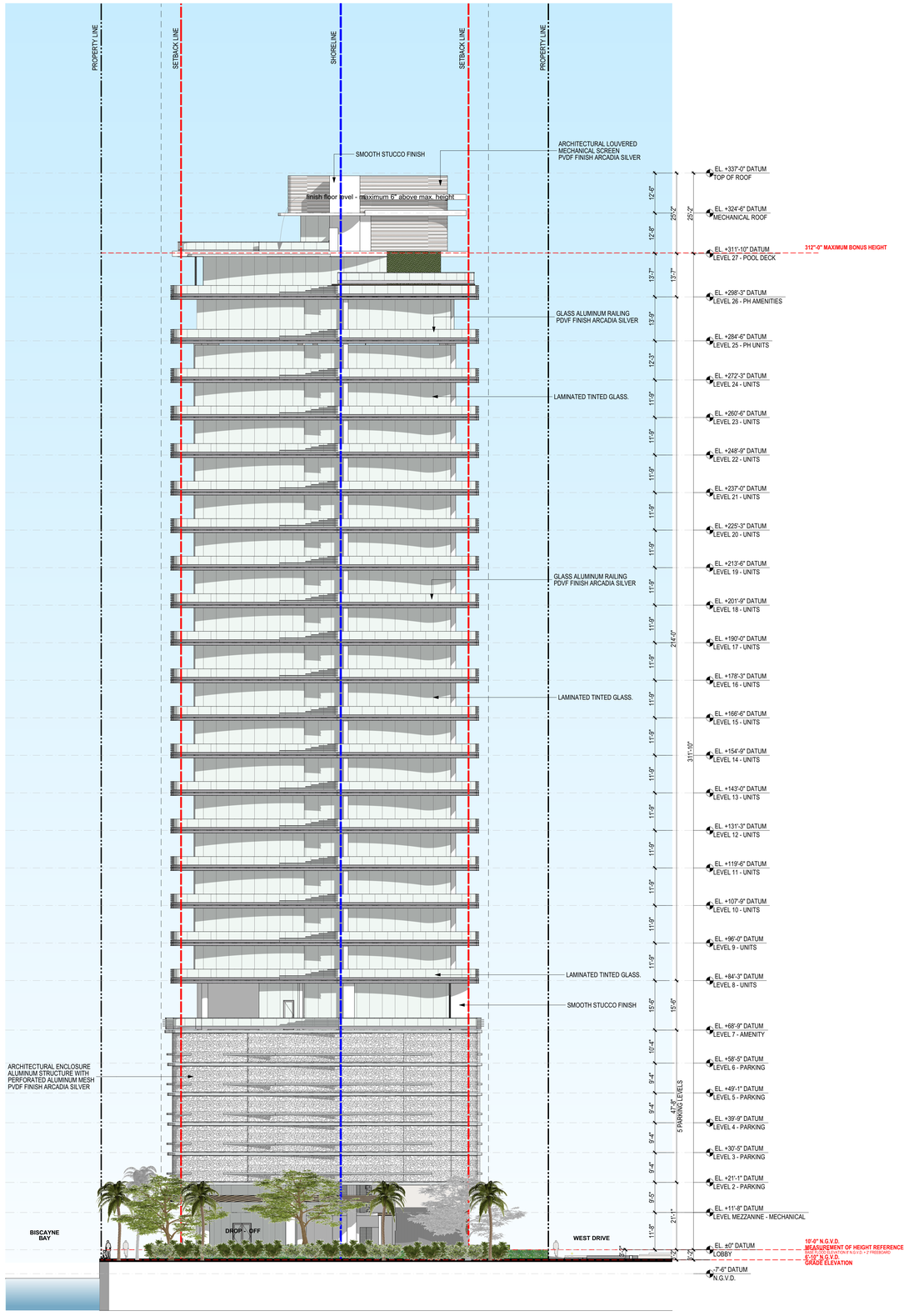
11'-8


PROPERTY LINE
SETBACK LINE
SHORELINE
SETBACK LINE
PROPERTY LINE
SMOOTH STUCCO FINISH
ARCHITECTURAL LOUVERED MECHANICAL SCREEN PVDF FINISH ARCADIA SILVER
finish floor level - maximum 6' above max. height
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS.
GLASS ALUMINUM RAILING PDVF FINISH ARCADIA SILVER
LAMINATED TINTED GLASS.
SMOOTH STUCCO FINISH
LAMINATED TINTED GLASS.
ARCHITECTURAL ENCLOSURE ALUMINUM STRUCTURE WITH PERFORATED ALUMINUM MESH PVDF FINISH ARCADIA SILVER
BISCAYNE BAY
DROP - OFF
WEST DRIVE
EL. +337'-0" DATUM TOP OF ROOF
EL. +324'-6" DATUM MECHANICAL ROOF
EL. +311'-10" DATUM LEVEL 27 - POOL DECK
312'-0" MAXIMUM BONUS HEIGHT
EL. +298'-3" DATUM LEVEL 26 - PH AMENITIES
EL. +284'-6" DATUM LEVEL 25 - PH UNITS
EL. +272'-3" DATUM LEVEL 24 - UNITS
EL. +260'-6" DATUM LEVEL 23 - UNITS
EL. +248'-9" DATUM LEVEL 22 - UNITS
EL. +237'-0" DATUM LEVEL 21 - UNITS
EL. +225'-3" DATUM LEVEL 20 - UNITS
EL. +213'-6" DATUM LEVEL 19 - UNITS
EL. +201'-9" DATUM LEVEL 18 - UNITS
EL. +190'-0" DATUM LEVEL 17 - UNITS
EL. +178'-3" DATUM LEVEL 16 - UNITS
EL. +166'-6" DATUM LEVEL 15 - UNITS
EL. +154'-9" DATUM LEVEL 14 - UNITS
EL. +143'-0" DATUM LEVEL 13 - UNITS
EL. +131'-3" DATUM LEVEL 12 - UNITS
EL. +119'-6" DATUM LEVEL 11 - UNITS
EL. +107'-9" DATUM LEVEL 10 - UNITS
EL. +96'-0" DATUM LEVEL 9 - UNITS
EL. +84'-3" DATUM LEVEL 8 - UNITS
EL. +68'-9" DATUM LEVEL 7 - AMENITY
EL. +58'-5" DATUM LEVEL 6 - PARKING
EL. +49'-1" DATUM LEVEL 5 - PARKING
EL. +39'-9" DATUM LEVEL 4 - PARKING
EL. +30'-5" DATUM LEVEL 3 - PARKING
EL. +21'-1" DATUM LEVEL 2 - PARKING
EL. +11'-8" DATUM LEVEL MEZZANINE - MECHANICAL
EL. ±0" DATUM LOBBY
-7'-6" DATUM N.G.V.D.
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12'-8"
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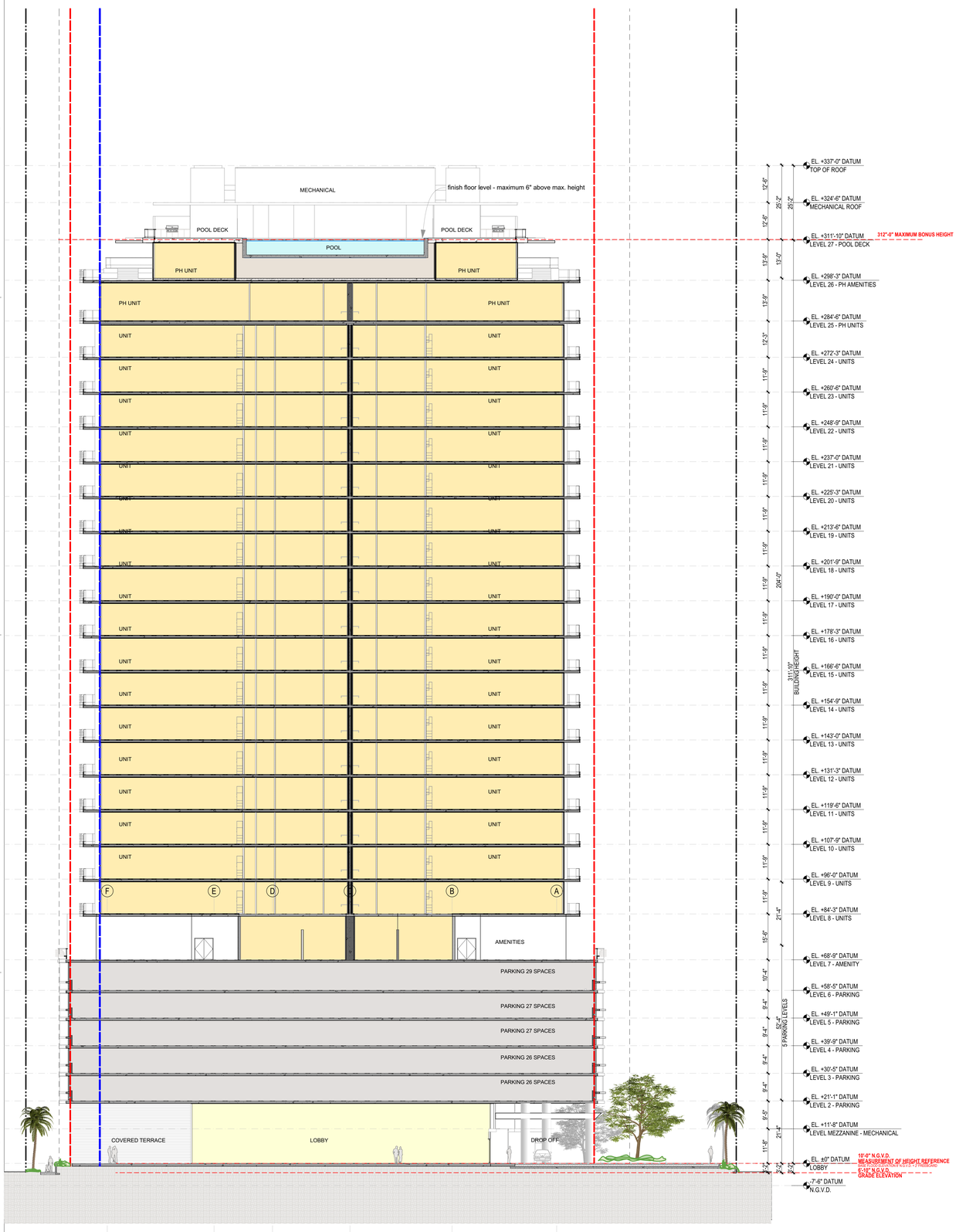
11'-9



1 SECTION B-B

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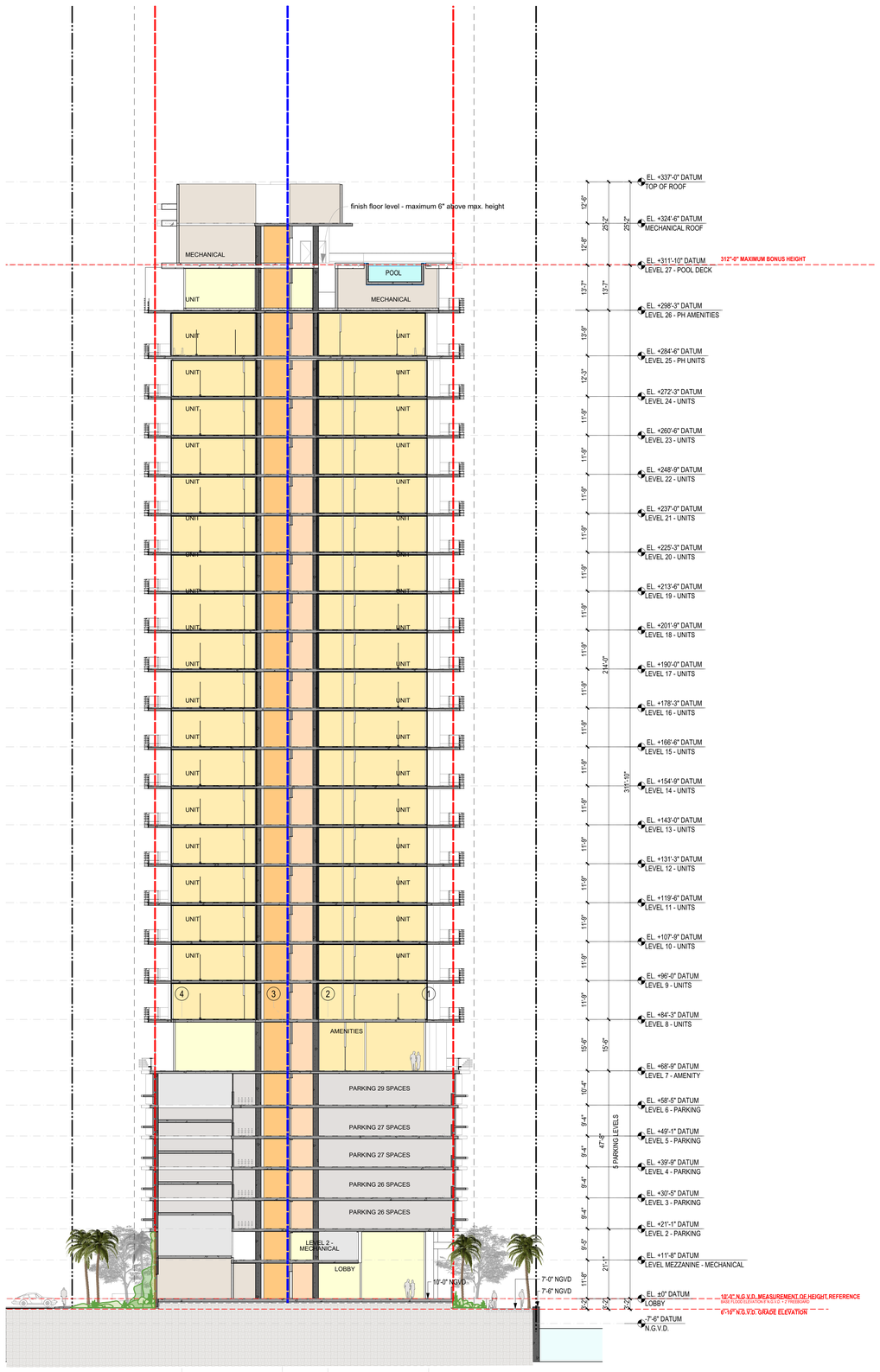

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Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE
SUITE 110
MIAMI, FL 33133

T: 305.593.5000
F: 305.593.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE

7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

Digitally signed by Luis O. Revuelta
DN: E=lrEVO@Revuelta.com, CN=Luis O. Revuelta, O="Revuelta Architecture International, P.A.", L=Coral Gables, S=Florida, C=US
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1 PARTIAL SECTION B-B
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SUITE 110
MIAMI, FL 33133

T: 305.590.5000
F: 305.590.5040

Project

7940 WEST DRIVE
NORHT BAY VILLAGE

7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC

4531PRAIRIE AVE
MIAMI BEACH, FL 33140

Consultant

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DN: E=MIEC@Revuelta.com, CN=Luis O. Revuelta, O="Revuelta Architecture International, P.A.", L=Miami, S=Florida, C=US
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Sheet Name
ENLARGED SECTIONS

Sheet No.
A-502



1 3D VIEW - SOUTH EAST
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2 3D VIEW - WEST
SCALE: 1/8" = 1'-0"

CONTEXT VIEWS

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SUITE 110
MIAMI, FL 33133

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F. 305.593.5040

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Owner Information

7940 NBV PARTNERS, LLC

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SUITE 110
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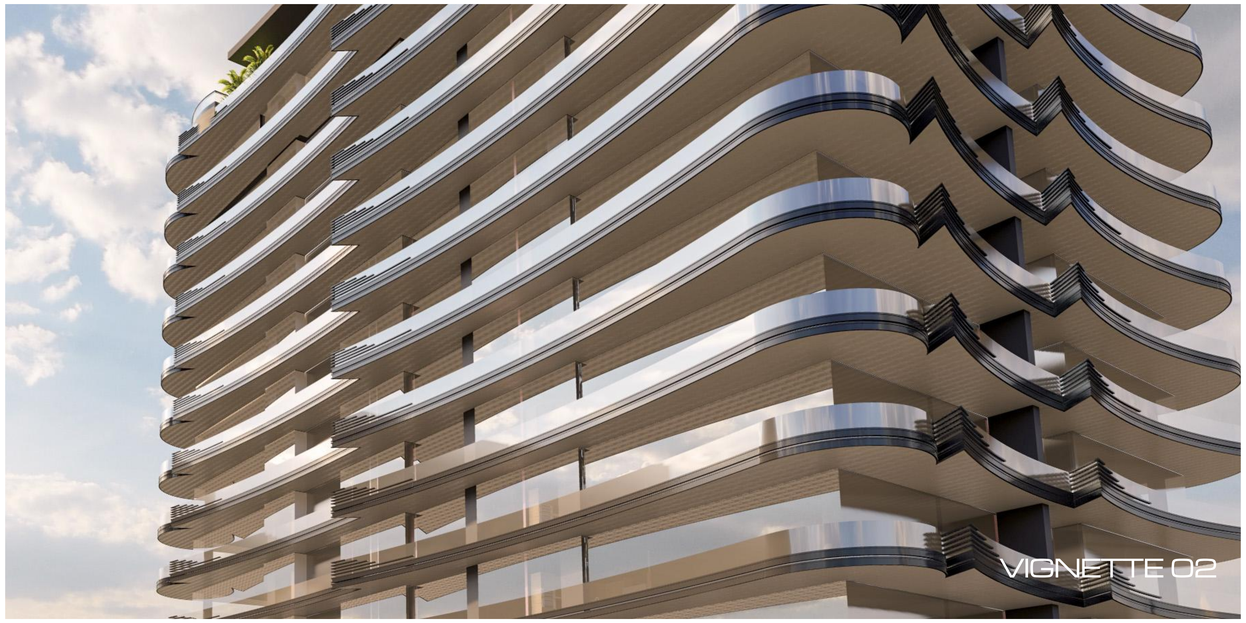



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SUITE 110
MIAMI, FL 33133

T: 305.590.5000
F: 305.590.5040

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VIGNETTES

Sheet No.
A-603

Kimley»Horn

MEMORANDUM

To: Silvia E. Vargas, FAICP
Principal Planner/Calvin Giordano & Associates/North Bay Village

CC: Salman A. Rathore, P.E.
Calvin, Giordano & Associates, Inc.

From: Cory D. Dorman, P.E., PTOE
Danish Hussaini, E.I.

Date: July 18, 2023

Subject: CGA 226068 7940 North Bay Village
Response to Traffic Study Comments

We have received comments provided by Calvin Giordano & Associates on behalf of North Bay Village received on July 10, 2022. We offer the following responses to the remaining traffic study comments:

TRAFFIC STUDY REVIEW COMMENTS

1. Intersection Capacity Analysis (Table 3 / Pg. 15) – Some approaches of the signalized intersection of 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive show failing LOS E. Provide mitigation and/or optimize the signal timings to achieve an overall level of service (D) or better for the individual approaches as well. Also coordinate with Miami Dade County Traffic Engineering Department and the Village to develop modified and acceptable signal timing plans.

   Response: Based on City of North Bay Village's Unified Land Development Code, the adopted level of service is based on roadway segment level of service and not intersection approach. Therefore, to be consistent with the City of North Bay Village's Unified Land Development Code, mitigation is based on overall intersection LOS and not approach LOS. Nonetheless, signal timings were optimized at the intersection of 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive to improve approach delay. As a result of the proposed signal timing optimization, all approaches operating at LOS E are expected to operate with equal or less delay under future total conditions as compared to future background conditions. Further note that signal timing optimization would not be coordinated at this time given that it is a future condition. Further note that signal timings are optimized on an on-going basis by Miami-Dade County Department of Transportation and Public Works - Traffic Signals & Signs Division. Please refer to the updated traffic study contained in Attachment A-A.

2. Table 4 / Pg. 16 – The above optimization should help in achieving better 95th percentile queue lengths as shown in Table 4. Please revise the table as needed.

   Response: Comment noted. Please refer to the updated traffic study contained in Attachment A-A.

3. Adopted LOS (Tables 5/6/7) / Pg. 18 – The adopted LOS for the local roads is "C". Update relevant tables and associated parts of the report.

   Response: Consistent with the North Bay Village Comprehensive Plan - Transportation Element, West Drive is considered a collector roadway. Therefore, consistent with Chapter 5.20.C of the City of North Bay Village's Unified Land Development Code, the adopted level of service (LOS) standard for collector roadways is LOS D. The relevant excerpt from the Comprehensive Plan is included in Attachment B-B.

4. 2023 Multimodal Quality / Level of Service Handbook (Tables 5/6/7) - Include references from C5 Context Classification, 2023 Quality LOS Tables showing adopted LOS volumes and show calculations/logic for applying reduction factors.

   Response: Comment noted. Please refer to Appendix K of the updated traffic study contained in Attachment A-A which includes the utilized excerpts from the 2023 Multimodal Quality/Level of Service Handbook.

5. Parking Demand Calculations / Pg. 19 – Are parking calculations based on the latest ITE Parking Manual? Show calculations and include relevant references showing parking rates used.

   Response: Parking calculations were based on the City of North Bay Village's zoning code. The latest parking calculations prepared by others are included in Appendix A of the updated traffic study contained in Attachment A-A.

We trust that these responses adequately address the comments provided. Please contact us if you have any questions.

K:\FTL_TPTO\143685000-7940 NBV\correspondence\comments\Traffic Study Comments\07 2023 - Response to Village Traffic Study Comments.docx

Attachment A-A

Updated Traffic Impact Analysis

Traffic Impact Analysis
for Submittal to
the City of North Bay Village

7940 NORTH BAY VILLAGE
NORTH BAY VILLAGE, FLORIDA



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Updated July 2023
June 2023
143685000

Traffic Impact Analysis for Submittal to the City of North Bay Village

7940 NORTH BAY VILLAGE

NORTH BAY VILLAGE, FLORIDA

Prepared for:

7940 NBV Partners, LLC

Prepared by:

Kimley-Horn and Associates, Inc.

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June 2023
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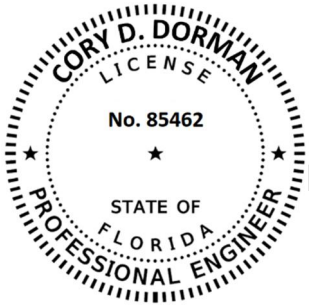

This item has been digitally signed and sealed by Cory D. Dorman, P.E., PTOE on the date adjacent to the seal.

Cory D Dorman

Digitally signed by Cory D Dorman
DN: cn=Cory D Dorman, c=US, o=KIMLEY-HORN AND ASSOCIATES INC., email=cory.dorman@kimley-horn.com
Date: 2023.07.18 15:20:23 -04'00'

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Cory D. Dorman, P.E., PTOE
Florida Registration Number 85462
Kimley-Horn and Associates, Inc.
2 Alhambra Plaza, Suite 500
Coral Gables, Florida 33134

EXECUTIVE SUMMARY

7940 NBV Partners, LLC is proposing to develop the property located at 7938-7940 West Drive in North Bay Village, Florida. Currently, the property proposed for development is vacant. The proposed development consists of 70 high-rise multifamily residential units. The project is expected to be completed by year 2027.

Access to the proposed development is provided via one (1) full access driveway along the west side of West Drive. Additionally, one (1) loading-only driveway is provided along the west side of West Drive.

Trip generation for the proposed development was calculated using rates and/or equations contained in ITE's *Trip Generation Manual*, 11th Edition. The project is expected to generate 33 net new weekday A.M. peak hour trips and 40 net new weekday P.M. peak hour trips.

The results of the intersection capacity analysis of the proposed development indicate that all study intersections are expected to operate at adopted level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios.

Additionally, the results of the 95th percentile queue analysis indicate that the anticipated future queues are not expected to exceed the provided storage with the exception of the eastbound left-turn movement at the intersection of 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive during the P.M. peak hour under existing, future background, and future total conditions. Note that the project assigns traffic equivalent to approximately 0.2 percent (0.2%) of the overall intersection capacity at 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive during the P.M. peak hour. As the project contributes less than 5.0 percent (5.0%) of traffic to the overall intersection capacity, the project does not significantly nor adversely impact this intersection. In addition, the project is expected to increase the anticipated future queue by less than one (1) vehicle as compared to future background conditions.

The results of the roadway segment analysis indicate that the study roadway segments are expected to operate at adopted LOS D under all analysis conditions.

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INTRODUCTION

7940 NBV Partners, LLC is proposing to develop the property located at 7938-7940 West Drive in North Bay Village, Florida. Currently, the property proposed for development is vacant. The proposed development consists of 70 high-rise multifamily residential units. The project is expected to be completed by year 2027. A project location map is provided as Figure 1. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis consistent with the City of North Bay Village requirements. Methodology correspondences detailing the traffic study requirements are included in Appendix B. The purpose of the study is to assess the proposed development's impact on the surrounding transportation network. This report summarizes the data collection, project trip generation, trip distribution and assignment, intersection capacity analysis, roadway segment analysis, 95th percentile queuing analysis, and parking evaluation.



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Figure 1
Location Map
7940 NBV
North Bay Village, Flor[illegible]

EXISTING TRAFFIC

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on April 27, 2023 (Thursday) at the following intersections:

79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive

Harbor Island Drive and West Drive/East Drive

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate FDOT PSCF of 1.00 was applied to the turning movement counts.

Additionally, a 24-hour continuous count was collected in 15-minute intervals on April 27, 2023 (Thursday) along West Drive, west of Harbor Island Drive.

The turning movement counts, 24-hour continuous count, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.

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Study Roadway

Study Intersection

XX A.M. Peak Hour Traffic

(XX) P.M. Peak Hour Traffic

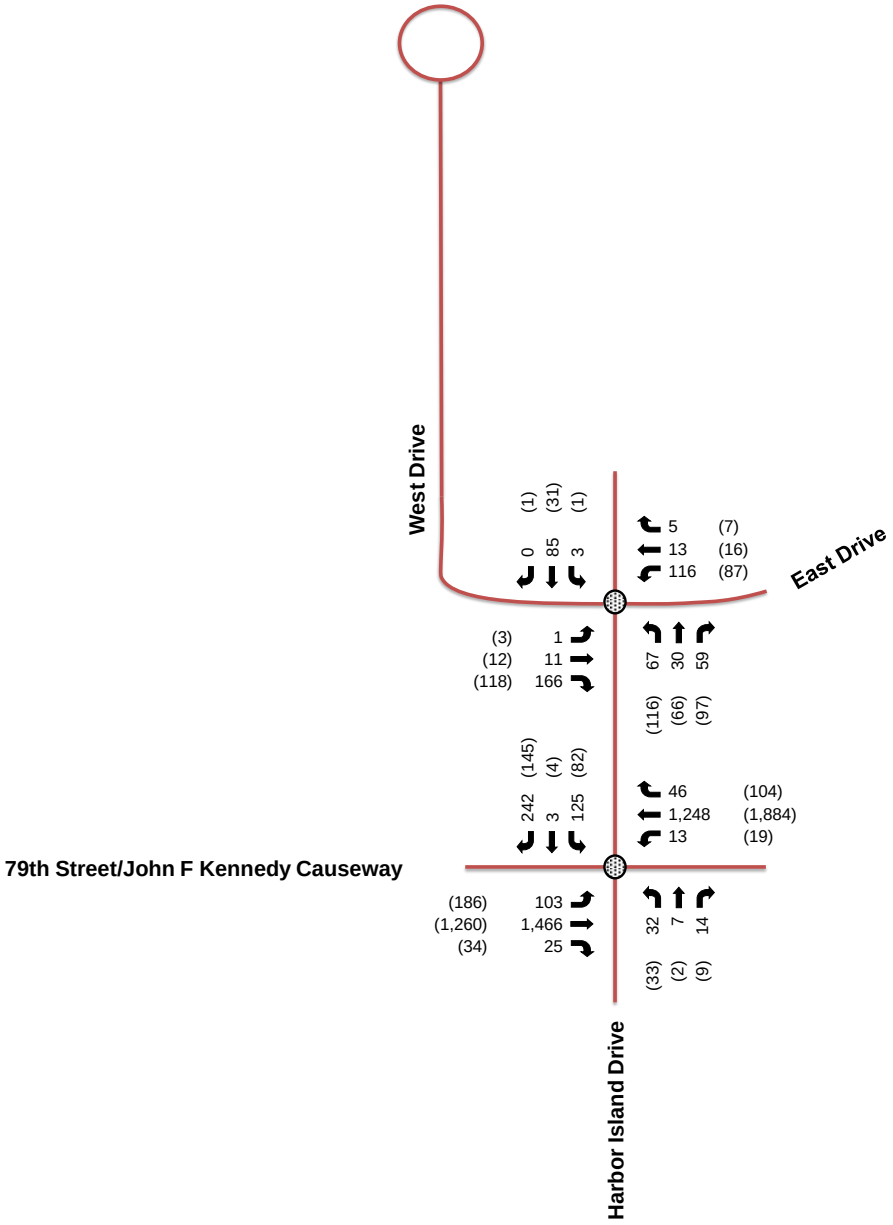

Figure 2
Existing Peak Hour Traffic
7940 NBV
North Bay Village, Florida

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FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2027 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background peak hour traffic volumes.

BACKGROUND AREA GROWTH

Traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations, (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

Count station no. 0115 located on SR 934/Normandy Drive, 100 feet west of Rue Versailles

Count station no. 0142 located on SR 934/79th Street, 350 feet west of Pelican Harbour Drive

Count station no. 0533 located on SR 934/North Bay Causeway, 450 feet east of Adventure Avenue

Count station no. 5191 located on SR 934/North Bay Causeway, 100 feet west of Rue Versailles

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and ten (10) year periods. Note that as a result of atypical traffic conditions due to the Covid-19 pandemic, historic FDOT count station data for 2020 and 2021 were interpolated between 2019 and 2022. The linear growth trend yielded a growth rate of 3.66 percent (3.66%) over the most recent five (5) year period and 1.57 percent (1.57%) over the most recent 10-year period. The exponential growth trend yielded a growth rate of 3.29 percent (3.29%) over the most recent five (5) year period and 1.34 percent (1.34%) over the most recent 10-year period. The decaying exponential growth trend yielded a growth rate of 3.43 percent (3.43%) over the most recent five (5) year period and 1.33 percent (1.33%) over the most recent 10-year period. The calculated growth rate with the highest R^2 value was determined based on the five (5) year decaying exponential growth trend which yielded a growth rate of 3.66 percent (3.66%).

Based on the volume information obtained from the years 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.76 percent (0.76%) in the vicinity of the development was calculated.

At the request of the City of North Bay Village staff, the highest calculated growth rate of 3.66 percent (3.66%) was compared to previously approved traffic impact analyses provided by the City of North Bay Village. To provide a conservative analysis, the highest growth rate of 3.91 percent (3.91%) from the *Shoma North Bay Village Traffic Study*, 2020, was applied annually to the existing traffic volumes to develop future 2027 background conditions. Detailed growth calculations are contained in Appendix D.

COMMITTED DEVELOPMENTS

The following projects were identified as committed developments to be included as part of future traffic conditions:

1755 Kennedy Causeway

1819 & 1855 79th Street Kennedy Causeway Mixed-Use Development

Shoma North Bay Village

Committed Development Information is included in Appendix E.

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Study Roadway
Study Intersection
XX A.M. Peak Hour Traffic
(XX) P.M. Peak Hour Traffic

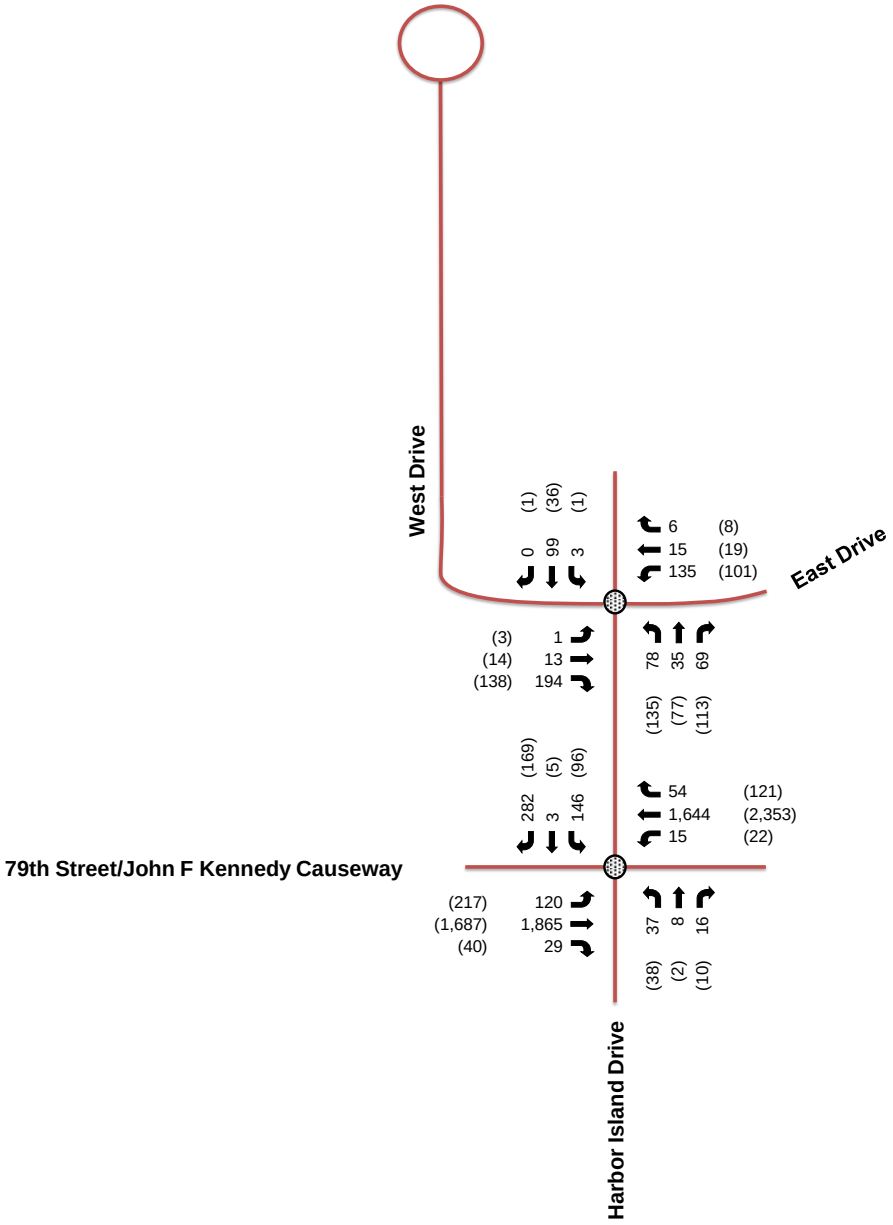

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Figure 3
Future Background Hour Traffic
7940 NBV
North Bay Village, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USE

The property proposed for development is currently vacant. The proposed development consists of 70 high-rise multifamily residential units.

PROJECT ACCESS

Access to the proposed development is provided via one (1) full access driveway along the west side of West Drive. Additionally, one (1) loading-only driveway is provided along the west side of West Drive.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 222 (Multifamily Housing [High-Rise]).

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is a 1.7 percent (1.7%) multimodal factor within the vicinity of the development. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed development. Detailed census information is provided in Appendix G.

One (1) Miami-Dade Transit (MDT) route and the North Bay Village Shuttle operate in close proximity (within ½ mile) to the site during the A.M. and P.M. peak hours.

Route 79 operates along 79th Street Causeway/John F Kennedy Causeway/SR 934 in the vicinity of the study area with 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

Route 112/L operates along 79th Street Causeway/John F Kennedy Causeway/SR 934 in the vicinity of the study area with 10-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

The North Bay Village Shuttle operates along 79th Street Causeway/John F Kennedy Causeway/SR 934 within the vicinity of the study area with 60-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

Detailed route information and headway data is provided in Appendix F.

NET NEW PROJECT TRIPS

As shown in Table 1, the proposed development is expected to generate 33 net new vehicle trips during the A.M. peak hour and 40 net new vehicle trips during the P.M. peak hour. Detailed trip generation information is included in Appendix G.

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)	70 dwelling units	33 (40)	12 (23)	21 (17)

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* as well as the project trip distributions included as part of the traffic impact analyses developed by other projects in the vicinity of the project site, as requested by the City. The trip distribution for the anticipated build-out year of 2027 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. Detailed cardinal distribution calculations are contained in Appendix H.

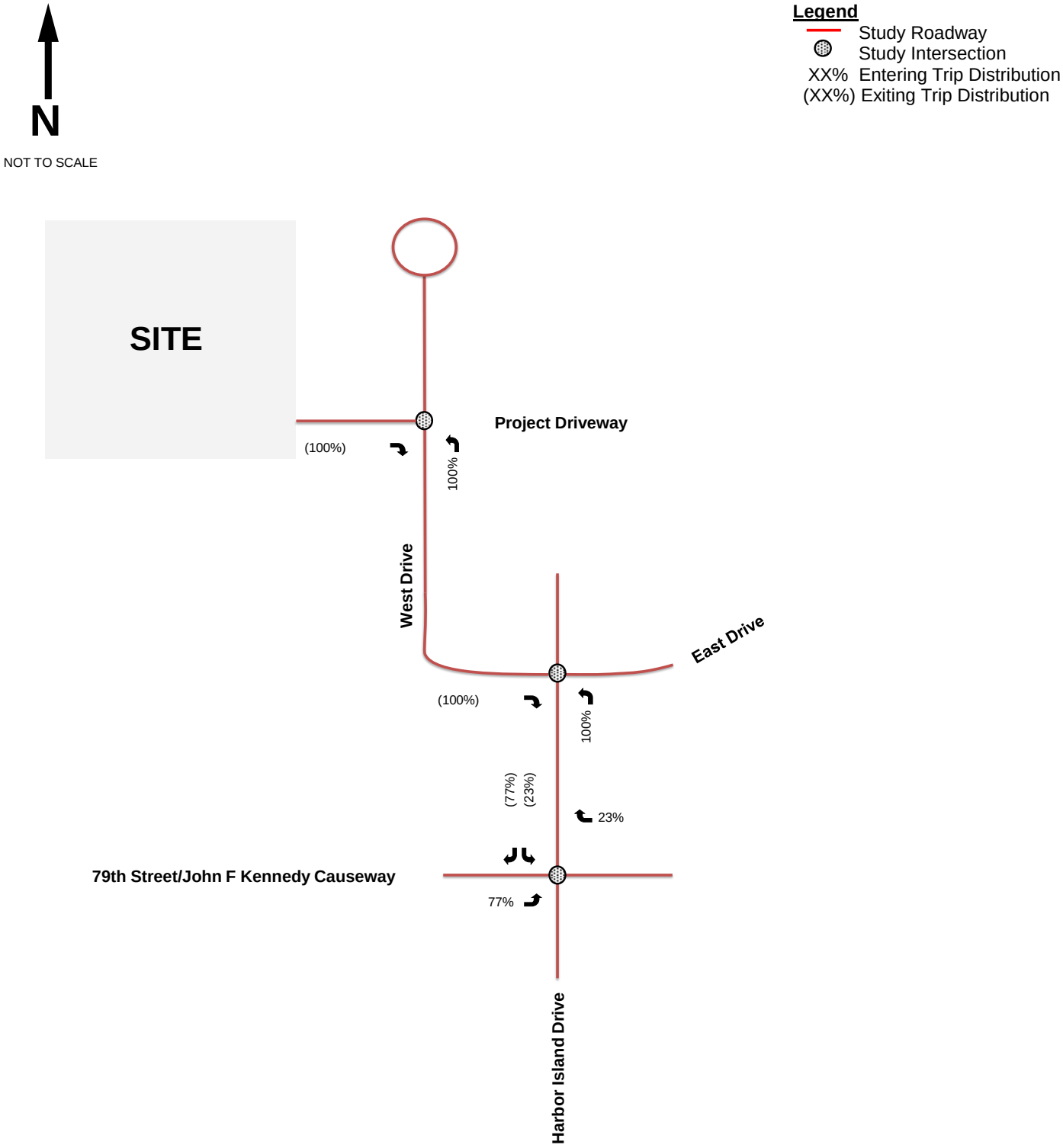

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Figure 4
Peak Hour Project Trip Distribution
7940 NBV
North Bay Village, Florida

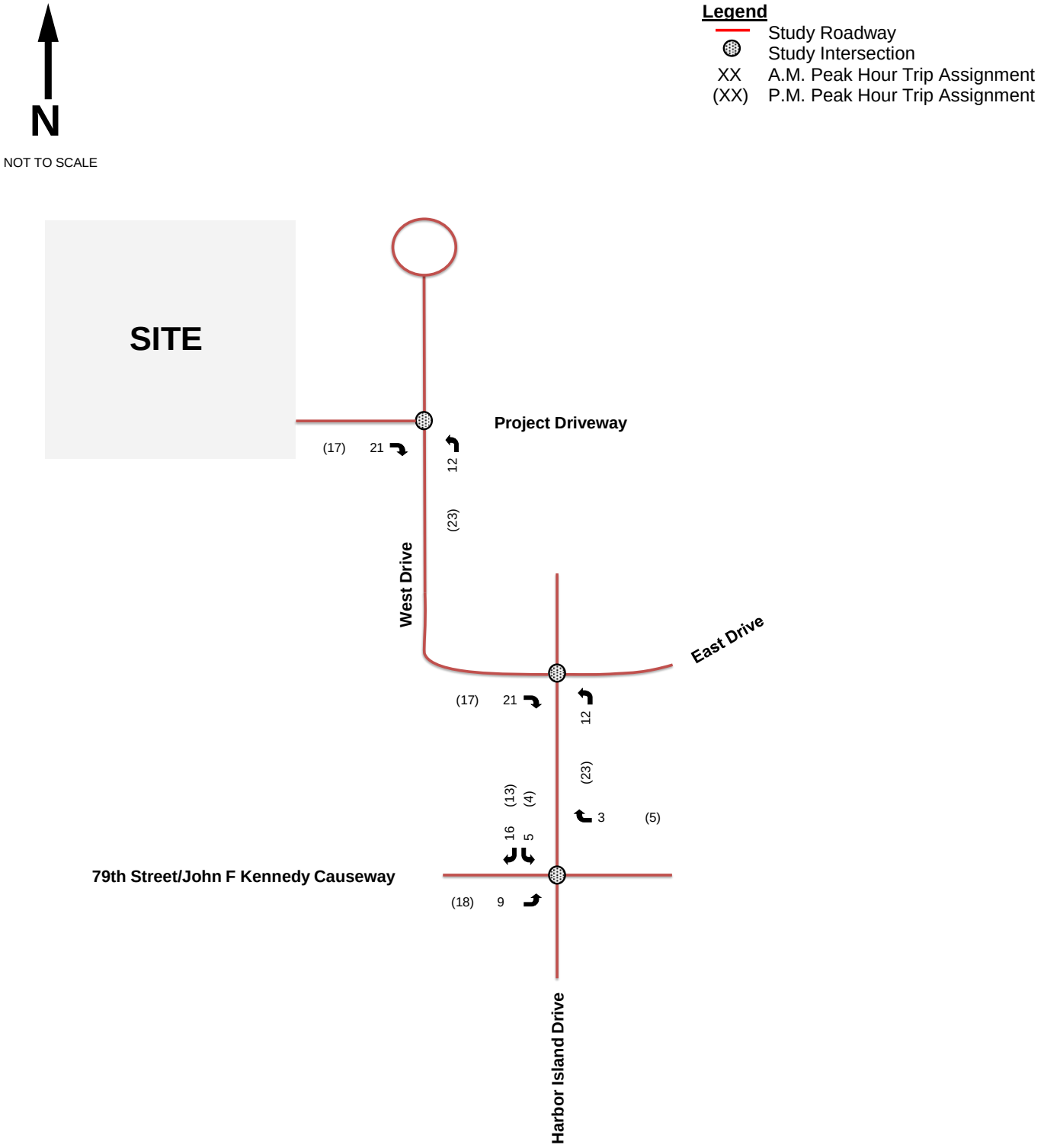

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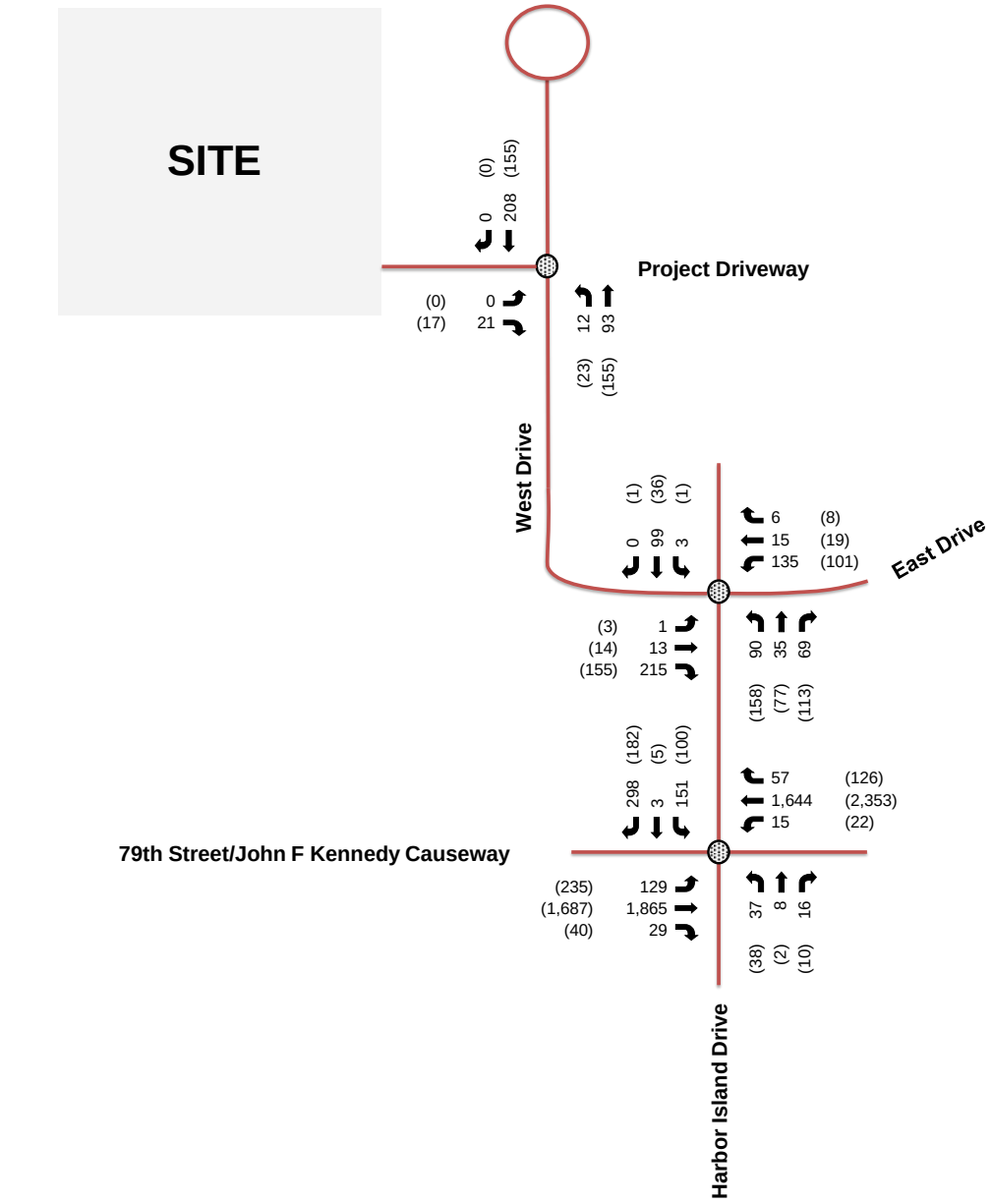
Figure 5
Peak Hour Project Trip Assignment
7940 NBV
North Bay Village, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. Figure 6 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume development worksheets for the study intersections are included in Appendix I.



Kimley»Horn

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Figure 6
Future Total Peak Hour Traffic
7940 NBV
North Bay Village, Florida

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO 11* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 6th Edition. Synchro worksheets for the study intersections are included in Appendix J.

A summary of the intersection analyses for the proposed development during the A.M. and P.M. hours is presented in Table 3. As Table 3 indicates, all study intersections are expected to operate at adopted level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios. At the request of the City of North Bay Village staff, signal timing optimizations were performed at the intersection of 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive to improve approach delay.

Table 3: Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
A.M. Peak Hour						
79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive	Signalized	C/20.9 sec (C/25.6 sec) [C/27.1 sec](4)	B/14.8 sec (C/20.6 sec) [C/22.2 sec]	B/16.2 sec (C/22.3 sec) [C/24.2 sec]	E/64.2 sec (E/64.3 sec) [E/64.3 sec]	E/57.4 sec (E/56.6 sec) [D/54.7 sec]
West Drive/East Drive and Harbor Island Drive	All-Way Stop Control	A/9.6 sec (B/10.3 sec) [B/10.6 sec]	A/9.7 sec (B/10.6 sec) [B/11.1 sec]	A/10.0 sec (B/10.7 sec) [B/10.8 sec]	A/9.2 sec (A/9.7 sec) [A/10.0 sec]	A/9.7 sec (B/10.4 sec) [B/10.5 sec]
West Drive and Project Driveway	Two-Way Stop Control	(1)	(3) ((3)) [A/9.2 sec]	(3) ((3)) [(3)]	(3) ((3)) [(2)]	(3) ((3)) [(2)]
P.M. Peak Hour						
79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive	Signalized	C/22.8 sec (D/44.8 sec) [D/50.3 sec](4)	C/22.6 sec (D/49.1 sec) [D/52.6 sec]	B/18.1 sec (D/39.8 sec) [D/47.6 sec]	E/65.0 sec (E/65.0 sec) [E/65.0 sec]	E/57.4 sec (E/56.5 sec) [E/55.6 sec]
West Drive/East Drive and Harbor Island Drive	All-Way Stop Control	A/9.8 sec (B/10.4 sec) [B/11.0 sec]	A/9.5 sec (B/10.1 sec) [B/10.5 sec]	A/9.7 sec (B/10.2 sec) [B/10.5 sec]	A/10.0 sec (B/10.8 sec) [B/11.5 sec]	A/9.1 sec (A/9.4 sec) [A/9.6 sec]
West Drive and Project Driveway	Two-Way Stop Control	(1)	(3) ((3)) [A/9.6 sec]	(3) ((3)) [(3)]	(3) ((3)) [(2)]	(3) ((3)) [(2)]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Signal timings optimized.

TURN LANE 95TH PERCENTILE QUEUE ANALYSIS

A queue analysis was performed to determine if the existing turning movements storage lengths at the study intersection can accommodate expected 95th percentile vehicle queue lengths under existing, future background, and future total conditions. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 11* software, which applies methodologies outlined in the TRB's *HCM*, 2000/6th Edition. Synchro worksheets for the study intersections are included in Appendix J. A summary of the 95th percentile queues for eastbound left turn lane, eastbound right turn lane, westbound left turn lane, and westbound right turn lane at the intersection of 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive and westbound left turn lane at the intersection of West Drive/East Drive and Harbor Island Drive presented in Table 4. The results of the 95th percentile queue analysis indicate that the anticipated future queues are not expected to exceed the provided storage with the exception of the eastbound left-turn movement during the P.M. peak hour under existing, future background, and future total conditions. Note that the project assigns traffic equivalent to approximately 0.2 percent (0.2%) of the overall intersection capacity at 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive during the P.M. peak hour. As the project contributes less than 5.0 percent (5.0%) of traffic to the overall intersection capacity, the project does not significantly nor adversely impact this intersection. In addition, the project is expected to increase the anticipated future queue by less than one (1) vehicle as compared to future background conditions.

Table 4: 95th Percentile Queue Length Analysis

Intersection	Lane	Storage Provided (ft)	95th Percentile Queue Length (ft) (1)		
			Existing	Future Background	Future Total
A.M. Peak Hour (*P.M. Peak Hour*)					
79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive (2)	EBL	200	71 (239)	98 (276)	143 (299)
	EBR	175	<25 (<25)	<25 (<25)	<25 (<25)
	WBL	200	<25 (<25)	<25 (<25)	<25 (<25)
	WBR	175	<25 (37)	<25 (48)	<25 (53)
West Drive/East Drive and Harbor Island Drive	WBL	70	<25 (<25)	25 (<25)	25 (<25)

Notes: (1) Minimum queue of 25 feet assumed per vehicle.
(2) Signal timings optimized in future total conditions.

ROADWAY SEGMENT ANALYSIS

In addition to the intersection capacity analyses, roadway segment analyses were prepared for the A.M. and P.M. peak hours along West Drive consistent with methodologies outlined in FDOT's *2023 Multimodal Quality/Level of Service Handbook*. Roadway segment analyses were conducted for three (3) scenarios: existing, future background conditions, and future total conditions. Refer to Appendix K for the adopted level of service volumes and reduction factors utilized from the *2023 Multimodal Quality/Level of Service Handbook*.

DATA COLLECTION

24-hour counts were collected on April 27, 2023 (Thursday) along West Drive, west of Harbor Island Drive.

The maximum peak hour volumes observed during the 24-hour data collection peak periods were used in the analysis. The appropriate FDOT PSCF of 1.00 was applied to the 24-hour traffic counts to adjust the traffic volumes to peak season conditions.

The annual growth rate of 3.91 percent (3.91%) was applied annually to existing traffic data to develop future 2027 background traffic conditions. Roadway segment traffic volume counts can be found in Appendix C.

Tables 5, 6, and 7 provide a summary of the A.M. and P.M. peak hour roadway segment analysis for existing, future background, and future total conditions. The results indicate that the study roadway segments are expected to operate at adopted level of service (LOS) D under all analysis conditions.

Table 5: Existing Conditions Peak Hour Roadway Segment Analysis

Roadway	Segment		Facility Type[1]	Adopted LOS Standard	Existing Raw Volumes		Peak Season Factor	Existing Peak Season Volumes		LOS D Standard Volume[3]	LOS E Standard Volume[3]	Existing LOS	
	From	To			A.M. Peak Hour	P.M. Peak Hour		A.M. Peak Hour	P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour
West Drive	West of Harbor Island Drive		2LU[2]	D	253	262	1.00	253	262	900	1,411	D	D

Notes: (1) 2LU - Two-lane undivided.
(2) Based on C5 Context Classification non-state signalzied roadway (10% reduction), two-lane undivided with no exclusive turn lanes (20% reduction).
(3) Based on FDOT's 2023 Multimodal Quality/Level of Service Handbook.

Table 6: Future Background Conditions Peak Hour Roadway Segment Analysis

Roadway	Segment		Facility Type[1]	Adopted LOS Standard	Existing Peak Season Volumes		Growth Rate	Future Background Volumes		LOS D Standard Volume[3]	LOS E Standard Volume[3]	Future Background LOS	
	From	To			A.M. Peak Hour	P.M. Peak Hour		A.M. Peak Hour	P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour
West Drive	West of Harbor Island Drive		2LU[2]	D	253	262	3.91%	295	305	900	1,411	D	D

Notes: (1) 2LU - Two-lane undivided.
(2) Based on C5 Context Classification non-state signalzied roadway (10% reduction), two-lane undivided with no exclusive turn lanes (20% reduction).
(3) Based on FDOT's 2023 Multimodal Quality/Level of Service Handbook.

Table 7: Future Total Conditions Peak Hour Roadway Segment Analysis

Roadway	Segment		Facility Type[1]	Adopted LOS Standard	Future Background Volumes		Net New Project Distribution %		Net New Project Assignment		Future Total Volumes		LOS D Standard Volume[3]	LOS E Standard Volume[3]	Future Total LOS	
	From	To			A.M. Peak Hour	P.M. Peak Hour	In	Out	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour
West Drive	West of Harbor Island Drive		2LU[2]	D	295	305	100%	100%	33	40	328	345	900	1,411	D	D

Notes: (1) 2LU - Two-lane undivided.
(2) Based on C5 Context Classification non-state signalzied roadway (10% reduction), two-lane undivided with no exclusive turn lanes (20% reduction).
(3) Based on FDOT's 2023 Multimodal Quality/Level of Service Handbook.

PARKING EVALUATION

As part of the proposed redevelopment, the project will provide 135 parking spaces within the proposed parking garage. Refer to the detailed parking calculations prepared by others contained in Appendix A.

CONCLUSION

7940 NBV Partners, LLC is proposing to develop the property located at 7938-7940 West Drive in North Bay Village, Florida. Currently, the property proposed for development is vacant. The proposed development consists of 70 high-rise multifamily residential units. The project is expected to be completed by year 2027.

Access to the proposed development is provided via one (1) full access driveway along the west side of West Drive. Additionally, one (1) loading-only driveway is provided along the west side of West Drive.

Trip generation for the proposed development was calculated using rates and/or equations contained in ITE's *Trip Generation Manual*, 11th Edition. The project is expected to generate 33 net new weekday A.M. peak hour trips and 40 net new weekday P.M. peak hour trips.

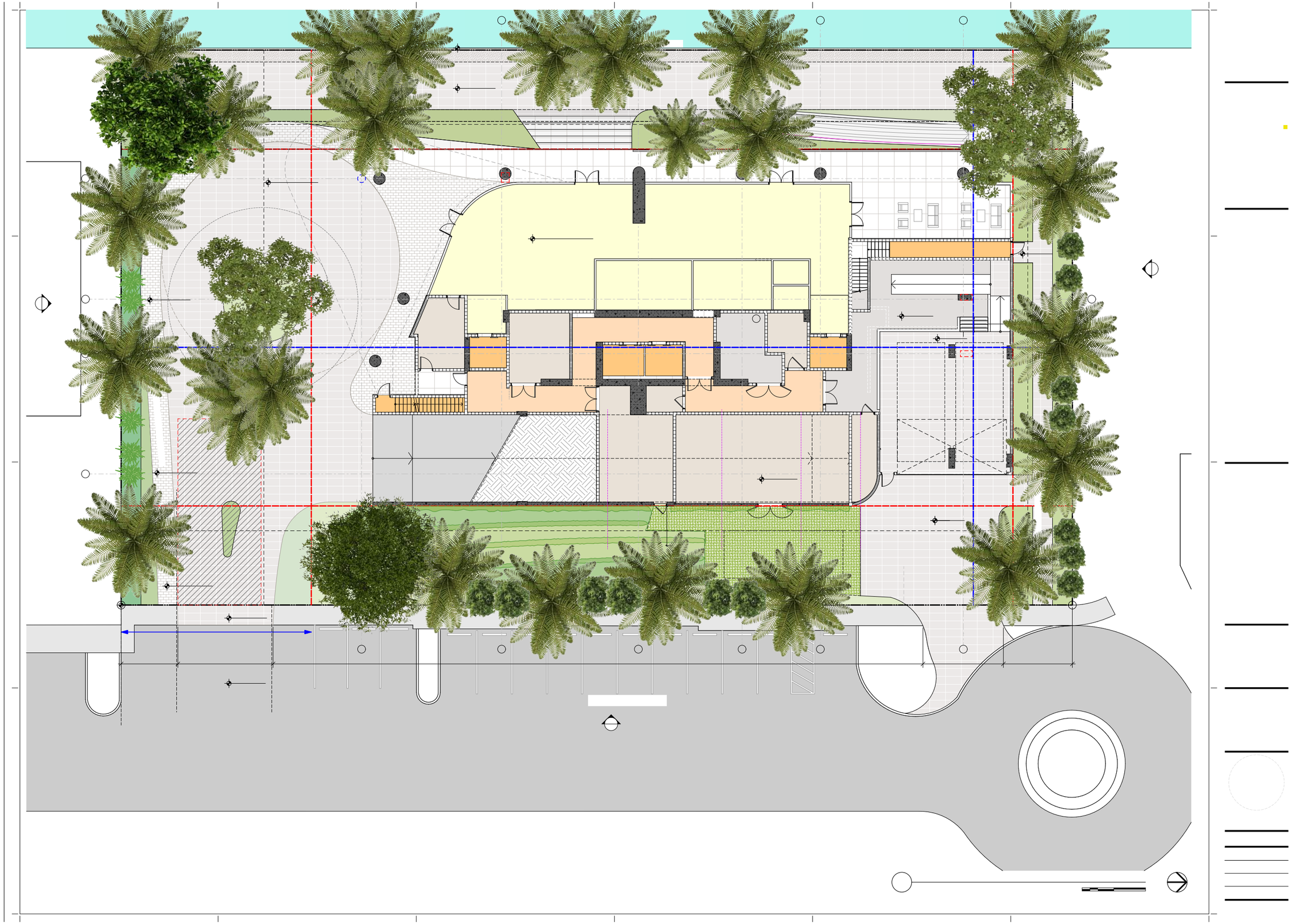
The results of the intersection capacity analysis of the proposed development indicate that all study intersections are expected to operate at adopted level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios.

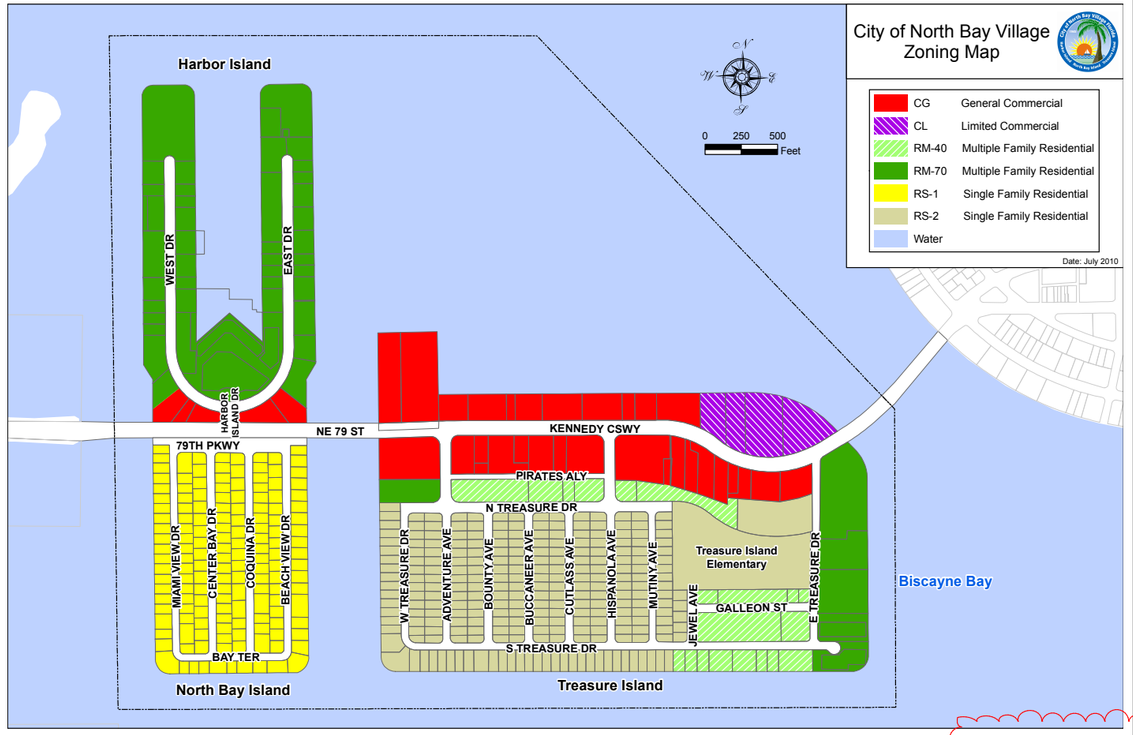
Additionally, the results of the 95th percentile queue analysis indicate that the anticipated future queues are not expected to exceed the provided storage with the exception of the eastbound left-turn movement at the intersection of 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive during the P.M. peak hour under existing, future background, and future total conditions. Note that the project assigns traffic equivalent to approximately 0.2 percent (0.2%) of the overall intersection capacity at 79th Street Causeway/John F Kennedy Causeway/SR 934 and Harbor Island Drive during the P.M. peak hour. As the project contributes less than 5.0 percent (5.0%) of traffic to the overall intersection capacity, the project does not significantly nor adversely impact this intersection. In addition, the project is expected to increase the anticipated future queue by less than one (1) vehicle as compared to future background conditions.

The results of the roadway segment analysis indicate that the study roadway segments are expected to operate at adopted LOS D under all analysis conditions.

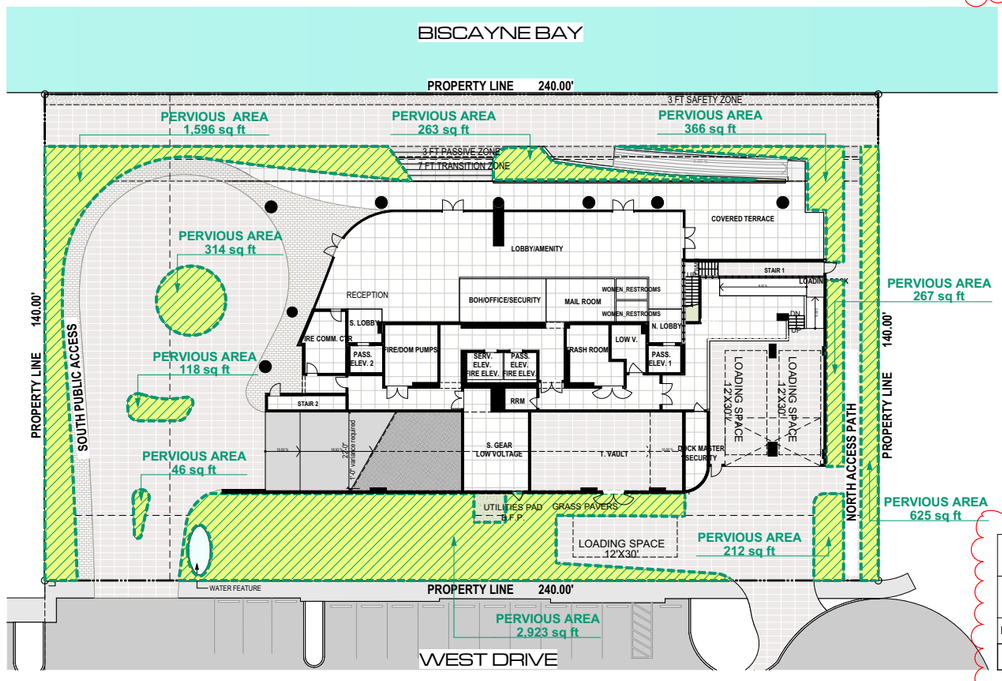
Appendix A

Conceptual Site Plan





ZONING MAP



PERVIOUS AREA CALCULATION	
LEVEL	AREA
LOBBY	6,730
	6,730 ft²

PERVIOUS AREAS

7938-40 West Drive, North Bay Village

	SF	Acres
Lot Area	**33,600**	0.77

Lot Dimensions: Width 240' x Depth 140'

Legal Description

REFER TO SURVEY : SCHWEBKE SHISKIN & ASSOCIATES

Flood Elevation

AE 8' - Flood designation - Design Flood Elevation 10' N.G.V.D. (BFE + 2)

ZONING CLASSIFICATION - RM-70

Density	du/acre*		**Allowable**	**Proposed**
	70		54	
	91	*(+30% TDR Program)	70	**70**

Minimum Unit Sizes	unit type	number of units	**Required (sq.ft.)**	**Proposed (sq.ft.)**
	Efficiency	0	**600**	**n/a**
	One-Bedroom	0	**900**	**n/a**
	Two-Bedroom	17	**1,200**	**1,997**
	Three-Bedroom or larger	53	**1,350**	**2,359 or larger**

Minimum Pervious Area Requirements	area (sq. ft.)	**Required**	**Proposed**
Minimun Pervious area 20% of area lot	6,720	**6,720**	**6,730**

DISTRICT SETBACKS

		Required	**Proposed**
Front Setback - West Drive		25'-0"	**25'-0"**
One Side Setback Interior		15'-0"	**15'-0"**
Second Side Setback Interior	20% of lot width	48'-0"	**48'-0"**
Rear Setback		25'-0"	**25'-0"**

BUILDING HEIGHT

			Allowable	**Proposed**
Maximum Building Height	150'-0" Base	240'-0" With Bonus	**312'-0"** *(+30% with TDR)	**312'-0"**

PARKING AND LOADING REQUIREMENTS

Parking Space Requirements	**No. of Units**	**Required**	**Proposed**
Residential - 2 PS / DU - 1 & 2 bdrm units	17	34	
Residential - 3 PS / DU - 3 bdrm units	53	159	
Residential - Visitor 10% of required spaces		19	
			(Parking Reduction of 36.3%)
Total Parking Spaces		212	**135**

Bicycle Space Requirements	Required	Provided
	14	
Bicycles 1 Space / 3 units per Sustainability Requirement	0	
Total bicycles	0	**100**

Loading Zone	**Required**	**Proposed**
Over 1000,000 SQ.FT	3	2 (12 X 30)
Total Loading Berths	**3**	**2**

Notes:

* An Ordinance of North Bay Village, Florida, Amending the land development regulation by Amending Sections 8.10, 8.12 and 8.13

PARKING SPACES CALCULATION

LEVELS	ADA	REGULAR 9'-0"x 18'-0"	COMPACT 8'-0"x 16'-0"
2	1	20	5
3	1	20	5
4		22	5
5		22	5
6		22	7
SUBTOTALS	**2**	**106**	**27**
	TOTAL SPACES PROVIDED		**135**

COMPACT SPACES		
ALLOWED	*MAX 20% OF 135 SPACES*	***27***
PROVIDED	*20% OF 135 SPACES*	***27***

ZONING DATA

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revuelta
architecture
international
Miami
Santiago, Chile
revuelta-architecture.com
2850 SW 27TH AVE, SUITE 110
MIAMI, FL 33133
T. 305.860.8000
F. 305.860.8040

Project

7940 WEST DRIVE
NORTH BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

7940 NBV PARTNERS, LLC
4531PRAIRIE AVE
MIAMI BEACH, FL 33140
(912) 398-1775

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date 7/17/2023
Scale AS SHOWN
Project No. 2114
Sheet Name PROJECT DATA
Sheet No. A-003

Appendix B

Methodology Correspondence

Hussaini, Danish

From:	Silvia Vargas <SVargas@cgasolutions.com>
Sent:	Wednesday, May 10, 2023 11:38 AM
To:	Peter Kaisary
Cc:	Pierina Sanchez Kong; Dorman, Cory; Hussaini, Danish; Marielena Guedez; Barbara Pederzoli
Subject:	RE: 7940 West Drive, North Bay Village- Traffic Study

Some people who received this message don't often get email from svargas@cgasolutions.com. Learn why this is important

Yes, you may proceed. I'll try to send you links to the other project studies later today.

Thanks,

Silvia E. Vargas, FAICP
Principal Planner

AICP FELLOW

To help protect your privacy, Microsoft Office prevented automatic download of this picture from the Internet.
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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

---

From: Peter Kaisary <peter@fortisdesign.build>
Sent: Wednesday, May 10, 2023 11:36 AM
To: Silvia Vargas <SVargas@cgasolutions.com>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>; Dorman, Cory <cory.dorman@kimley-horn.com>; Hussaini, Danish <Danish.Hussaini@kimley-horn.com>; Marielena Guedez <mguedez@revuelta.com>; Barbara Pederzoli <bpederzoli@revuelta.com>
Subject: RE: 7940 West Drive, North Bay Village- Traffic Study

Hi Silvia,

Just following up on my email from Monday. Can you confirm we are good to proceed with the traffic study?

Thank you,

Peter

PETER KAISARY, MRICS
SENIOR DEVELOPMENT MANAGER

peter@fortisdesign.build
PH: 912.398.1775
2601 NE 2nd Ave
MIAMI, FL 33137
fortisdesign.build

From: Peter Kaisary
Sent: Monday, May 8, 2023 10:28 AM
To: Silvia Vargas <SVargas@cgasolutions.com>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>; Dorman, Cory <cory.dorman@kimley-horn.com>; Hussaini, Danish <Danish.Hussaini@kimley-horn.com>; Marielena Guedez <mguedez@revuelta.com>; Barbara Pederzoli <bpederzoli@revuelta.com>
Subject: RE: 7940 West Drive, North Bay Village- Traffic Study

Hi Silvia,

Thank you for the prompt response.

As there appear to be no additional comments on the methodology can you please issue a formal approval or notice to proceed with the study?

Thank you,

Peter

PETER KAISARY, MRICS
SENIOR DEVELOPMENT MANAGER

peter@fortisdesign.build
PH: 912.398.1775
2601 NE 2nd Ave
MIAMI, FL 33137
fortisdesign.build

From: Silvia Vargas <SVargas@cgasolutions.com>
Sent: Sunday, May 7, 2023 9:02 PM
To: Peter Kaisary <peter@fortisdesign.build>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>; Dorman, Cory <cory.dorman@kimley-horn.com>; Hussaini, Danish <Danish.Hussaini@kimley-horn.com>; Marielena Guedez <mguedez@revuelta.com>; Barbara Pederzoli <bpederzoli@revuelta.com>
Subject: RE: 7940 West Drive, North Bay Village- Traffic Study

Good morning,
Please find attached a memo summarizing the review and response from our Traffic Engineer.
Feel free to let us know if you have any questions or concerns about this.

Please note: In the next couple of days, I will be forwarding to you several traffic studies that have been reviewed and accepted by the Village in the last two years. Regrettably, none of these have been conducted in relation to projects located on Harbor Island of the same scope.

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

From: Peter Kaisary <peter@fortisdesign.build>
Sent: Saturday, April 29, 2023 2:30 PM
To: Silvia Vargas <SVargas@cgasolutions.com>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>; Dorman, Cory <cory.dorman@kimley-horn.com>; Hussaini, Danish <Danish.Hussaini@kimley-horn.com>; Marielena Guedez <mguedez@revuelta.com>; Barbara Pederzoli <bpederzoli@revuelta.com>
Subject: RE: 7940 West Drive, North Bay Village- Traffic Study

Hi Silvia,

Please find attached the response from our traffic engineer to methodology comments received on 4/11.

Please confirm receipt and let me know if you have any questions.

Thank you,

Peter

PETER KAISARY, MRICS
SENIOR DEVELOPMENT MANAGER

peter@fortisdesign.build
PH: 912.398.1775
2601 NE 2nd Ave
MIAMI, FL 33137
fortisdesign.build

From: Silvia Vargas <SVargas@cgasolutions.com>
Sent: Tuesday, April 11, 2023 3:25 PM
To: Peter Kaisary <peter@fortisdesign.build>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>; Dorman, Cory <cory.dorman@kimley-horn.com>; Hussaini, Danish <Danish.Hussaini@kimley-horn.com>
Subject: RE: 7940 West Drive, North Bay Village- Traffic Study

Good afternoon, Peter,

Our reviewer's comments on the proposed traffic study methodology are attached.
Please feel free to let me know if you have any questions or concerns.

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

From: Peter Kaisary <peter@fortisdesign.build>
Sent: Tuesday, March 28, 2023 10:45 AM
To: Silvia Vargas <SVargas@cgasolutions.com>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>; Dorman, Cory <cory.dorman@kimley-horn.com>; Hussaini, Danish <Danish.Hussaini@kimley-horn.com>
Subject: RE: 7940 West Drive, North Bay Village- Traffic Study

Hi Silvia,

Please find attached the proposed traffic study methodology for the project. I have copied in Cory from Kimley Horn who prepared the study.

Please let us know if you have any comments and confirm when the methodology is approved.

Thank you,

Peter

PETER KAISARY, MRICS
SENIOR DEVELOPMENT MANAGER

peter@fortisdesign.build
PH: 912.398.1775
2601 NE 2nd Ave
MIAMI, FL 33137
fortisdesign.build

From: Silvia Vargas <SVargas@cgasolutions.com>
Sent: Monday, March 6, 2023 9:47 PM
To: Peter Kaisary <peter@fortisdesign.build>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>
Subject: Re: 7940 West Drive, North Bay Village- Traffic Study

You can send the methodology to me. CGA's Traffic and Transportation Engineering staff will review it and get back to you.

Silvia E. Vargas, FAICP
Principal Planner
Calvin, Giordano & Associates

Get Outlook for iOS

From: Peter Kaisary <peter@fortisdesign.build>
Sent: Monday, March 6, 2023 5:50:33 PM
To: Silvia Vargas <SVargas@cgasolutions.com>
Cc: Pierina Sanchez Kong <pierina@fortisdesign.build>
Subject: 7940 West Drive, North Bay Village- Traffic Study

Hi Silvia,

I hope you are doing well.

We have hired Kimley Horn as our traffic consultants for the project and I wanted to reach out to you to confirm who we need to propose and confirm the traffic study methodology with, in relation to the Site Plan Application process.

We look forward to hearing from you.

Thank you,

Peter

PETER KAISARY, MRICS
SENIOR DEVELOPMENT MANAGER

peter@fortisdesign.build
PH: 912.398.1775
2601 NE 2nd Ave
MIAMI, FL 33137
fortisdesign.build

Calvin, Giordano & Associates, Inc.
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☒ **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:	May 4, 2023
To:	**Silvia E. Vargas, FAICP** Principal Planner / Calvin Giordano & Associates
From:	Salman A Rathore, PE
Subject:	NBV - 7940 NBV Residential TIS Methodology Consultant Responses to Comments Review
Project:	CGA 226068
CC:	

The following are comments based on the Traffic Study Methodology responses prepared by Kimley Horn dated April 29, 2023:

1. **Site Description** – The development size used in the Trip Generation table should match the proposed Site Plan when it is submitted.

   KHA Response (Dated April 29, 2023) - Comment noted.

   CGA Response (Dated May 4, 2023) – No further comments.

2. **Multimodal / Internal Capture Adjustment –** The proposed development is a residential project and as such a 1.7% reduction in trips attributable to non-motorized travel is not a reduction used in TISs as a standard practice. *Please do not apply this reduction*.

   KHA Response (Dated April 29, 2023) - Please note that it is standard practice as part of traffic impact analyses for a multimodal factor to be applied to residential land uses. This standard practice is consistent with traffic impact analyses submitted to the City of Miami, Miami-Dade County, City of North Bay Village, and other municipalities. The reduction was applied to remain consistent with the standard practice. Please note that the proposed multimodal reduction of 1.7 percent (1.7%) results in a reduction of one (1) vehicle trip during the A.M. and P.M. peak hours.

   CGA Response (Dated May 4, 2023) – Multimodal factor is based on Census Tract which covers a large area of the Village whereas traffic study development represents a small area with its own travel characteristics. Residential development does not have an internal capture.

   Although we do not agree with your point of view, the Village will accept your application of a 1.7% trip reduction for this multifamily residential project. In the case of a mixed-use development, the Village will only accept internal capture and pass-by trip reductions (if allowed by ITE).

3. **TMCs** – Traffic counts will be collected between Tuesday through Thursday for typical AM & PM Peak hours for the study area when schools are in session.

   KHA Response (Dated April 29, 2023) - The traffic study methodology was updated to indicate that traffic counts will be collected when schools are in session. The updated traffic study methodology is included in Attachment A-1.

   CGA Response (Dated May 4, 2023) – No further comments.

4. **Roadway Segment Analysis** – Analyze roadway segment of West Drive, west of Harbor Island Drive in each direction.

   KHA Response (Dated April 29, 2023) - Comment noted. The traffic study methodology was updated to indicate that the roadway segment data will be collected bi-directionally. The updated traffic study methodology is included in Attachment A-1.

   CGA Response (Dated May 4, 2023) – No further comments.

5. **Trip Distribution & Assignment** – This should be similar to the trip distribution / assignment pattern used in nearby TISs completed in the last 6-12 months specially for the traffic entering and leaving to / from 79th Street / John F Kennedy Causeway (SR 934).

   KHA Response (Dated April 29, 2023) - City of North Bay Village staff will need to identify and provide the referenced studies to review. The traffic study methodology was updated to indicate that the trip distribution and assignment of the referenced studies will be reviewed and compared along with the cardinal distribution provided in Attachment C of the traffic study methodology in order to determine the appropriate trip distribution for the proposed development. The updated traffic study methodology is included in Attachment A-1.

   CGA Response (Dated May 4, 2023) – Noted. The Village staff will provide recently approved TISs under separate cover.

6. **Committed Development** All committed developments trips within the study area shall be included.

   KHA Response (Dated April 29, 2023) - As stated in the traffic study methodology, the City will identify committed developments to include in background conditions. Please provide the corresponding approved traffic studies for any identified committed developments.

   CGA Response (Dated May 4, 2023) – Noted. The Village staff will provide recently approved TISs under separate cover.

7. **Background Growth** – Compare the proposed growth rate with other TISs completed in the last 6-12 months and use the higher number for calculating future total traffic.

   KHA Response (Dated April 29, 2023) - City of North Bay Village staff will need to identify and provide the referenced studies to review. The traffic study methodology was updated to indicate that the growth rate of the referenced studies will be reviewed and compared along with the historical growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations and the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes in order to determine the appropriate background growth rate for the proposed development. The updated traffic study methodology is included in Attachment A-1.

   CGA Response (Dated May 4, 2023) – Noted. The Village staff will provide recently approved TISs under separate cover.

8. Traffic circulation will be evaluated in the traffic study, including its impact on the surrounding street system and adjacent driveways.

   KHA Response (Dated April 29, 2023) - Comment noted.

   CGA Response (Dated May 4, 2023) – No further comments.

9. **Synchro Analysis** – Include 95th percentile queue lengths for each intersection and compare it with available storage length. Provide mitigation if required.

KHA Response (Dated April 29, 2023) - Comment noted. The traffic study methodology was updated to include a 95th percentile queuing analysis. The updated traffic study methodology is included in Attachment A-1.

CGA Response (Dated May 4, 2023) – No further comments.

10. Provide auto turn analysis showing a clear drive path for the proposed garbage and delivery trucks. On the site plan show locations in bold color where the delivery and garbage trucks will be parked.

    KHA Response (Dated April 29, 2023) - Comment noted. The traffic study methodology was updated to include a maneuverability analysis for the proposed loading area. The updated traffic study methodology is included in Attachment A-1.

    CGA Response (Dated May 4, 2023) – No further comments.

11. Provide auto turn analysis for vehicles entering and exiting parking levels as well as for vehicles entering and exiting parking spaces for each floor.

    KHA Response (Dated April 29, 2023) - Comment noted. The traffic study methodology was updated to include a maneuverability analysis for each parking level. However, please note that a maneuverability analysis will not be provided for vehicles entering and exiting parking spaces. Maneuverability analyses utilize American Association of State Highway Transportation Officials (AASHTO) design vehicles for the purposes of evaluating vehicle circulation through the proposed parking garage and drive aisles. The maneuverability analysis is not intended to evaluate the accessibility or size of parking spaces. Parking space dimensions are determined based on the North Bay Village Unified Land Development Code which requires that the length for standard parking stalls be 18 feet. Note that the AASHTO passenger (P) vehicles are 19 feet in length. Therefore, it would be inappropriate to evaluate the accessibility and size of standard parking stalls as part of the maneuverability analysis. The updated traffic study methodology is included in Attachment A-1.

    CGA Response (Dated May 4, 2023) – No further comments.

12. What time do the delivery and garbage trucks provide service? Ensure that delivery and garbage truck operating timings do not overlap with the project peak hour traffic.

    KHA Response (Dated April 29, 2023) - Comment noted. Coordination with the City and project team is on-going. The delivery and trash collection hours of operation will be provided as part of the submitted traffic impact analysis.

    CGA Response (Dated May 4, 2023) – No further comments.

13. How many parking spaces are provided? Include calculation of required parking spaces in a table and number / highlight the required spaces clearly on the site plan.

    KHA Response (Dated April 29, 2023) - Approximately 140 parking spaces will be provided by the proposed development. Please note that parking calculations prepared by others will be included as part of the submitted traffic impact analysis. The traffic study methodology was updated to include a parking evaluation and is contained in Attachment A-1.

    CGA Response (Dated May 4, 2023) – No further comments.

14. Once the TIS is submitted it will be reviewed and further comments will be provided as needed.

    CGA Response (Dated May 4, 2023) – No further comments.

Kimley»Horn

MEMORANDUM

To: Silvia E. Vargas, FAICP
North Bay Village/Calvin, Giordano & Associates, Inc.

CC: Salman A. Rathore, P.E.
Calvin, Giordano & Associates, Inc.

From: Cory D. Dorman, P.E., PTOE
Danish Hussaini, E.I.

Date: April 29, 2023

Subject: CGA 226068 7940 North Bay Village
Response to Traffic Study Methodology Comments

We have received comments provided by Calvin Giordano & Associates, Inc. on behalf of North Bay Village received on April 11, 2023. We offer the following responses to the traffic study methodology comments:

TRAFFIC STUDY METHODOLOGY REVIEW COMMENTS

1. **Site Description** – The development size used in the Trip Generation table should match the proposed Site Plan when it is submitted.

   Response: Comment noted.

2. **Multimodal / Internal Capture Adjustment** – The proposed development is a residential project and as such a 1.7% reduction in trips attributable to non-motorized travel is not a reduction used in TISs as a standard practice. Please do not apply this reduction.

   Response: Please note that it is standard practice as part of traffic impact analyses for a multimodal factor to be applied to residential land uses. This standard practice is consistent with traffic impact analyses submitted to the City of Miami, Miami-Dade County, City of North Bay Village, and other municipalities. The reduction was applied to remain consistent with the standard practice. Please note that the proposed multimodal reduction of 1.7 percent (1.7%) results in a reduction of one (1) vehicle trip during the A.M. and P.M. peak hours.

3. **TMCs** – Traffic counts will be collected between Tuesday through Thursday for typical AM & PM Peak hours for the study area when schools are in session.

   Response: Comment noted. The traffic study methodology was updated to indicate that traffic counts will be collected when schools are in session. The updated traffic study methodology is included in Attachment A-1.

4. **Roadway Segment Analysis** – Analyze roadway segment of West Drive, west of Harbor Island Drive in each direction.

   Response: Comment noted. The traffic study methodology was updated to indicate that the roadway segment data will be collected bi-directionally. The updated traffic study methodology is included in Attachment A-1.

5. **Trip Distribution & Assignment** – This should be similar to the trip distribution / assignment pattern used in nearby TISs completed in the last 6-12 months specially for the traffic entering and leaving to / from 79th Street / John F Kennedy Causeway (SR 934).

   Response: City of North Bay Village staff will need to identify and provide the referenced studies to review. The traffic study methodology was updated to indicate that the trip distribution and assignment of the referenced studies will be reviewed and compared along with the cardinal distribution provided in Attachment C of the traffic study methodology in order to determine the appropriate trip distribution for the proposed development. The updated traffic study methodology is included in Attachment A-1.

6. **Committed Development** – All committed developments trips within the study area shall be included.

   Response: As stated in the traffic study methodology, the City will identify committed developments to include in background conditions. Please provide the corresponding approved traffic studies for any identified committed developments.

7. **Background Growth** – Compare the proposed growth rate with other TISs completed in the last 6-12 months and use the higher number for calculating future total traffic.

   Response: City of North Bay Village staff will need to identify and provide the referenced studies to review. The traffic study methodology was updated to indicate that the growth rate of the referenced studies will be reviewed and compared along with the historical growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations and the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes in order to determine the appropriate background growth rate for the proposed development. The updated traffic study methodology is included in Attachment A-1.

8. Traffic circulation will be evaluated in the traffic study, including its impact on the surrounding street system and adjacent driveways.

   Response: Comment noted.

9. **Synchro Analysis** – Include 95th percentile queue lengths for each intersection and compare it with available storage length. Provide mitigation if required.

   Response: Comment noted. The traffic study methodology was updated to include a 95th percentile queuing analysis. The updated traffic study methodology is included in Attachment A-1.

10. Provide auto turn analysis showing a clear drive path for the proposed garbage and delivery trucks. On the site plan show locations in bold color where the delivery and garbage trucks will be parked.

    Response: Comment noted. The traffic study methodology was updated to include a maneuverability analysis for the proposed loading area. The updated traffic study methodology is included in Attachment A-1.

11. Provide auto turn analysis for vehicles entering and exiting parking levels as well as for vehicles entering and exiting parking spaces for each floor.

    Response: Comment noted. The traffic study methodology was updated to include a maneuverability analysis for each parking level. However, please note that a maneuverability analysis will not be provided for vehicles entering and exiting parking spaces. Maneuverability analyses utilize American Association of State Highway Transportation Officials (AASHTO) design vehicles for the purposes of evaluating vehicle circulation through the proposed parking garage and drive aisles. The maneuverability analysis is not intended to evaluate the accessibility or size of parking spaces. Parking space dimensions are determined based on the North Bay Village Unified Land Development Code which requires that the length for standard parking stalls be 18 feet. Note that the AASHTO passenger (P) vehicles are 19 feet in length. Therefore, it would be inappropriate to evaluate the accessibility and size of standard parking stalls as part of the maneuverability analysis. The updated traffic study methodology is included in Attachment A-1.

12. What time do the delivery and garbage trucks provide service? Ensure that delivery and garbage truck operating timings do not overlap with the project peak hour traffic.

    Response: Comment noted. Coordination with the City and project team is on-going. The delivery and trash collection hours of operation will be provided as part of the submitted traffic impact analysis.

13. How many parking spaces are provided? Include calculation of required parking spaces in a table and number / highlight the required spaces clearly on the site.

    Response: Approximately 140 parking spaces will be provided by the proposed development. Please note that parking calculations prepared by others will be included as part of the submitted traffic impact analysis. The traffic study methodology was updated to include a parking evaluation and is contained in Attachment A-1.

14. Once the TIS is submitted it will be reviewed and further comments will be provided as needed.

    Response: Comment noted.

We trust that these responses adequately address the comments provided. Please contact us if you have any questions.

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Attachment A-1
Updated Traffic Study Methodology

Kimley»Horn

MEMORANDUM

To: Silvia E. Vargas, FAICP
City of North Bay Village

From: Cory D. Dorman, P.E., PTOE

Date: April 29, 2023

Subject: 7940 North Bay Village
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the 7940 North Bay Village development. The property proposed for development is located at 7938-7940 West Drive in North Bay Village, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 70 high-rise residential units. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed land uses was determined using ITE Land Use Codes (LUC) 222 (Multifamily Housing [High- Rise]).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation* to Work data was reviewed for the census tract in which the development is located. A multimodal factor of 1.7 percent (1.7%) was determined for the proposed development. It is expected that a portion of residents, guests, and/or employees will choose to walk, bike, or use public transit to and from the proposed development. Transit route information will be documented in the traffic impact analysis report.

The project is expected to generate 33 weekday A.M. peak hour trips and 40 weekday P.M. peak hour trips. Trip generation calculations may be revised based on revisions to the development program or site plan modifications. Detailed trip generation calculations and US Census data are included in Attachment B.

STUDY AREA

Based on the proposed development plan, the following intersections in addition to the project driveways are proposed to be analyzed:

- 79th Street Causeway/John F Kennedy Causeway and Harbor Island Drive
- Harbor Island Drive and West Drive/East Drive

Additionally, the roadway segment of West Drive, west of Harbor Island Drive is proposed to be analyzed in each direction.

DATA COLLECTION

Turning movement counts will be collected at all identified study intersections on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak period while school is in session. Furthermore, a 72-hour, bi-directional roadway segment count will be collected on a typical Tuesday through Thursday along West Drive, west of Harbor Island Drive while school is in session. All traffic counts will be adjusted to peak season conditions using the appropriate FDOT peak season category factors. All traffic data will be collected in 15-minute intervals during the two (2) peak periods. Turning movement counts will also include pedestrians and bicyclists.

Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division. All traffic data collected will be provided in the Appendix of the traffic impact analysis report.

TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections, previously approved traffic impact analyses provided by the City of North Bay Village, and on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Transportation Planning Organization's (TPO) *2045 Cost Feasible Plan* travel demand model 2015 and 2045 data. The trip distribution for the anticipated build-out year of 2027 was interpolated from the 2015 and 2045 data. The project is located within TAZ 624. The detailed cardinal distribution is provided in Attachment C.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be compared to the background growth rates contained in previously approved traffic impact analyses provided by the City of North Bay Village. Documentation will be provided in the Appendix of the traffic impact study.

The Village's review of this document will determine any committed projects to include in background conditions. The Village will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections and study roadway segment. Intersection capacity analyses will be performed using *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM) 2000 and 6th Edition methodologies. The roadway segment capacity analysis will be performed using FDOT's *2023 Multimodal Quality/Level of Service Handbook*. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). If intersection capacity deficiencies created by the development are identified, strategies may be developed to attain adopted levels of service. A build-out year of 2027 will be used in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

95TH PERCENTILE QUEUE ANALYSIS

A queue analysis will be performed to determine if the existing storage lengths for exclusive turn lanes at study area intersections can accommodate expected 95th percentile vehicle queue lengths under existing, future background, and future total conditions. The 95th percentile queue lengths will be calculated using Trafficware's *SYNCHRO 11* software, which applies methodologies outlined in the TRB's HCM, 2000/6th Edition.

PARKING EVALUATION

A summary of the proposed parking supply will be prepared and included as part of the traffic impact analysis based on parking calculations prepared by others.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the vehicle circulation areas within the site, the proposed parking garage, and proposed loading areas will be performed utilizing Transoft Solutions' *AutoTURN* software. The analysis summarizing site maneuverability and traffic flow will be documented in a technical memorandum.

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Attachment A

Project Location Map and Conceptual Site Plan



Kimley»Horn

© 2023

Figure 1
Location Map
7940 NBV
North Bay Village, Flor

BISCAYNE BAY

PROPERTY LINE 240.00'

3 FT SAFETY ZONE

12 FT CIRCULATION ZONE

3 FT PASSIVE ZONE

7 FT TRANSITION ZONE

REAR SETBACK 25 FEET

SHORELINE SETBACK UP '

SHORELINE MAXIMUM SET (VARIANCE REQUIRED)

+7'-6"

+10'-0"

+10'-0"

+10'-0"

DOWN

5.00 %

LOBBY/AMENITY
A: 3,536 SF

RECEPTION

STAIR 1
A: 139 SF

LOBBY
A: 97 SF

P1
A: 94 SF

BOH/OFFICE/SECURITY
A: 459 SF

RRMS
A: 168 SF

LOBBY
A: 103 SF

P1
A: 94 SF

T. VAULT
A: 1,163 SF

MAIL ROOM /PARCEL
A: 824 SF

IT
A: 115 SF

TRASH ROOM
A: 192 SF

SERV. ELEV.1

SERV. ELEV. 2

SERV. LOBBY

FIRE COMM. CTR
A: 257 SF

FIRE PUMPS
A: 393 SF

D. PUMPS
A: 207 SF

STAIR 1
A: 119 SF

SERV. CORRIDOR
A: 793 SF

LOADING SPACE

LOADING SPACE

LOADING SPACE

ENGINEERING/STORAGE
A: 378 SF

EM. GEN.
A: 491 SF

10.00 %

19.83 %

PROPERTY LINE 140.00'

140.00' PROPERTY LINE

SIDE SETBACK 20% OF LOT WIDTH - 48 FEET

SIDE SETBACK 15 FEET

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

LANDSCAPE BUFFER

LANDSCAPE BUFFER

ACCESS EASEMENT

FRONT SETBACK 25 FEET

PROPERTY LINE 240.00'

+7'-6" N.G.V.D.

+7'-6"

+7'-3"

+7'-0"

SHORELINE VIEW CORRIDOR
20% OF LOT WIDTH
ONE SIDE OF THE PROPERTY

SHORE LINE SIDE SETBACK= 25 FEET (VARIANCE REQUIRED)

WEST DRIVE

1 BUILDING FLOOR PLAN
LOBBY
SCALE: 1/8" = 1'-0"
+0'-0" N.G.V.D.

0 4' 8' 16'

N

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These Drawings Are Not To Be Used For Any Purpose Other Than The Specific Project For Which They Were Prepared And Publication Thereof Is Restricted. Any Unauthorized Use Without The Architect's Written Permission Will Be At User's Sole Risk And Without Liability To The Architect. Title Block And Drawings Are Not To Be Scaled.
File: G:\Drawings\21\4_NORTH BAY VILLAGE\2114_STUDIES\2114_Retail 114_STUDIES\2114_7940 WEST DRIVE_NORTH BAY VILLAGE.pln on top and bottom - By bsanchez - Date: 3/7/2022

revuelta
architecture
international

Miami
Santiago, Chile

revuelta-architecture.com

2950 SW 27TH AVE.
SUITE 110
MIAMI, FL 33133
T. 305 850 5000
F. 305 850 5040

Project

7940 NORTH BAY VILLAGE
NORHT BAY VILLAGE
7940 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

Revisions

Owner Information

#Client Company
#Client Address1
#Client Address2
#Client City, #Client State #Client Postcode

#Client Phone Number

Consultant

Luis O. Revuelta
AR-0007972

SCHEMATIC DESIGN

Date
11/14/2022

Scale
AS SHOWN

Project No.
2114

Sheet Name
GROUND FLOOR

Sheet No.
A-101

Attachment B

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (High-Rise)	11	222	70	du	34%	66%	12	22	34	1.7%	1	12	21	33	0.0%	0	12	21	33	0.0%	0	12	21	33
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	12	22	34	1.7%	1	12	21	33	0.0%	0	12	21	33	0.0%	0	12	21	33
		222		Y=0.22*(X)+18.85																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	11	222	70	du	56%	44%	23	18	41	1.7%	1	23	17	40	0.0%	0	23	17	40	0.0%	0	23	17	40
	2																									
	3																									
	4																									
	5																									
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	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	23	18	41	1.7%	1	23	17	40	0.0%	0	23	17	40	0.0%	0	23	17	40
		222		Y=0.26*(X)+23.12																						

MEANS OF TRANSPORTATION TO WORK

(20+9)/(1,883-132)=1.7%

United States® Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 39.18, Miami-Dade County, Florida

Label	Estimate	Margin of Error
Total:	1,883	±236
Car, truck, or van:	1,624	±255
Drove alone	1,529	±242
Carpooled:	95	±62
In 2-person carpool	61	±50
In 3-person carpool	14	±21
In 4-person carpool	13	±21
In 5- or 6-person carpool	7	±11
In 7-or-more-person carpool	0	±14
Public transportation (excluding taxicab):	20	±30
Bus	20	±30
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	37	±35
Motorcycle	11	±16
Bicycle	9	±14
Walked	0	±14
Other means	50	±43
Worked from home	132	±98

Table Notes

Survey/Program: American Community Survey

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

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.

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.

Source: U.S. Census Bureau, 2015-2019 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.

Workers include members of the Armed Forces and civilians who were at work last week.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations 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 delineation lists 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.

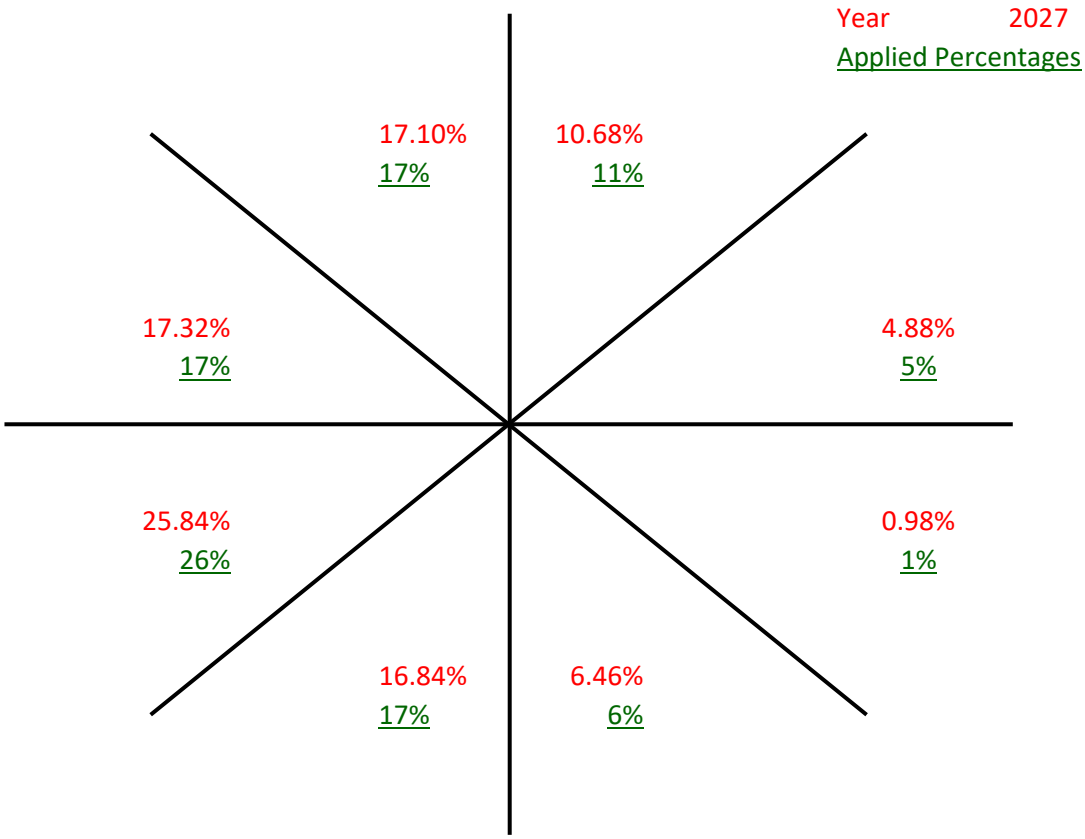
Explanation of Symbols:

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.

Attachment C

Cardinal Trip Distribution

Cardinal Distribution for TAZ 624



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2027 Interpolated	2027 Rounded
	2015	2045		
North-Northeast	10.8%	10.50%	10.68%	11.00%
East-Northeast	6.0%	3.20%	4.88%	5.00%
East-Southeast	1.1%	0.80%	0.98%	1.00%
South-Southeast	6.1%	7.00%	6.46%	6.00%
South-Southwest	15.2%	19.30%	16.84%	17.00%
West-Southwest	26.2%	25.30%	25.84%	26.00%
West-Northwest	16.8%	18.10%	17.32%	17.00%
North-Northwest	17.9%	15.90%	17.10%	17.00%
Total	**100.1%**	**100.1%**	**100.10%**	**100.00%**



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

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	

Appendix C

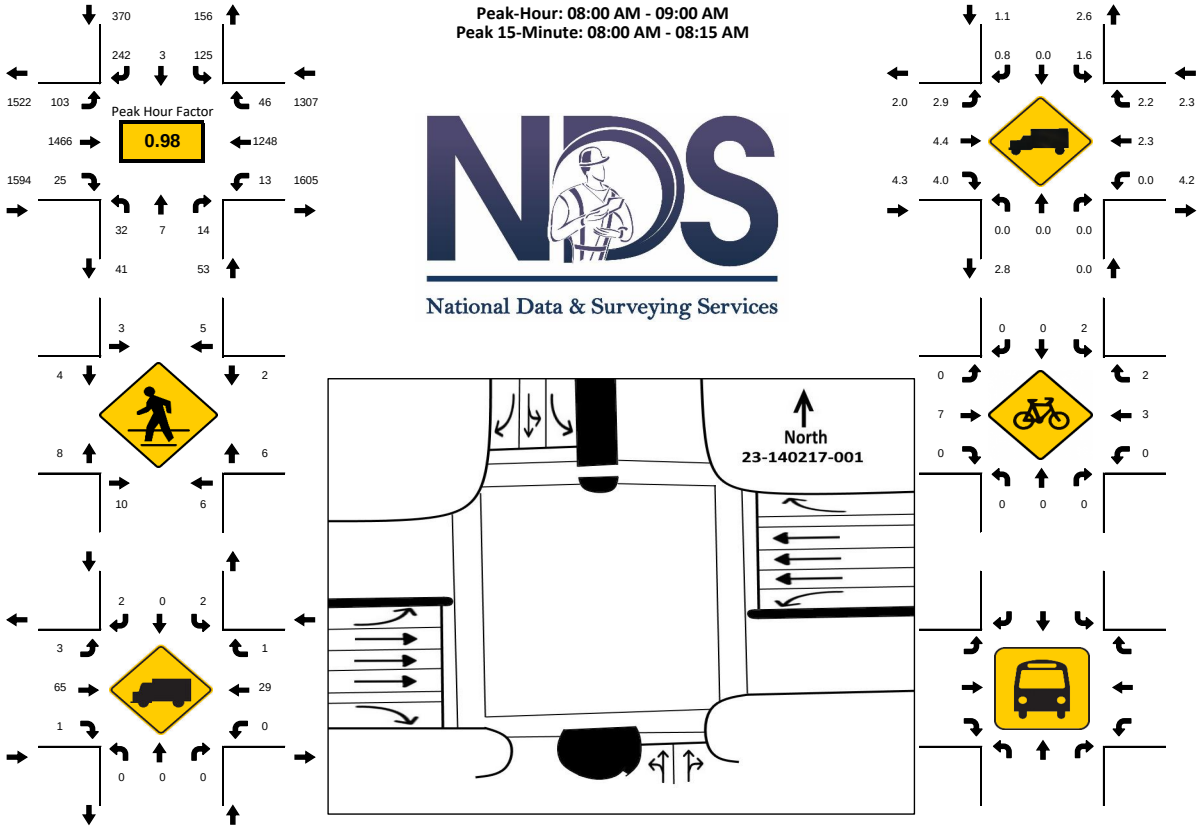
Traffic Data

Turning Movement Counts

LOCATION: Harbor Island Dr & 79th St/John F Kennedy Causeway
CITY/STATE: North Bay Village, FL

PROJECT ID: 23-140217-001
DATE: Thu, Apr 27, 2023

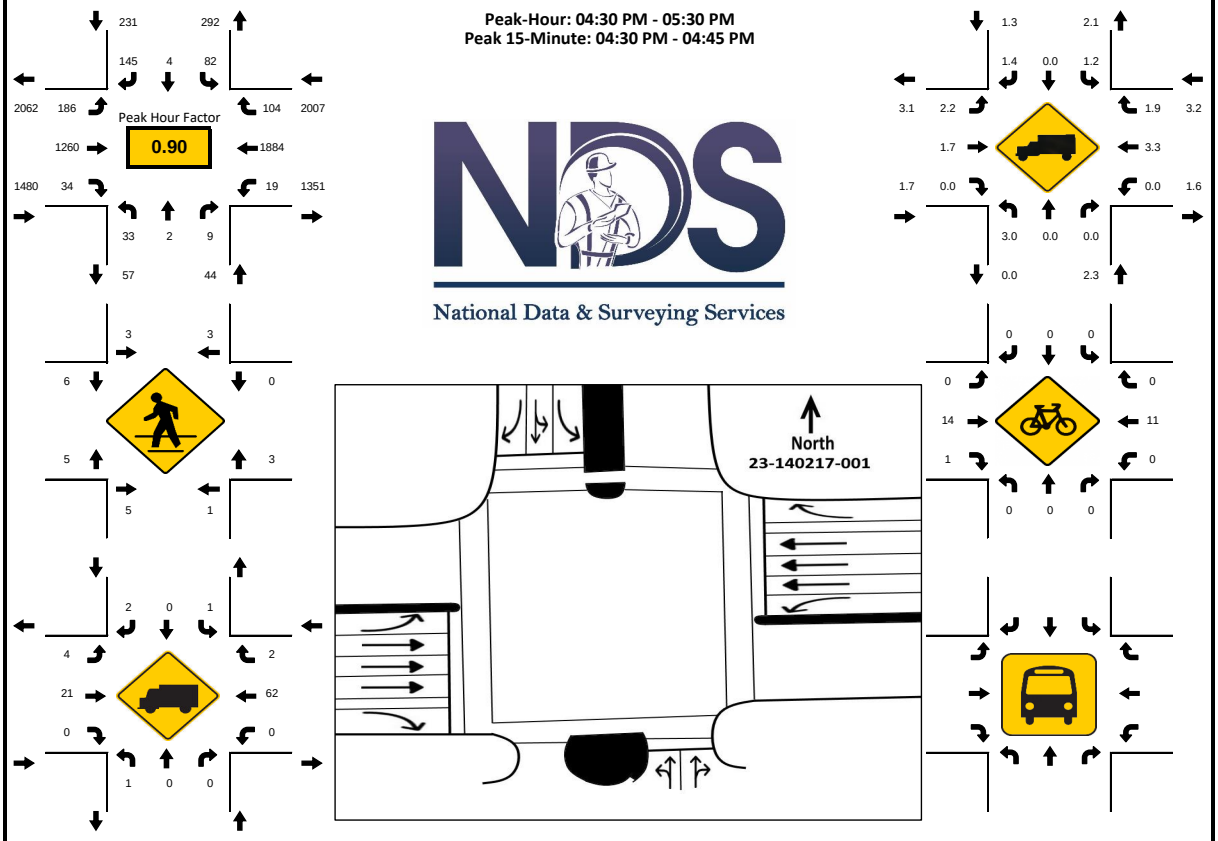
Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



15-Min Count Period Beginning At	Harbor Island Dr Northbound					Harbor Island Dr Southbound					9th St/John F Kennedy Causeway Eastbound					9th St/John F Kennedy Causeway Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	1	1	3	0		12	0	43	0		14	247	8	0		3	196	4	0		532	2753
07:15 AM	4	1	5	0		20	0	42	0		22	261	3	0		3	248	4	3		616	3072
07:30 AM	6	0	6	0		15	0	58	0		28	350	9	0		2	324	7	1		806	3281
07:45 AM	11	1	6	0		25	0	49	0		17	342	9	0		7	322	10	0		799	3312
08:00 AM	6	2	4	0		36	1	64	0		19	392	6	0		5	304	11	1		851	3324
08:15 AM	8	1	3	0		28	1	55	0		32	376	7	0		0	305	9	0		825	2473
08:30 AM	12	4	5	0		26	0	69	0		30	361	6	0		1	308	12	3		837	1648
08:45 AM	6	0	2	0		35	1	54	0		22	337	6	0		2	331	14	1		811	811
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	48	16	20	0		144	4	276	0		128	1568	28	0		20	1324	56	12		**3644**	
Heavy Trucks	0	0	0	0		4	0	8	0		4	88	4	0		0	40	4	0		**152**	
Pedestrians		28					12					20					16				**76**	
Bicycles	0	0	0	0		4	0	0	0		0	8	0	0		0	4	4	0		**20**	
Buses																						
Stopped Buses																						

LOCATION: Harbor Island Dr & 79th St/John F Kennedy Causeway
CITY/STATE: North Bay Village, FL

PROJECT ID: 23-140217-001
DATE: Thu, Apr 27, 2023

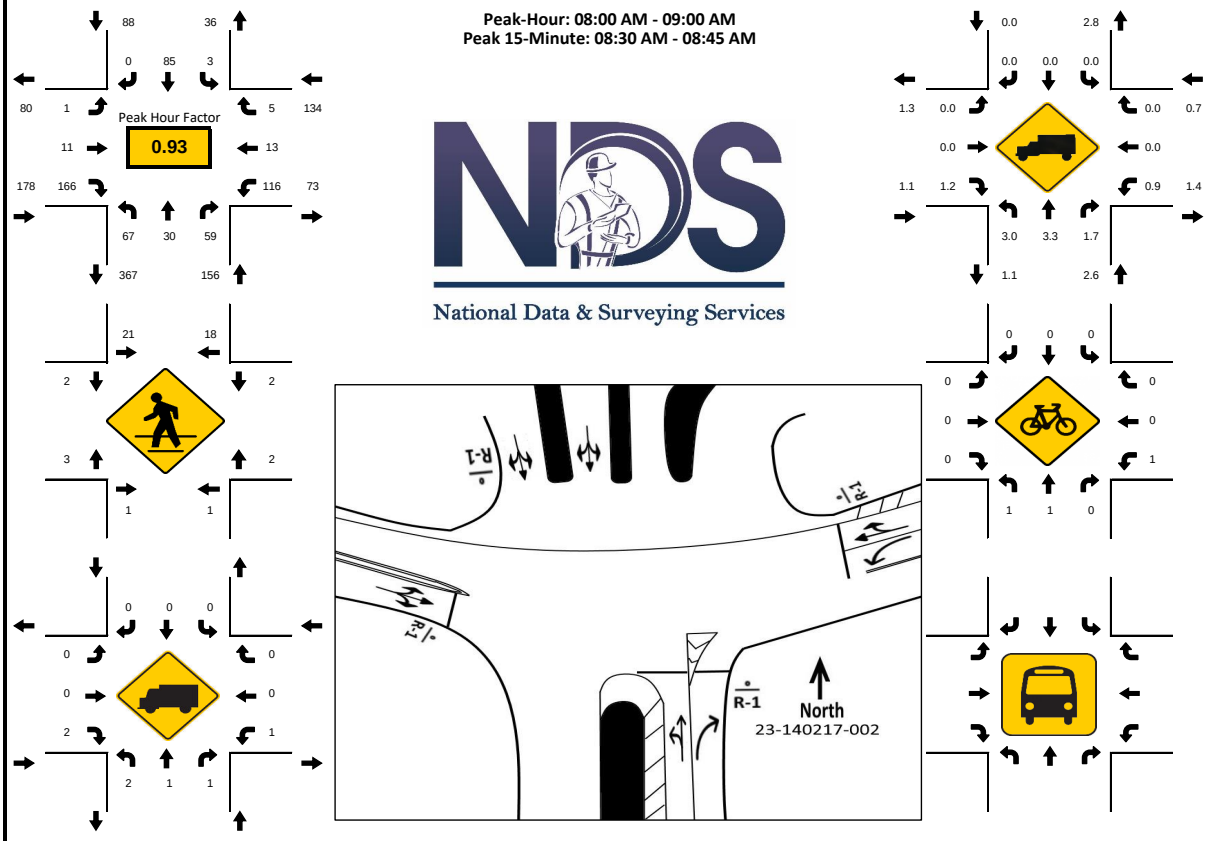


15-Min Count Period Beginning At	Harbor Island Dr Northbound					Harbor Island Dr Southbound					9th St/John F Kennedy Causewa Eastbound					9th St/John F Kennedy Causewa Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	3	1	6	0		23	0	31	0		46	308	6	0		2	387	13	0		826	3648
04:15 PM	7	2	3	0		16	0	40	0		48	335	7	1		7	423	25	2		916	3741
04:30 PM	8	1	2	0		21	0	43	0		47	322	8	0		3	548	36	1		1040	3762
04:45 PM	7	1	2	0		22	1	39	1		38	278	9	1		2	443	20	2		866	3648
05:00 PM	7	0	4	0		18	2	28	0		40	330	10	3		6	449	21	1		919	3654
05:15 PM	11	0	1	0		20	1	35	0		57	330	7	0		2	444	27	2		937	2735
05:30 PM	3	0	6	0		16	0	39	1		55	325	9	1		4	448	16	3		926	1798
05:45 PM	6	0	5	0		12	1	26	1		47	314	5	0		2	426	26	1		872	872
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	44	4	16	0		88	8	172	4		228	1320	40	12		24	2192	144	8		**4304**	
Heavy Trucks	4	0	0	0		4	0	8	0		12	36	0	0		0	88	4	0		**156**	
Pedestrians		16					12					20					8				**56**	
Bicycles	0	0	0	0		0	0	0	0		0	24	4	0		0	20	0	0		**48**	
Buses																						
Stopped Buses																						

LOCATION: Harbor Island Dr & West Dr/East Dr
CITY/STATE: North Bay Village, FL

PROJECT ID: 23-140217-002
DATE: Thu, Apr 27, 2023

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

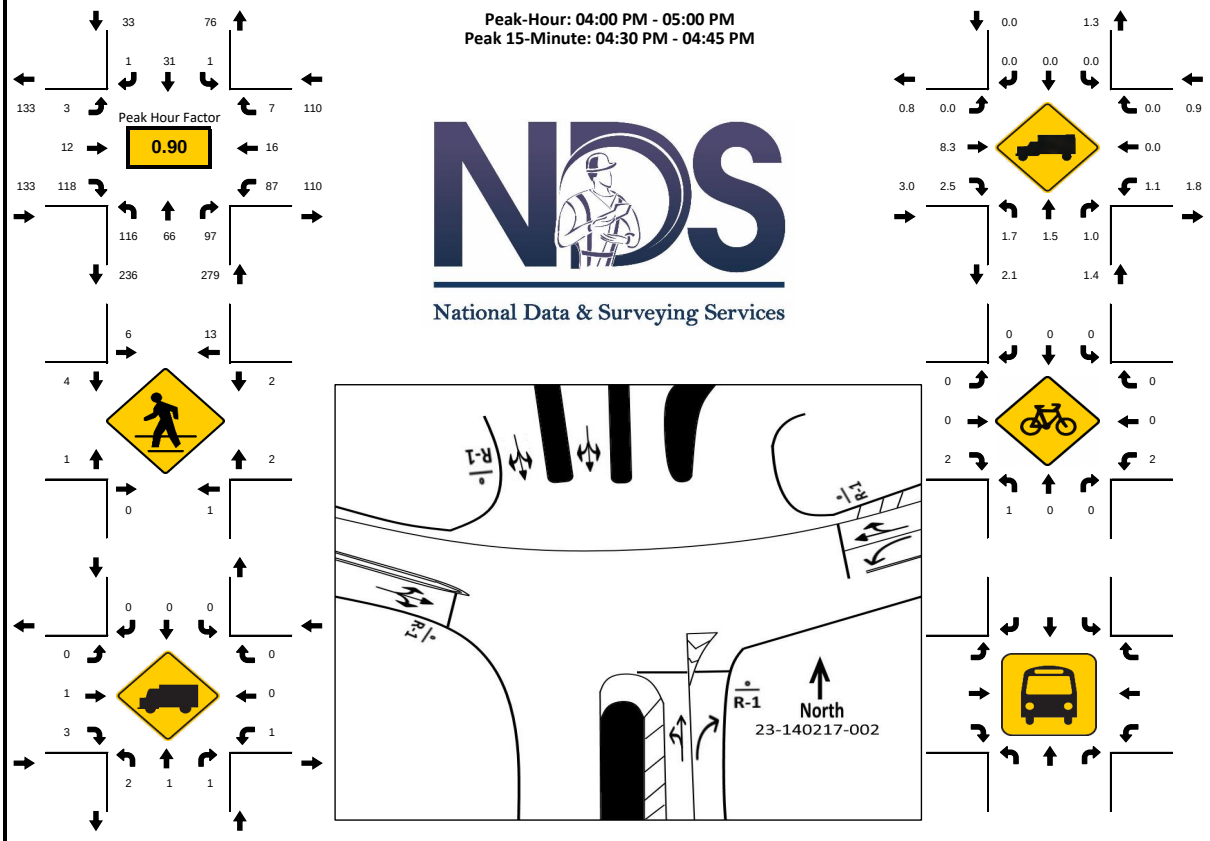


15-Min Count Period Beginning At	Harbor Island Dr Northbound					Harbor Island Dr Southbound					West Dr/East Dr Eastbound					West Dr/East Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	9	2	7	1		0	7	0	0		0	1	27	0		18	1	0	0		73	394
07:15 AM	17	1	8	0		0	10	0	0		1	1	29	0		24	2	0	0		93	454
07:30 AM	23	2	10	0		0	19	0	0		1	3	26	0		27	2	0	0		113	499
07:45 AM	15	3	11	0		1	14	0	0		2	3	38	0		25	1	1	1		115	536
08:00 AM	16	6	9	1		1	24	0	0		0	1	46	0		27	1	1	0		133	556
08:15 AM	20	5	16	0		2	24	0	0		0	4	39	0		23	2	3	0		138	423
08:30 AM	17	10	20	0		0	17	0	0		1	3	45	0		31	6	0	0		150	285
08:45 AM	13	9	14	0		0	20	0	0		0	3	36	0		35	4	1	0		135	135
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	80	40	80	4		8	96	0	0		4	16	184	0		140	24	12	0		**688**	
Heavy Trucks	4	4	4	4		0	0	0	0		0	0	8	0		4	0	0	0		**24**	
Pedestrians		8					60					8					4				**80**	
Bicycles	0	4	0	4		0	0	0	0		0	0	0	0		4	0	0	0		**8**	
Buses																						
Stopped Buses																						

LOCATION: Harbor Island Dr & West Dr/East Dr
CITY/STATE: North Bay Village, FL

PROJECT ID: 23-140217-002
DATE: Thu, Apr 27, 2023

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



15-Min Count Period Beginning At	Harbor Island Dr Northbound					Harbor Island Dr Southbound					West Dr/East Dr Eastbound					West Dr/East Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	24	12	23	0		0	4	0	0		1	2	30	0		20	2	3	0		121	555
04:15 PM	32	18	25	1		0	10	1	0		0	0	29	0		17	4	4	0		141	547
04:30 PM	37	16	28	0		1	7	0	0		1	4	31	0		25	5	0	0		155	552
04:45 PM	21	20	21	1		0	10	0	0		1	6	28	0		25	5	0	0		138	528
05:00 PM	21	11	29	0		1	6	0	0		0	2	22	0		19	2	0	0		113	521
05:15 PM	46	17	19	1		0	10	0	0		0	2	27	0		19	3	2	0		146	408
05:30 PM	38	13	20	0		0	6	0	0		0	4	27	0		22	1	0	0		131	262
05:45 PM	29	23	24	0		0	11	0	0		0	9	15	0		16	2	1	1		131	131
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	148	80	112	4		4	40	4	0		4	24	124	0		100	20	16	0		**680**	
Heavy Trucks	4	4	4	4		0	0	0	0		0	4	8	0		4	0	0	0		**28**	
Pedestrians		4					24					12					8				**48**	
Bicycles	4	0	0	0		0	0	0	0		0	0	4	0		4	0	0	4		**12**	
Buses																						
Stopped Buses																						

24-Hour Continuous Counts

Prepared by NDS/ATD

VOLUME

West Dr W/O Harbor Island Dr

Day: Thursday
Date: 4/27/2023

City: North Bay Village
Project #: FL23_140218_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,100	1,953	4,053

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			9		16		25		12:00			26		28		54	
0:15			8		6		14		12:15			37		36		73	
0:30			7		14		21		12:30			26		25		51	
0:45			5	29	3	39	8	68	12:45			32	121	37	126	69	247
1:00			1		8		9		13:00			28		30		58	
1:15			4		6		10		13:15			44		25		69	
1:30			4		4		8		13:30			25		25		50	
1:45			5	14	4	22	9	36	13:45			25	122	23	103	48	225
2:00			0		0		0		14:00			26		30		56	
2:15			5		4		9		14:15			34		27		61	
2:30			0		0		0		14:30			38		25		63	
2:45			1	6	3	7	4	13	14:45			31	129	35	117	66	246
3:00			1		2		3		15:00			37		23		60	
3:15			4		5		9		15:15			27		34		61	
3:30			4		4		8		15:30			29		23		52	
3:45			3	12	3	14	6	26	15:45			18	111	27	107	45	218
4:00			10		0		10		16:00			31		29		60	
4:15			1		3		4		16:15			29		36		65	
4:30			5		2		7		16:30			36		40		76	
4:45			5	21	3	8	8	29	16:45			34	130	27	132	61	262
5:00			4		2		6		17:00			24		23		47	249
5:15			1		2		3		17:15			31		47		78	262
5:30			6		2		8		17:30			31		37		68	254
5:45			8	19	9	15	17	34	17:45			27	113	33	140	60	253
6:00			16		5		21		18:00			30		39		69	
6:15			13		4		17		18:15			25		34		59	
6:30			25		4		29		18:30			25		37		62	
6:45			19	73	10	23	29	96	18:45			24	104	50	160	74	264
7:00			28		9		37		19:00			38		45		83	
7:15			31		19		50		19:15			40		42		82	
7:30			35		25		60		19:30			42		37		79	
7:45			42	136	16	69	58	205	19:45			29	149	35	159	64	308
8:00			48		17		65	233	20:00			24		32		56	
8:15			38		21		59	242	20:15			26		38		64	
8:30			48		23		71	253	20:30			21		40		61	
8:45			38	172	17	78	55	250	20:45			16	87	28	138	44	225
9:00			26		26		52		21:00			17		25		42	
9:15			35		22		57		21:15			21		34		55	
9:30			37		23		60		21:30			19		26		45	
9:45			35	133	17	88	52	221	21:45			16	73	25	110	41	183
10:00			32		22		54		22:00			19		20		39	
10:15			43		20		63		22:15			9		22		31	
10:30			24		16		40		22:30			26		19		45	
10:45			34	133	23	81	57	214	22:45			20	74	21	82	41	156
11:00			13		16		29		23:00			11		14		25	
11:15			33		20		53		23:15			7		13		20	
11:30			28		16		44		23:30			9		16		25	
11:45			26	100	28	80	54	180	23:45			12	39	12	55	24	94
TOTALS				848		524		1372	TOTALS				1252		1429		2681
SPLIT %				61.8%		38.2%		33.9%	SPLIT %				46.7%		53.3%		66.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,100	1,953	4,053

AM Peak Hour	0:00	0:00	0:00	0:00	0:00	PM Peak Hour	19:00	18:30	18:45
AM Pk Volume	1018	1018	1018	1018	1018	PM Pk Volume	149	174	318
Pk Hr Factor	0.250	0.250	0.263	0.253	0.266	Pk Hr Factor	0.887	0.870	0.958
7 - 9 Volume	0	0	308	147	455	4 - 6 Volume	0 0	243	272	515
7 - 9 Peak Hour			7:45	7:30	7:45	4 - 6 Peak Hour		16:00	17:00	16:00
7 - 9 Pk Volume	0	0	176	79	253	4 - 6 Pk Volume	0 0	130	140	262
Pk Hr Factor	0.000	0.000	0.917	0.790	0.891	Pk Hr Factor	0.000 0.000	0.903	0.745	0.862

Peak Season Category Report

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

23-FEB-2023 09:11:23 830UPD 6_8700_PKSEASON.TXT

Signal Timings

TOD Schedule Report

for 3015: Harbor Dr&J. F. Kennedy Blvd

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
3015	Harbor Dr&J. F. Kennedy Blvd	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	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	20	15	6	20	15	6	3.7	3.3
2 WBT	4	4	4	36	36	36	4	4	4	1	1	1	100	50	45	0	75	45	4	3.3
3 SBT	4	4	4	24	24	24	7	7	7	2.5	2.5	2.5	20	16	12	60	16	10	4	3.7
4 NBT	4	4	4	24	24	24	10	10	10	4	4	4	20	16	10	60	16	8	4	3.7
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	20	15	6	20	15	6	3.7	3.3
6 EBT	4	4	4	36	36	36	4	4	4	1	1	1	100	50	45	0	75	45	4	3.3
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	--------
External Permit 1	-234-6--
External Permit 2	-234-6--

TOD Schedule Report

for 3015: Harbor Dr&J. F. Kennedy Blvd

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	10	48	16	16	10	48	0	0	0	14
	2	110	7	53	10	10	7	53	0	0	0	76
	3	110	12	47	11	10	8	51	0	0	0	62
	4	150	9	48	35	28	14	43	0	0	0	106
	5	100	5	45	10	10	5	45	0	0	0	14
	6	100	8	42	9	11	6	44	0	0	0	14
	8	150	9	55	28	28	11	53	0	0	0	102
	9	150	9	55	28	28	11	53	0	0	0	97
	11	140	6	47	29	28	10	43	0	0	0	5
	12	110	8	34	29	9	8	34	0	0	0	101
	15	130	8	54	29	9	8	54	0	0	0	58
	23	90	5	20	27	8	5	20	0	0	0	10

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

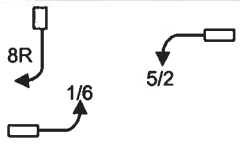
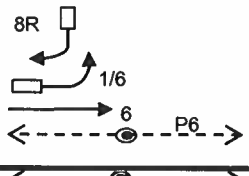
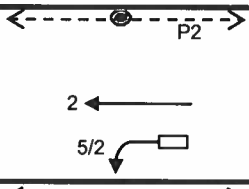
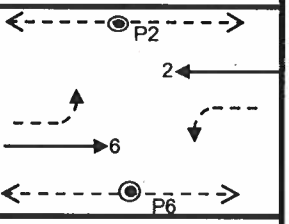
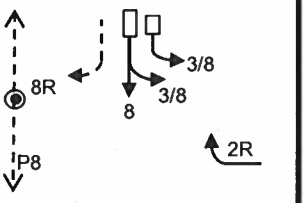
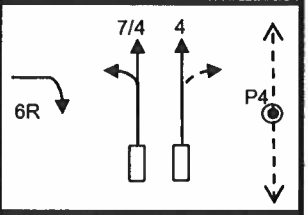
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** 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

	Direction		EB			WB			SB			NB		Ped Heads				N
Timing Phases	Head No.		1/6	6	6R	5/2	2	2R	3/8	8	8R	7/4	4	P2	P4	P6	P8	Movements/Display/Actuation
(1+5)	Dwell		R/<G	R	R	R/<G	R	R	R	R	R/G>	R	R	DW	DW	DW	DW	
E/WLT	Clear To	(1+6)	R/<G	R	R	R/<Y	R	R	R	R	R/G>	R	R	DW	DW	DW	DW	
JFK BLVD		(2+5)	R/<Y	R	R	R/<G	R	R	R	R	R/Y>	R	R	DW	DW	DW	DW	
		(2+6)	R/<Y	R	R	R/<Y	R	R	R	R	R/Y>	R	R	DW	DW	DW	DW	
(Actuated)																		
(1+6)	Dwell		<G/R	G	G	R	R	R	R	R	R/G>	R	R	D/W	D/W	W/F	D/W	
EB	Clear To	(2+6)	<Y/R	G	G	R	R	R	R	R	R/Y>	R	R	D/W	D/W	D/W	D/W	
JFK BLVD																		
(Actuated)																		
(2+5)	Dwell		R	R	R	<G/G	G	G	R	R	R	R	R	W/F	D/W	D/W	D/W	
WB	Clear To	(2+6)	R	R	R	<Y/G	G	G	R	R	R	R	R	W/F	D/W	D/W	D/W	
JFK BLVD																		
(Actuated)																		
(2+6)	Dwell		G	G	G	G	G	R	R	R	R	R	R	W/F	D/W	W/F	D/W	
E/WB	Clear To	3	Y	Y	Y	Y	Y	Y	R	R	R	R	R	D/W	D/W	D/W	D/W	
JFK BLVD		4	Y	Y	Y	Y	Y	Y	R	R	R	R	R	D/W	D/W	D/W	D/W	
(Actuated)																		
3	Dwell		R	R	R/R	R	R	R/G>	R/<G	G	G	R/R	R	D/W	D/W	D/W	W/F	
SB	Clear To	4	R	R	R/R	R	R	R/Y>	R/<Y	Y	Y	R/R	R	D/W	D/W	D/W	D/W	
TREASURE DR		(1+5)	R	R	R/R	R	R	R/Y>	R/<Y	Y	Y	R/R	R	D/W	D/W	D/W	D/W	
		(1+6)	R	R	R/R	R	R	R/Y>	R/<Y	Y	Y	R/R	R	D/W	D/W	D/W	D/W	
(Actuated)		(2+5)	R	R	R/R	R	R	R/Y>	R/<Y	Y	Y	R/R	R	D/W	D/W	D/W	D/W	
		(2+6)	R	R	R/R	R	R	R/Y>	R/<Y	Y	Y	R/R	R	D/W	D/W	D/W	D/W	
4	Dwell		R	R	R/G>	R	R	R	R	R	R	<G/G	G	D/W	W/F	D/W	D/W	
NB	Clear To	(1+5)	R	R	R/Y>	R	R	R	R	R	R	<Y/Y	Y	D/W	D/W	D/W	D/W	
TREASURE DR		(1+6)	R	R	R/Y>	R	R	R	R	R	R	<Y/Y	Y	D/W	D/W	D/W	D/W	
		(2+5)	R	R	R/Y>	R	R	R	R	R	R	<Y/Y	Y	D/W	D/W	D/W	D/W	
(Actuated)		(2+6)	R	R	R/Y>	R	R	R	R	R	R	<Y/Y	Y	D/W	D/W	D/W	D/W	
Flashing Operation			FY	FY	FY	FY	FY	FY	FR	FR	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	J.F. Kennedy BLVD & Harbor Island Dr		
Carlos Espinoza	8/14/2020			
Checked	Date	Placed in Service	Phasing No.	Asset Number
	9/4/2020	Date / By	9	3015

Appendix D

Growth Rate Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth - Linear				Historic Growth - Exponential				Historic Growth - Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0115	SR 934/Normandy Drive -- 100 feet west of Rue Versailles	13.27%	87.23%	3.53%	42.23%	11.96%	82.42%	2.88%	35.62%	12.70%	97.38%	2.74%	27.46%
0142	SR 934/79th Street -- 350 feet west of Pelican Harbour Drive	2.32%	94.22%	0.78%	14.66%	2.18%	94.39%	0.83%	16.17%	2.02%	79.67%	1.06%	24.96%
0533	SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue	-0.12%	0.65%	3.01%	43.10%	-0.12%	0.57%	2.71%	35.61%	-0.31%	8.76%	2.89%	40.60%
5191	SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles	-0.84%	49.83%	-1.06%	27.09%	-0.85%	50.31%	-1.05%	25.55%	-0.71%	28.38%	-1.39%	36.72%
Total		**3.66%**	**57.98%**	**1.57%**	**31.77%**	**3.29%**	**56.92%**	**1.34%**	**28.24%**	**3.43%**	**53.55%**	**1.33%**	**32.44%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0115 - SR 934/NORMANDY DR. WB. 100' W RUE VERSAILLES.

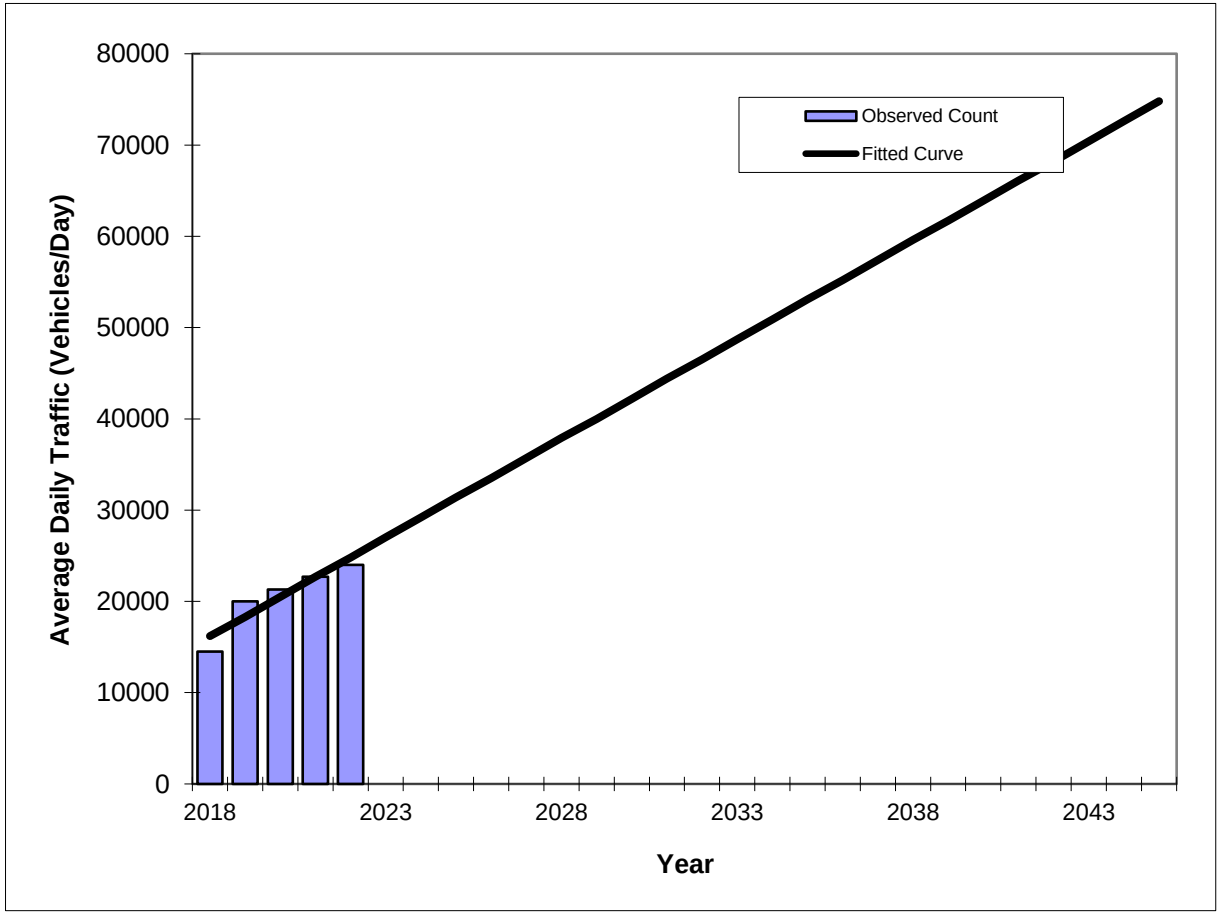
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	24000 C	W 24000	0	9.00	99.90	6.80
2021	17500 C	W 17500	0	9.00	99.90	8.70
2020	18500 C	W 18500	0	9.00	99.90	7.60
2019	20000 C	W 20000	0	9.00	99.90	10.20
2018	14500 C	W 14500	0	9.00	99.90	8.50
2017	21000 C	W 21000	0	9.00	99.90	6.90
2016	19500 C	W 19500	0	9.00	99.90	7.20
2015	18000 C	W 18000	0	9.00	99.90	11.80
2014	17500 C	W 17500		9.00	99.90	10.40
2013	18500 C	W 18500	0	9.00	99.90	9.00
2012	21500 C	W 21500	0	9.00	99.90	10.50
2011	18000 C	W 18000	0	9.00	99.90	10.50
2010	18000 C	W 18000	0	8.98	99.99	9.50
2009	16000 C	W 16000	0	8.99	99.99	8.40
2008	16500 C	W 16500	0	9.09	99.99	9.60
2007	18000 C	W 18000	0	8.01	99.99	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 934/Normandy Drive -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	0115
Highway:	SR 934/Normandy Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	14500	16200
2019	20000	18300
2020	21300	20500
2021	22700	22700
2022	24000	24800

Trend R-squared:	87.23%
Trend Annual Historic Growth Rate:	13.27%
Printed:	26-May-23

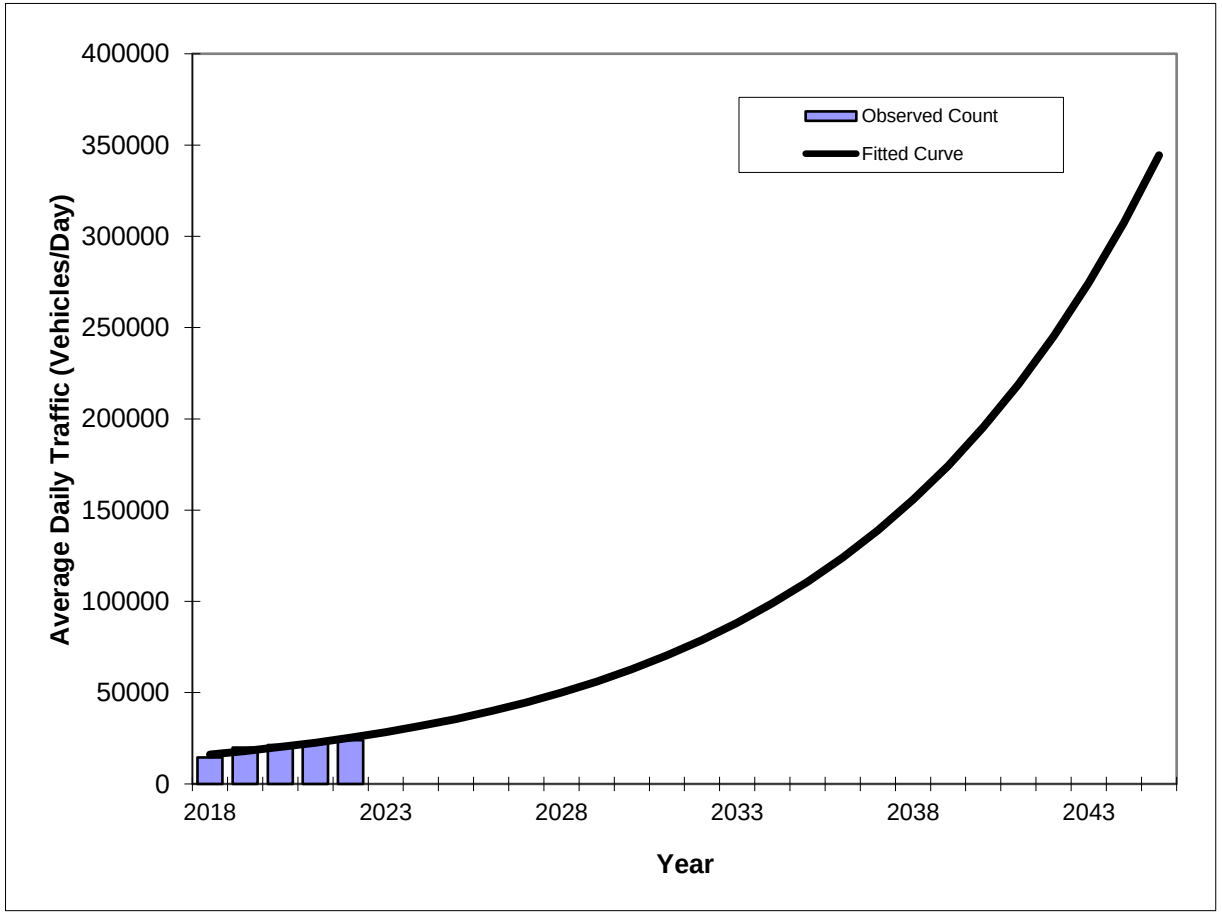
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/Normandy Drive -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	0115
Highway:	SR 934/Normandy Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	14500	16100
2019	20000	18000
2020	21300	20200
2021	22700	22600
2022	24000	25300

Trend R-squared:	82.42%
Compounded Annual Historic Growth Rate:	11.96%
Printed:	26-May-23

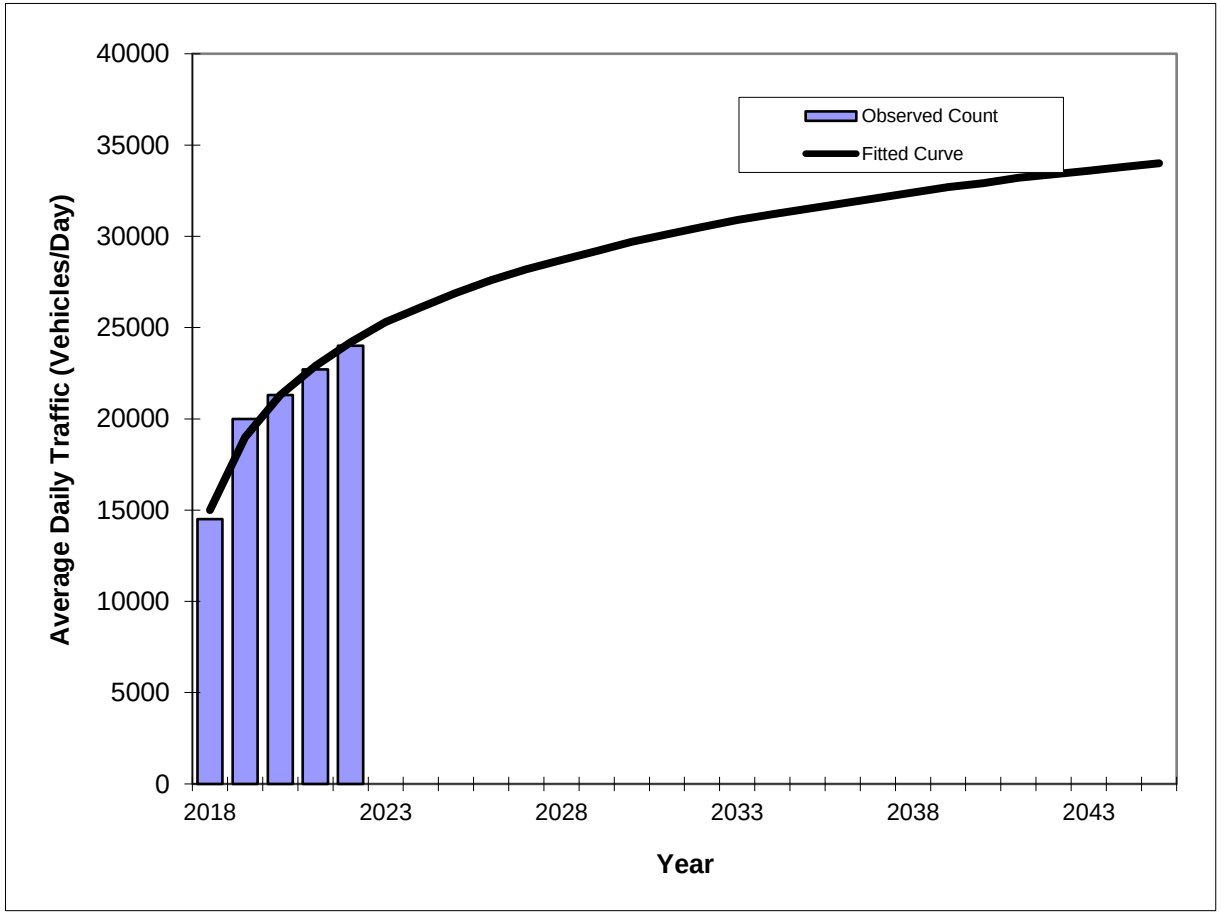
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/Normandy Drive -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	0115
Highway:	SR 934/Normandy Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	14500	15000
2019	20000	19000
2020	21300	21300
2021	22700	22900
2022	24000	24200

Trend R-squared:	97.38%
Compounded Annual Historic Growth Rate:	12.70%
Printed:	26-May-23

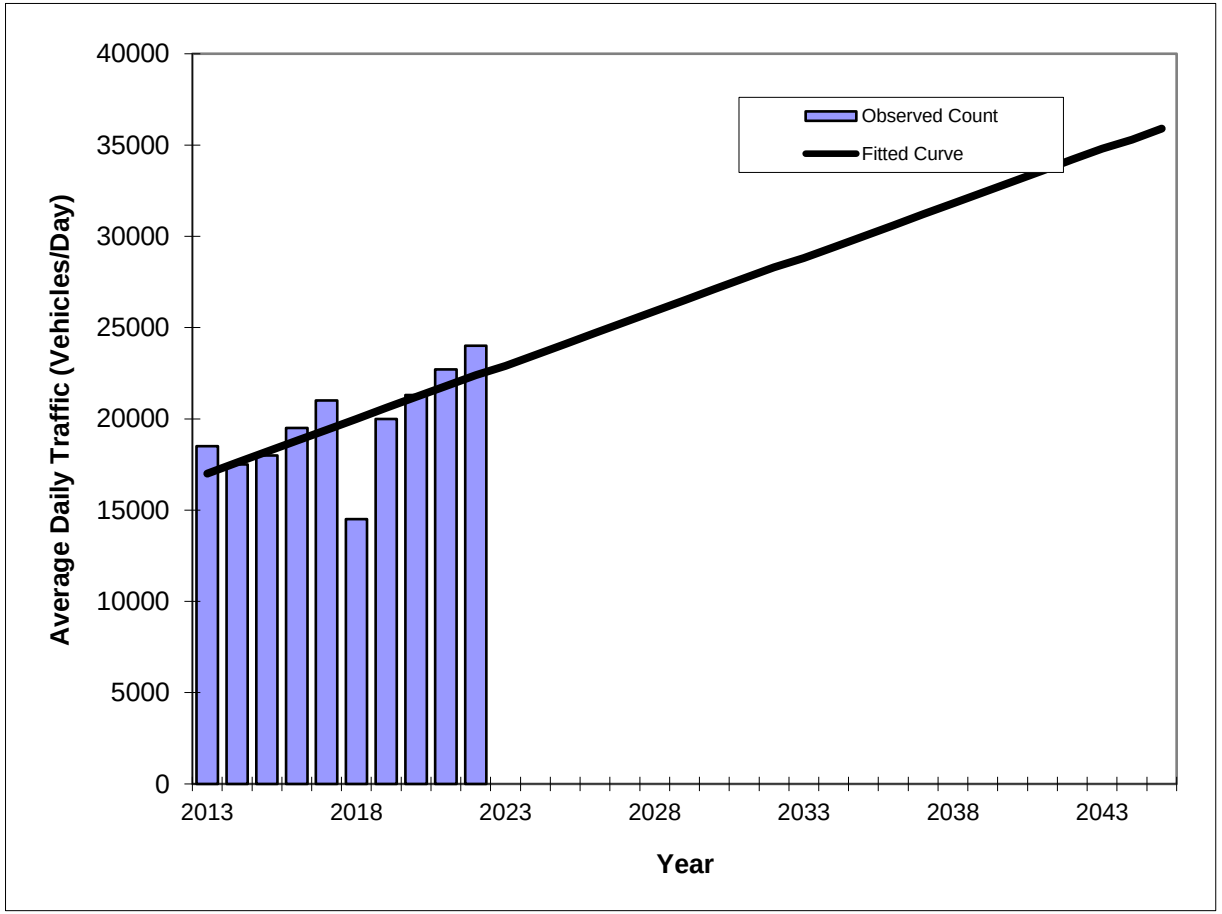
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/Normandy Drive -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	0115
Highway:	SR 934/Normandy Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	18500	17000
2014	17500	17600
2015	18000	18200
2016	19500	18800
2017	21000	19400
2018	14500	20000
2019	20000	20600
2020	21300	21200
2021	22700	21800
2022	24000	22400

Trend R-squared:	42.23%
Trend Annual Historic Growth Rate:	3.53%
Printed:	26-May-23

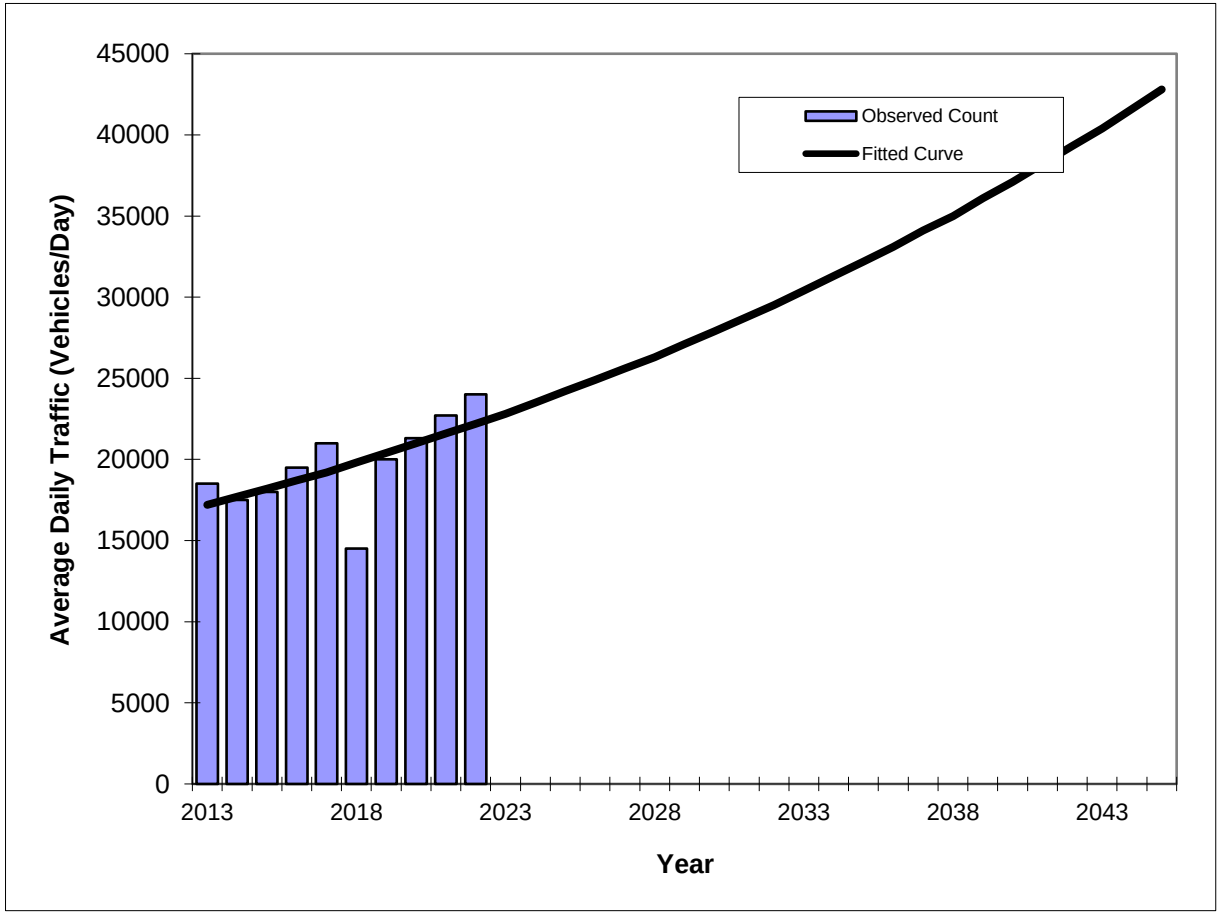
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/Normandy Drive -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	0115
Highway:	SR 934/Normandy Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18500	17200
2014	17500	17700
2015	18000	18200
2016	19500	18700
2017	21000	19200
2018	14500	19800
2019	20000	20400
2020	21300	21000
2021	22700	21600
2022	24000	22200

Trend R-squared:	35.62%
Compounded Annual Historic Growth Rate:	2.88%
Printed:	26-May-23

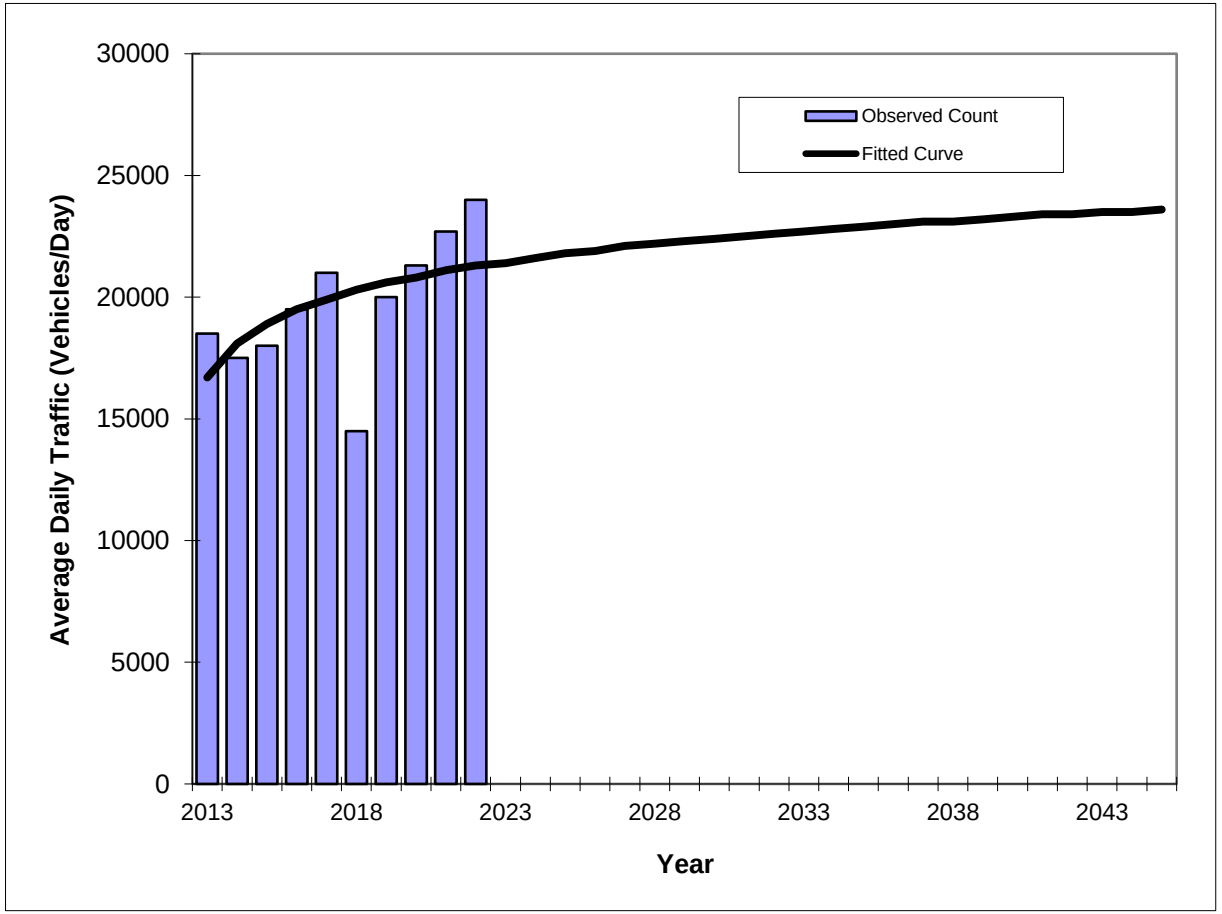
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/Normandy Drive -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	0115
Highway:	SR 934/Normandy Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	18500	16700
2014	17500	18100
2015	18000	18900
2016	19500	19500
2017	21000	19900
2018	14500	20300
2019	20000	20600
2020	21300	20800
2021	22700	21100
2022	24000	21300

Trend R-squared:	27.46%
Compounded Annual Historic Growth Rate:	2.74%
Printed:	26-May-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0142 - SR 934/NW/NE 79 ST, 350' WEST OF PELICAN HARBOUR DR

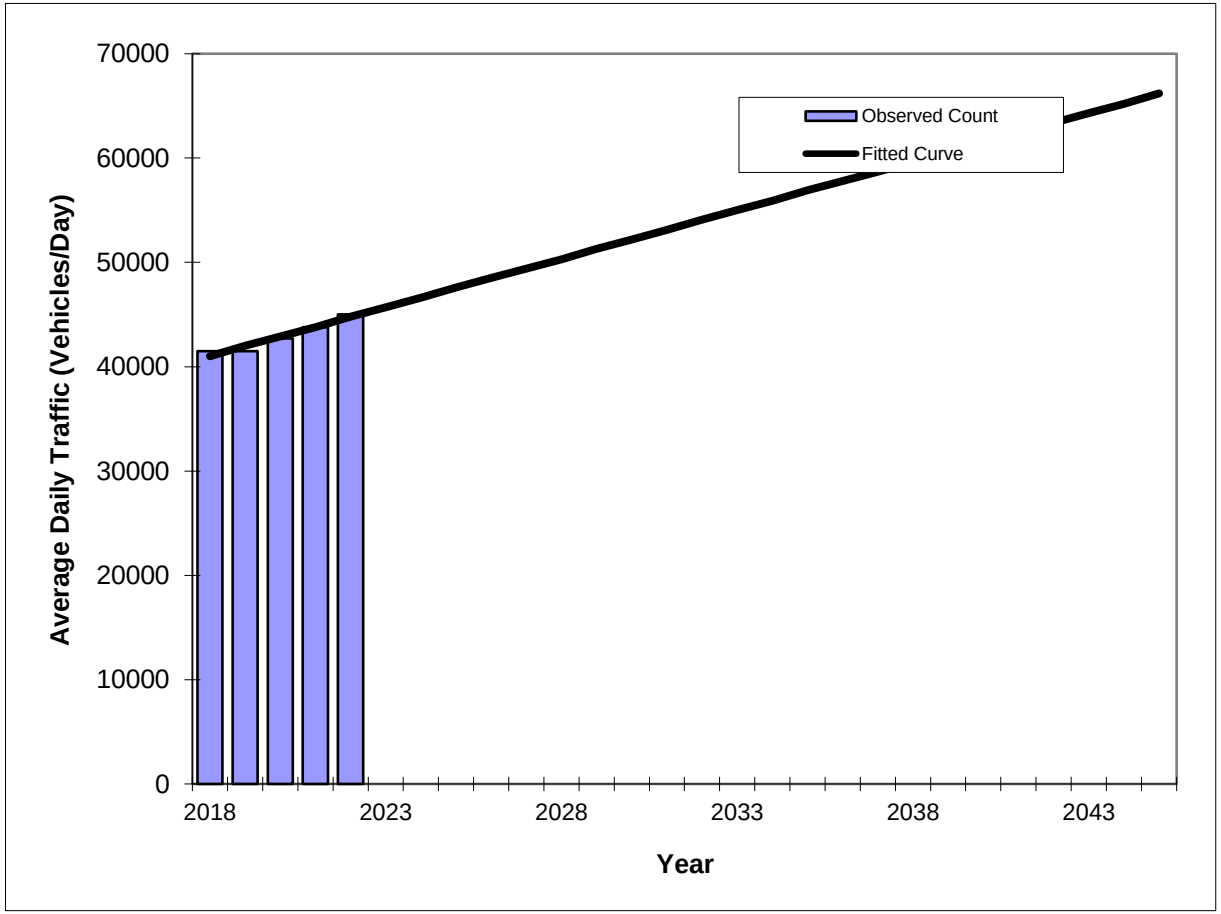
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	45000 C	E 21500	W 23500	9.00	54.70	2.60
2021	43500 C	E 21000	W 22500	9.00	54.30	4.90
2020	40500 C	E 20000	W 20500	9.00	54.20	4.50
2019	41500 F	E 19500	W 22000	9.00	54.60	6.90
2018	41500 C	E 19500	W 22000	9.00	54.30	6.90
2017	44000 C	E 21500	W 22500	9.00	55.00	2.60
2016	45500 C	E 22500	W 23000	9.00	54.50	3.10
2015	46500 C	E 22500	W 24000	9.00	54.70	4.90
2014	39000 C	E 19500	W 19500	9.00	54.50	4.70
2013	39000 C	E 20500	W 18500	9.00	52.40	4.00
2012	43000 C	E 21500	W 21500	9.00	55.70	4.10
2011	39500 C	E 19500	W 20000	9.00	55.10	4.30
2010	39500 C	E 20500	W 19000	8.98	54.08	4.30
2009	35500 C	E 16500	W 19000	8.99	53.24	3.90
2008	37000 C	E 17500	W 19500	9.09	55.75	3.80
2007	38500 F	E 19000	W 19500	8.01	54.34	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 934/79th Street -- 350 feet west of Pelican Harbour Drive

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/79th Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	41500	41000
2019	41500	42000
2020	42700	42900
2021	43800	43800
2022	45000	44800

Trend R-squared:	94.22%
Trend Annual Historic Growth Rate:	2.32%
Printed:	26-May-23

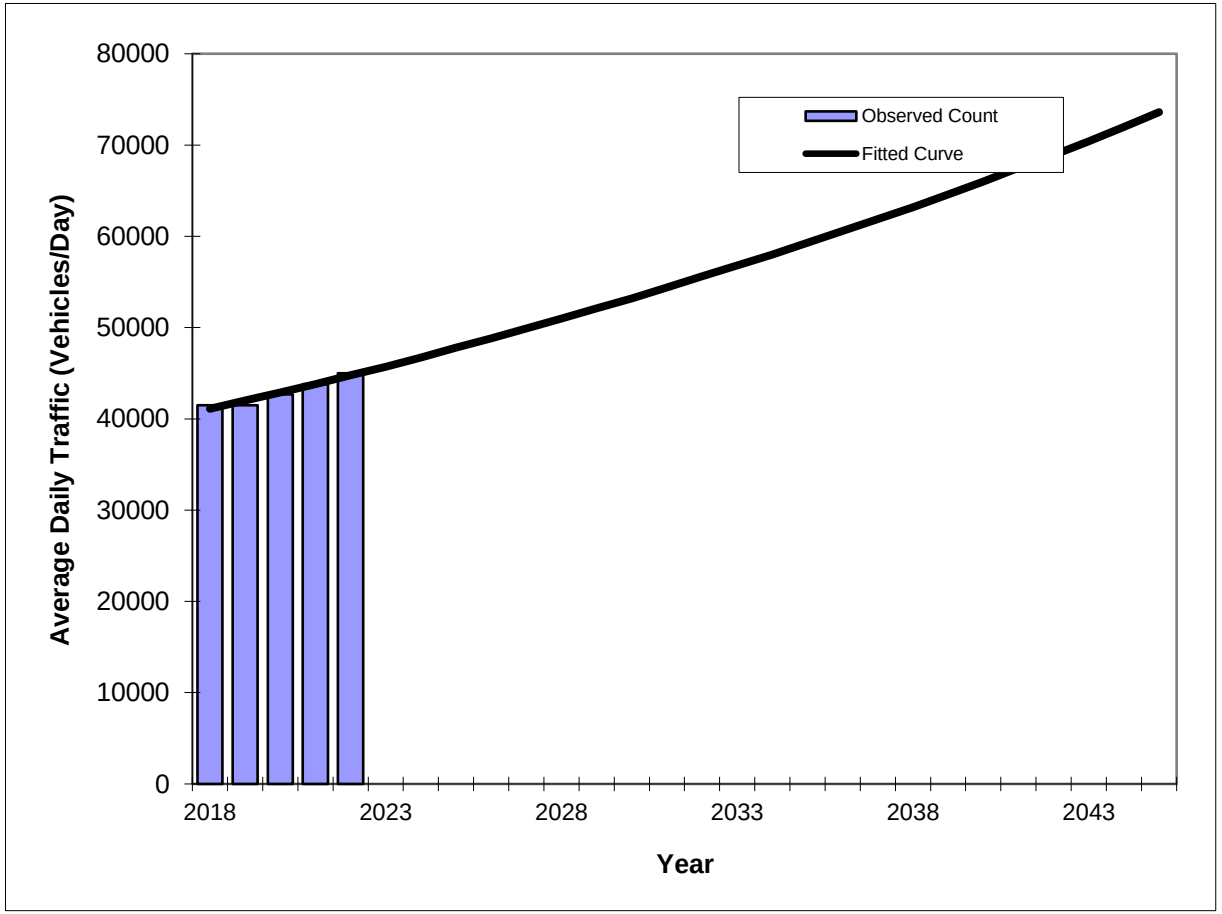
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/79th Street -- 350 feet west of Pelican Harbour Drive

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/79th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2018	41500	41100
2019	41500	42000
2020	42700	42900
2021	43800	43800
2022	45000	44800

Trend R-squared:	94.39%
Compounded Annual Historic Growth Rate:	2.18%
Printed:	26-May-23

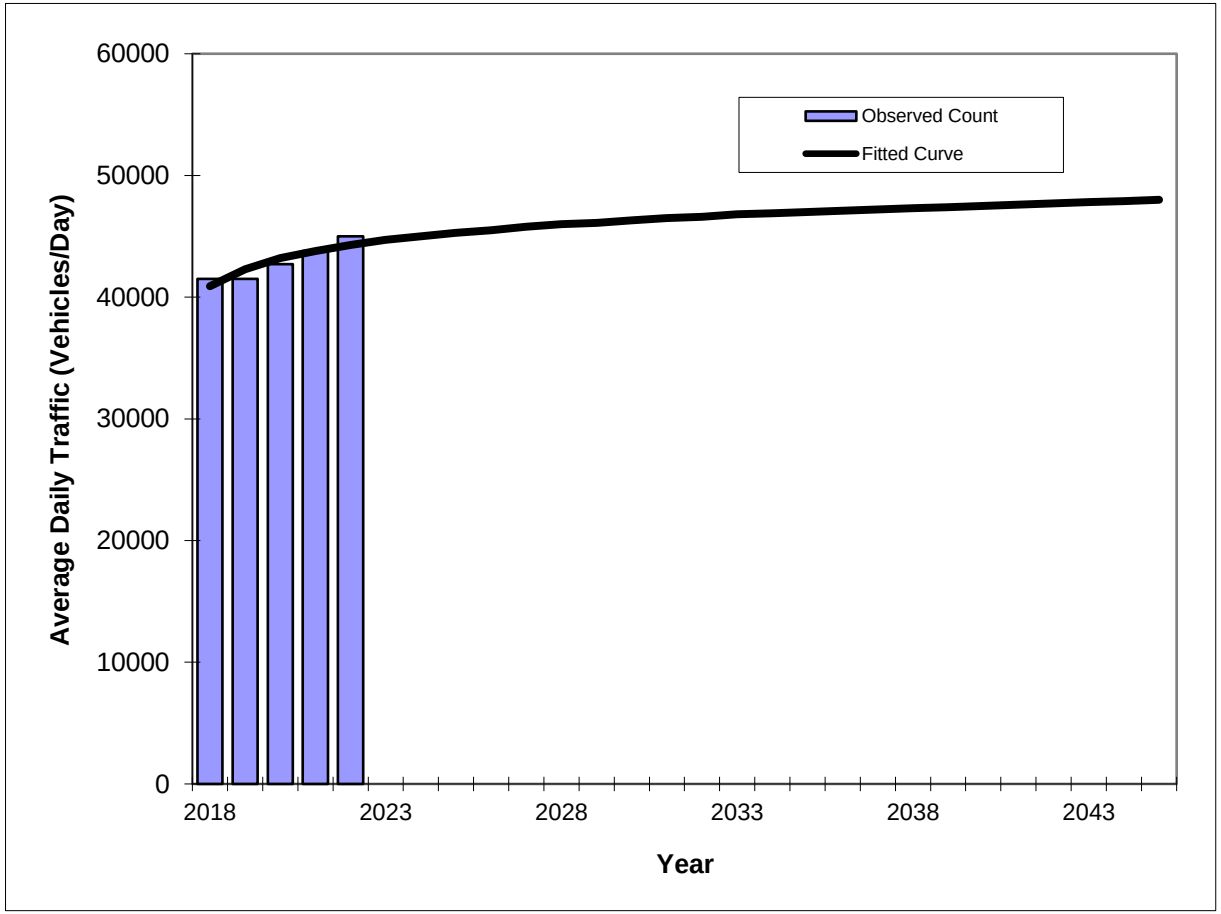
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/79th Street -- 350 feet west of Pelican Harbour Drive

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/79th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2018	41500	40900
2019	41500	42300
2020	42700	43200
2021	43800	43800
2022	45000	44300

Trend R-squared:	79.67%
Compounded Annual Historic Growth Rate:	2.02%
Printed:	26-May-23

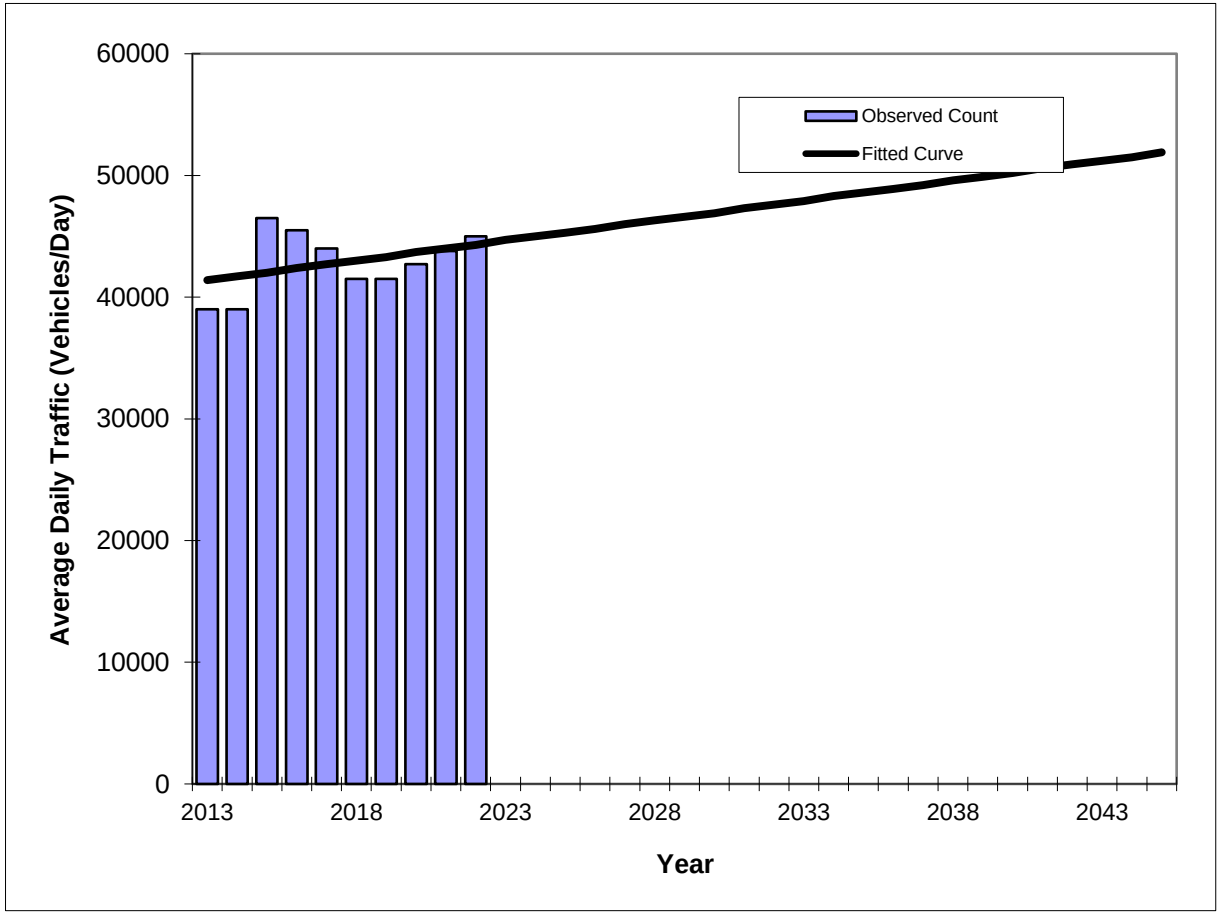
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/79th Street -- 350 feet west of Pelican Harbour Drive

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/79th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2013	39000	41400
2014	39000	41700
2015	46500	42000
2016	45500	42400
2017	44000	42700
2018	41500	43000
2019	41500	43300
2020	42700	43700
2021	43800	44000
2022	45000	44300

Trend R-squared:	14.66%
Trend Annual Historic Growth Rate:	0.78%
Printed:	26-May-23

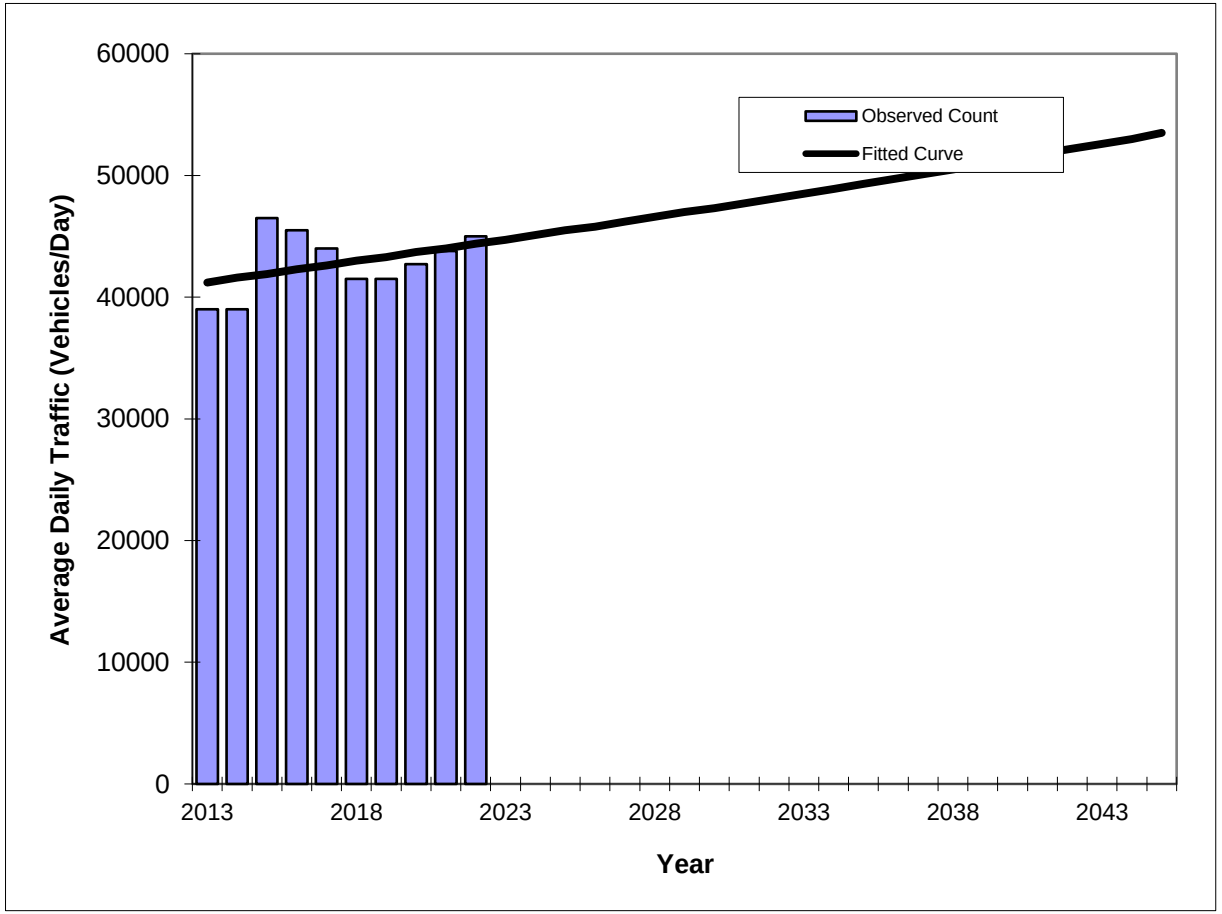
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/79th Street -- 350 feet west of Pelican Harbour Drive

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/79th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2013	39000	41200
2014	39000	41600
2015	46500	41900
2016	45500	42300
2017	44000	42600
2018	41500	43000
2019	41500	43300
2020	42700	43700
2021	43800	44000
2022	45000	44400

Trend R-squared:	16.17%
Compounded Annual Historic Growth Rate:	0.83%
Printed:	26-May-23

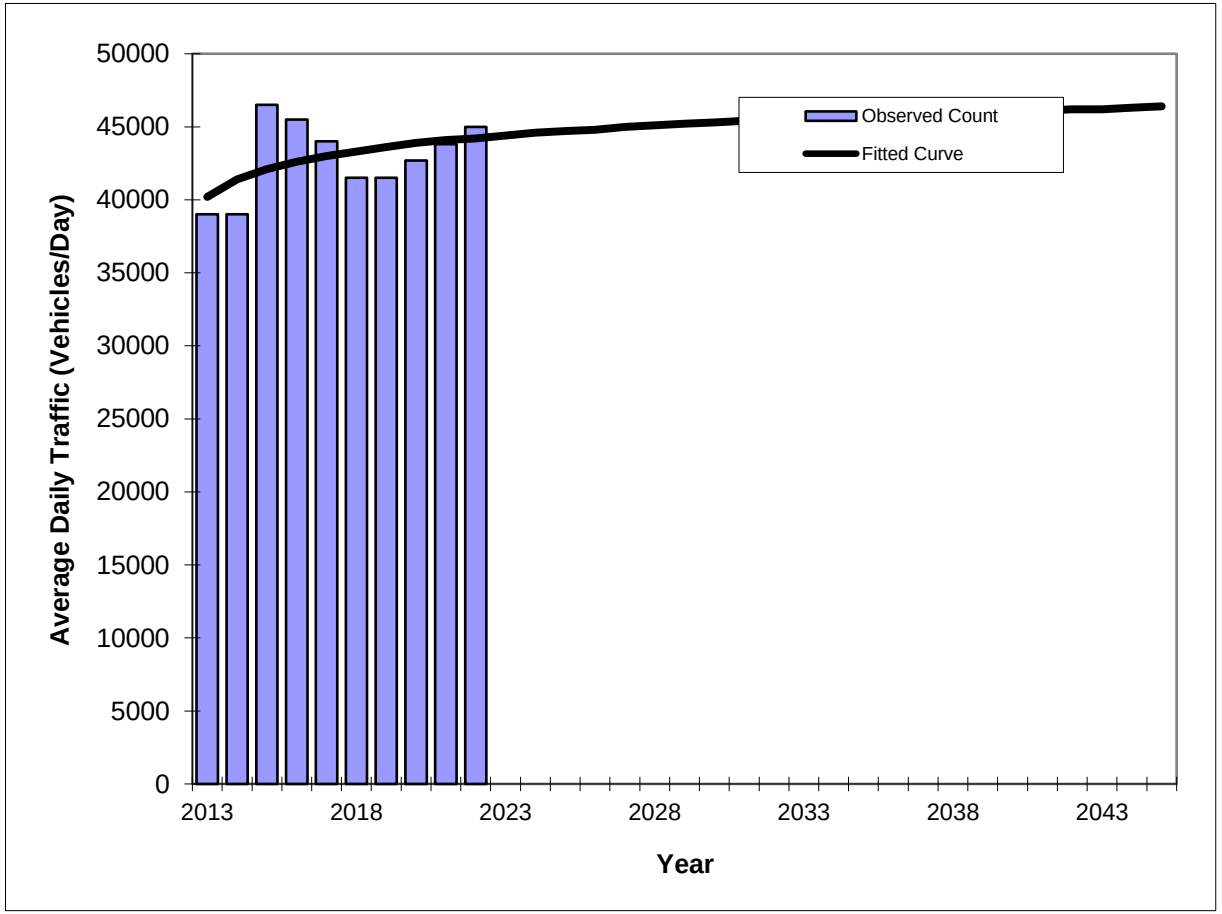
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/79th Street -- 350 feet west of Pelican Harbour Drive

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/79th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2013	39000	40200
2014	39000	41400
2015	46500	42100
2016	45500	42600
2017	44000	43000
2018	41500	43300
2019	41500	43600
2020	42700	43900
2021	43800	44100
2022	45000	44200

Trend R-squared:	24.96%
Compounded Annual Historic Growth Rate:	1.06%
Printed:	26-May-23

Decaying Exponential Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0533 - SR 934/N BAY CSWY, 450' EAST OF ADVENTURE AVE

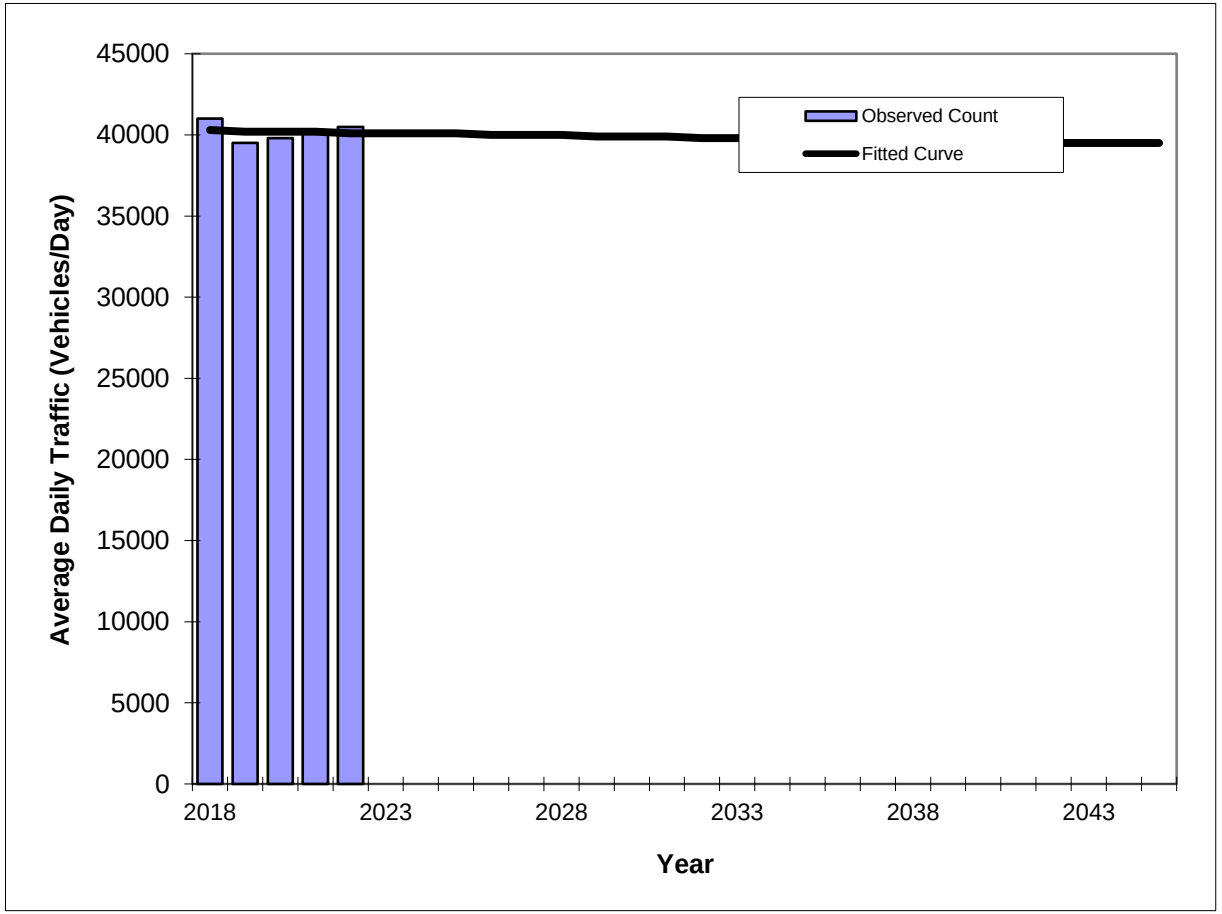
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	40500 C	E 19500	W 21000	9.00	54.70	2.90
2021	39000 C	E 19500	W 19500	9.00	54.30	5.40
2020	37000 C	E 18500	W 18500	9.00	54.20	2.10
2019	39500 C	E 21500	W 18000	9.00	54.60	6.40
2018	41000 C	E 21000	W 20000	9.00	54.30	4.60
2017	39500 C	E 20000	W 19500	9.00	55.00	8.40
2016	30500 C	E 15500	W 15000	9.00	54.50	8.70
2015	37500 C	E 18500	W 19000	9.00	54.70	11.80
2014	27500 C	E 12500	W 15000	9.00	54.50	10.40
2013	36500 C	E 17500	W 19000	9.00	52.40	9.00
2012	36500 C	E 18000	W 18500	9.00	55.70	10.50
2011	38000 C	E 17500	W 20500	9.00	55.10	10.50
2010	35500 C	E 17500	W 18000	8.98	54.08	9.50
2009	29500 C	E 15000	W 14500	8.99	53.24	8.40
2008	30500 C	E 15500	W 15000	9.09	55.75	9.60
2007	31500 C	E 16000	W 15500	8.01	54.34	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/North Bay Causeway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	41000	40300
2019	39500	40200
2020	39800	40200
2021	40200	40200
2022	40500	40100

Trend R-squared:	0.65%
Trend Annual Historic Growth Rate:	-0.12%
Printed:	26-May-23

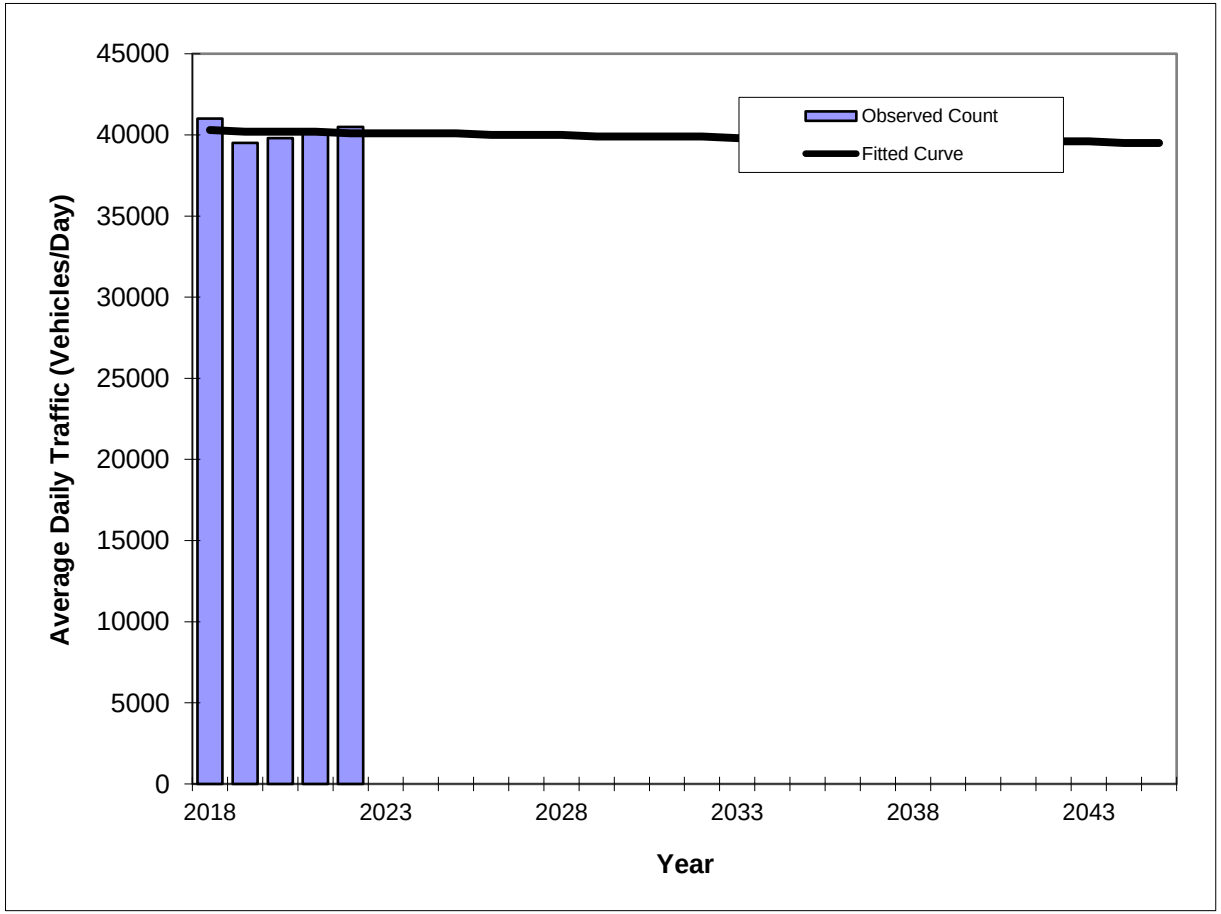
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/North Bay Causeway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	41000	40300
2019	39500	40200
2020	39800	40200
2021	40200	40200
2022	40500	40100

Trend R-squared:	0.57%
Compounded Annual Historic Growth Rate:	-0.12%
Printed:	26-May-23

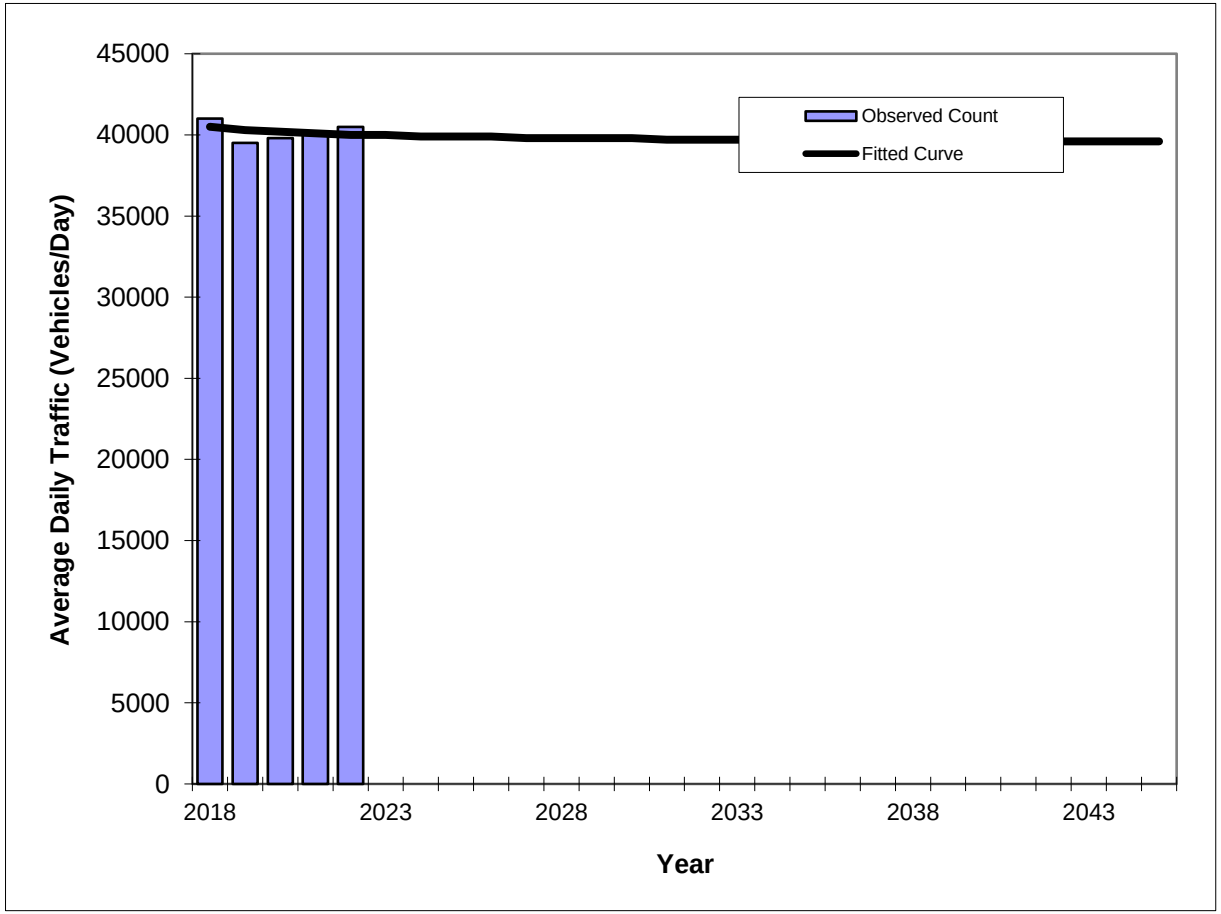
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/North Bay Causeway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	41000	40500
2019	39500	40300
2020	39800	40200
2021	40200	40100
2022	40500	40000

Trend R-squared:	8.76%
Compounded Annual Historic Growth Rate:	-0.31%
Printed:	26-May-23

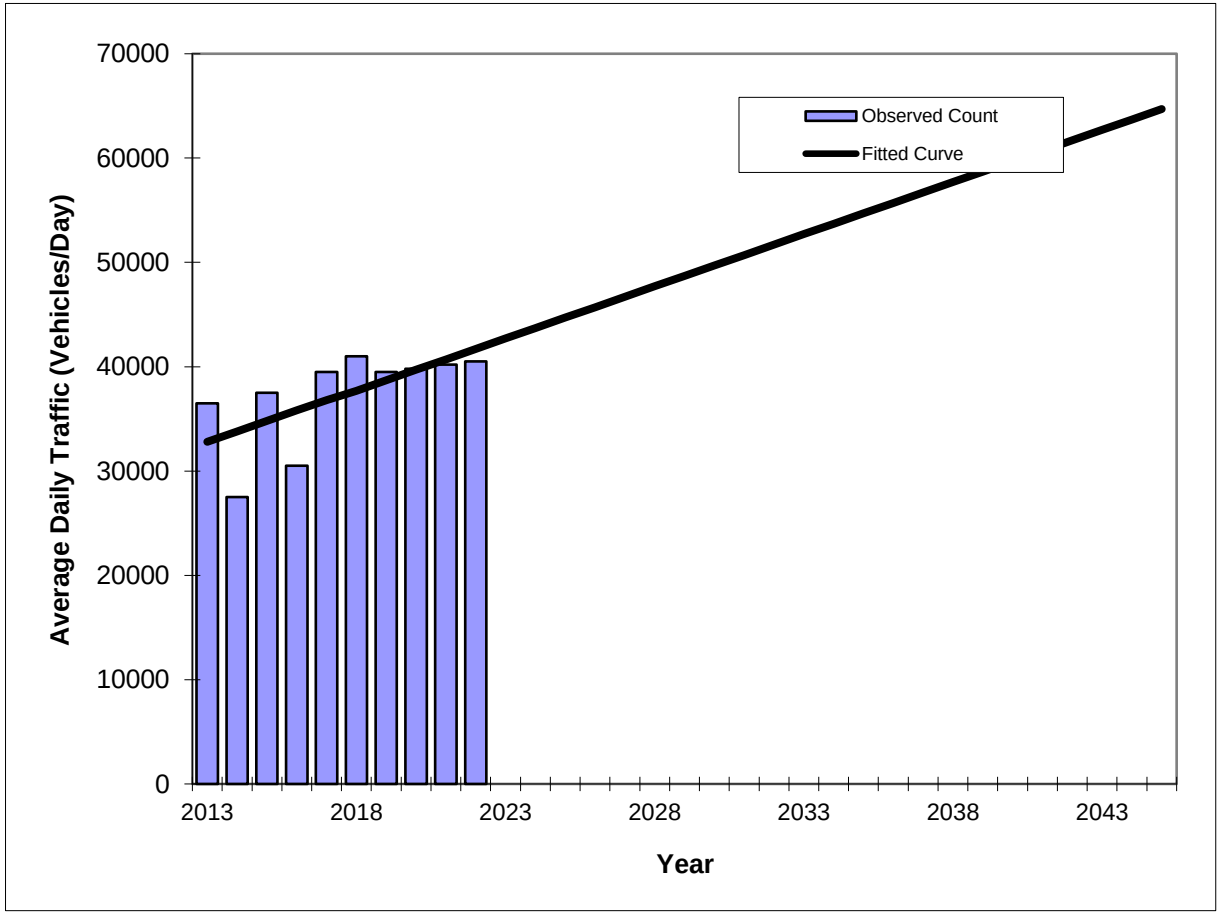
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/North Bay Causeway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	36500	32800
2014	27500	33800
2015	37500	34800
2016	30500	35800
2017	39500	36800
2018	41000	37700
2019	39500	38700
2020	39800	39700
2021	40200	40700
2022	40500	41700

Trend R-squared:	43.10%
Trend Annual Historic Growth Rate:	3.01%
Printed:	26-May-23

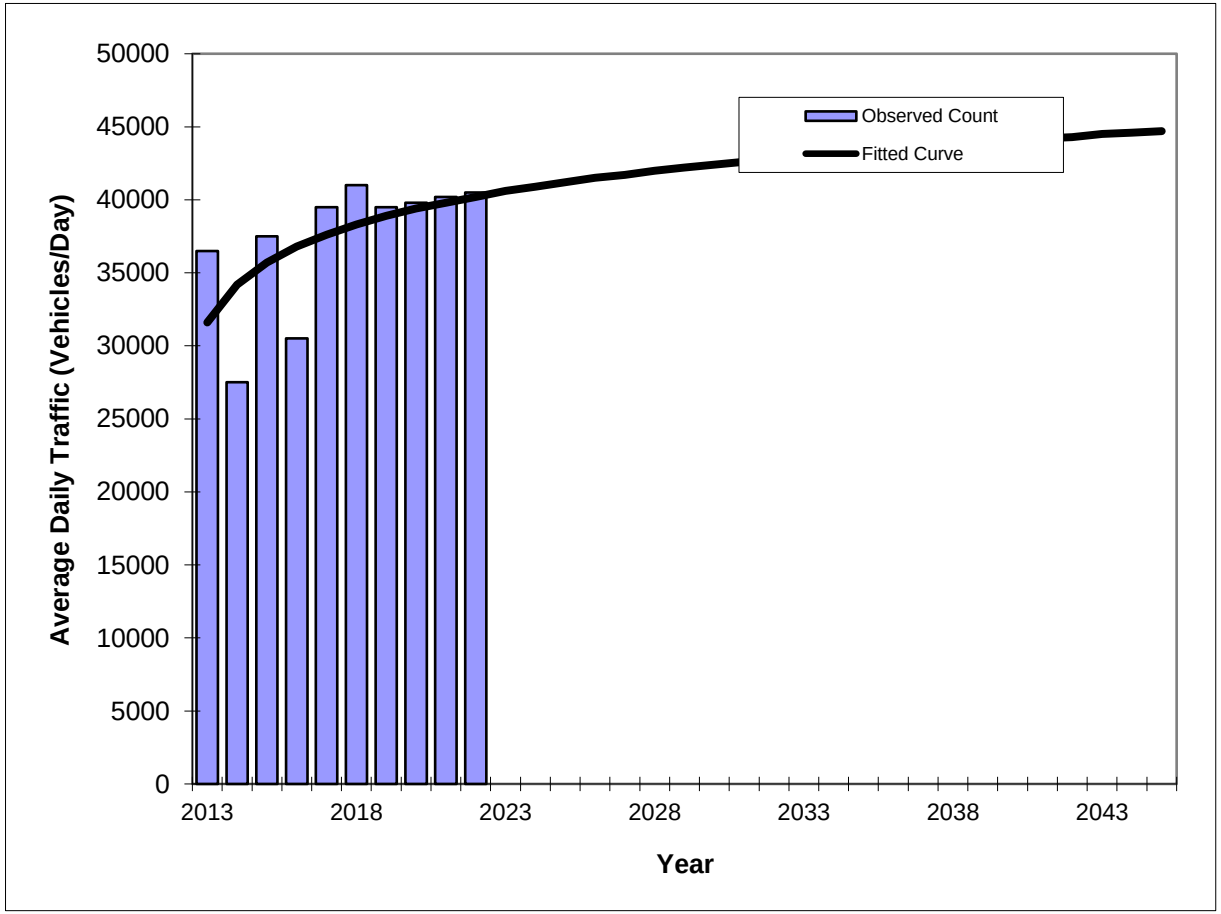
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/North Bay Causeway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	36500	31600
2014	27500	34200
2015	37500	35700
2016	30500	36800
2017	39500	37600
2018	41000	38300
2019	39500	38900
2020	39800	39400
2021	40200	39800
2022	40500	40200

Trend R-squared:	35.61%
Compounded Annual Historic Growth Rate:	2.71%
Printed:	26-May-23

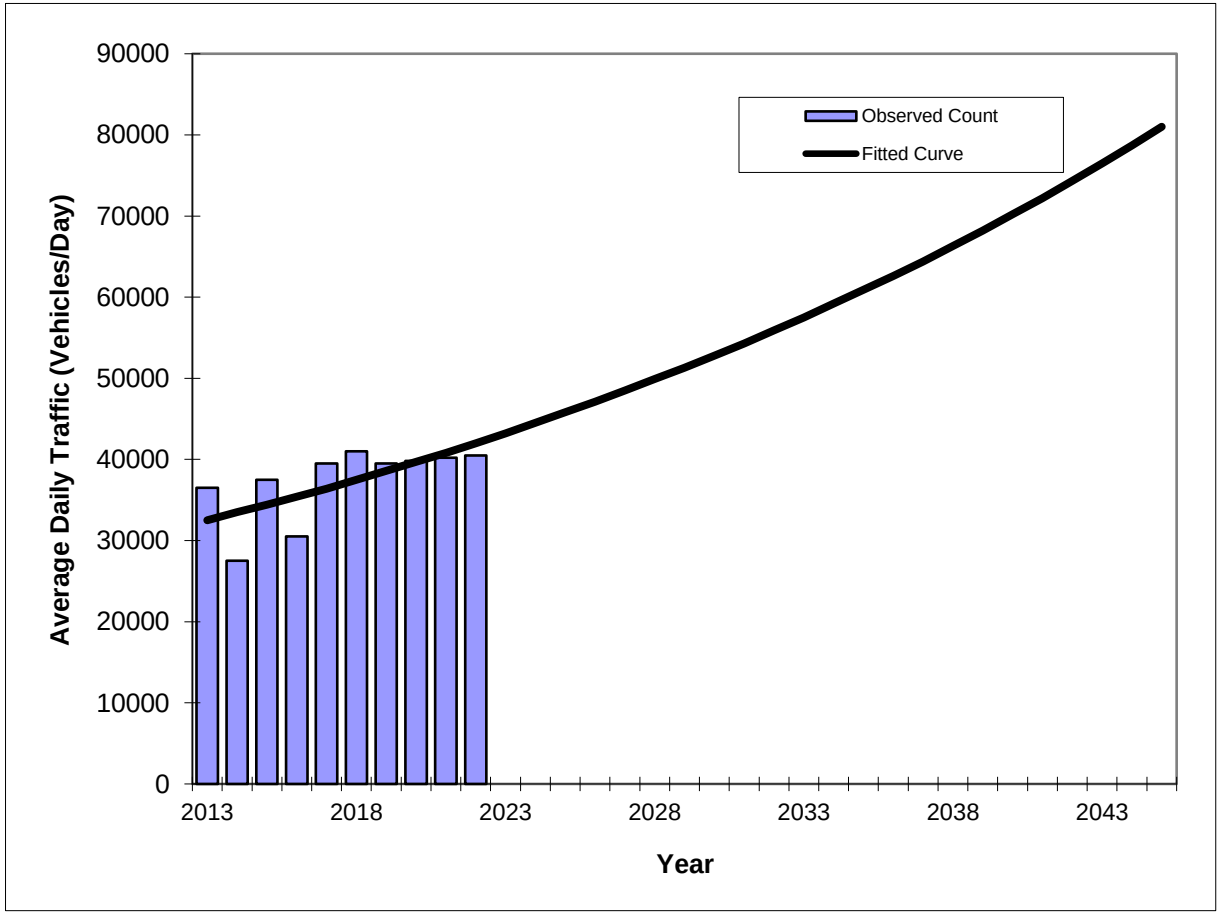
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/North Bay Causeway -- 450 feet east of Adventure Avenue

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/North Bay Causeway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	36500	32500
2014	27500	33500
2015	37500	34400
2016	30500	35400
2017	39500	36400
2018	41000	37500
2019	39500	38600
2020	39800	39700
2021	40200	40800
2022	40500	42000

*Axle-Adjusted

Trend R-squared:	40.60%
Compounded Annual Historic Growth Rate:	2.89%
Printed:	26-May-23

Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5191 - SR934/NE 79TH ST/NORTH BAY CSWY/71ST ST, 100' W OF RUE VERSAILLES

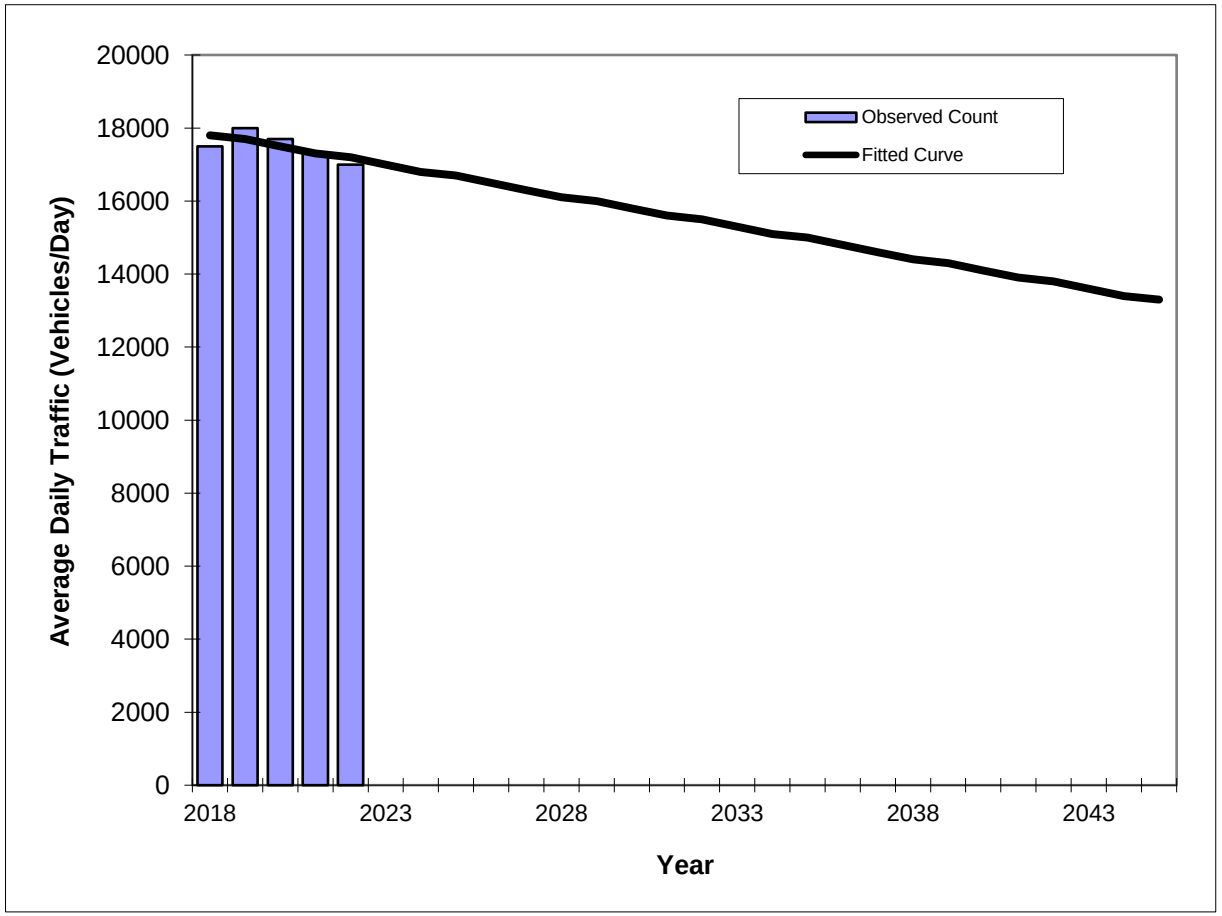
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	17000 C	E 17000	0	9.00	99.90	6.80
2021	16000 C	E 16000	0	9.00	99.90	8.70
2020	13500 C	E 13500	0	9.00	99.90	7.60
2019	18000 C	E 18000	0	9.00	99.90	10.20
2018	17500 C	E 17500	0	9.00	99.90	8.50
2017	17000 C	E 17000	0	9.00	99.90	6.90
2016	18500 C	E 18500	0	9.00	99.90	7.20
2015	19000 C	E 19000	0	9.00	99.90	11.80
2014	16500 C	E 16500		9.00	99.90	10.40
2013	20500 C	E 20500	0	9.00	99.90	9.00
2012	19500 C	E 19500	0	9.00	99.90	10.50
2011	18500 C	E 18500	0	9.00	99.90	10.50
2010	16500 C	E 16500	0	8.98	99.99	9.50
2009	17500 C	E 17500	0	8.99	99.99	8.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	5191
Highway:	34/NE 79th Street/North Bay Causeway/71st



Year	Traffic (ADT/AADT) Count*	Trend**
2018	17500	17800
2019	18000	17700
2020	17700	17500
2021	17300	17300
2022	17000	17200

Trend R-squared:	49.83%
Trend Annual Historic Growth Rate:	-0.84%
Printed:	26-May-23

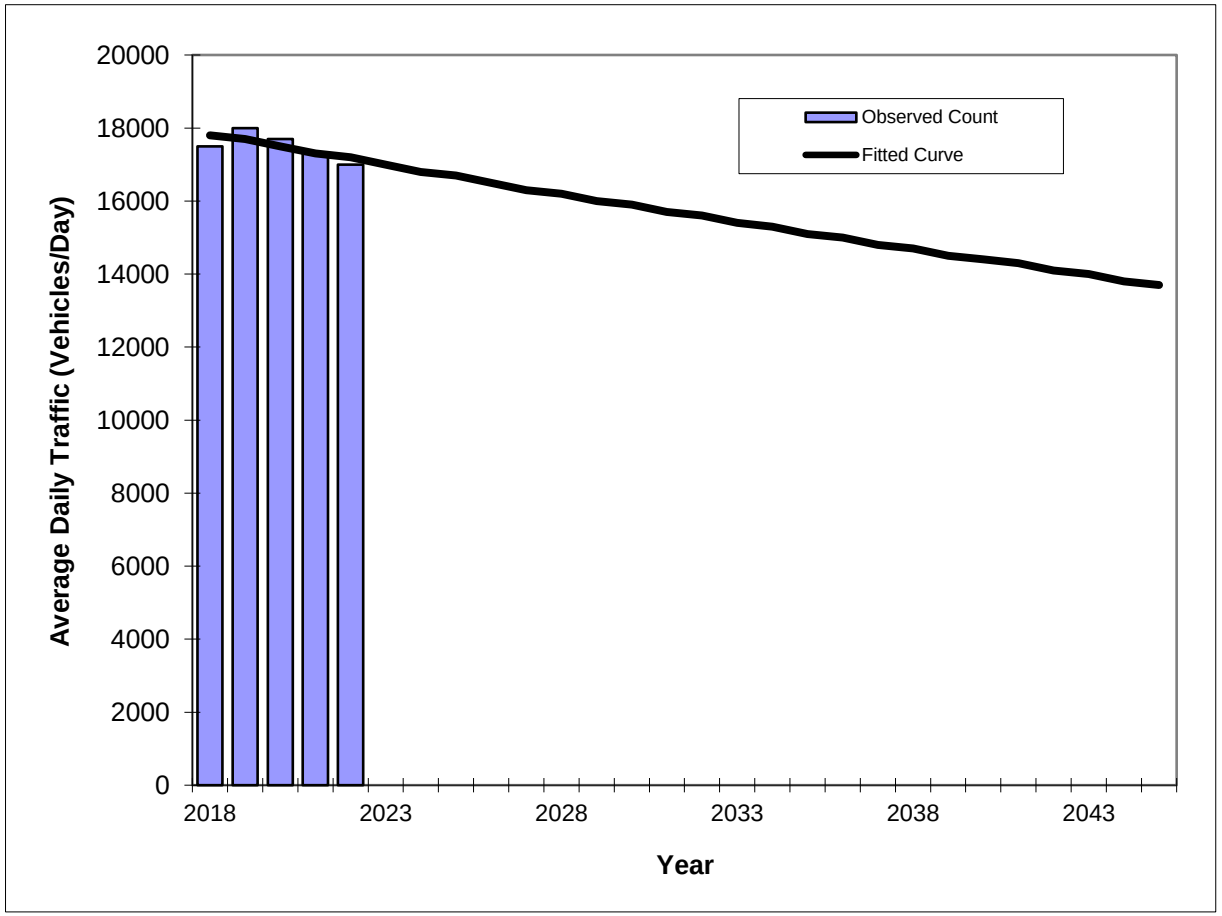
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	5191
Highway:	34/NE 79th Street/North Bay Causeway/71st



Year	Traffic (ADT/AADT) Count*	Trend**
2018	17500	17800
2019	18000	17700
2020	17700	17500
2021	17300	17300
2022	17000	17200

Trend R-squared:	50.31%
Compounded Annual Historic Growth Rate:	-0.85%
Printed:	26-May-23

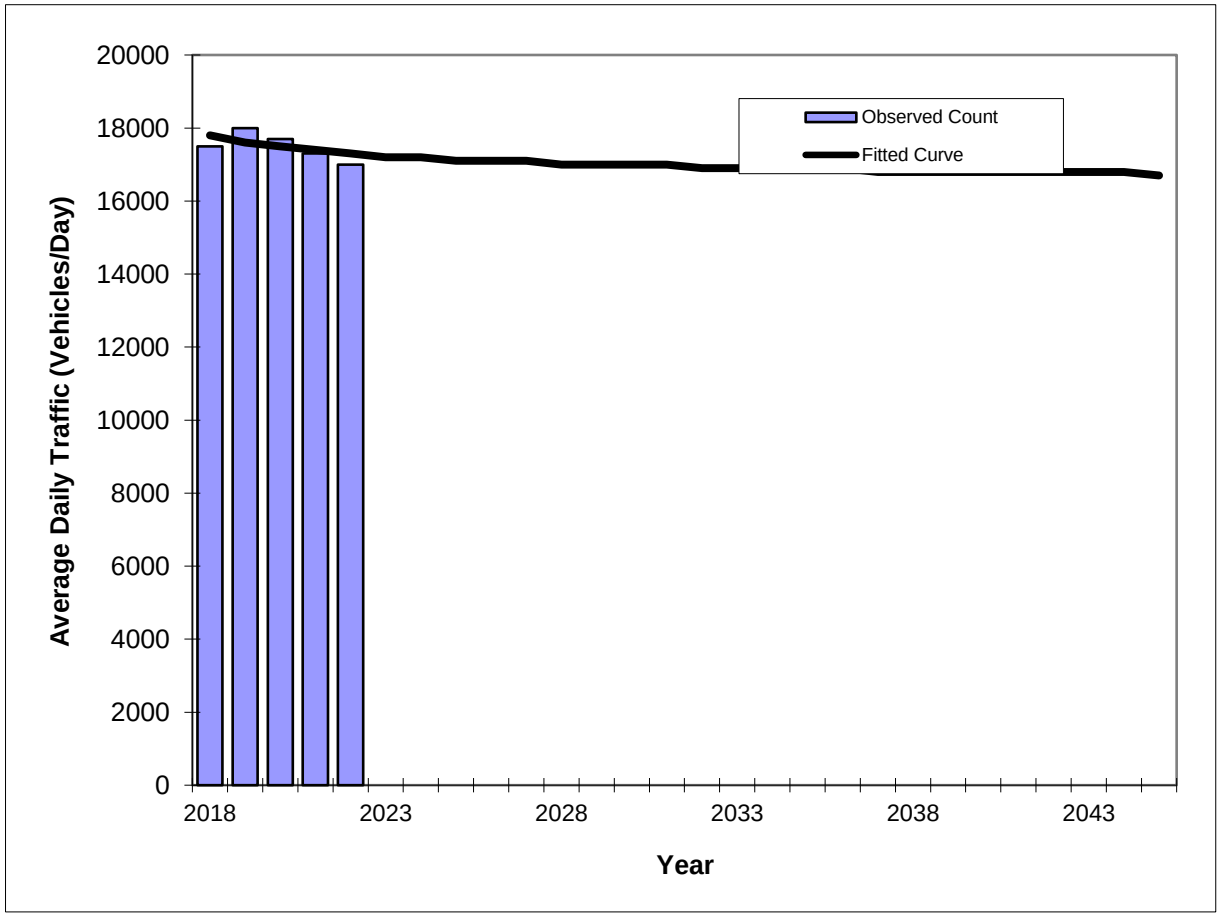
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	5191
Highway:	34/NE 79th Street/North Bay Causeway/71st



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	17500	17800
2019	18000	17600
2020	17700	17500
2021	17300	17400
2022	17000	17300

Trend R-squared:	28.38%
Compounded Annual Historic Growth Rate:	-0.71%
Printed:	26-May-23

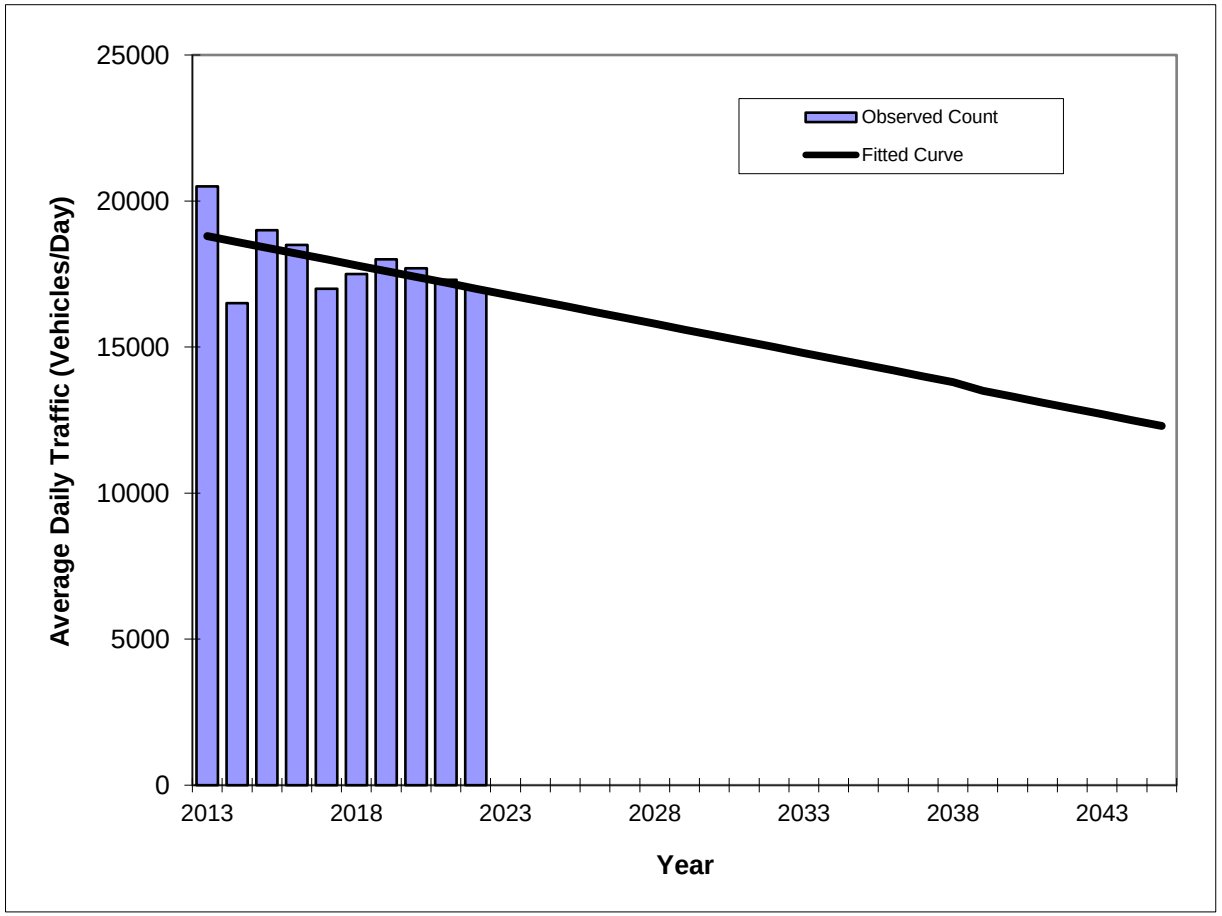
Decaying Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	5191
Highway:	34/NE 79th Street/North Bay Causeway/71st



Year	Traffic (ADT/AADT) Count*	Trend**
2013	20500	18800
2014	16500	18600
2015	19000	18400
2016	18500	18200
2017	17000	18000
2018	17500	17800
2019	18000	17600
2020	17700	17400
2021	17300	17200
2022	17000	17000

Trend R-squared:	27.09%
Trend Annual Historic Growth Rate:	-1.06%
Printed:	26-May-23

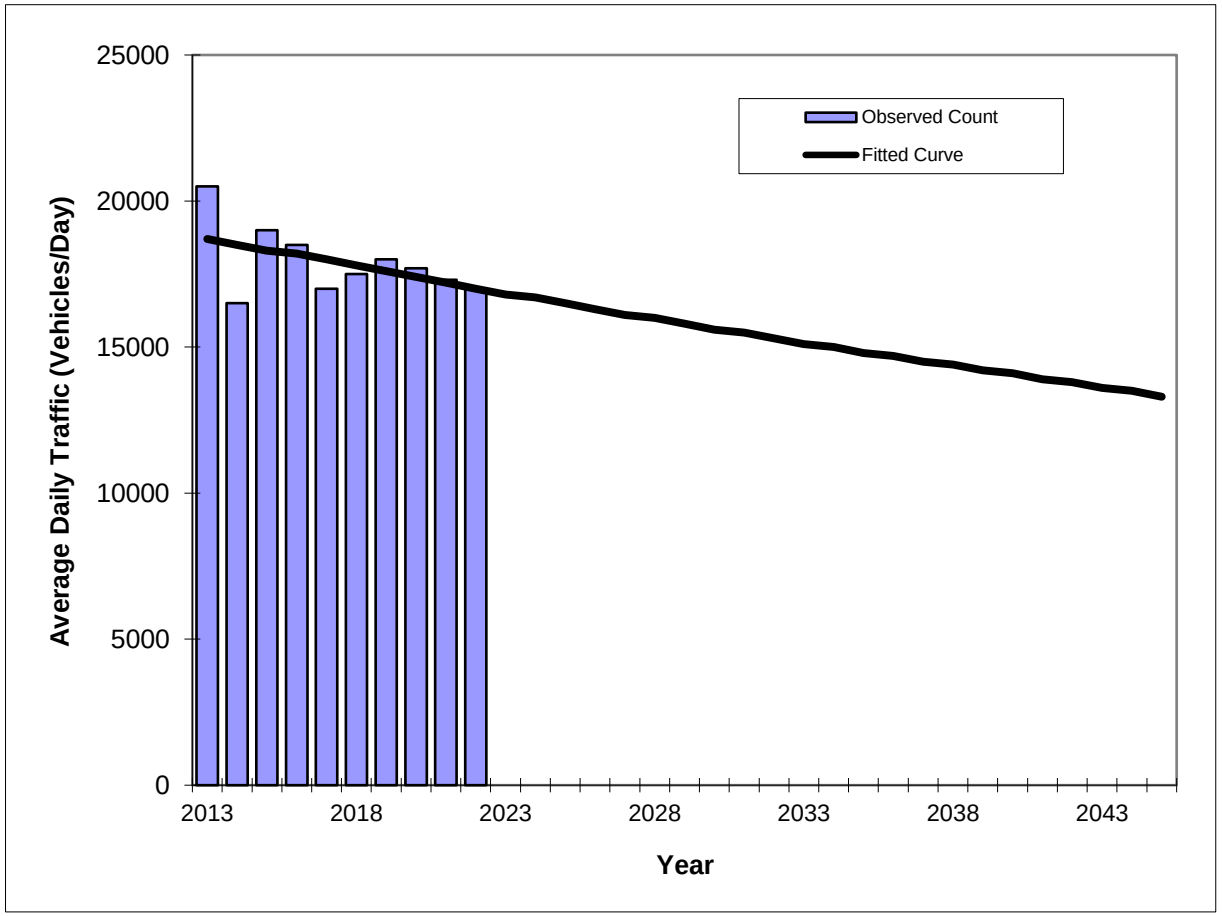
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	5191
Highway:	34/NE 79th Street/North Bay Causeway/71st



Year	Traffic (ADT/AADT) Count*	Trend**
2013	20500	18700
2014	16500	18500
2015	19000	18300
2016	18500	18200
2017	17000	18000
2018	17500	17800
2019	18000	17600
2020	17700	17400
2021	17300	17200
2022	17000	17000

Trend R-squared:	25.55%
Compounded Annual Historic Growth Rate:	-1.05%
Printed:	26-May-23

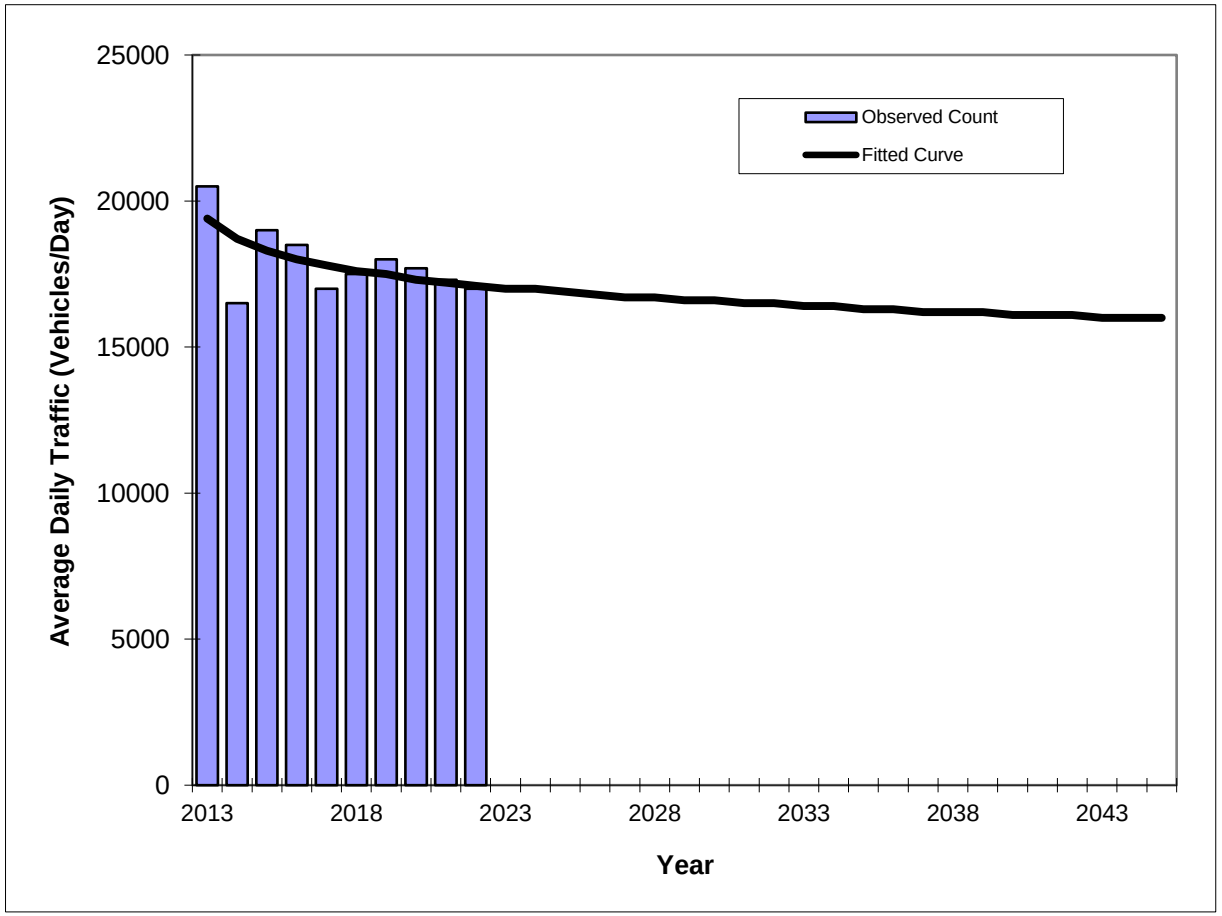
Exponential Growth Option

***Axle-Adjusted**

Traffic Trends

SR 934/NE 79th Street/North Bay Causeway/71st Street -- 100 feet west of Rue Versailles

County:	Miami-Dade (87)
Station #:	5191
Highway:	34/NE 79th Street/North Bay Causeway/71st



Year	Traffic (ADT/AADT) Count*	Trend**
2013	20500	19400
2014	16500	18700
2015	19000	18300
2016	18500	18000
2017	17000	17800
2018	17500	17600
2019	18000	17500
2020	17700	17300
2021	17300	17200
2022	17000	17100

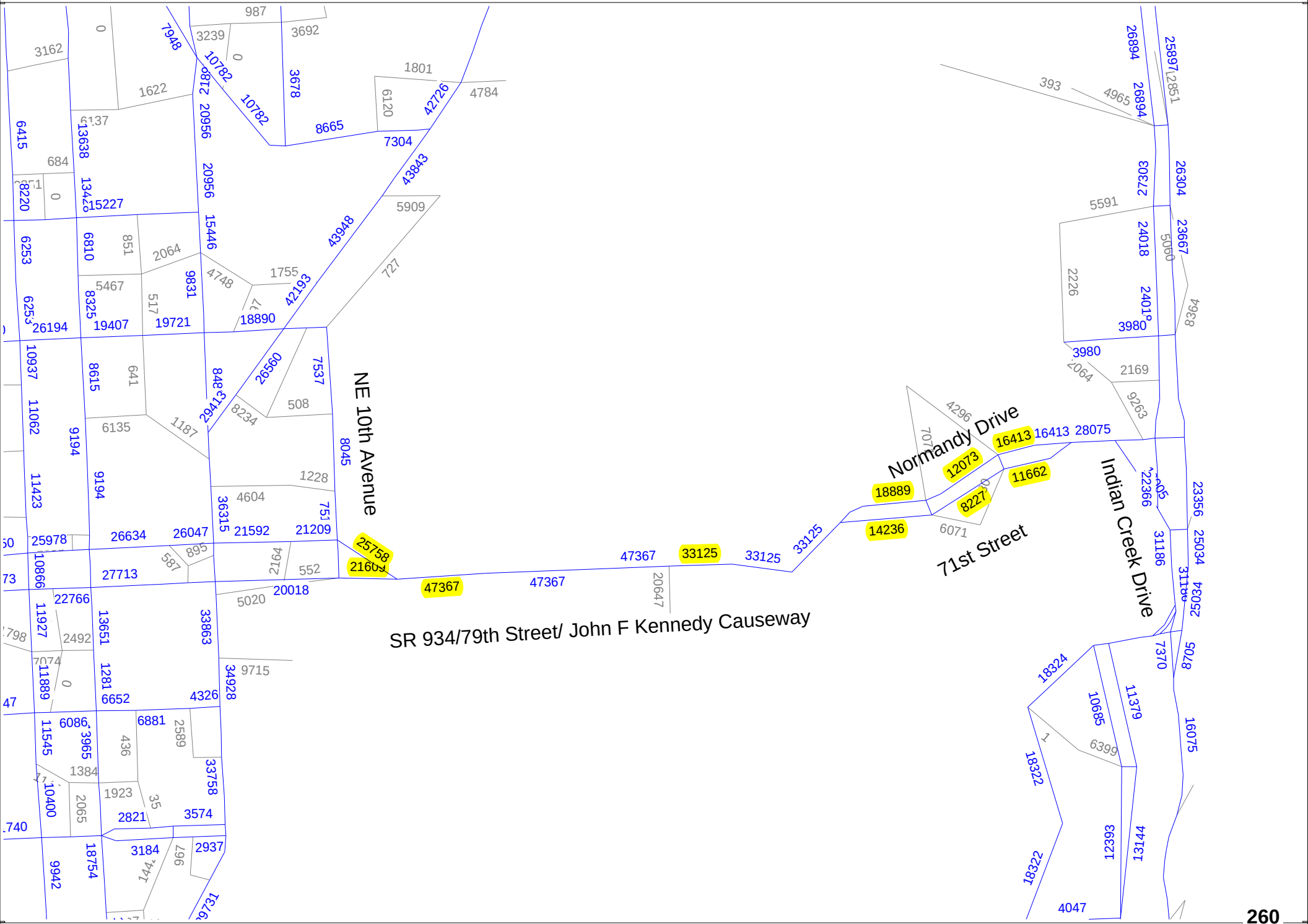
Trend R-squared:	36.72%
Compounded Annual Historic Growth Rate:	-1.39%
Printed:	26-May-23

Decaying Exponential Growth Option

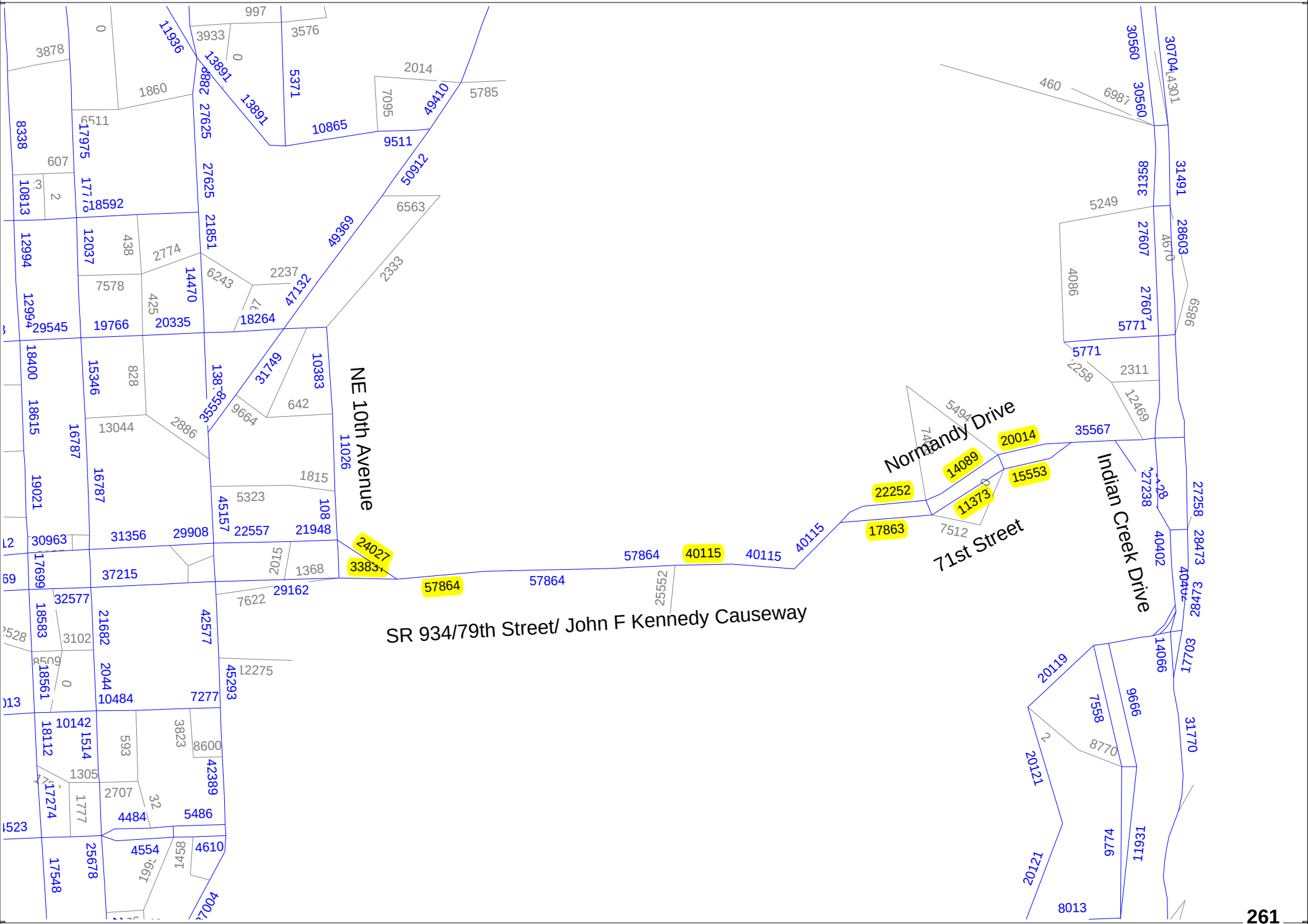
***Axle-Adjusted**

SERPM Analysis

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
SR 934/79th St Causeway/John F Kennedy Causeway	25,758	24,027	-1,731	-6.72%	-0.22%
	21,609	33,837	12,228	56.59%	1.89%
	47,367	57,864	10,497	22.16%	0.74%
	33,125	40,115	6,990	21.10%	0.70%
Normandy Drive	18,889	22,252	3,363	17.80%	0.59%
	12,073	14,089	2,016	16.70%	0.56%
	16,413	20,014	3,601	21.94%	0.73%
71st Street	14,236	17,863	3,627	25.48%	0.85%
	8,227	11,373	3,146	38.24%	1.27%
	11,662	15,553	3,891	33.36%	1.11%
Total	**209,359**	**256,987**	**47,628**	**22.75%**	**0.76%**



cube
(Licensed to Kimley Horn and Associates Inc)



cube
(Licensed to Kimley Horn and Associates Inc)

Appendix E

Committed Developments

Traffic Impact Analysis
for Submittal to the
City of North Bay Village

1755 KENNEDY CAUSEWAY
NORTH BAY VILLAGE, FLORIDA



Kimley»Horn

© 2022 Kimley-Horn and Associates, Inc.

Updated August 2022
February 9, 2022
February 2022
January 2022
December 23, 2021
December 2021
143438001



Figure 5
Peak Hour Project Trip Assignment
1755 Kennedy Causeway
North Bay Village, Florida

Kimley»Horn

© 2022

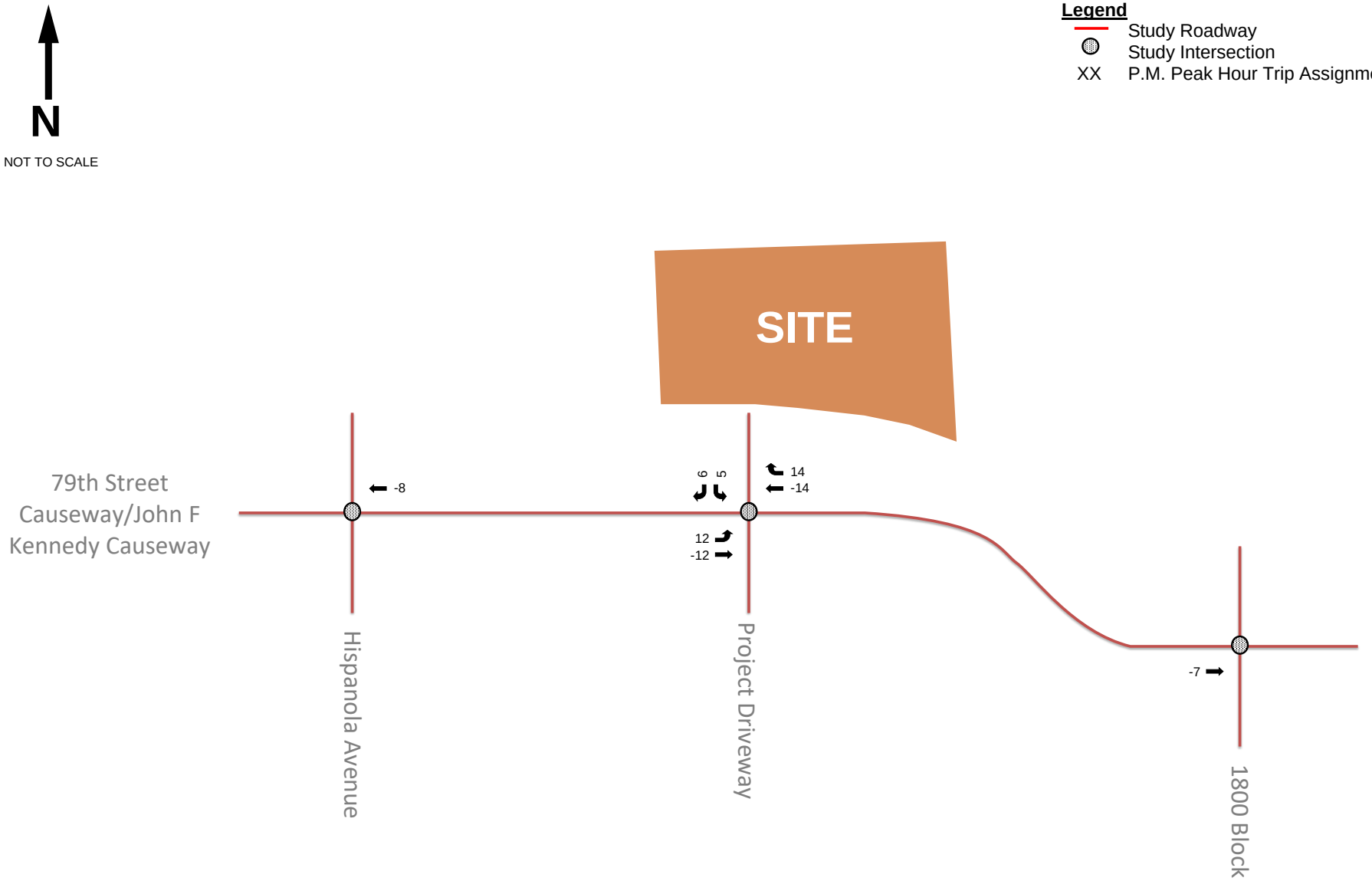


Figure 7
P.M. Peak Hour Pass-by Trip Assignment
1755 Kennedy Causeway
North Bay Village, Florida

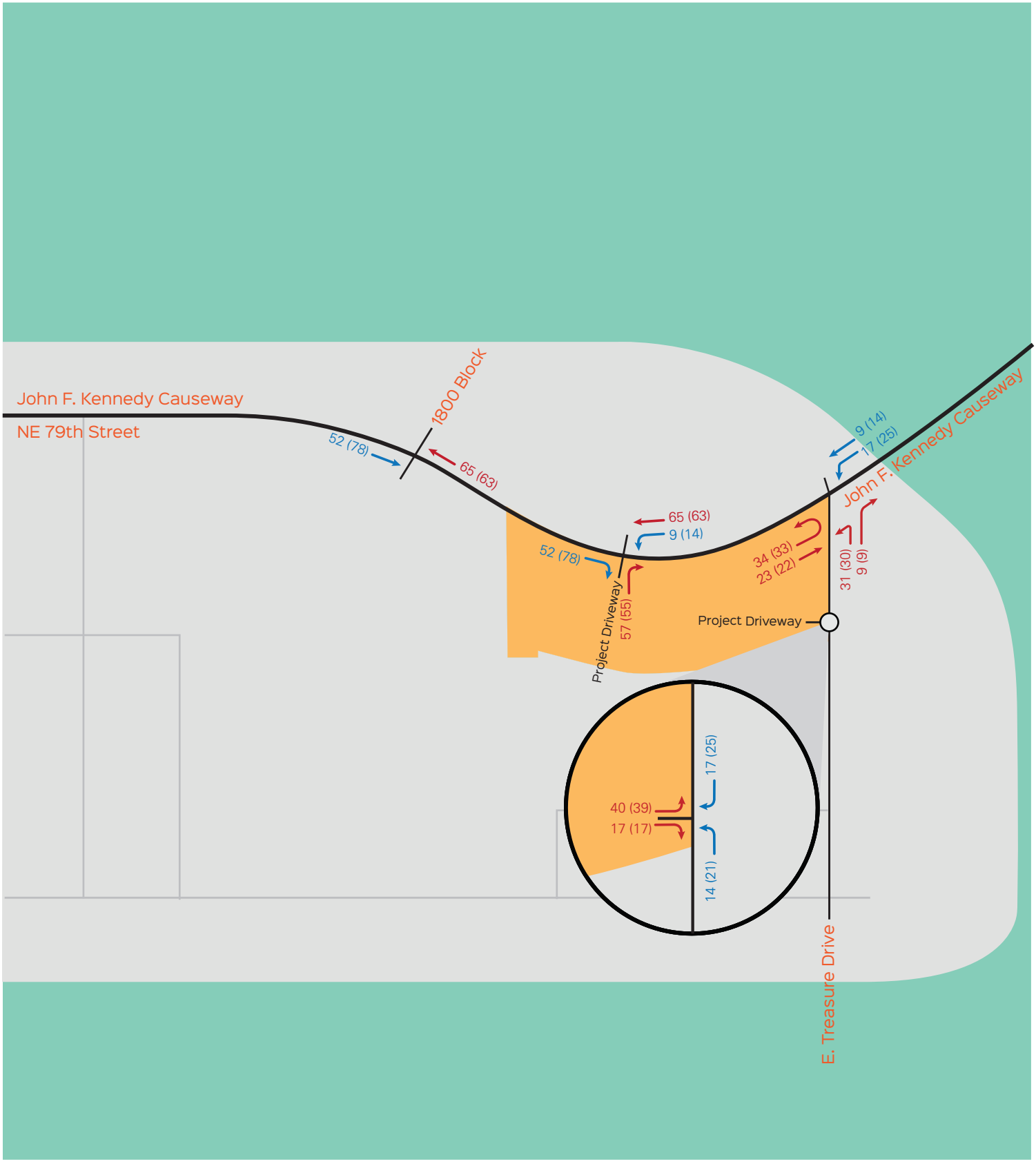
Kimley»Horn

© 2022

Shoma North Bay Village

TRAFFIC STUDY

dpa
Since 1266



Project Location

00 AM
(00) PM

Inbound
Outbound

Exhibit 13

Project Trip Assignment

NORTH
MAP NOT TO SCALE

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

Figure 5: Primary Trip Distribution

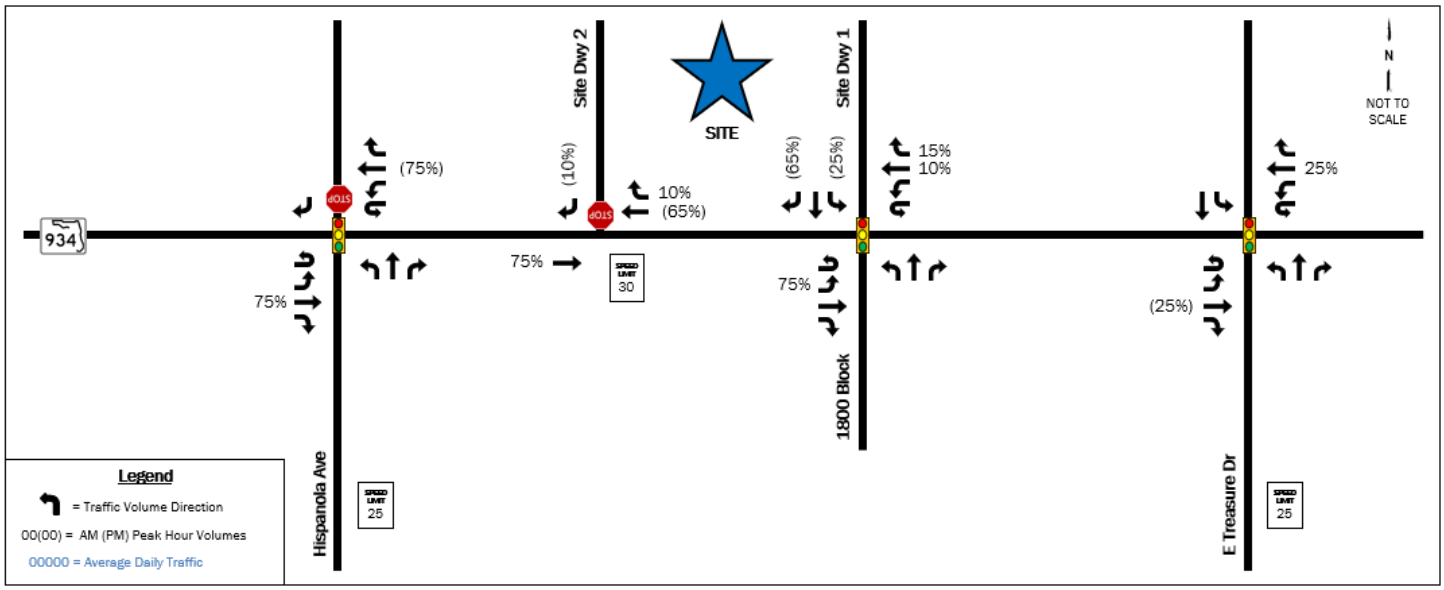


Figure 6: Primary Trip Assignment

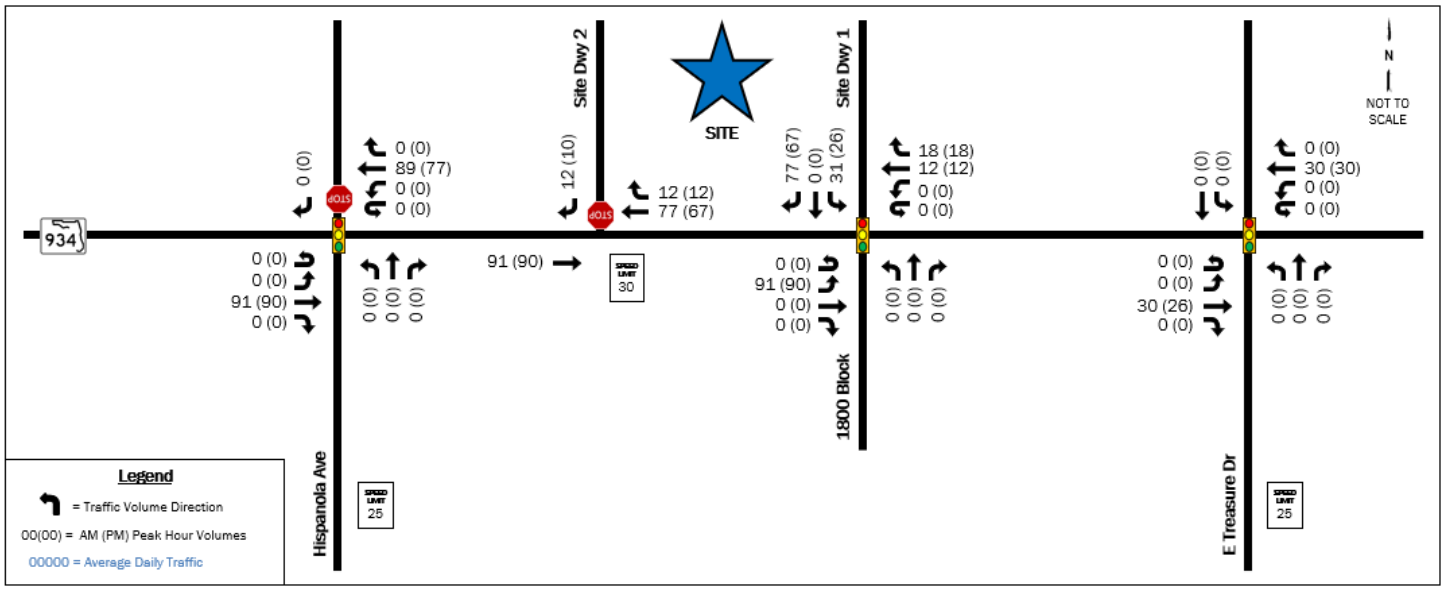


Figure 7: Pass-By Distribution

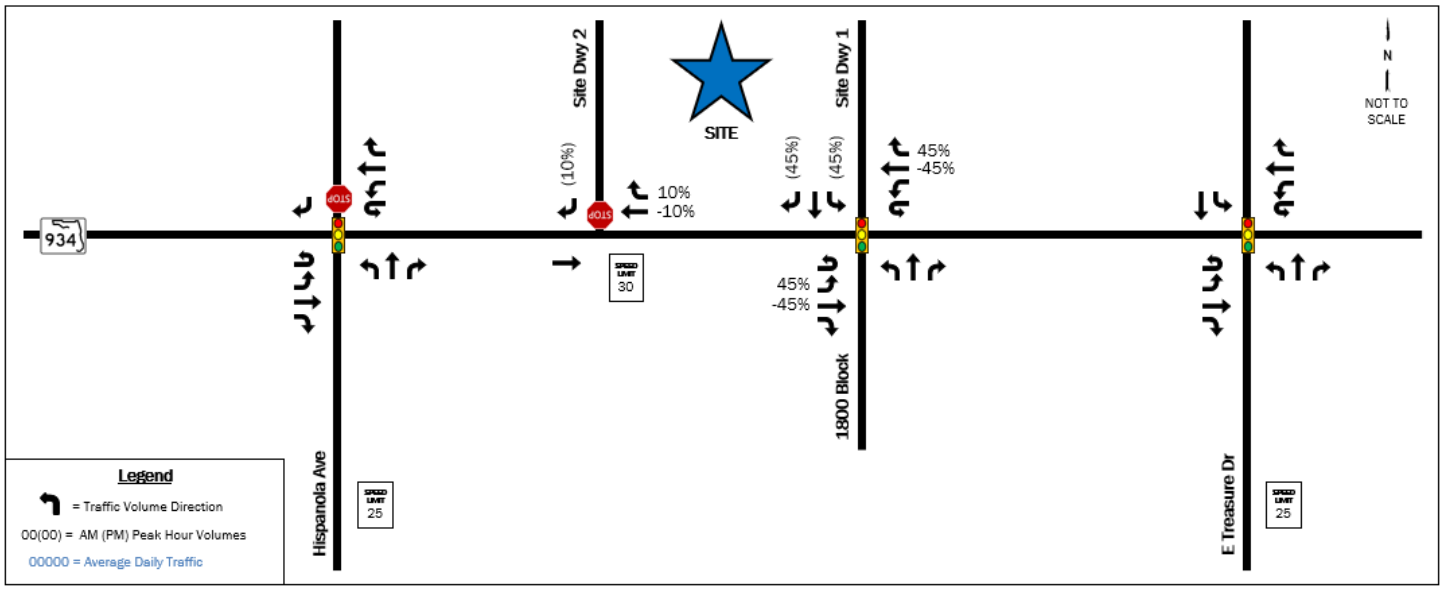
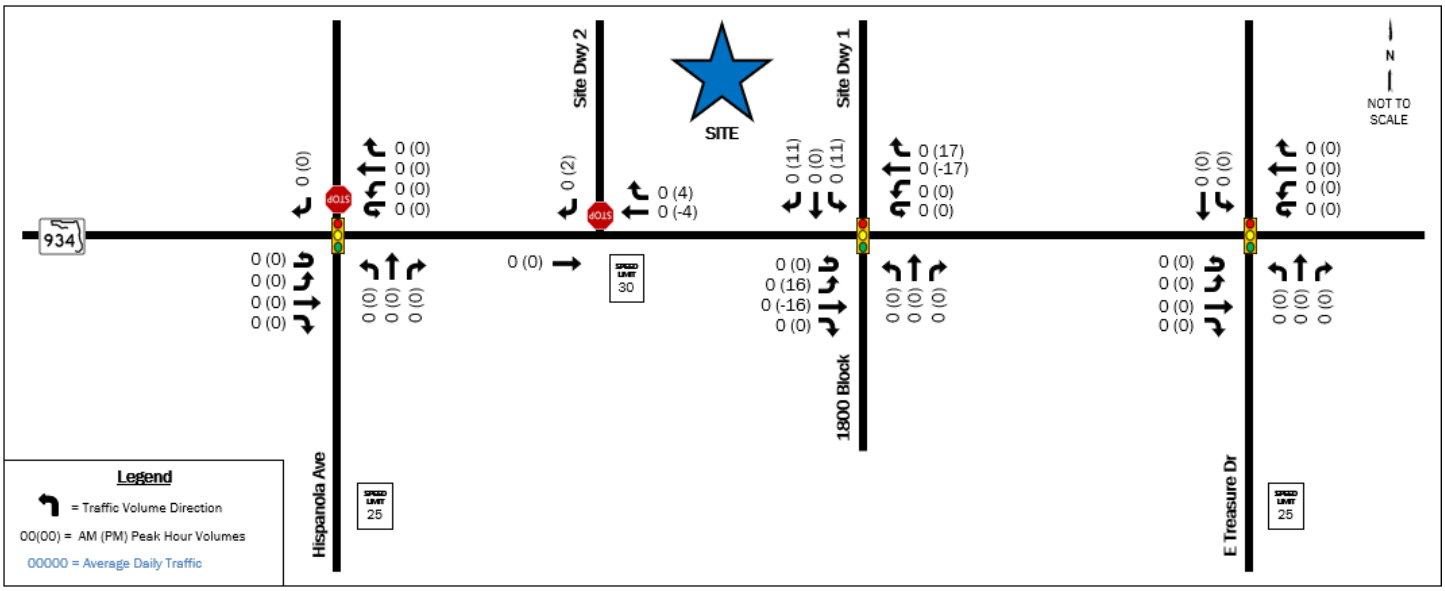
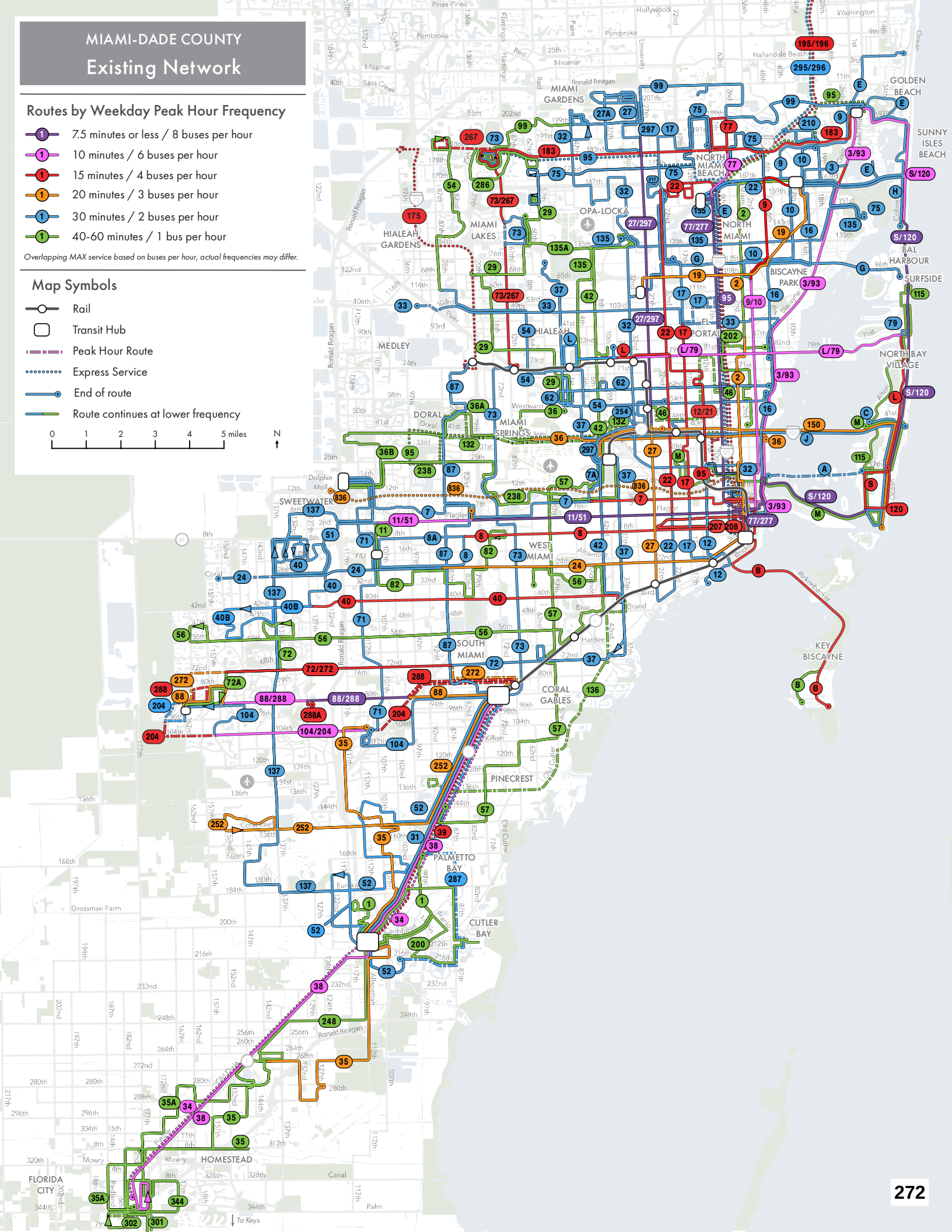


Figure 8: Pass-By Trip Assignment



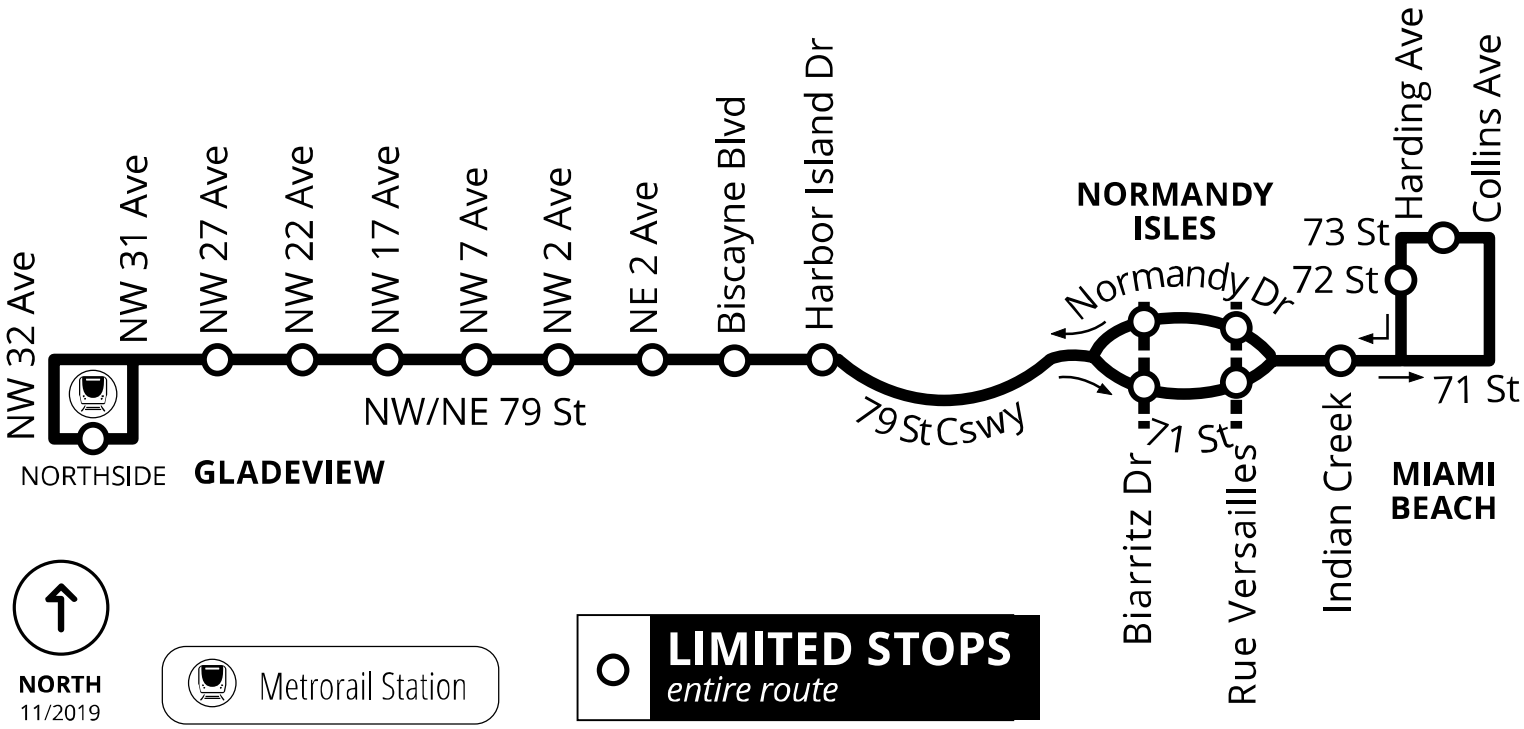
Appendix F

Transit Service Information

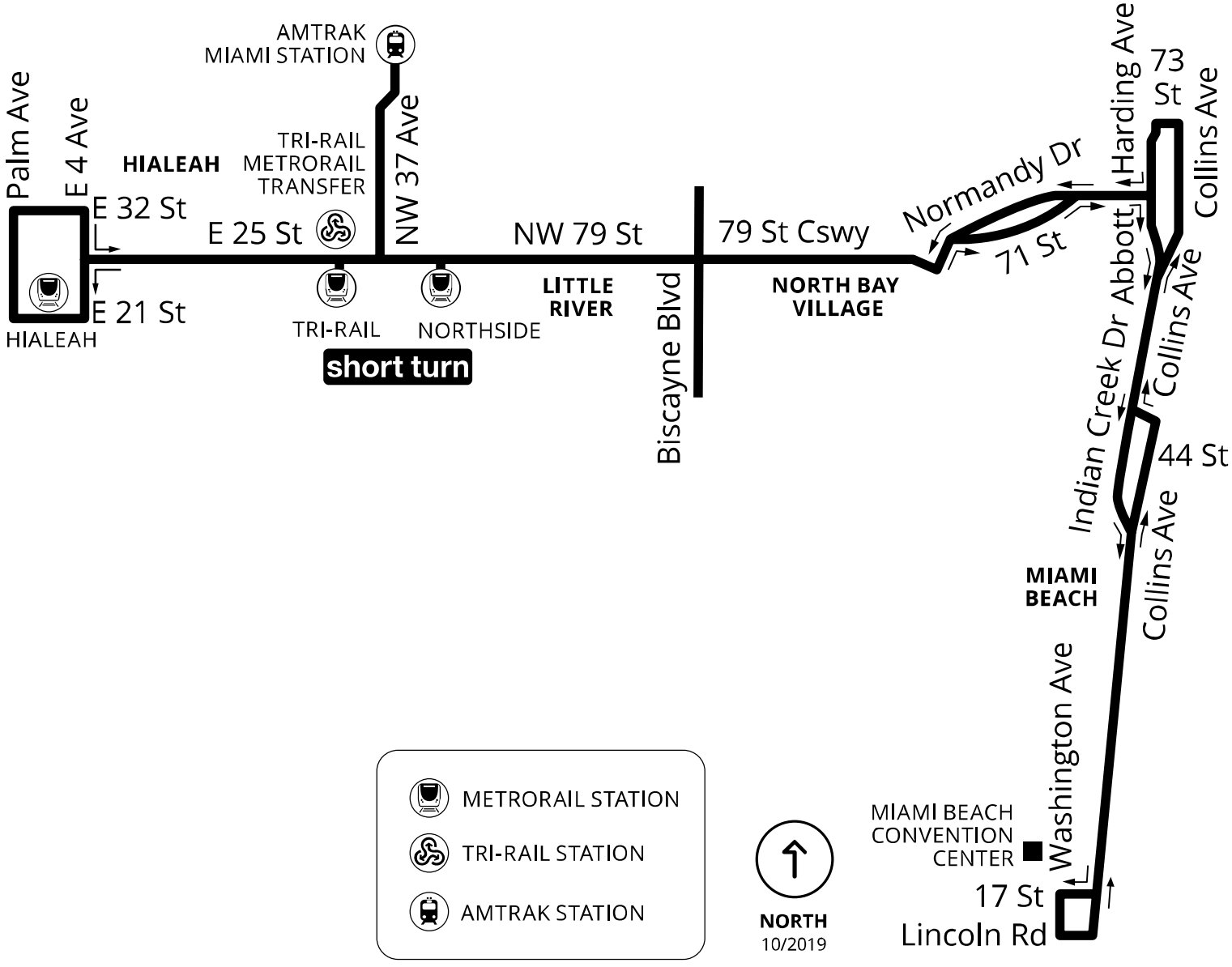

MIAMI-DADE COUNTY
Existing Network
Routes by Weekday Peak Hour Frequency
7.5 minutes or less / 8 buses per hour
10 minutes / 6 buses per hour
15 minutes / 4 buses per hour
20 minutes / 3 buses per hour
30 minutes / 2 buses per hour
40-60 minutes / 1 bus per hour
Overlapping MAX service based on buses per hour, actual frequencies may differ.
Map Symbols
Rail
Transit Hub
Peak Hour Route
Express Service
End of route
Route continues at lower frequency
0 1 2 3 4 5 miles
N
MIAMI GARDENS
HIALEAH GARDENS
MIAMI LAKES
OPA-LOCKA
NORTH MIAMI BEACH
NORTH MIAMI
GOLDEN BEACH
SUNNY ISLES BEACH
BAL HARBOUR
SURFSIDE
BISCAYNE PARK
EL PORTAL
HIALEAH
MEDLEY
DORAL
MIAMI SPRINGS
NORTH BAY VILLAGE
SWEETWATER
WEST MIAMI
SOUTH MIAMI
CORAL GABLES
KEY BISCAYNE
PINECREST
PALMETTO BAY
CUTLER BAY
HOMESTEAD
FLORIDA CITY
To Keys

79

79 ST MAX


NW 32 Ave
NW 31 Ave
NW 27 Ave
NW 22 Ave
NW 17 Ave
NW 7 Ave
NW 2 Ave
NE 2 Ave
Biscayne Blvd
Harbor Island Dr
NORMANDY ISLES
Normandy Dr
73 St
72 St
Harding Ave
Collins Ave
71 St
NW/NE 79 St
79 St Cswy
71 St
Biarritz Dr
Rue Versailles
Indian Creek
NORTHSIDE
GLADEVIEW
MIAMI BEACH
NORTH
11/2019
Metrorail Station
LIMITED STOPS
entire route

L


AMTRAK
MIAMI STATION
Palm Ave
E 4 Ave
HIALEAH
TRI-RAIL
METRORAIL
TRANSFER
NW 37 Ave
E 32 St
E 25 St
NW 79 St
79 St Cswy
Normandy Dr
Harding Ave
73
St
Collins Ave
71 St
Abbott
E 21 St
HIALEAH
TRI-RAIL
NORTHSIDE
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
short turn
METRORAIL STATION
TRI-RAIL STATION
AMTRAK STATION
NORTH
10/2019

NBAYVL North Bay Village Shuttle

View In Website Mode

The NBAYVL bus line North Bay Village Shuttle 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
7927 East Dr, North Bay Village

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

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 G

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (High-Rise)	11	222	70	du	34%	66%	12	22	34	1.7%	1	12	21	33	0.0%	0	12	21	33	0.0%	0	12	21	33
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	12	22	34	1.7%	1	12	21	33	0.0%	0	12	21	33	0.0%	0	12	21	33
		222		Y=0.22*(X)+18.85																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (High-Rise)	11	222	70	du	56%	44%	23	18	41	1.7%	1	23	17	40	0.0%	0	23	17	40	0.0%	0	23	17	40
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	23	18	41	1.7%	1	23	17	40	0.0%	0	23	17	40	0.0%	0	23	17	40
		222		Y=0.26*(X)+23.12																						

MEANS OF TRANSPORTATION TO WORK

(20+9)/(1,883-132)=1.7%

United States® Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 39.18, Miami-Dade County, Florida		
Label	**Estimate**	**Margin of Error**
Total:	1,883	±236
Car, truck, or van:	1,624	±255
Drove alone	1,529	±242
Carpooled:	95	±62
In 2-person carpool	61	±50
In 3-person carpool	14	±21
In 4-person carpool	13	±21
In 5- or 6-person carpool	7	±11
In 7-or-more-person carpool	0	±14
Public transportation (excluding taxicab):	20	±30
Bus	20	±30
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	37	±35
Motorcycle	11	±16
Bicycle	9	±14
Walked	0	±14
Other means	50	±43
Worked from home	132	±98

Table Notes

Survey/Program: American Community Survey

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

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.

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.

Source: U.S. Census Bureau, 2015-2019 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.

Workers include members of the Armed Forces and civilians who were at work last week.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations 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 delineation lists 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.

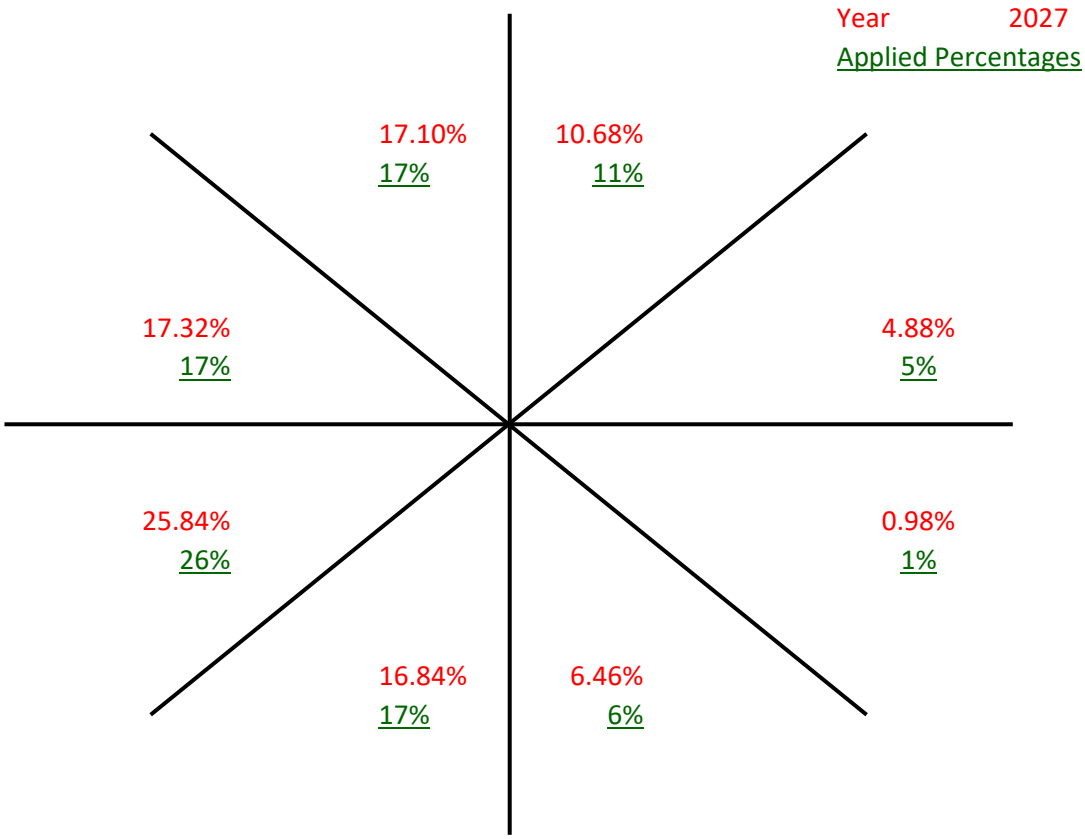
Explanation of Symbols:

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.

Appendix H

Cardinal Distribution

Cardinal Distribution for TAZ 624



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2027 Interpolated	2027 Rounded
	2015	2045		
North-Northeast	10.8%	10.50%	10.68%	11.00%
East-Northeast	6.0%	3.20%	4.88%	5.00%
East-Southeast	1.1%	0.80%	0.98%	1.00%
South-Southeast	6.1%	7.00%	6.46%	6.00%
South-Southwest	15.2%	19.30%	16.84%	17.00%
West-Southwest	26.2%	25.30%	25.84%	26.00%
West-Northwest	16.8%	18.10%	17.32%	17.00%
North-Northwest	17.9%	15.90%	17.10%	17.00%
Total	**100.1%**	**100.1%**	**100.10%**	**100.00%**



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

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	

Appendix I

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Harbor Island Drive and 79th Street/John F Kennedy Causeway
COUNT DATE: April 27, 2023
AM PEAK HOUR FACTOR: 0.98
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		103	1,466	25		13	1,248	46		32	7	14		125	3	242
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM EXISTING CONDITIONS		**103**	**1,466**	**25**		**13**	**1,248**	**46**		**32**	**7**	**14**		**125**	**3**	**242**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		186	1,260	34		19	1,884	104		33	2	9		82	4	145
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**186**	**1,260**	**34**		**19**	**1,884**	**104**		**33**	**2**	**9**		**82**	**4**	**145**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1755 Kennedy Causeway			13				35									
Shoma North Bay Village			52				65									
1819 & 1855 79th Street Kennedy Causeway			91				89									
TOTAL "VESTED" TRAFFIC		0	156	0		0	189	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%
AM BACKGROUND TRAFFIC GROWTH		17	243	4		2	207	8		5	1	2		21	0	40
AM NON-PROJECT TRAFFIC		**120**	**1,865**	**29**		**15**	**1,644**	**54**		**37**	**8**	**16**		**146**	**3**	**282**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1755 Kennedy Causeway			50				17									
Shoma North Bay Village			78				63									
1819 & 1855 79th Street Kennedy Causeway			90				77									
TOTAL "VESTED" TRAFFIC		0	218	0		0	157	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%
PM BACKGROUND TRAFFIC GROWTH		31	209	6		3	312	17		5	0	1		14	1	24
PM NON-PROJECT TRAFFIC		**217**	**1,687**	**40**		**22**	**2,353**	**121**		**38**	**2**	**10**		**96**	**5**	**169**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering		77.0%						23.0%								
Distribution	Exiting														23.0%		77.0%

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering		77.0%						23.0%								
Distribution	Exiting														23.0%		77.0%

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		9						3						5		16
AM TOTAL PROJECT TRAFFIC			**9**	**0**	**0**		**0**	**0**	**3**		**0**	**0**	**0**		**5**	**0**	**16**
AM TOTAL TRAFFIC			**129**	**1,865**	**29**		**15**	**1,644**	**57**		**37**	**8**	**16**		**151**	**3**	**298**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		18						5						4		13
PM TOTAL PROJECT TRAFFIC			**18**	**0**	**0**		**0**	**0**	**5**		**0**	**0**	**0**		**4**	**0**	**13**
PM TOTAL TRAFFIC			**235**	**1,687**	**40**		**22**	**2,353**	**126**		**38**	**2**	**10**		**100**	**5**	**182**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Harbor Island Drive and West Drive/East Drive
COUNT DATE: April 27, 2023
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.90

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		1	11	166		116	13	5		67	30	59		3	85	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM EXISTING CONDITIONS		**1**	**11**	**166**		**116**	**13**	**5**		**67**	**30**	**59**		**3**	**85**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		3	12	118		87	16	7		116	66	97		1	31	1
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**3**	**12**	**118**		**87**	**16**	**7**		**116**	**66**	**97**		**1**	**31**	**1**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1755 Kennedy Causeway																
Shoma North Bay Village																
1819 & 1855 79th Street Kennedy Causeway																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%
AM BACKGROUND TRAFFIC GROWTH		0	2	28		19	2	1		11	5	10		0	14	0
AM NON-PROJECT TRAFFIC		**1**	**13**	**194**		**135**	**15**	**6**		**78**	**35**	**69**		**3**	**99**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
1755 Kennedy Causeway																
Shoma North Bay Village																
1819 & 1855 79th Street Kennedy Causeway																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%
PM BACKGROUND TRAFFIC GROWTH		0	2	20		14	3	1		19	11	16		0	5	0
PM NON-PROJECT TRAFFIC		**3**	**14**	**138**		**101**	**19**	**8**		**135**	**77**	**113**		**1**	**36**	**1**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering										100.0%						
Distribution	Exiting				100.0%												

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering										100.0%						
Distribution	Exiting				100.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				21						12						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**21**		**0**	**0**	**0**		**12**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**1**	**13**	**215**		**135**	**15**	**6**		**90**	**35**	**69**		**3**	**99**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				17						23						
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**17**		**0**	**0**	**0**		**23**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**3**	**14**	**155**		**101**	**19**	**8**		**158**	**77**	**113**		**1**	**36**	**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway and West Drive
COUNT DATE: April 27, 2023
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	80	0		0	178	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**80**	**0**		**0**	**178**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	133	0		0	133	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**133**	**0**		**0**	**133**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
1755 Kennedy Causeway																
Shoma North Bay Village																
1819 & 1855 79th Street Kennedy Causeway																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	13	0		0	30	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**93**	**0**		**0**	**208**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
1755 Kennedy Causeway																
Shoma North Bay Village																
1819 & 1855 79th Street Kennedy Causeway																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%	3.91%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	22	0		0	22	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**155**	**0**		**0**	**155**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering										100.0%						
	Exiting				100.0%												

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering										100.0%						
	Exiting				100.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				21						12						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**21**		**0**	**0**	**0**		**12**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**21**		**0**	**0**	**0**		**12**	**93**	**0**		**0**	**208**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				17						23						
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**17**		**0**	**0**	**0**		**23**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**17**		**0**	**0**	**0**		**23**	**155**	**0**		**0**	**155**	**0**

(1) Northbound through and southbound through volumes based on the traffic volumes from the intersection of Harbor Island Drive and West Drive/East Drive.

Appendix J

Intersection Capacity Analysis Worksheets

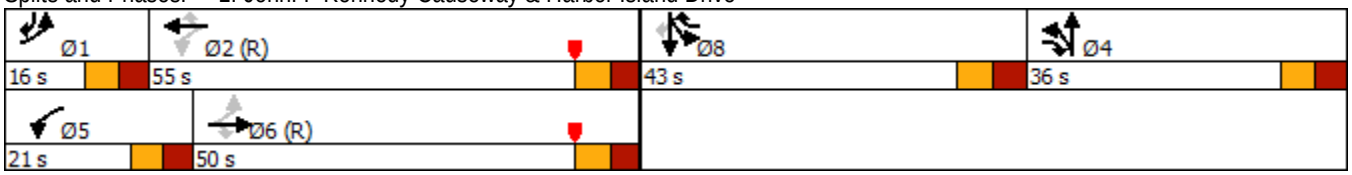
Existing A.M.

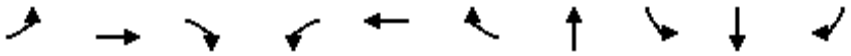
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	103	1466	25	13	1248	46	7	125	3	242
Future Volume (vph)	103	1466	25	13	1248	46	7	125	3	242
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.0	36.0	21.0	55.0	43.0	36.0	43.0	43.0	16.0
Total Split (%)	10.7%	33.3%	24.0%	14.0%	36.7%	28.7%	24.0%	28.7%	28.7%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

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

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	105	1496	26	13	1273	47	54	65	66	247
v/c Ratio	0.34	0.44	0.02	0.06	0.42	0.04	0.23	0.44	0.44	0.55
Control Delay	11.6	13.9	0.0	10.7	18.5	0.2	53.1	71.2	71.3	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	13.9	0.0	10.7	18.5	0.2	53.1	71.2	71.3	8.0
Queue Length 50th (ft)	29	202	0	3	233	0	20	66	67	0
Queue Length 95th (ft)	71	413	0	15	378	2	44	106	107	50
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	316	3436	1210	327	3045	1286	623	391	393	461
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.44	0.02	0.04	0.42	0.04	0.09	0.17	0.17	0.54

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1466	25	13	1248	46	32	7	14	125	3	242
Future Volume (veh/h)	103	1466	25	13	1248	46	32	7	14	125	3	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	105	1496	26	13	1273	47	33	7	14	130	0	247
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	276	2671	935	202	2528	1038	156	47	95	610	0	332
Arrive On Green	0.06	0.70	0.70	0.02	0.66	0.66	0.09	0.09	0.09	0.17	0.00	0.17
Sat Flow, veh/h	1767	5066	1510	1767	5066	1537	1767	536	1072	3534	0	1540
Grp Volume(v), veh/h	105	1496	26	13	1273	47	33	0	21	130	0	247
Grp Sat Flow(s),veh/h/ln	1767	1689	1510	1767	1689	1537	1767	0	1609	1767	0	1540
Q Serve(g_s), s	4.4	21.8	0.6	0.5	19.0	1.1	2.6	0.0	1.8	4.7	0.0	22.5
Cycle Q Clear(g_c), s	4.4	21.8	0.6	0.5	19.0	1.1	2.6	0.0	1.8	4.7	0.0	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	276	2671	935	202	2528	1038	156	0	142	610	0	332
V/C Ratio(X)	0.38	0.56	0.03	0.06	0.50	0.05	0.21	0.00	0.15	0.21	0.00	0.74
Avail Cap(c_a), veh/h	307	2671	935	343	2528	1038	333	0	304	832	0	429
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	13.9	7.1	18.9	15.8	5.5	63.5	0.0	63.2	53.3	0.0	55.1
Incr Delay (d2), s/veh	0.3	0.9	0.1	0.0	0.7	0.1	1.0	0.0	0.7	0.1	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.3	0.3	0.2	6.7	0.6	1.2	0.0	0.8	2.1	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	14.7	7.1	19.0	16.6	5.6	64.5	0.0	63.9	53.4	0.0	59.5
LnGrp LOS	B	B	A	B	B	A	E	A	E	D	A	E
Approach Vol, veh/h		1627			1333			54			377	
Approach Delay, s/veh		14.8			16.2			64.2			57.4	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	82.1		20.9	9.1	86.4		33.6				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 48		* 28	14.0	* 43		35.3				
Max Q Clear Time (g_c+I1), s	6.4	21.0		4.6	2.5	23.8		24.5				
Green Ext Time (p_c), s	0.0	4.2		0.3	0.0	4.9		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		20.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	11	166	116	13	5	67	30	59	3	85	0
Future Vol, veh/h	1	11	166	116	13	5	67	30	59	3	85	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	12	178	125	14	5	72	32	63	3	91	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.7	10	9.2	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	0%	1%	100%	0%	3%
Vol Thru, %	31%	0%	6%	0%	72%	97%
Vol Right, %	0%	100%	93%	0%	28%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	59	178	116	18	88
LT Vol	67	0	1	116	0	3
Through Vol	30	0	11	0	13	85
RT Vol	0	59	166	0	5	0
Lane Flow Rate	104	63	191	125	19	95
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.17	0.085	0.261	0.206	0.028	0.149
Departure Headway (Hd)	5.88	4.826	4.901	5.949	5.249	5.665
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	736	727	600	677	628
Service Time	3.652	2.597	2.964	3.717	3.016	3.744
HCM Lane V/C Ratio	0.172	0.086	0.263	0.208	0.028	0.151
HCM Control Delay	9.9	8.1	9.7	10.3	8.2	9.7
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0.6	0.3	1	0.8	0.1	0.5

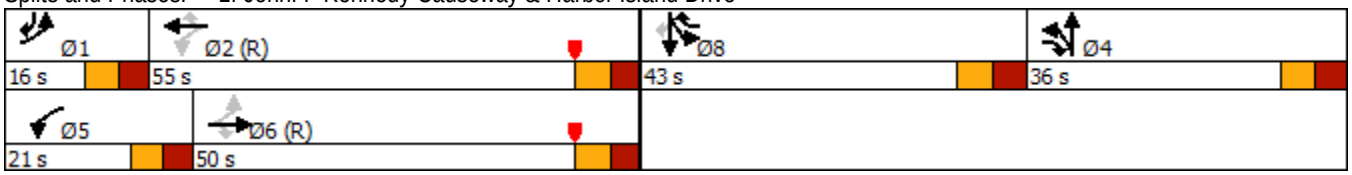
Future Background A.M.

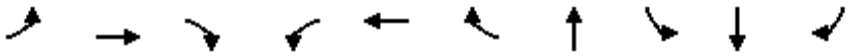
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	120	1865	29	15	1644	54	8	146	3	282
Future Volume (vph)	120	1865	29	15	1644	54	8	146	3	282
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.0	36.0	21.0	55.0	43.0	36.0	43.0	43.0	16.0
Total Split (%)	10.7%	33.3%	24.0%	14.0%	36.7%	28.7%	24.0%	28.7%	28.7%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

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

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	122	1903	30	15	1678	55	62	76	76	288
v/c Ratio	0.52	0.56	0.03	0.10	0.57	0.05	0.26	0.49	0.49	0.57
Control Delay	19.2	16.4	0.0	11.9	22.7	0.6	52.7	72.9	72.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	16.4	0.0	11.9	22.7	0.6	52.7	72.9	72.7	7.6
Queue Length 50th (ft)	35	298	0	4	363	0	22	76	76	0
Queue Length 95th (ft)	98	590	0	16	564	6	48	121	121	52
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	241	3413	1204	254	2966	1265	625	391	393	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.56	0.02	0.06	0.57	0.04	0.10	0.19	0.19	0.56

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1865	29	15	1644	54	37	8	16	146	3	282
Future Volume (veh/h)	120	1865	29	15	1644	54	37	8	16	146	3	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	122	1903	30	15	1678	55	38	8	16	151	0	288
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	204	2554	902	134	2385	1026	159	48	96	680	0	374
Arrive On Green	0.07	0.67	0.67	0.02	0.63	0.63	0.09	0.09	0.09	0.19	0.00	0.19
Sat Flow, veh/h	1767	5066	1509	1767	5066	1536	1767	537	1073	3534	0	1543
Grp Volume(v), veh/h	122	1903	30	15	1678	55	38	0	24	151	0	288
Grp Sat Flow(s),veh/h/ln	1767	1689	1509	1767	1689	1536	1767	0	1610	1767	0	1543
Q Serve(g_s), s	5.4	37.1	0.8	0.7	33.2	1.3	3.0	0.0	2.1	5.4	0.0	26.1
Cycle Q Clear(g_c), s	5.4	37.1	0.8	0.7	33.2	1.3	3.0	0.0	2.1	5.4	0.0	26.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	204	2554	902	134	2385	1026	159	0	144	680	0	374
V/C Ratio(X)	0.60	0.74	0.03	0.11	0.70	0.05	0.24	0.00	0.17	0.22	0.00	0.77
Avail Cap(c_a), veh/h	223	2554	902	272	2385	1026	333	0	304	832	0	440
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	18.3	8.3	23.5	21.1	6.2	63.5	0.0	63.1	51.1	0.0	53.1
Incr Delay (d2), s/veh	2.2	2.0	0.1	0.1	1.8	0.1	1.1	0.0	0.8	0.1	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	13.0	0.4	0.3	12.1	0.8	1.4	0.0	0.9	2.4	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	20.4	8.4	23.6	22.8	6.3	64.6	0.0	63.8	51.2	0.0	59.4
LnGrp LOS	C	C	A	C	C	A	E	A	E	D	A	E
Approach Vol, veh/h		2055			1748			62			439	
Approach Delay, s/veh		20.6			22.3			64.3			56.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	77.9		21.2	9.3	82.9		36.6				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 48		* 28	14.0	* 43		35.3				
Max Q Clear Time (g_c+I1), s	7.4	35.2		5.0	2.7	39.1		28.1				
Green Ext Time (p_c), s	0.0	4.8		0.4	0.0	2.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		25.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	13	194	135	15	6	78	35	69	3	99	0
Future Vol, veh/h	1	13	194	135	15	6	78	35	69	3	99	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	14	209	145	16	6	84	38	74	3	106	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	10.6	10.7	9.7	10.4
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	0%	0%	100%	0%	3%
Vol Thru, %	31%	0%	6%	0%	71%	97%
Vol Right, %	0%	100%	93%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	69	208	135	21	102
LT Vol	78	0	1	135	0	3
Through Vol	35	0	13	0	15	99
RT Vol	0	69	194	0	6	0
Lane Flow Rate	122	74	224	145	23	110
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.208	0.105	0.322	0.252	0.035	0.182
Departure Headway (Hd)	6.169	5.113	5.177	6.239	5.531	5.99
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	702	698	579	651	600
Service Time	3.897	2.84	3.183	3.945	3.237	4.02
HCM Lane V/C Ratio	0.209	0.105	0.321	0.25	0.035	0.183
HCM Control Delay	10.5	8.4	10.6	11	8.4	10.4
HCM Lane LOS	B	A	B	B	A	B
HCM 95th-tile Q	0.8	0.4	1.4	1	0.1	0.7

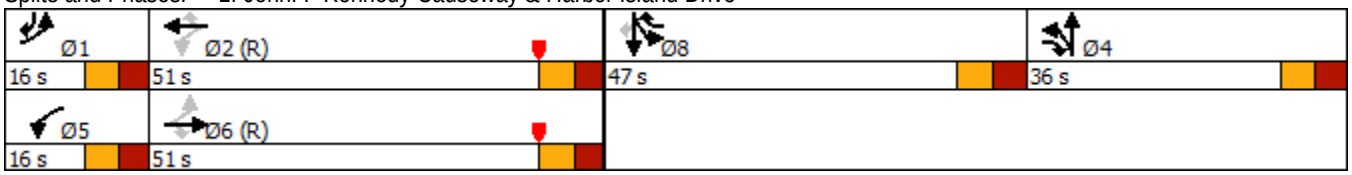
Future Total A.M.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	129	1865	29	15	1644	57	8	151	3	298
Future Volume (vph)	129	1865	29	15	1644	57	8	151	3	298
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	51.0	36.0	16.0	51.0	47.0	36.0	47.0	47.0	16.0
Total Split (%)	10.7%	34.0%	24.0%	10.7%	34.0%	31.3%	24.0%	31.3%	31.3%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

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

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	132	1903	30	15	1678	58	62	79	78	304
v/c Ratio	0.62	0.56	0.03	0.08	0.57	0.05	0.27	0.50	0.49	0.68
Control Delay	36.9	16.5	0.0	11.7	23.7	0.7	57.6	73.4	72.8	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	16.5	0.0	11.7	23.7	0.7	57.6	73.4	72.8	19.5
Queue Length 50th (ft)	57	301	0	4	375	0	25	80	78	72
Queue Length 95th (ft)	143	590	0	16	572	7	51	125	123	123
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	216	3407	1223	221	2919	1284	624	436	439	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.56	0.02	0.07	0.57	0.05	0.10	0.18	0.18	0.68

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1865	29	15	1644	57	37	8	16	151	3	298
Future Volume (veh/h)	129	1865	29	15	1644	57	37	8	16	151	3	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	132	1903	30	15	1678	58	38	8	16	156	0	304
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	204	2505	887	130	2316	1020	159	48	96	715	0	395
Arrive On Green	0.07	0.66	0.66	0.02	0.61	0.61	0.09	0.09	0.09	0.20	0.00	0.20
Sat Flow, veh/h	1767	5066	1508	1767	5066	1535	1767	537	1073	3534	0	1544
Grp Volume(v), veh/h	132	1903	30	15	1678	58	38	0	24	156	0	304
Grp Sat Flow(s),veh/h/ln	1767	1689	1508	1767	1689	1535	1767	0	1610	1767	0	1544
Q Serve(g_s), s	5.9	38.6	0.9	0.7	34.8	1.5	3.0	0.0	2.1	5.5	0.0	27.4
Cycle Q Clear(g_c), s	5.9	38.6	0.9	0.7	34.8	1.5	3.0	0.0	2.1	5.5	0.0	27.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	204	2505	887	130	2316	1020	159	0	144	715	0	395
V/C Ratio(X)	0.65	0.76	0.03	0.12	0.72	0.06	0.24	0.00	0.17	0.22	0.00	0.77
Avail Cap(c_a), veh/h	216	2505	887	208	2316	1020	333	0	304	926	0	488
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	19.6	8.9	24.8	22.8	6.5	63.5	0.0	63.1	49.9	0.0	51.8
Incr Delay (d2), s/veh	4.5	2.2	0.1	0.1	2.0	0.1	1.1	0.0	0.8	0.1	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	13.7	0.4	0.3	12.9	0.9	1.4	0.0	0.9	2.5	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	21.8	9.0	24.9	24.8	6.6	64.6	0.0	63.8	50.0	0.0	57.1
LnGrp LOS	C	C	A	C	C	A	E	A	E	D	A	E
Approach Vol, veh/h		2065			1751			62			460	
Approach Delay, s/veh		22.2			24.2			64.3			54.7	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	75.9		21.2	9.3	81.5		38.0				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 44		* 28	9.0	* 44		39.3				
Max Q Clear Time (g_c+I1), s	7.9	36.8		5.0	2.7	40.6		29.4				
Green Ext Time (p_c), s	0.0	3.4		0.4	0.0	2.1		1.0				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

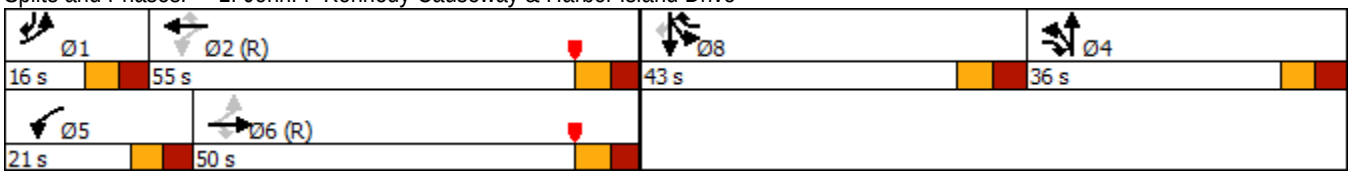
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

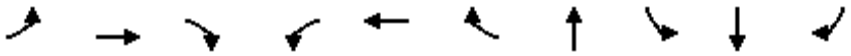
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	129	1865	29	15	1644	57	8	151	3	298
Future Volume (vph)	129	1865	29	15	1644	57	8	151	3	298
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.0	36.0	21.0	55.0	43.0	36.0	43.0	43.0	16.0
Total Split (%)	10.7%	33.3%	24.0%	14.0%	36.7%	28.7%	24.0%	28.7%	28.7%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

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

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	132	1903	30	15	1678	58	62	79	78	304
v/c Ratio	0.54	0.56	0.03	0.10	0.57	0.05	0.26	0.50	0.49	0.57
Control Delay	20.8	16.5	0.0	12.1	23.7	0.7	52.7	73.4	72.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	16.5	0.0	12.1	23.7	0.7	52.7	73.4	72.9	7.3
Queue Length 50th (ft)	38	301	0	4	375	0	22	80	78	0
Queue Length 95th (ft)	113	590	0	16	572	7	48	125	123	52
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	250	3407	1202	254	2919	1253	625	391	393	533
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.56	0.02	0.06	0.57	0.05	0.10	0.20	0.20	0.57

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1865	29	15	1644	57	37	8	16	151	3	298
Future Volume (veh/h)	129	1865	29	15	1644	57	37	8	16	151	3	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	132	1903	30	15	1678	58	38	8	16	156	0	304
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	204	2511	889	130	2323	1020	159	48	96	710	0	393
Arrive On Green	0.07	0.66	0.66	0.02	0.61	0.61	0.09	0.09	0.09	0.20	0.00	0.20
Sat Flow, veh/h	1767	5066	1508	1767	5066	1535	1767	537	1073	3534	0	1544
Grp Volume(v), veh/h	132	1903	30	15	1678	58	38	0	24	156	0	304
Grp Sat Flow(s),veh/h/ln	1767	1689	1508	1767	1689	1535	1767	0	1610	1767	0	1544
Q Serve(g_s), s	5.9	38.4	0.9	0.7	34.7	1.5	3.0	0.0	2.1	5.5	0.0	27.4
Cycle Q Clear(g_c), s	5.9	38.4	0.9	0.7	34.7	1.5	3.0	0.0	2.1	5.5	0.0	27.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	204	2511	889	130	2323	1020	159	0	144	710	0	393
V/C Ratio(X)	0.65	0.76	0.03	0.12	0.72	0.06	0.24	0.00	0.17	0.22	0.00	0.77
Avail Cap(c_a), veh/h	217	2511	889	268	2323	1020	333	0	304	832	0	446
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	19.4	8.8	24.6	22.6	6.4	63.5	0.0	63.1	50.1	0.0	52.0
Incr Delay (d2), s/veh	4.4	2.2	0.1	0.1	2.0	0.1	1.1	0.0	0.8	0.1	0.0	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	13.6	0.4	0.3	12.8	0.9	1.4	0.0	0.9	2.5	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	21.6	8.9	24.8	24.6	6.6	64.6	0.0	63.8	50.2	0.0	58.8
LnGrp LOS	C	C	A	C	C	A	E	A	E	D	A	E
Approach Vol, veh/h		2065			1751			62			460	
Approach Delay, s/veh		22.0			24.0			64.3			55.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	76.1		21.2	9.3	81.7		37.8				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 48		* 28	14.0	* 43		35.3				
Max Q Clear Time (g_c+I1), s	7.9	36.7		5.0	2.7	40.4		29.4				
Green Ext Time (p_c), s	0.0	4.6		0.4	0.0	1.6		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	13	215	135	15	6	90	35	69	3	99	0
Future Vol, veh/h	1	13	215	135	15	6	90	35	69	3	99	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	14	231	145	16	6	97	38	74	3	106	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	11.1	10.8	10	10.5
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	72%	0%	0%	100%	0%	3%
Vol Thru, %	28%	0%	6%	0%	71%	97%
Vol Right, %	0%	100%	94%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	69	229	135	21	102
LT Vol	90	0	1	135	0	3
Through Vol	35	0	13	0	15	99
RT Vol	0	69	215	0	6	0
Lane Flow Rate	134	74	246	145	23	110
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.234	0.107	0.358	0.254	0.035	0.186
Departure Headway (Hd)	6.26	5.188	5.239	6.311	5.603	6.093
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	574	691	692	570	639	589
Service Time	3.988	2.916	3.239	4.04	3.332	4.125
HCM Lane V/C Ratio	0.233	0.107	0.355	0.254	0.036	0.187
HCM Control Delay	10.9	8.5	11.1	11.2	8.5	10.5
HCM Lane LOS	B	A	B	B	A	B
HCM 95th-tile Q	0.9	0.4	1.6	1	0.1	0.7

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	12	93	208	0
Future Vol, veh/h	0	21	12	93	208	0
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	23	13	101	226	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	353	226	226	0	-	0
Stage 1	226	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	4.4	4.9	4.13	-	-	-
Critical Hdwy Stg 1	4.4	-	-	-	-	-
Critical Hdwy Stg 2	4.4	-	-	-	-	-
Follow-up Hdwy	3.8	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	737	881	1337	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	730	881	1337	-	-	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1337	-	881	-	-
HCM Lane V/C Ratio	0.01	-	0.026	-	-
HCM Control Delay (s)	7.7	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

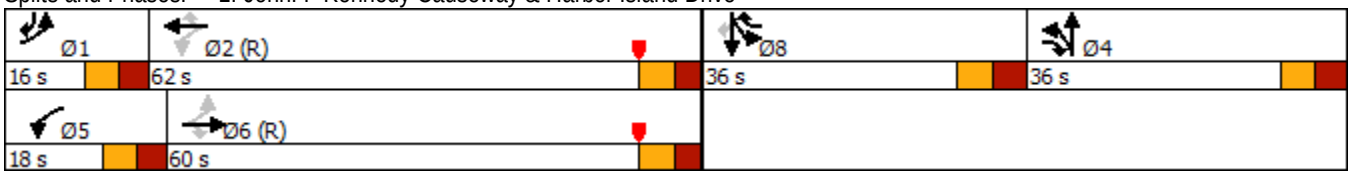
Existing P.M.

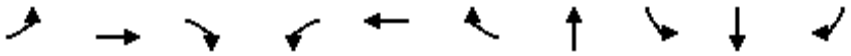
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	186	1260	34	19	1884	104	2	82	4	145
Future Volume (vph)	186	1260	34	19	1884	104	2	82	4	145
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	60.0	36.0	18.0	62.0	36.0	36.0	36.0	36.0	16.0
Total Split (%)	10.7%	40.0%	24.0%	12.0%	41.3%	24.0%	24.0%	24.0%	24.0%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	207	1400	38	21	2093	116	49	47	48	161
v/c Ratio	0.57	0.41	0.03	0.09	0.84	0.13	0.22	0.34	0.35	0.30
Control Delay	42.4	14.2	0.1	12.2	37.1	4.1	56.4	68.5	68.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	14.2	0.1	12.2	37.1	4.1	56.4	68.5	68.6	4.7
Queue Length 50th (ft)	134	236	0	5	610	11	19	47	48	0
Queue Length 95th (ft)	239	381	0	20	#931	37	42	83	84	36
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	364	3383	1236	293	2495	1076	623	314	316	533
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.41	0.03	0.07	0.84	0.11	0.08	0.15	0.15	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	1260	34	19	1884	104	33	2	9	82	4	145
Future Volume (veh/h)	186	1260	34	19	1884	104	33	2	9	82	4	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	207	1400	38	21	2093	116	37	2	10	94	0	161
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	2888	999	253	2682	1017	150	22	110	451	0	290
Arrive On Green	0.08	0.76	0.76	0.03	0.70	0.70	0.08	0.08	0.08	0.13	0.00	0.13
Sat Flow, veh/h	1767	5066	1519	1767	5066	1541	1767	260	1300	3534	0	1532
Grp Volume(v), veh/h	207	1400	38	21	2093	116	37	0	12	94	0	161
Grp Sat Flow(s),veh/h/ln	1767	1689	1519	1767	1689	1541	1767	0	1560	1767	0	1532
Q Serve(g_s), s	9.0	15.8	0.8	0.8	40.7	2.7	2.9	0.0	1.1	3.6	0.0	14.3
Cycle Q Clear(g_c), s	9.0	15.8	0.8	0.8	40.7	2.7	2.9	0.0	1.1	3.6	0.0	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	199	2888	999	253	2682	1017	150	0	132	451	0	290
V/C Ratio(X)	1.04	0.48	0.04	0.08	0.78	0.11	0.25	0.00	0.09	0.21	0.00	0.56
Avail Cap(c_a), veh/h	199	2888	999	349	2682	1017	333	0	294	667	0	383
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	9.7	5.1	15.7	16.5	5.8	64.2	0.0	63.3	58.6	0.0	55.3
Incr Delay (d2), s/veh	74.8	0.6	0.1	0.1	2.3	0.2	1.2	0.0	0.4	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	4.8	0.3	0.3	13.7	1.3	1.4	0.0	0.4	1.6	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.1	10.3	5.2	15.7	18.8	6.1	65.4	0.0	63.7	58.8	0.0	56.5
LnGrp LOS	F	B	A	B	B	A	E	A	E	E	A	E
Approach Vol, veh/h		1645			2230			49			255	
Approach Delay, s/veh		22.6			18.1			65.0			57.4	
Approach LOS		C			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	86.7		20.4	9.9	92.8		26.8				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 55		* 28	11.0	* 53		28.3				
Max Q Clear Time (g_c+I1), s	11.0	42.7		4.9	2.8	17.8		16.3				
Green Ext Time (p_c), s	0.0	6.2		0.3	0.0	4.8		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	12	118	87	16	7	116	66	97	1	31	1
Future Vol, veh/h	3	12	118	87	16	7	116	66	97	1	31	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	13	131	97	18	8	129	73	108	1	34	1
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.5	9.7	10	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	64%	0%	2%	100%	0%	3%
Vol Thru, %	36%	0%	9%	0%	70%	94%
Vol Right, %	0%	100%	89%	0%	30%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	97	133	87	23	33
LT Vol	116	0	3	87	0	1
Through Vol	66	0	12	0	16	31
RT Vol	0	97	118	0	7	1
Lane Flow Rate	202	108	148	97	26	37
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.316	0.138	0.208	0.164	0.038	0.058
Departure Headway (Hd)	5.629	4.605	5.068	6.1	5.381	5.659
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	637	775	705	586	661	628
Service Time	3.383	2.358	3.128	3.865	3.146	3.734
HCM Lane V/C Ratio	0.317	0.139	0.21	0.166	0.039	0.059
HCM Control Delay	11	8.1	9.5	10.1	8.4	9.1
HCM Lane LOS	B	A	A	B	A	A
HCM 95th-tile Q	1.4	0.5	0.8	0.6	0.1	0.2

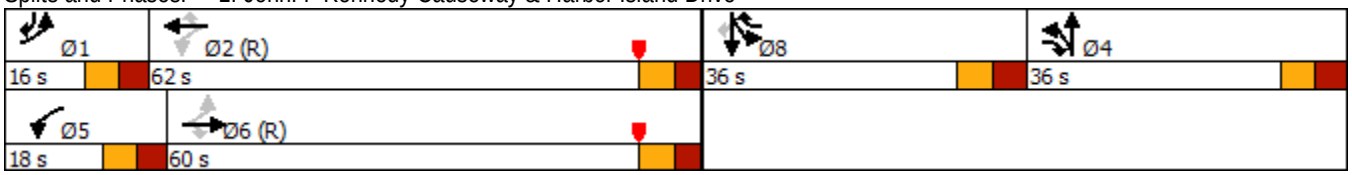
Future Background P.M.

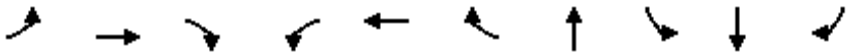
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	217	1687	40	22	2353	121	2	96	5	169
Future Volume (vph)	217	1687	40	22	2353	121	2	96	5	169
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	60.0	36.0	18.0	62.0	36.0	36.0	36.0	36.0	16.0
Total Split (%)	10.7%	40.0%	24.0%	12.0%	41.3%	24.0%	24.0%	24.0%	24.0%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	241	1874	44	24	2614	134	55	57	56	188
v/c Ratio	0.55	0.56	0.04	0.16	1.16	0.16	0.24	0.40	0.39	0.30
Control Delay	40.6	17.0	0.1	14.9	113.6	5.7	56.3	70.2	69.7	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	17.0	0.1	14.9	113.6	5.7	56.3	70.2	69.7	4.0
Queue Length 50th (ft)	159	370	0	6	~1051	19	22	57	56	0
Queue Length 95th (ft)	276	580	1	23	#1341	48	46	95	93	37
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	440	3362	1230	219	2260	1008	624	314	316	617
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.56	0.04	0.11	1.16	0.13	0.09	0.18	0.18	0.30

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1687	40	22	2353	121	38	2	10	96	5	169
Future Volume (veh/h)	217	1687	40	22	2353	121	38	2	10	96	5	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	241	1874	44	24	2614	134	42	2	11	111	0	188
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	154	2806	977	169	2609	1015	153	21	114	497	0	310
Arrive On Green	0.08	0.74	0.74	0.03	0.68	0.68	0.09	0.09	0.09	0.14	0.00	0.14
Sat Flow, veh/h	1767	5066	1518	1767	5066	1541	1767	239	1317	3534	0	1536
Grp Volume(v), veh/h	241	1874	44	24	2614	134	42	0	13	111	0	188
Grp Sat Flow(s),veh/h/ln	1767	1689	1518	1767	1689	1541	1767	0	1557	1767	0	1536
Q Serve(g_s), s	9.0	28.8	1.0	1.0	77.3	3.3	3.3	0.0	1.2	4.2	0.0	16.7
Cycle Q Clear(g_c), s	9.0	28.8	1.0	1.0	77.3	3.3	3.3	0.0	1.2	4.2	0.0	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	154	2806	977	169	2609	1015	153	0	134	497	0	310
V/C Ratio(X)	1.56	0.67	0.05	0.14	1.00	0.13	0.28	0.00	0.10	0.22	0.00	0.61
Avail Cap(c_a), veh/h	154	2806	977	261	2609	1015	333	0	294	667	0	384
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.0	12.6	5.8	18.2	23.6	6.1	64.1	0.0	63.1	57.2	0.0	54.6
Incr Delay (d2), s/veh	283.1	1.3	0.1	0.1	18.1	0.3	1.4	0.0	0.4	0.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	9.1	0.4	0.4	30.0	1.7	1.6	0.0	0.5	1.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	331.1	13.9	5.9	18.3	41.7	6.4	65.5	0.0	63.6	57.3	0.0	56.0
LnGrp LOS	F	B	A	B	F	A	E	A	E	E	A	E
Approach Vol, veh/h		2159			2772			55			299	
Approach Delay, s/veh		49.1			39.8			65.0			56.5	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	84.6		20.7	10.2	90.4		28.8				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 55		* 28	11.0	* 53		28.3				
Max Q Clear Time (g_c+I1), s	11.0	79.3		5.3	3.0	30.8		18.7				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	6.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	14	138	101	19	8	135	77	113	1	36	1
Future Vol, veh/h	3	14	138	101	19	8	135	77	113	1	36	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	153	112	21	9	150	86	126	1	40	1
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	10.1	10.2	10.8	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	64%	0%	2%	100%	0%	3%
Vol Thru, %	36%	0%	9%	0%	70%	95%
Vol Right, %	0%	100%	89%	0%	30%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	113	155	101	27	38
LT Vol	135	0	3	101	0	1
Through Vol	77	0	14	0	19	36
RT Vol	0	113	138	0	8	1
Lane Flow Rate	236	126	172	112	30	42
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.377	0.165	0.251	0.196	0.046	0.07
Departure Headway (Hd)	5.767	4.742	5.247	6.292	5.577	5.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	750	679	566	636	603
Service Time	3.544	2.518	3.329	4.083	3.368	3.981
HCM Lane V/C Ratio	0.381	0.168	0.253	0.198	0.047	0.07
HCM Control Delay	12	8.5	10.1	10.6	8.6	9.4
HCM Lane LOS	B	A	B	B	A	A
HCM 95th-tile Q	1.8	0.6	1	0.7	0.1	0.2

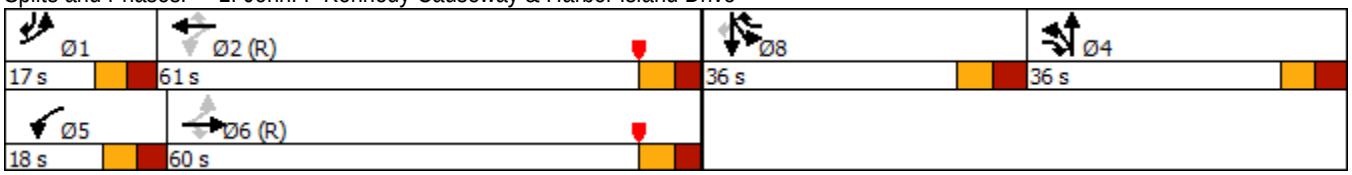
Future Total P.M.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	235	1687	40	22	2353	126	2	100	5	182
Future Volume (vph)	235	1687	40	22	2353	126	2	100	5	182
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	17.0	60.0	36.0	18.0	61.0	36.0	36.0	36.0	36.0	17.0
Total Split (%)	11.3%	40.0%	24.0%	12.0%	40.7%	24.0%	24.0%	24.0%	24.0%	11.3%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	1874	44	24	2614	140	55	59	58	202
v/c Ratio	0.56	0.56	0.04	0.16	1.20	0.17	0.24	0.41	0.40	0.31
Control Delay	40.7	17.1	0.1	15.4	133.5	6.3	56.3	70.4	69.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	17.1	0.1	15.4	133.5	6.3	56.3	70.4	69.9	3.9
Queue Length 50th (ft)	175	371	0	6	~1081	23	22	60	58	0
Queue Length 95th (ft)	299	580	1	23	#1353	53	46	98	96	38
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	469	3358	1229	215	2174	983	624	314	316	650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.56	0.04	0.11	1.20	0.14	0.09	0.19	0.18	0.31

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1687	40	22	2353	126	38	2	10	100	5	182
Future Volume (veh/h)	235	1687	40	22	2353	126	38	2	10	100	5	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	261	1874	44	24	2614	140	42	2	11	115	0	202
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	166	2776	967	166	2545	1004	153	21	114	518	0	330
Arrive On Green	0.09	0.73	0.73	0.03	0.67	0.67	0.09	0.09	0.09	0.15	0.00	0.15
Sat Flow, veh/h	1767	5066	1518	1767	5066	1540	1767	239	1317	3534	0	1537
Grp Volume(v), veh/h	261	1874	44	24	2614	140	42	0	13	115	0	202
Grp Sat Flow(s),veh/h/ln	1767	1689	1518	1767	1689	1540	1767	0	1557	1767	0	1537
Q Serve(g_s), s	10.0	29.6	1.0	1.0	75.4	3.6	3.3	0.0	1.2	4.3	0.0	17.9
Cycle Q Clear(g_c), s	10.0	29.6	1.0	1.0	75.4	3.6	3.3	0.0	1.2	4.3	0.0	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	166	2776	967	166	2545	1004	153	0	134	518	0	330
V/C Ratio(X)	1.57	0.68	0.05	0.14	1.03	0.14	0.28	0.00	0.10	0.22	0.00	0.61
Avail Cap(c_a), veh/h	166	2776	967	259	2545	1004	333	0	294	667	0	395
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	13.2	6.1	19.1	24.9	6.6	64.1	0.0	63.1	56.5	0.0	53.4
Incr Delay (d2), s/veh	285.3	1.3	0.1	0.1	25.2	0.3	1.4	0.0	0.4	0.2	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	9.5	0.5	0.4	31.5	1.9	1.6	0.0	0.5	2.0	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	334.0	14.5	6.2	19.2	50.1	6.9	65.5	0.0	63.6	56.6	0.0	55.0
LnGrp LOS	F	B	A	B	F	A	E	A	E	E	A	D
Approach Vol, veh/h		2179			2778			55			317	
Approach Delay, s/veh		52.6			47.6			65.0			55.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	82.7		20.7	10.2	89.5		29.7				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	10.0	* 54		* 28	11.0	* 53		28.3				
Max Q Clear Time (g_c+I1), s	12.0	77.4		5.3	3.0	31.6		19.9				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	6.8		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

Notes

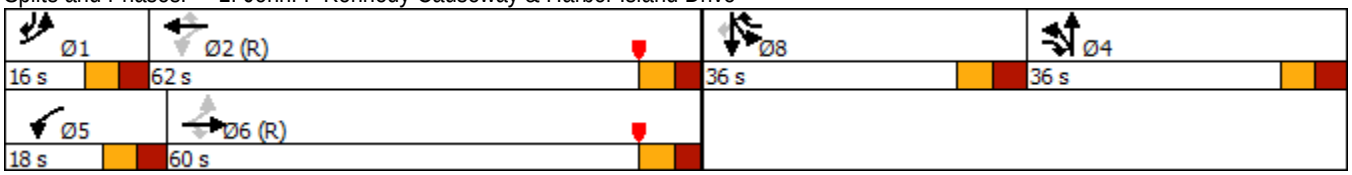
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

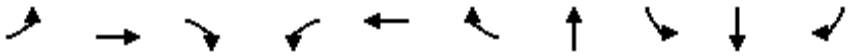
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	235	1687	40	22	2353	126	2	100	5	182
Future Volume (vph)	235	1687	40	22	2353	126	2	100	5	182
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	Split	NA	pm+ov
Protected Phases	1	6	4	5	2	8	4	8	8	1
Permitted Phases	6		6	2		2				8
Detector Phase	1	6	4	5	2	8	4	8	8	1
Switch Phase										
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.7	35.7	12.0	47.3	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	60.0	36.0	18.0	62.0	36.0	36.0	36.0	36.0	16.0
Total Split (%)	10.7%	40.0%	24.0%	12.0%	41.3%	24.0%	24.0%	24.0%	24.0%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7
All-Red Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.7	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag					Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 97 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: John. F Kennedy Causeway & Harbor Island Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	1874	44	24	2614	140	55	59	58	202
v/c Ratio	0.54	0.56	0.04	0.16	1.22	0.17	0.24	0.41	0.40	0.31
Control Delay	39.8	17.1	0.1	15.4	142.2	6.3	56.3	70.4	69.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	17.1	0.1	15.4	142.2	6.3	56.3	70.4	69.9	3.8
Queue Length 50th (ft)	173	371	0	6	~1089	23	22	60	58	0
Queue Length 95th (ft)	300	580	1	23	#1341	52	46	98	96	38
Internal Link Dist (ft)		435			523		242		95	
Turn Bay Length (ft)	215		175	200		175				
Base Capacity (vph)	481	3358	1229	214	2138	973	624	314	316	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.56	0.04	0.11	1.22	0.14	0.09	0.19	0.18	0.31

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1687	40	22	2353	126	38	2	10	100	5	182
Future Volume (veh/h)	235	1687	40	22	2353	126	38	2	10	100	5	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	261	1874	44	24	2614	140	42	2	11	115	0	202
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	154	2772	966	166	2575	1015	153	21	114	521	0	321
Arrive On Green	0.08	0.73	0.73	0.03	0.68	0.68	0.09	0.09	0.09	0.15	0.00	0.15
Sat Flow, veh/h	1767	5066	1518	1767	5066	1541	1767	239	1317	3534	0	1537
Grp Volume(v), veh/h	261	1874	44	24	2614	140	42	0	13	115	0	202
Grp Sat Flow(s),veh/h/ln	1767	1689	1518	1767	1689	1541	1767	0	1557	1767	0	1537
Q Serve(g_s), s	9.0	29.7	1.0	1.0	76.3	3.5	3.3	0.0	1.2	4.3	0.0	18.0
Cycle Q Clear(g_c), s	9.0	29.7	1.0	1.0	76.3	3.5	3.3	0.0	1.2	4.3	0.0	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	154	2772	966	166	2575	1015	153	0	134	521	0	321
V/C Ratio(X)	1.69	0.68	0.05	0.14	1.02	0.14	0.28	0.00	0.10	0.22	0.00	0.63
Avail Cap(c_a), veh/h	154	2772	966	258	2575	1015	333	0	294	667	0	384
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	13.3	6.2	18.8	24.3	6.3	64.1	0.0	63.1	56.4	0.0	54.3
Incr Delay (d2), s/veh	338.8	1.3	0.1	0.1	21.6	0.3	1.4	0.0	0.4	0.2	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.3	9.6	0.5	0.4	30.8	1.8	1.6	0.0	0.5	2.0	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	386.5	14.6	6.2	19.0	45.9	6.5	65.5	0.0	63.6	56.5	0.0	56.2
LnGrp LOS	F	B	A	B	F	A	E	A	E	E	A	E
Approach Vol, veh/h		2179			2778			55			317	
Approach Delay, s/veh		59.0			43.7			65.0			56.3	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	83.6		20.7	10.2	89.4		29.8				
Change Period (Y+Rc), s	7.0	* 7.3		* 7.7	7.0	* 7.3		7.7				
Max Green Setting (Gmax), s	9.0	* 55		* 28	11.0	* 53		28.3				
Max Q Clear Time (g_c+I1), s	11.0	78.3		5.3	3.0	31.7		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	6.8		0.5				

Intersection Summary

HCM 6th Ctrl Delay	50.9	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	14	155	101	19	8	158	77	113	1	36	1
Future Vol, veh/h	3	14	155	101	19	8	158	77	113	1	36	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	172	112	21	9	176	86	126	1	40	1
Number of Lanes	0	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	10.5	10.5	11.5	9.6
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	67%	0%	2%	100%	0%	3%
Vol Thru, %	33%	0%	8%	0%	70%	95%
Vol Right, %	0%	100%	90%	0%	30%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	113	172	101	27	38
LT Vol	158	0	3	101	0	1
Through Vol	77	0	14	0	19	36
RT Vol	0	113	155	0	8	1
Lane Flow Rate	261	126	191	112	30	42
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.424	0.167	0.282	0.203	0.048	0.072
Departure Headway (Hd)	5.839	4.796	5.317	6.503	5.787	6.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	611	738	667	555	622	590
Service Time	3.637	2.592	3.417	4.206	3.49	4.11
HCM Lane V/C Ratio	0.427	0.171	0.286	0.202	0.048	0.071
HCM Control Delay	12.9	8.6	10.5	10.9	8.8	9.6
HCM Lane LOS	B	A	B	B	A	A
HCM 95th-tile Q	2.1	0.6	1.2	0.8	0.2	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	23	155	155	0
Future Vol, veh/h	0	17	23	155	155	0
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	18	25	168	168	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	386	168	168	0	-	0
Stage 1	168	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	4.4	4.9	4.13	-	-	-
Critical Hdwy Stg 1	4.4	-	-	-	-	-
Critical Hdwy Stg 2	4.4	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	2.227	-	-	-
Pot Cap-1 Maneuver	720	803	1404	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	803	1404	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	812	-	-	-	-	-

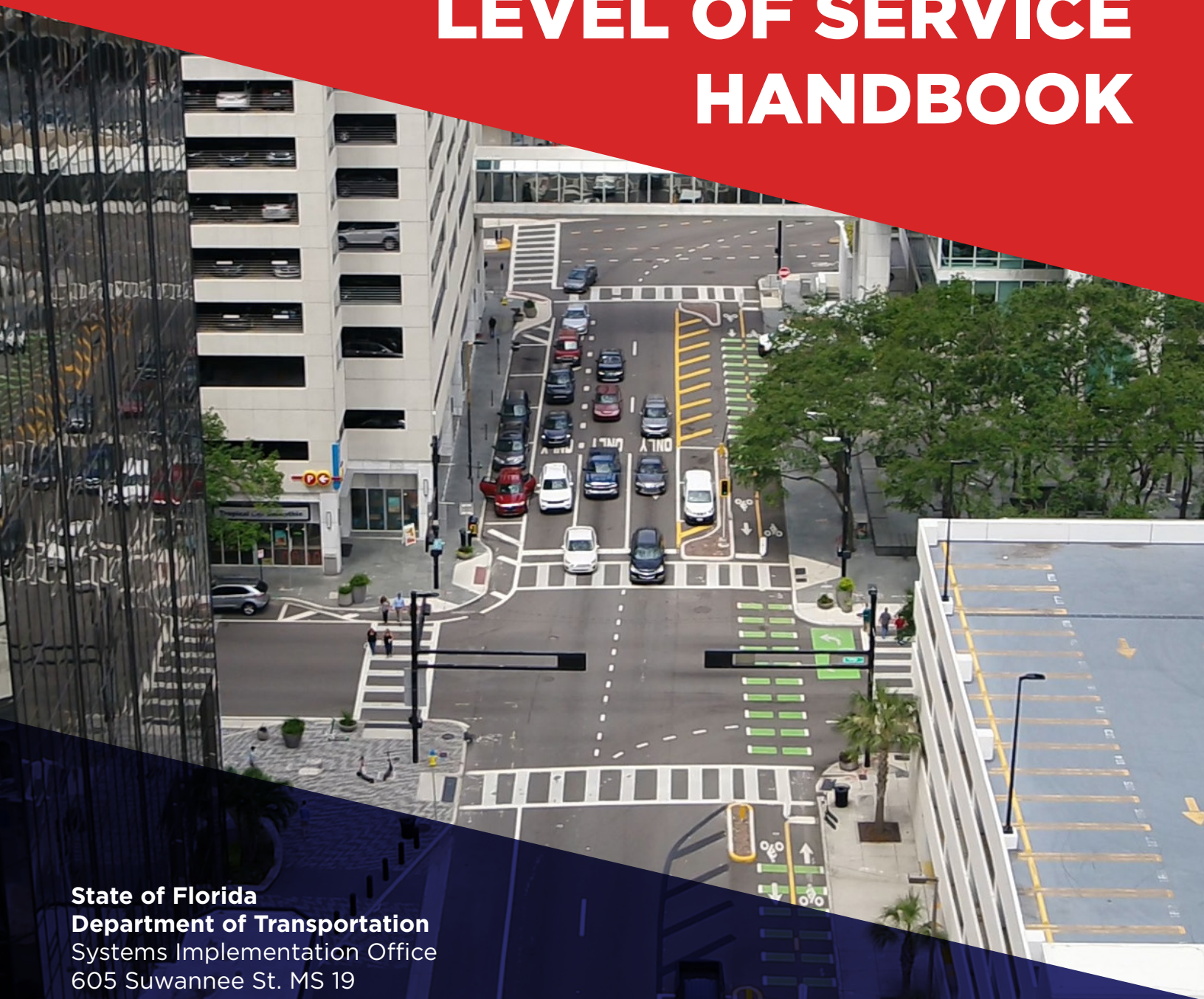
Approach	EB	NB	SB
HCM Control Delay, s	9.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1404	-	803	-	-
HCM Lane V/C Ratio	0.018	-	0.023	-	-
HCM Control Delay (s)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Appendix K

Roadway Segment Analysis

2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK



State of Florida
Department of Transportation
Systems Implementation Office
605 Suwannee St. MS 19
Tallahassee, FL 32399

www.fdot.gov/planning
January 2023

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

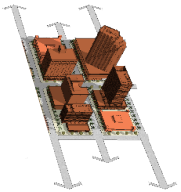


(C5-Urban Center)

	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.

Attachment B-B

North Bay Village Comprehensive Plan



Document Path: J:\Atlas\fl_NorthBayVillage\Projects\2022\Future Transportation Map.mxd

NBV100 - Future Transportation Map

1 inch = 600 feet

Kimley»Horn

MEMORANDUM

To: Silvia E. Vargas, FAICP
City of North Bay Village

From: Cory D. Dorman, P.E., PTOE

Date: June 9, 2023

Subject: 7940 North Bay Village
Maneuverability Analysis

Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the proposed 7940 North Bay Village development located at 7938-7940 West Drive in North Bay Village, Florida. The analysis was prepared for the ground level access to the parking garage, parking garage, loading areas, and refuse collection areas. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using passenger car (P) design vehicles for ground level access, single-unit 30-foot (SU-30) design loading vehicles, a front-loaded refuse vehicle for trash collection on-site. The following summarizes the results of this analysis.

Parking Garage Access and Parking Garage

Access to the on-site drop-off/pick-up area and parking garage is provided via one (1) full access driveway located along the west side of West Drive. A P design vehicle will be able to maneuver into and through the ground floor and proposed on-site parking garage without conflicting with oncoming traffic, refer to Attachment A.

Loading Area and On-Site Refuse Access

Access to the 30-foot loading bays is provided via one (1) loading-only driveway along the west side of West Drive. SU-30 design vehicles and front-loaded refuse vehicles will be able to maneuver into and out of the on-site loading area, refer to Attachment B. Note that SU-30 and front-loaded refuse vehicles perform all maneuvers internal to the site within private property.

Conclusion

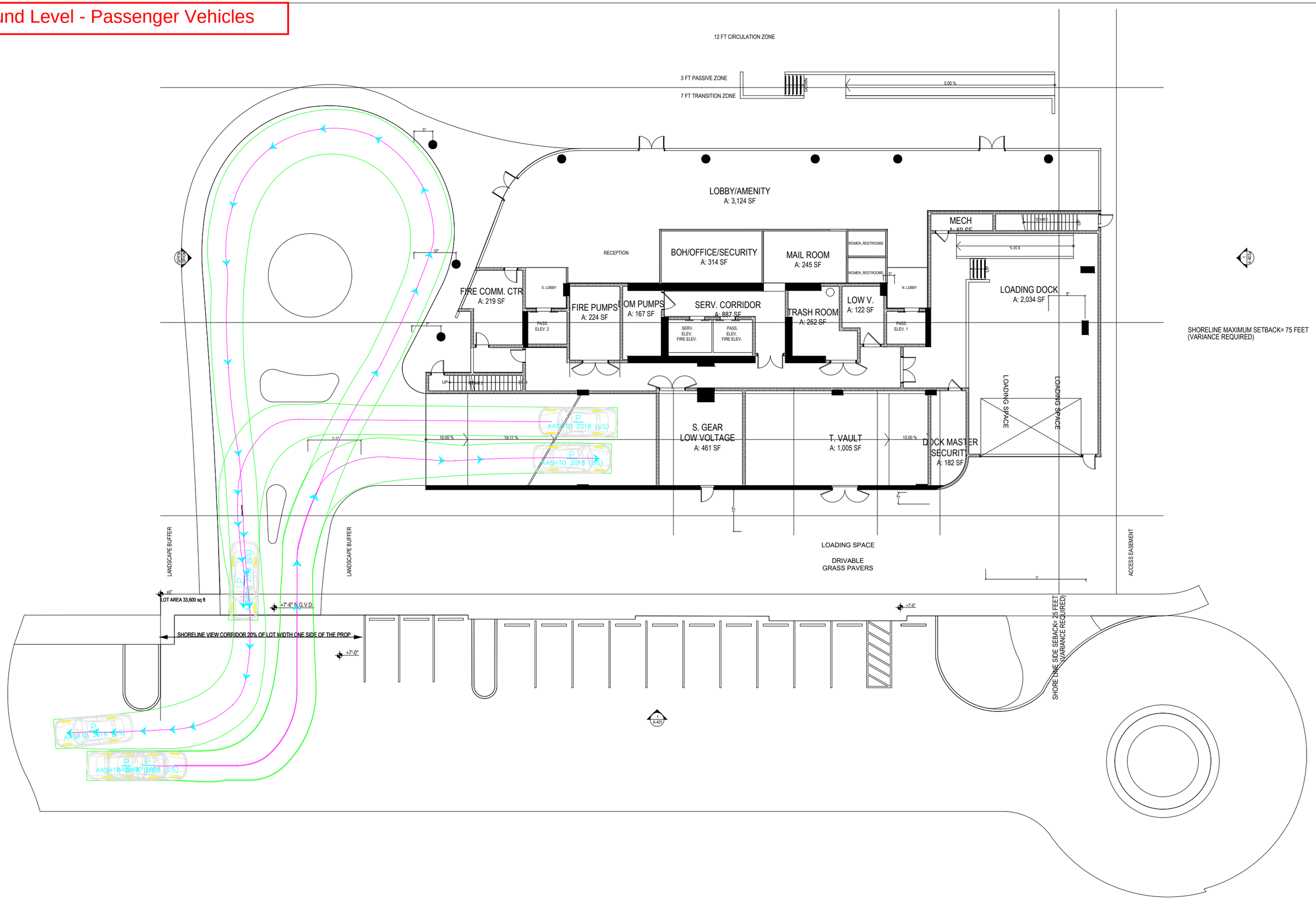
In conclusion, passenger vehicles, loading vehicles, and refuse vehicles will be able to ingress, egress, and travel through the site and loading areas.

K:\FTL_TPTO\143685000-7940 NBV\correspondence\memo\7940 NBV Maneuverability Analysis Memo.docx

Attachment A

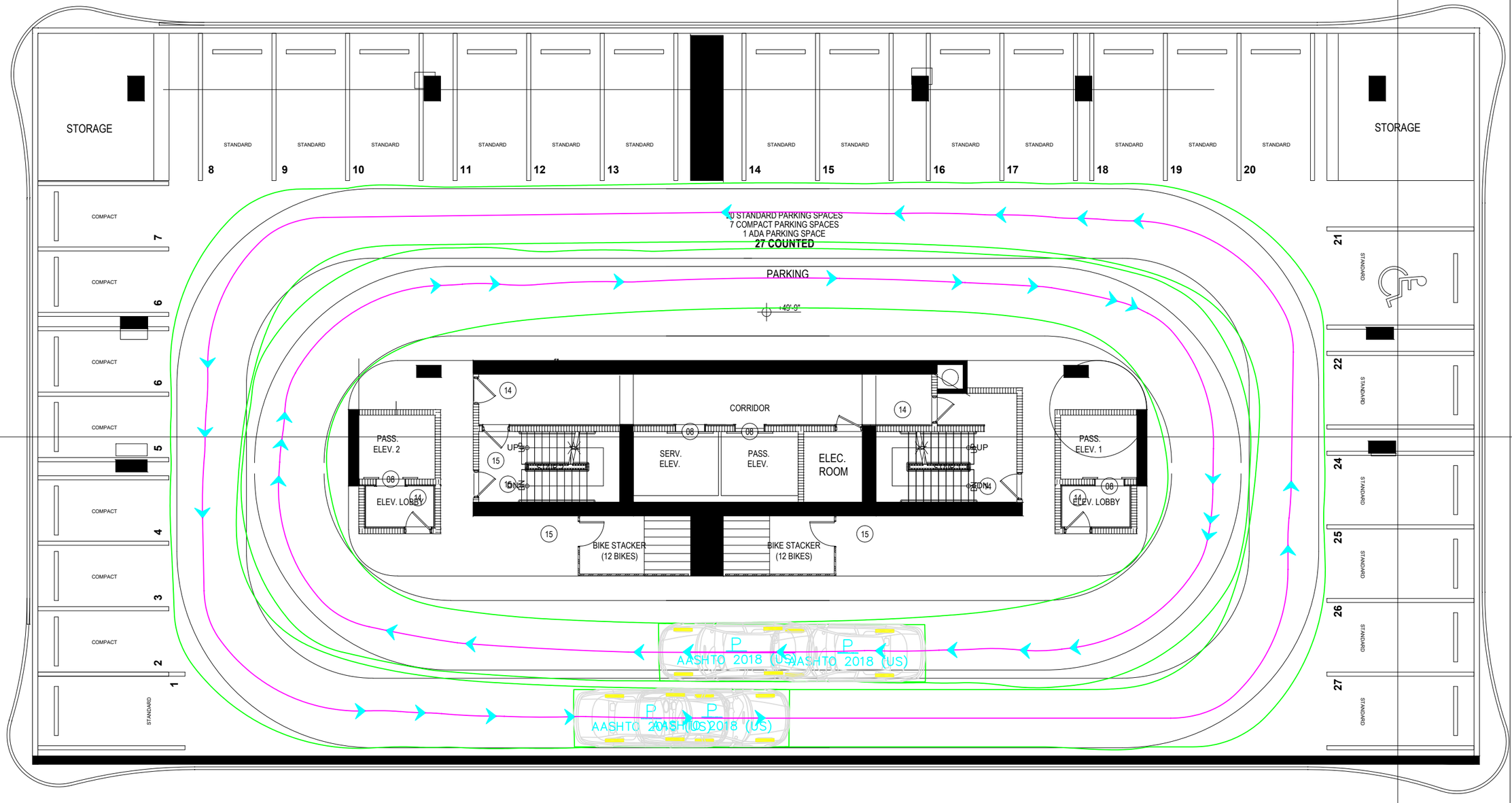
Passenger Vehicle Maneuverability Plots

Ground Level - Passenger Vehicles



Level 2 - Passenger Vehicles

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK



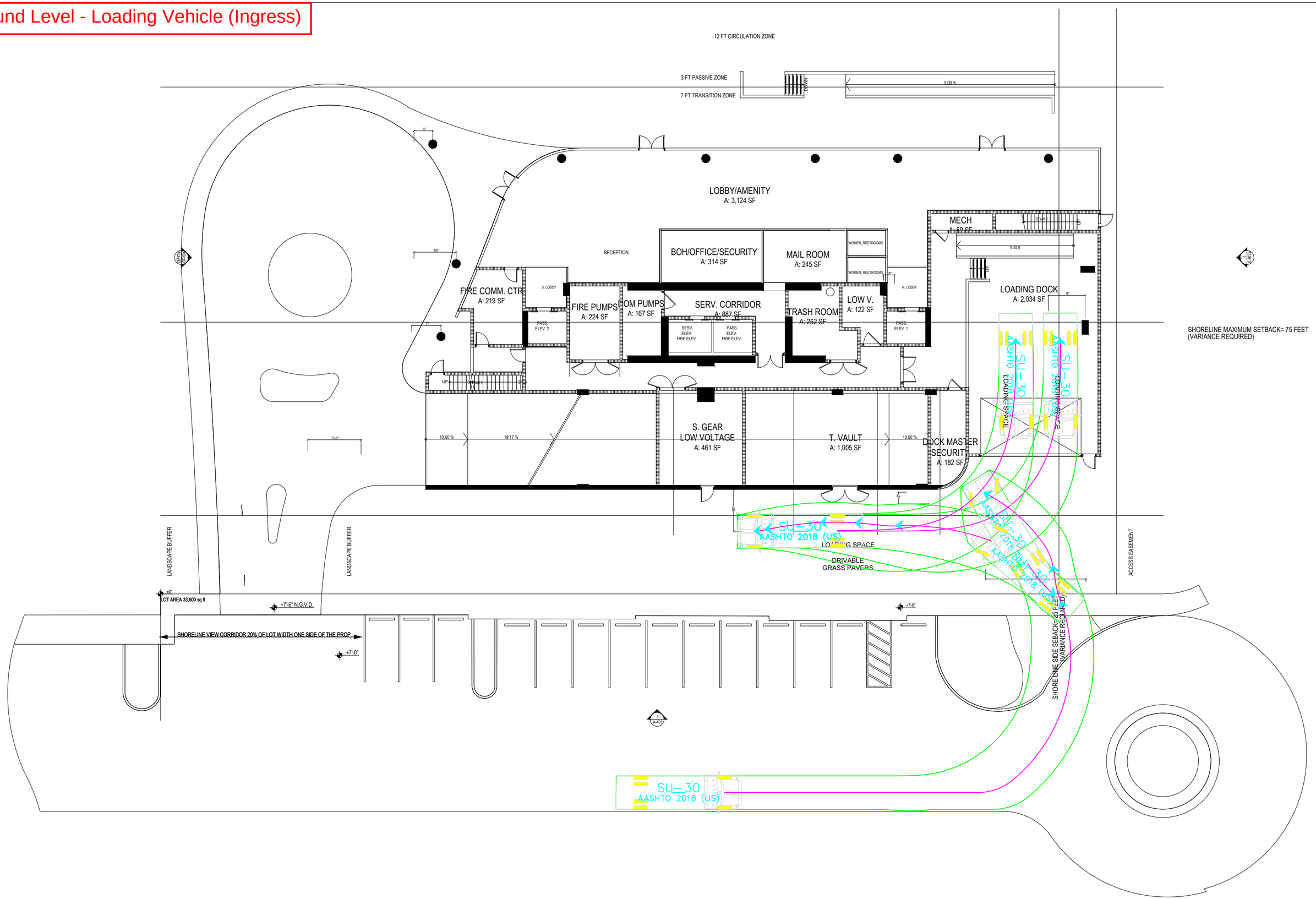
ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

ALLOWABLE ENCROACHMENT BALCONY 25% OF REQUIRED SETBACK

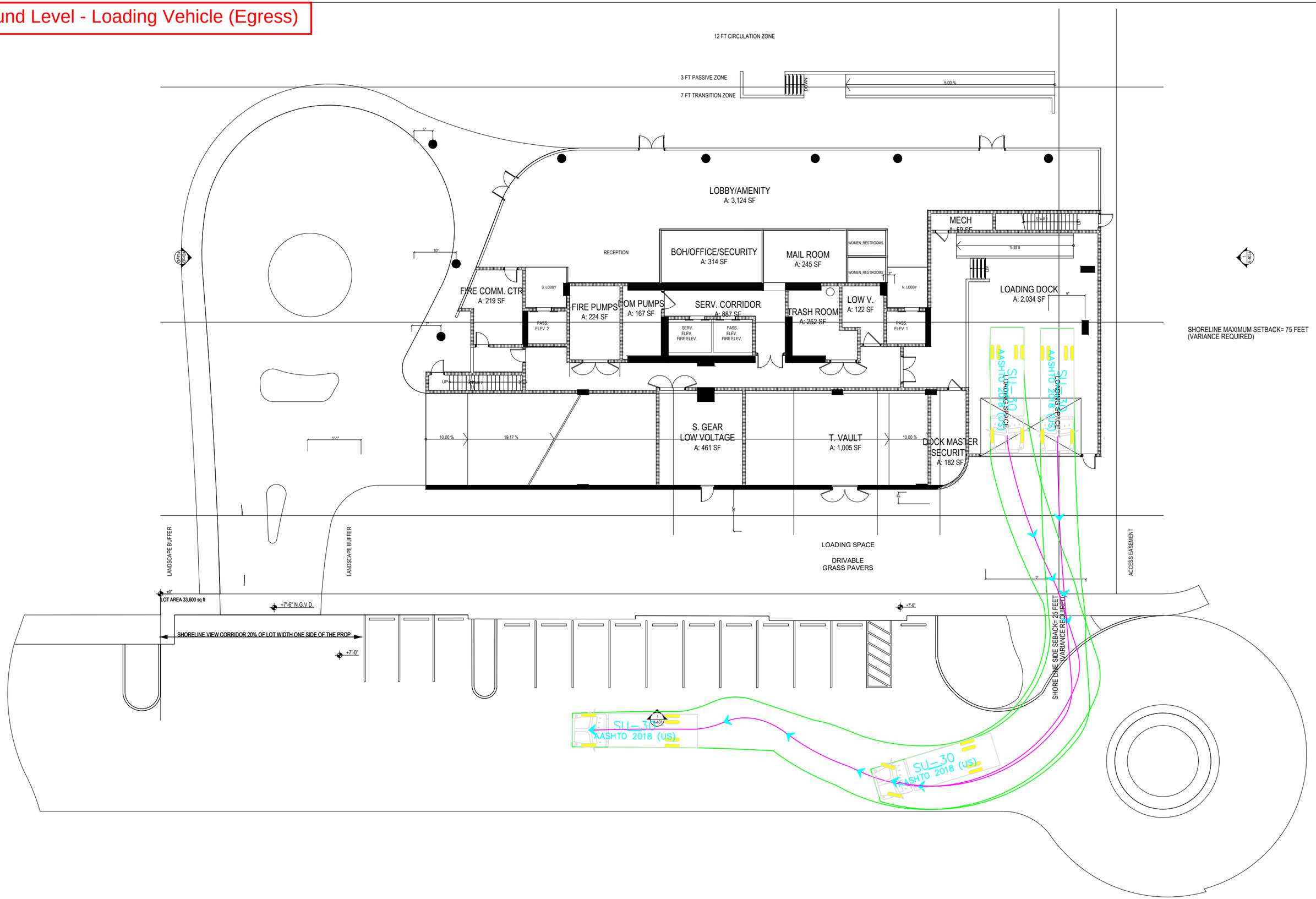
Attachment B

Loading/Refuse Maneuverability Plots

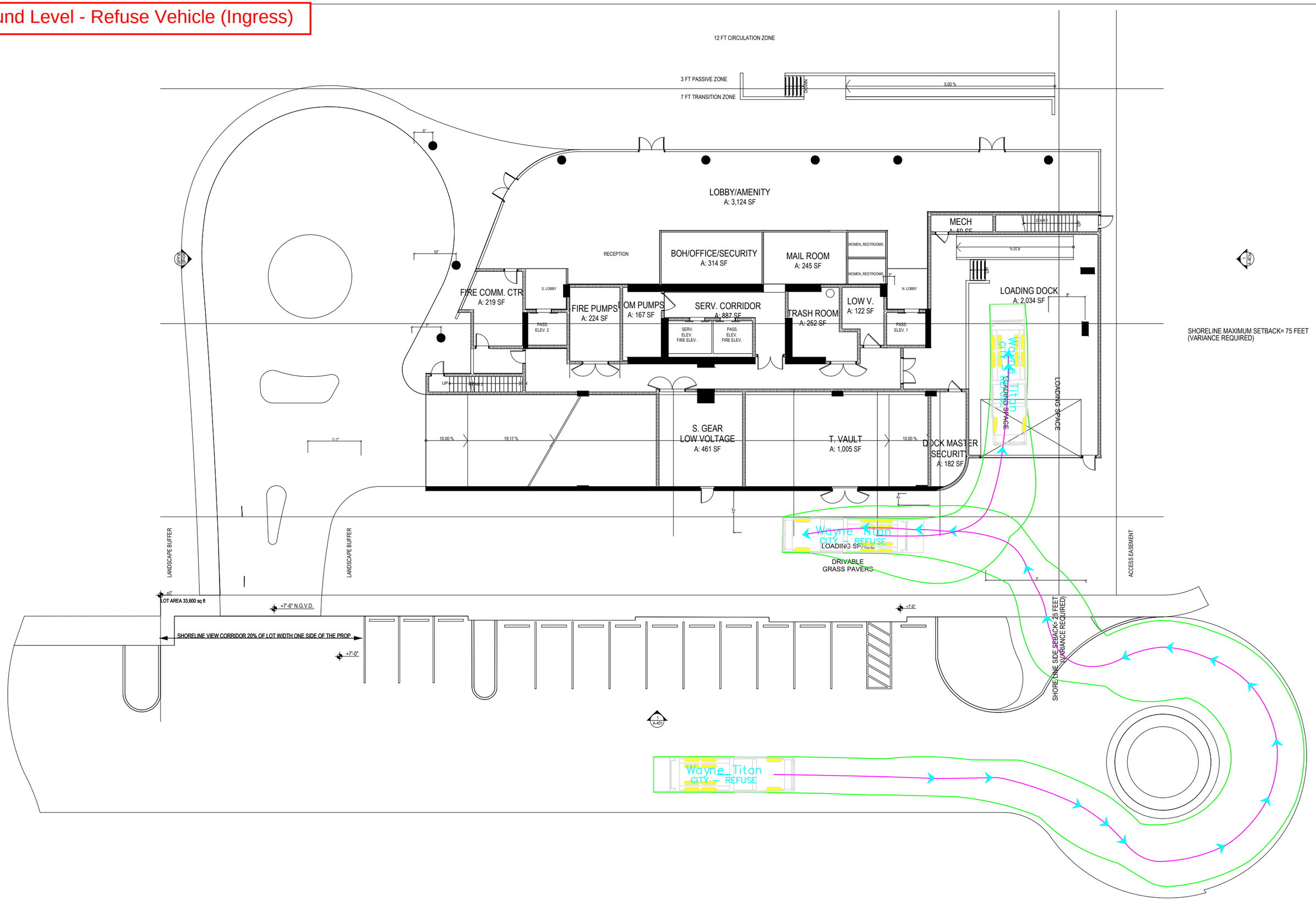
Ground Level - Loading Vehicle (Ingress)



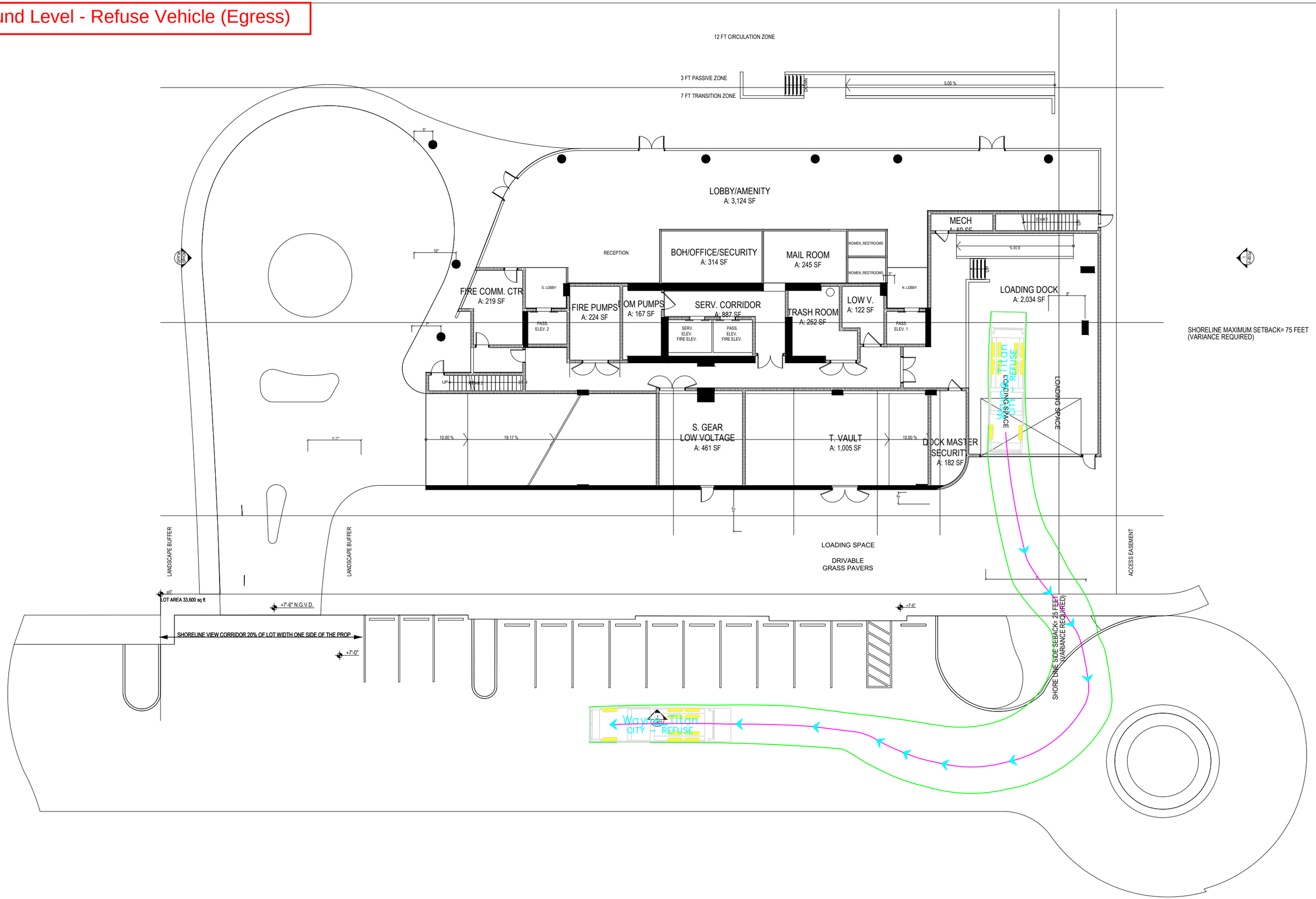
Ground Level - Loading Vehicle (Egress)



Ground Level - Refuse Vehicle (Ingress)



Ground Level - Refuse Vehicle (Egress)



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 - JUL. 27, 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

07/13/2023

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
13 day of JULY, A.D. 2023

(SEAL)
GUILLERMO GARCIA personally known to me

NOTARY PUBLIC STATE OF FLORIDA
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 JULY 27, 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:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

July 27, 2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; 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

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 869 7009 2320
PASSCODE: 842751

WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
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
7/13 23-24/0000673396M

2/2

ITEM NO. 4B

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: July 27, 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
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

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.
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      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 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.
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. 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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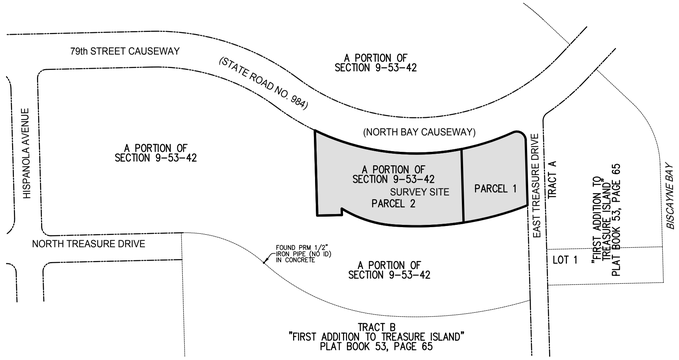
ALL RIGHTS RESERVED. NO PART OF THIS SURVEY MAY BE REPRODUCED, IN ANY FORM OR BY ANY MEANS, WITHOUT PERMISSION IN WRITING FROM AN OFFICER OF PULICE LAND SURVEYORS, INC.



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

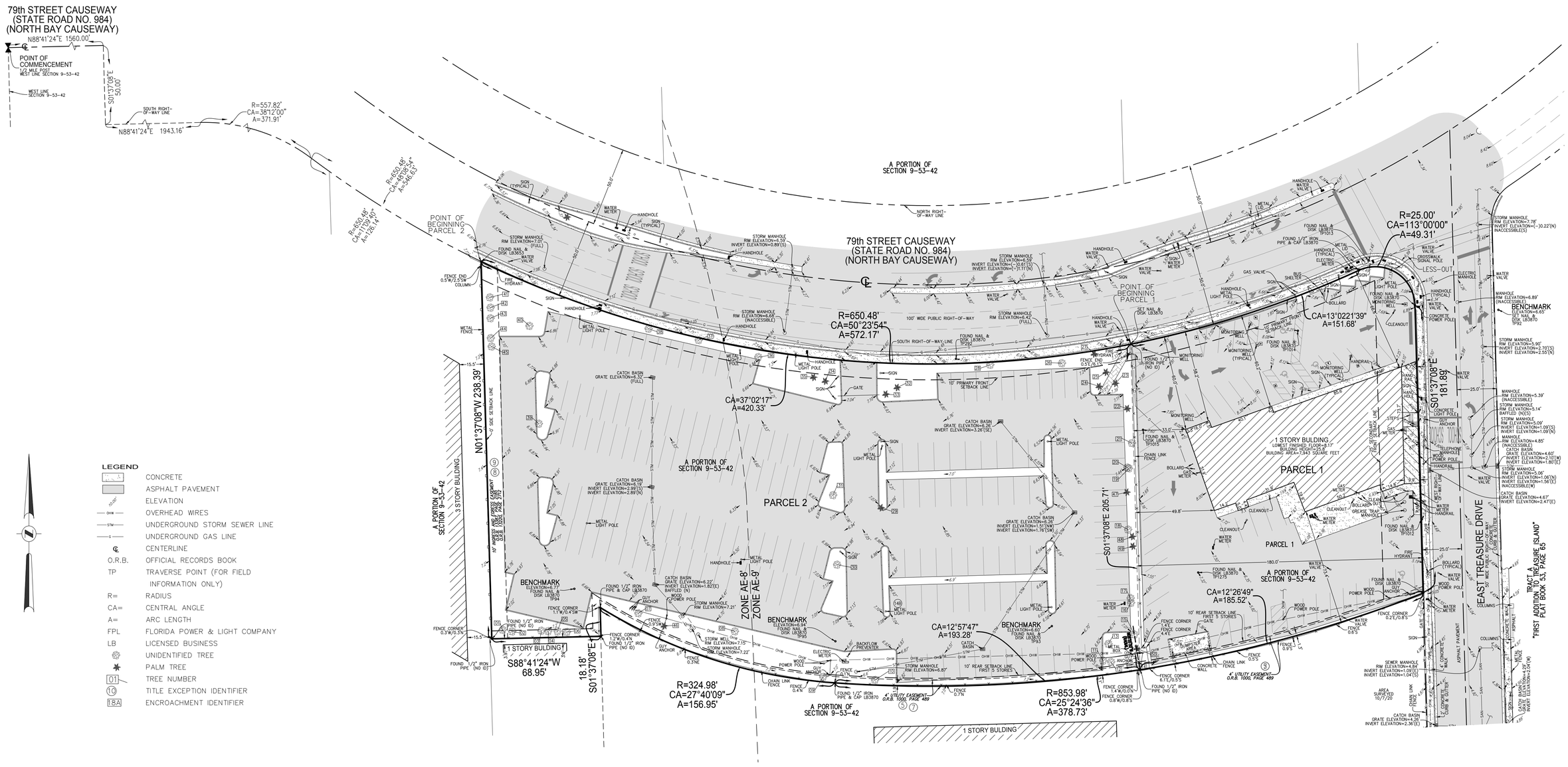
NO.	REVISIONS	BY
5		
4	#69962 UPDATE SURVEY–6/1/22	BB/JB
3	UPDATE TITLE COMMITMENT–4/27/21	L.H.
2	#67514–TREE SURVEY–08/27/20	L.H.
1	#66755–ORIGINAL SURVEY–01/14/20	L.S.

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
0' SIDE SETBACK LINE
16' INGRESS AND EGRESS EASEMENT O.R.B. 10004, PAGE 2765
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
20' FRONT SETBACK LINE
ZONE AE-8'
ZONE AE-9'
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
BENCHMARK
ELEVATION=6.85'
SET NAIL & DISK LB3870 TP100
BENCHMARK
ELEVATION=6.89'
(INACCESSIBLE)
SET NAIL & DISK LB3870 TP30
S88°41'24"W 68.95'
18.18'
S01°37'08"E
R=324.98'
CA=27°40'09"
A=156.95'
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
4' UTILITY EASEMENT O.R.B. 10002, PAGE 489
1 STORY BULDING
EAST TREASURE DRIVE
(80' PUBLIC RIGHT-OF-WAY)
TRACT A, "FIRST ADDITION TO TREASURE ISLAND" PLAT BOOK 53, PAGE 65
"TREASURE ISLAND" PLAT BOOK 65 PAGE 65
FOUND 1/2" IRON PIPE (NO ID)
FOUND 1/2" IRON PIPE & CAP LB3870
FENCE CORNER 1.1'W/0.4'S
FENCE CORNER 1.2'W/0.4'N
FENCE CORNER 0.3'W/0.3'N
FENCE END 0.5'W/2.5'S
FENCE CORNER 1.4'E
FENCE CORNER 4.4'E
FENCE CORNER 6.1'E/0.5'S
FENCE CORNER 1.4'W/0.0'N
FENCE CORNER 0.8'W/0.8'S
FENCE CORNER 0.2'E/0.8'S
FENCE END 0.5'E/6.1'S
FOUND 1/2" IRON PIPE & CAP LB3870
FOUND NAIL & DISK LB3870 TP1013
FOUND 1/4" IRON PIPE & CAP LB3870
FOUND NAIL & DISK LB3870 TP1275
FOUND NAIL & DISK LB3870 TP1012
FOUND NAIL & DISK LB3870 TP1024
FOUND NAIL & DISK LB3870 TP1015
FOUND 1/2" IRON PIPE & CAP LB3870
FOUND NAIL & DISK LB3870 TP95
FOUND 1/2" IRON PIPE & CAP LB3870
FOUND 1/2" IRON PIPE (NO ID)
FOUND 1/2" IRON PIPE (NO ID)
FOUND 1/2" IRON PIPE (NO ID)

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:

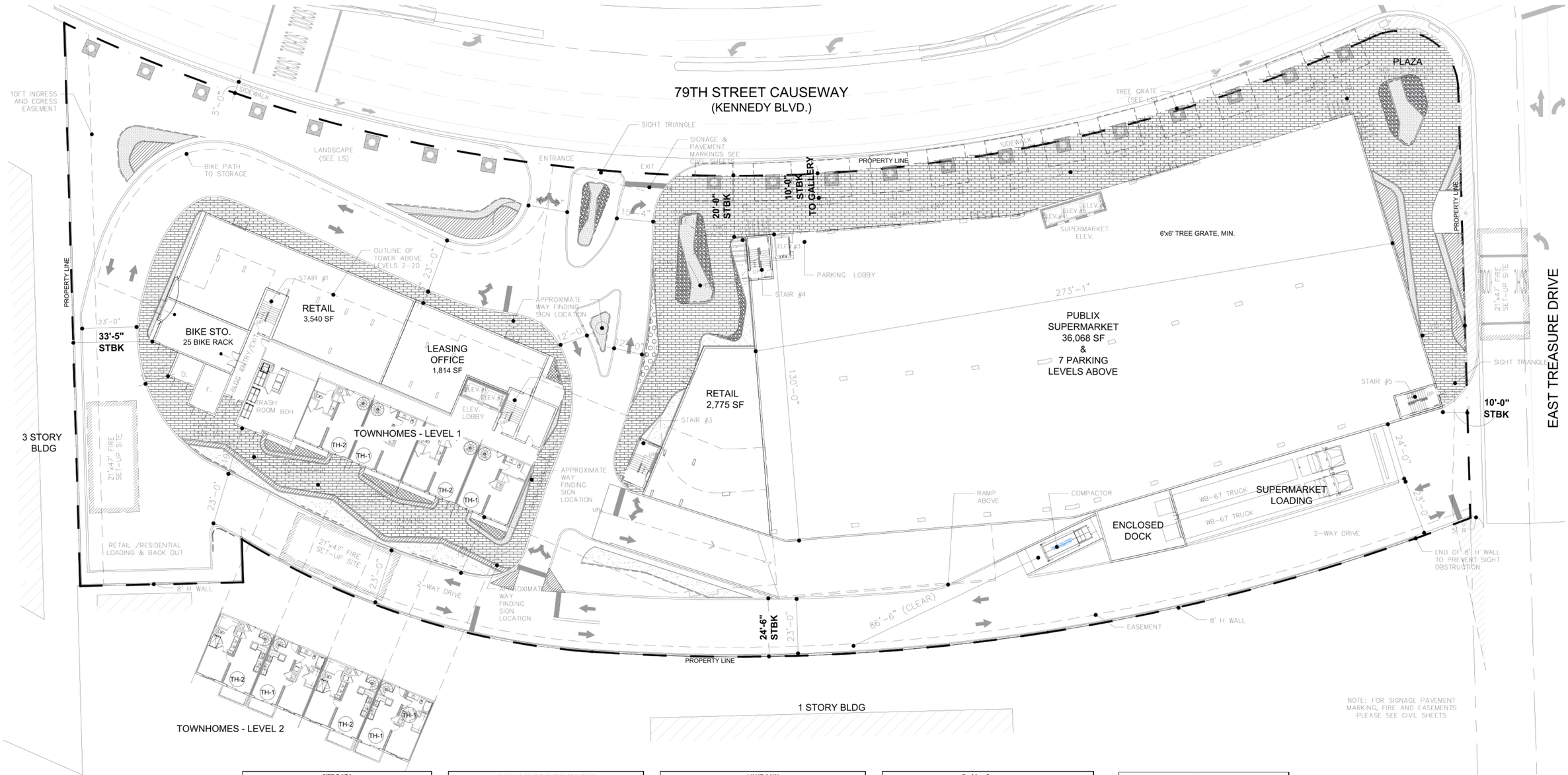
COMMENCING AT THE ONE-HALF MILE POST ON THE WEST LINE OF SECTION 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST; AS SHOWN ON THE "MAP OF HIGHWAY RIGHT-OF-WAY OF PROPOSED NORTH-EAST SEVENTY-NINTH STREET CAUSEWAY", WHICH SAME IS RECORDED IN PLAT BOOK 25, AT PAGE 70, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; 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

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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MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

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

SHEET TITLE: SITE PLAN

SHEET NUMBER: SP-1

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.
GrayRobinson, PA
333 SE 2nd Avenue, Suite 3200
Miami, Florida 33131

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

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 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 P 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

MSA ARCHITECTS, INC.
ARCHITECTURE & PLANNING
8950 S.W. 74TH CT.
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

SHEET	REV. N°	DATE	DESCRIPTION
			ARCHITECTURAL
CS			INDEX OF DRAWINGS
A-0.SP-1			SITE PLAN
A-2.1			OVERALL – LEVEL 1 – FLOOR PLAN
A-2.1M			OVERALL – LEVEL 1.2 MEZZANINE FLOOR PLAN
A-2.2			OVERALL – LEVEL 2 – FLOOR PLAN
A-2.3			OVERALL – LEVEL 3 – FLOOR PLAN
A-2.4			OVERALL – LEVEL 4 – FLOOR PLAN
A-2.5			OVERALL – LEVEL 5 – FLOOR PLAN
A-2.6			OVERALL – LEVEL 6 – FLOOR PLAN
A-2.7			OVERALL – LEVEL 7 – FLOOR PLAN
A-2.8			OVERALL – LEVEL 8 – FLOOR PLAN
A-2.9			OVERALL – LEVEL 9 – FLOOR PLAN
A-2.10			OVERALL – LEVEL 10 – FLOOR PLAN
A-2.11			OVERALL – LEVEL 11 – FLOOR PLAN
A-2.12			OVERALL – LEVEL 12 – FLOOR PLAN
A-2.14			OVERALL – LEVEL 14 – FLOOR PLAN
A-2.15			OVERALL – LEVEL 15 – FLOOR PLAN
A-2.16			OVERALL – LEVEL 16 – FLOOR PLAN
A-2.17			OVERALL – LEVEL 17 – FLOOR PLAN
A-2.18			OVERALL – LEVEL 18 – FLOOR PLAN
A-2.19			OVERALL – LEVEL 19 – FLOOR PLAN
A-2.20			OVERALL – LEVEL 20 – FLOOR PLAN
A-2.21			OVERALL – LEVEL 21 – FLOOR PLAN
A-2.22			OVERALL – LEVEL 22 – FLOOR PLAN
A-2.23			OVERALL – LEVEL 23 – FLOOR PLAN
A-2.23.2			OVERALL – LEVEL 23 – FLOOR PLAN
A-2.24			OVERALL – ROOF PLAN / POOL DECK
A-3.1			RESIDENTIAL BUILDING I ELEVATIONS
A-3.2			RESIDENTIAL BUILDING I ELEVATIONS
A-3.3			GARAGE BUILDING II ELEVATIONS
A-3.4			GARAGE BUILDING II ELEVATIONS
A-4.1			UNIT PLANS
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A-4.3			UNIT PLANS
A-4.4			UNIT PLANS
A-4.5			UNIT PLANS
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L-6			LANDSCAPE DETAILS
			CIVIL
C-1.0			GENERAL NOTES
C-2.0			CIVIL SITE PLAN
C-3.0			PAVEMENT DETAILS
C-4.0			WATER DISTRIBUTION PLAN
C-5.0			SEWER DISTRIBUTION PLAN
C-6.0			WATER & SEWER DETAILS
C-7.0			SIGNING & PAVEMENT MARKING PLAN
C-8.0			SIGNING & PAVEMENT MARKING NOTES
C-9.0			GRADING & DRAINAGE PLAN
C-10.0			DRAINAGE DETAILS
C-11.0			STORMWATER POLLUTION PREVENTION PLAN
C-12.0			STORMWATER POLLUTION PREVENTION DETAIL

- OWNER / DEVELOPER
  SHOMA GROUP
  201 Sevilla Ave – Suite 300
  Coral Gables, FL 33134
  (786) 437-8658

- ARCHITECT:
  MSA ARCHITECTS
  ARCHITECTS & PLANNERS
  8950 SW 74TH COURT
  SUITE 1513
  MIAMI, FL 33156
  (305) 273-9911

MSA ARCHITECTS

Jose Saumell

- LANDSCAPE
  WITKIN HULTS, DESIGN GROUP
  307 S. 21ST AVE.
  HOLLYWOOD, FL 33020
  (954) 923 9681

- CIVIL/TRAFFIC ENGINEER
  DAVID PLUMMER & ASSOCIATES
  1750 PONCE DE LEON
  BOULEVARD
  CORAL GABLES, FL 33134
  (305) 447 0900

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

463

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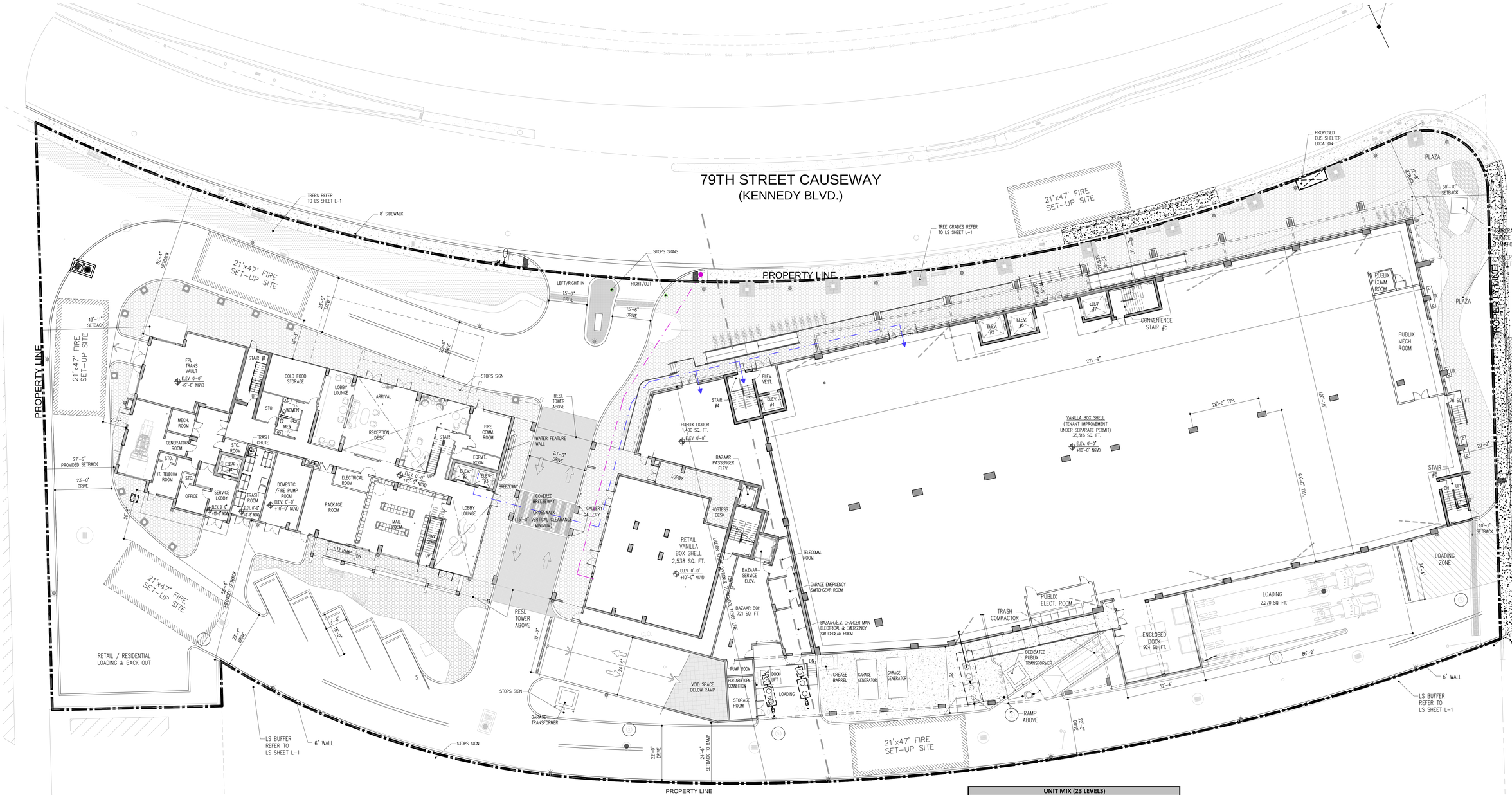

SITE DATA

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

MSA ARCHITECTS, INC.
AAC000895
8950 SW. 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9991

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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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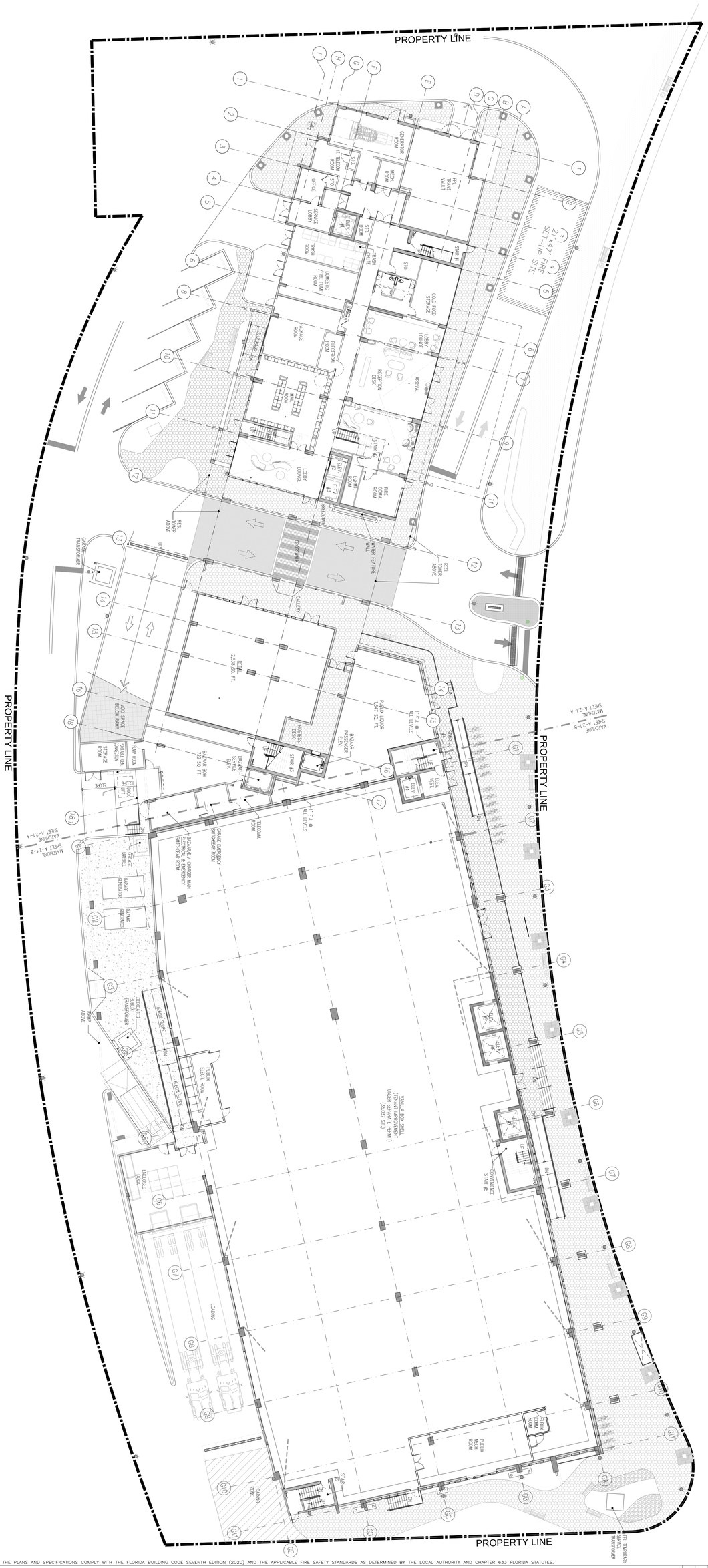
DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	SITE PLAN
SHEET NUMBER:	A-0.SP-1

BY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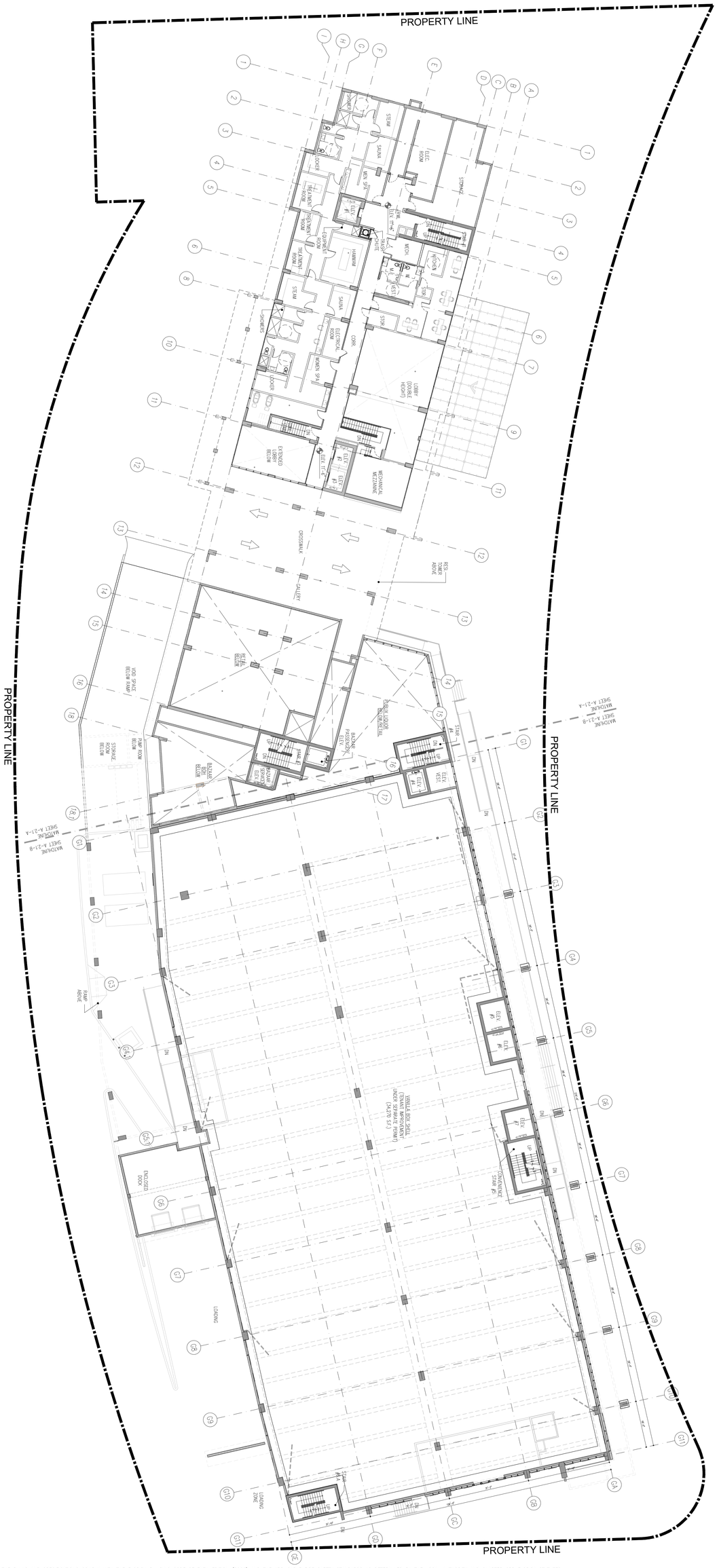
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
21'-4" SET-UP FIRE SITE
MATCHLINE SHEET A-21-B
MATCHLINE SHEET A-21-A
MATCHLINE SHEET A-21-A
MATCHLINE SHEET A-21-B
CONSERVATORY ROOM
MECH. ROOM
ELEC. TRANS. VAULT
OFFICE
SERVICE LOBBY
TRASH ROOM
DOMESTIC FIRE PUMP ROOM
COLD FOOD STORAGE
PACKAGE ROOM
ELECTRICAL ROOM
ARRIVAL
RESIDENTIAL LOUNGE
REGISTRATION DESK
LOBBY LOUNGE
OFFICE
FIRE COMMAND ROOM
RES. TOWER ABOVE
GARAGE TRANSFORMER
WATER FEATURE WALL
GALLERY
VOID SPACE BELOW RAMP
RETAIL 2,555 SQ. FT.
RETAIL 1,647 SQ. FT.
HOSTESS DESK
RESIDENT ELEV.
STORAGE ROOM
PUBLIC TO PRIVATE CONNECTION
PUMP ROOM
BALLAST ROOM 725 SQ. FT.
SLOPE
SERVICE ELEV.
ELEC. ELEV.
ELEVATOR
ELEVATOR
ELEVATOR



NORTH

OVERALL MEZZANINE - PLAN

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

PROGRESS 06/09/2023

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MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895

8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

JOSE I. SALMEFLL
AR0013585

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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 PR1
SHEET TITLE:	OVERALL MEZZANINE - PLAN
SHEET NUMBER:	A-2.1M

BY

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OVERALL LEVEL 2 - PLAN

17 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

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

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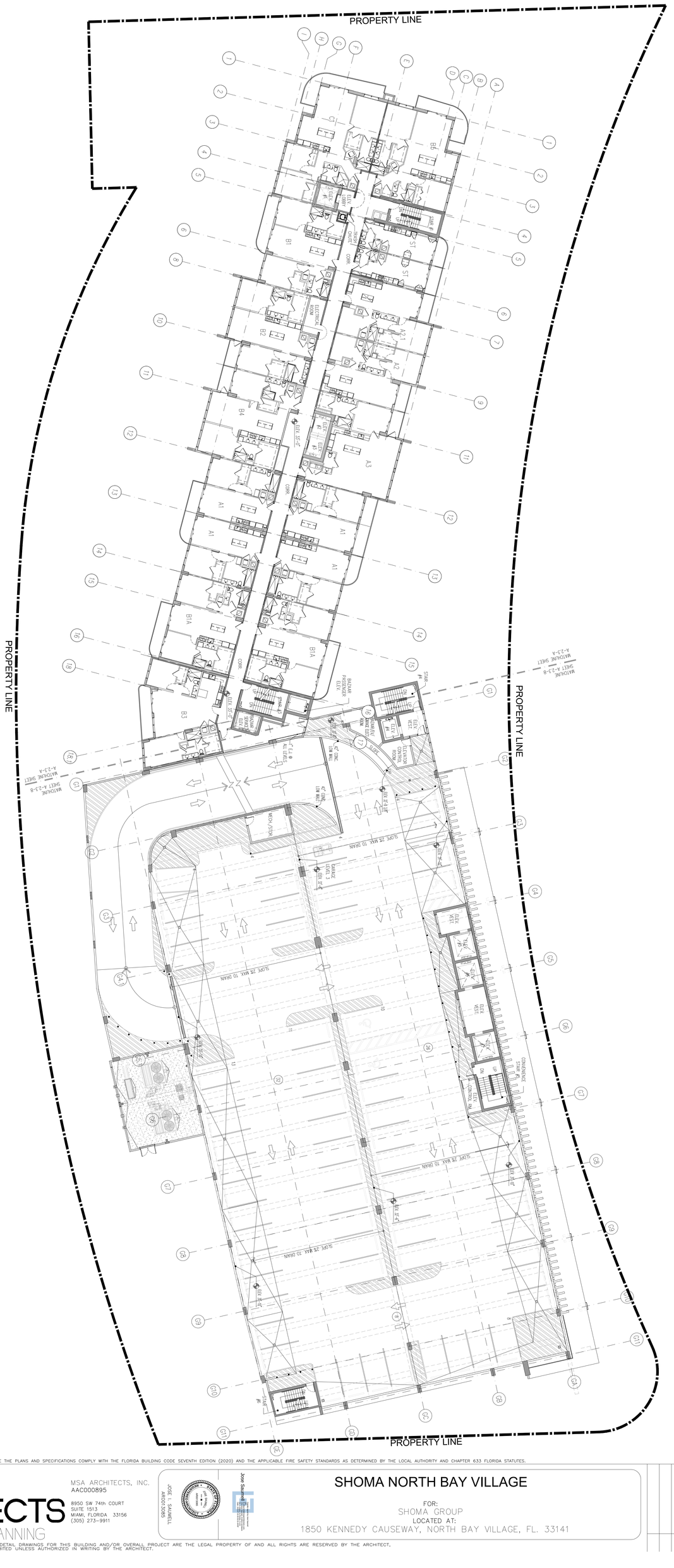
DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 2 - PLAN

SHEET NUMBER:
A-2.2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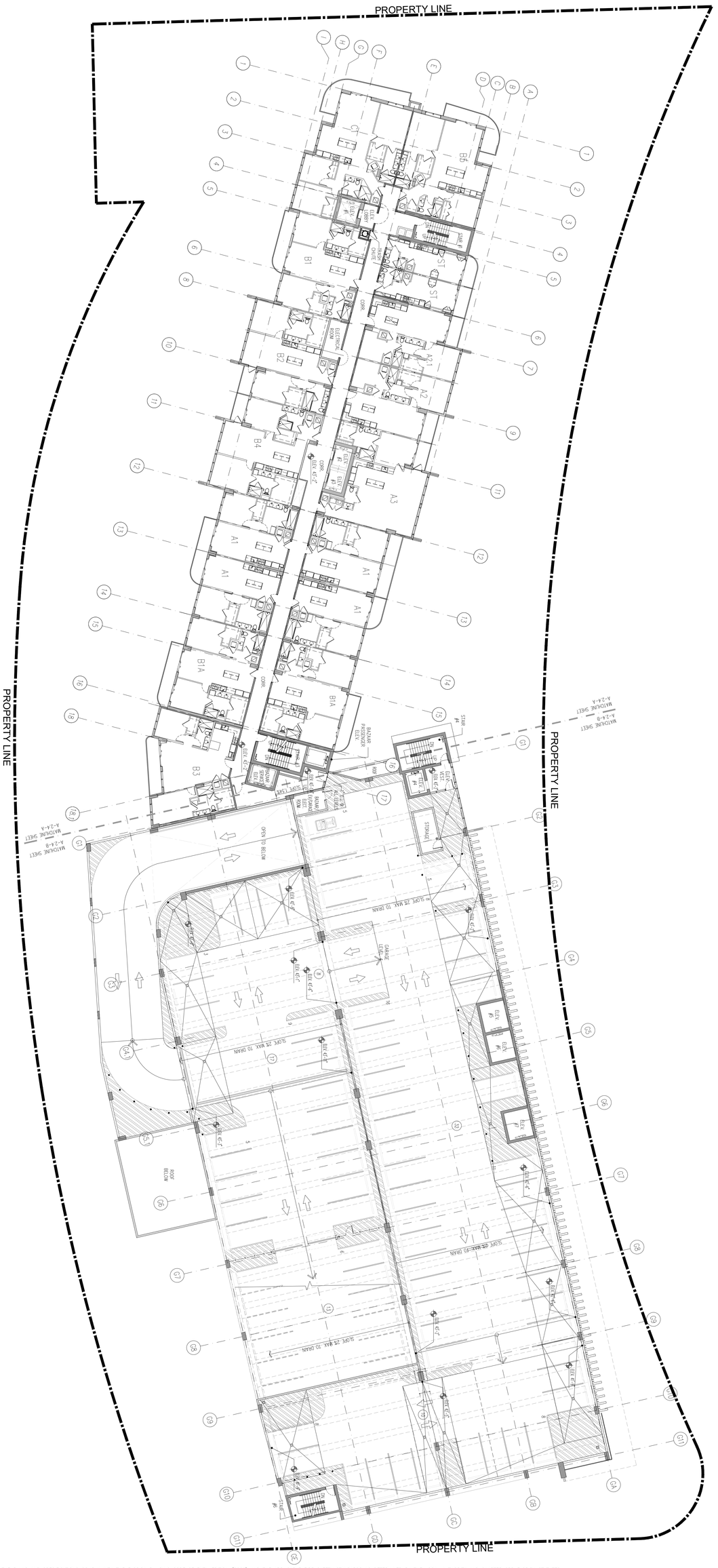
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-23-B
MATCHLINE SHEET A-23-A
MATCHLINE SHEET A-23-B
MATCHLINE SHEET A-23-A
B4
C1
B1
B2
A2
A3
B4
A1
A1
A1
A1
B1A
B1A
B3
CORR
ELEV. 16'-0"
ELEV. 16'-0"
ELEV. 16'-0"



OVERALL LEVEL 4 - 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.

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ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895

8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

JOSE I. SAUMELL
AR0013085

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:
OVERALL
LEVEL 4 - PLAN
SHEET NUMBER:
A-2.4

BY

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OVERALL LEVEL 5 - PLAN

17 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

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Jose Saumell

JOSE I. SAUMELL
AR0013085

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 5 - PLAN
SHEET NUMBER:
A-2.5



OVERALL LEVEL 6 - PLAN

17 UNITS

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

NORTH

PROGRESS 06/09/2023

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BY

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
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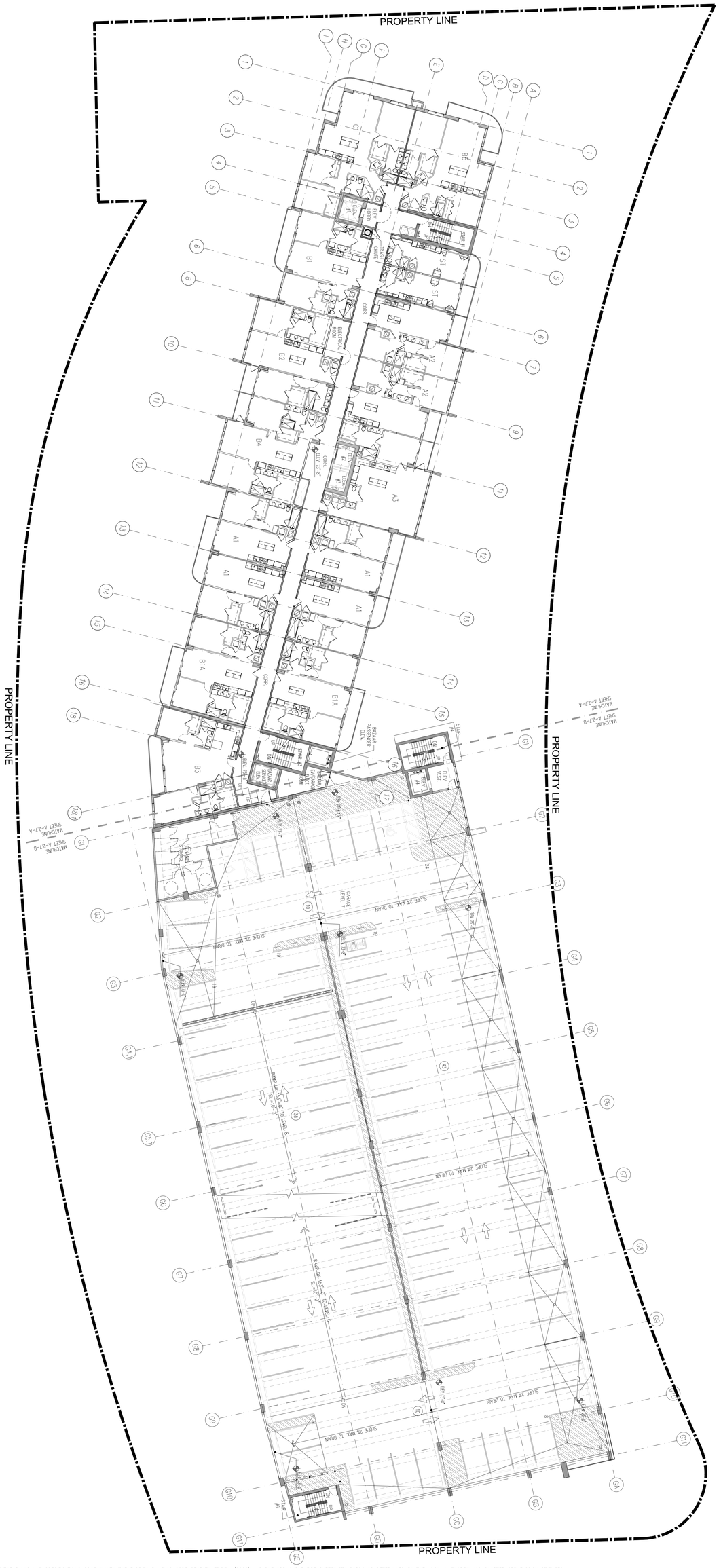
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 6 - PLAN

SHEET NUMBER:
A-2.6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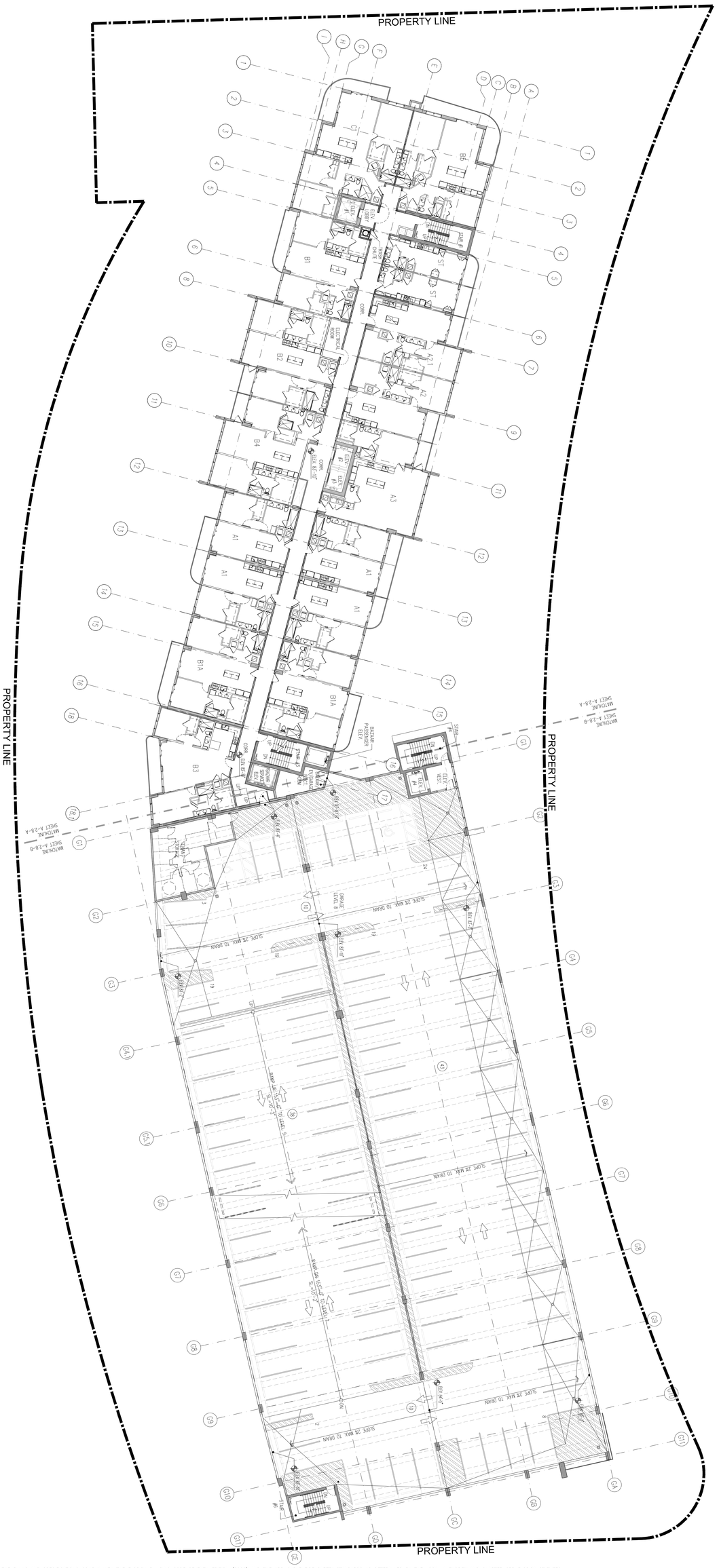
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-2.7-B
MATCHLINE SHEET A-2.7-A
MATCHLINE SHEET A-2.7-B
MATCHLINE SHEET A-2.7-A
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN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PROPERTY LINE
PROPERTY LINE
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN
SLOPE 2% MAX TO DRAIN



OVERALL LEVEL 9 - PLAN

NORTH

17 UNITS

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

Digitally signed by Jose Saumell DN: E=JSaumell@msaarchitectsinc.com, CN=Jose Saumell, O=MSA Architects Inc, L=Miami, S=Florida, C=US Date: 2023.07.03 09:55:50-04'00'

STATE OF FLORIDA
JOSE SAUMELL
AR0013085
REGISTERED ARCHITECT

JOSE I. SAUMELL
AR0013085

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

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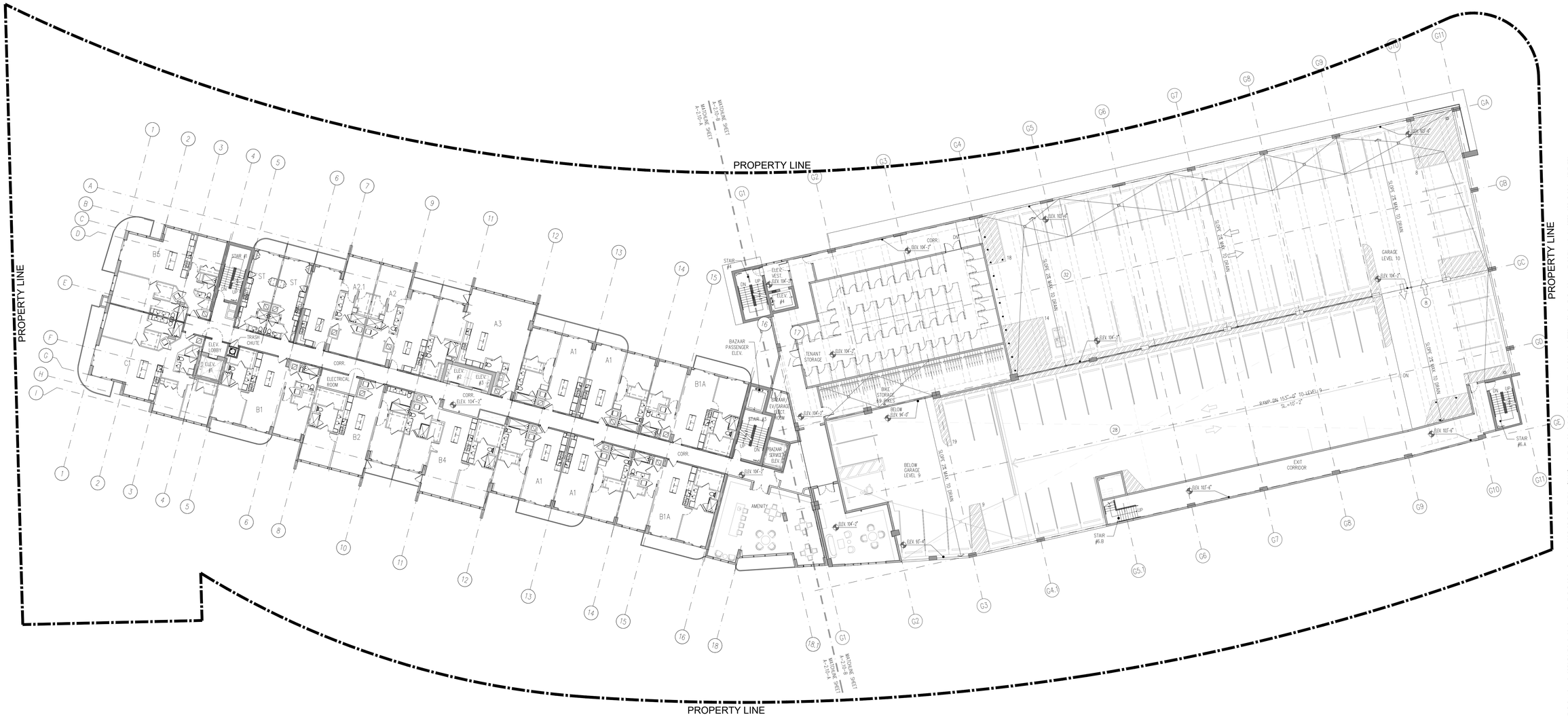
SCALE	AS SHOWN
JOB NO.	1952.PRJ

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

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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AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
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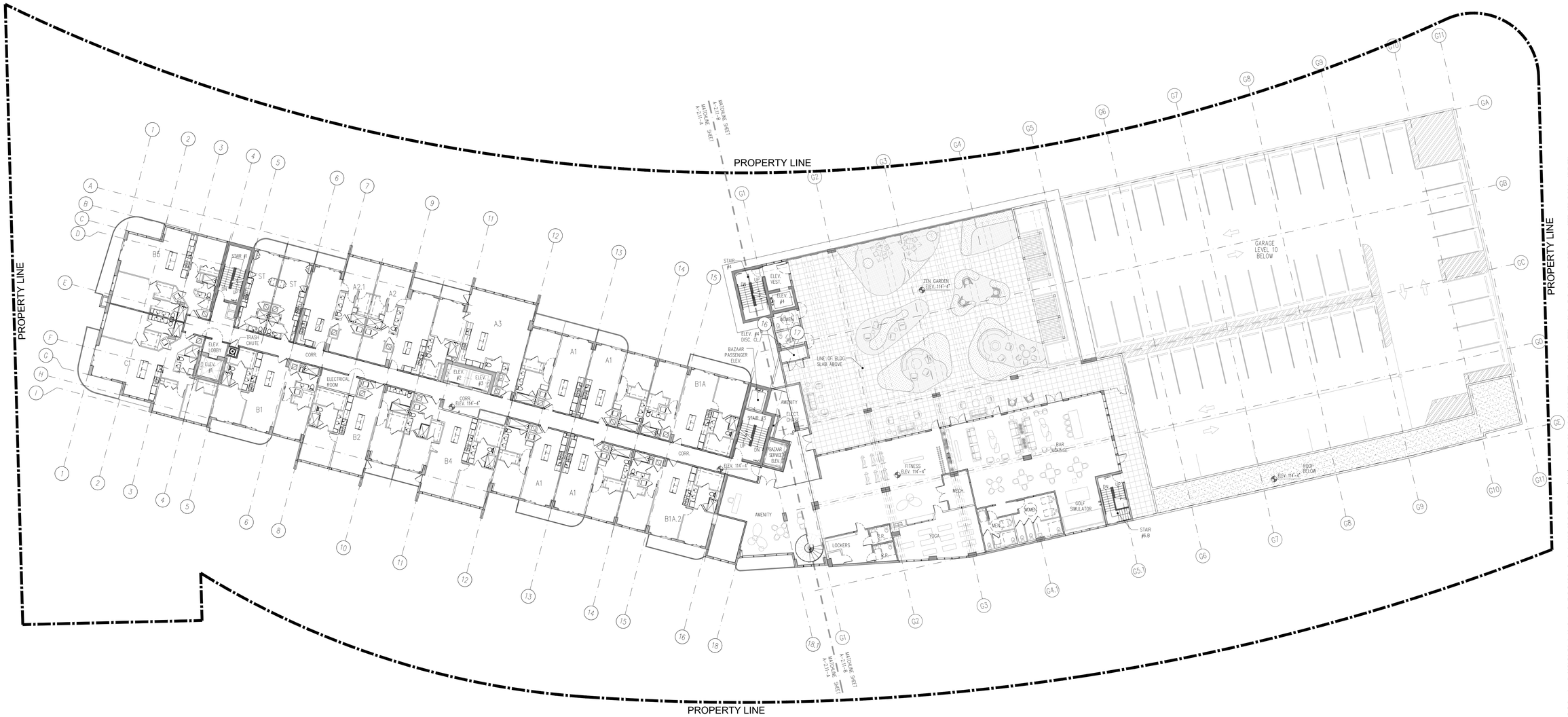
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
OVERALL
LEVEL 10 - PLAN

SHEET NUMBER:
A-2.10



OVERALL LEVEL 11 - 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

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
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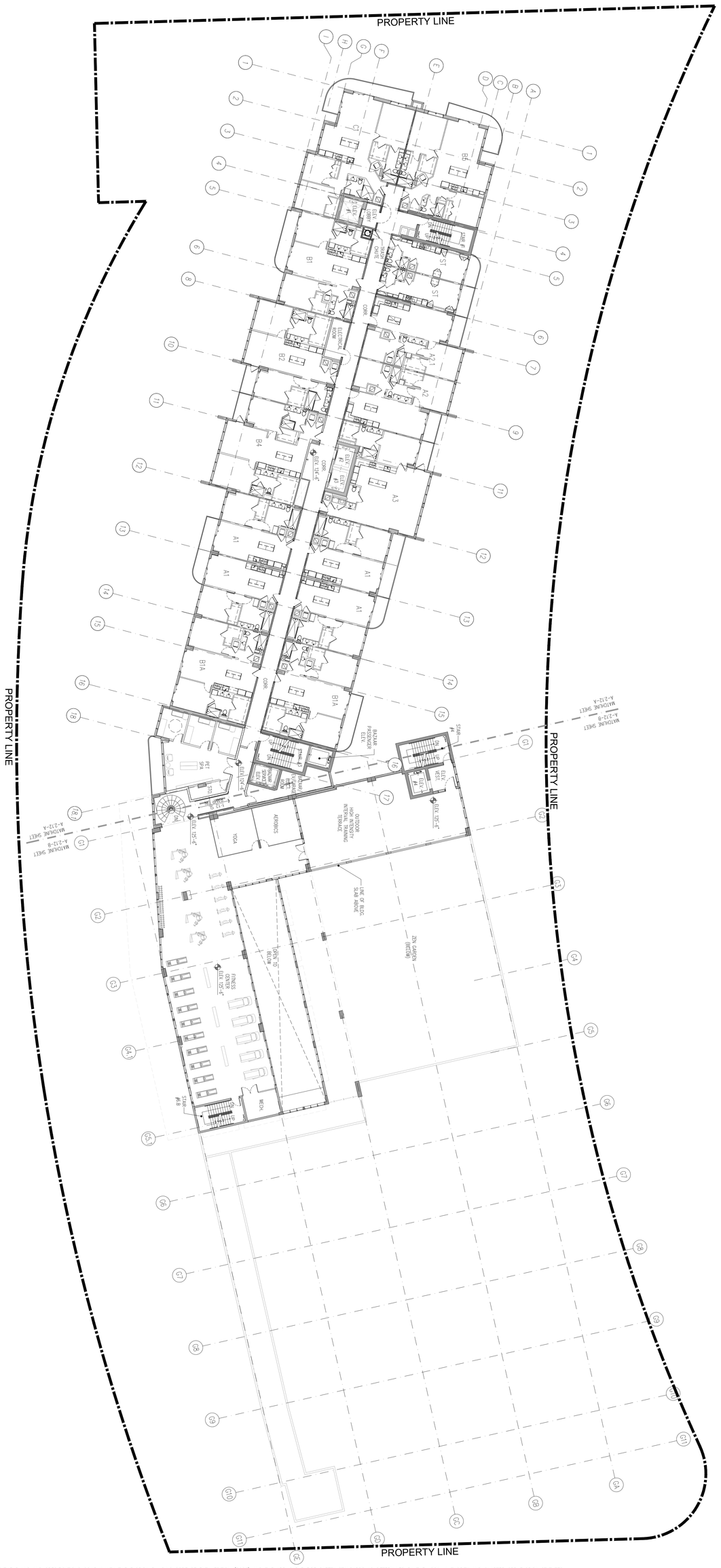
DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ

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

SHEET NUMBER:
A-2.11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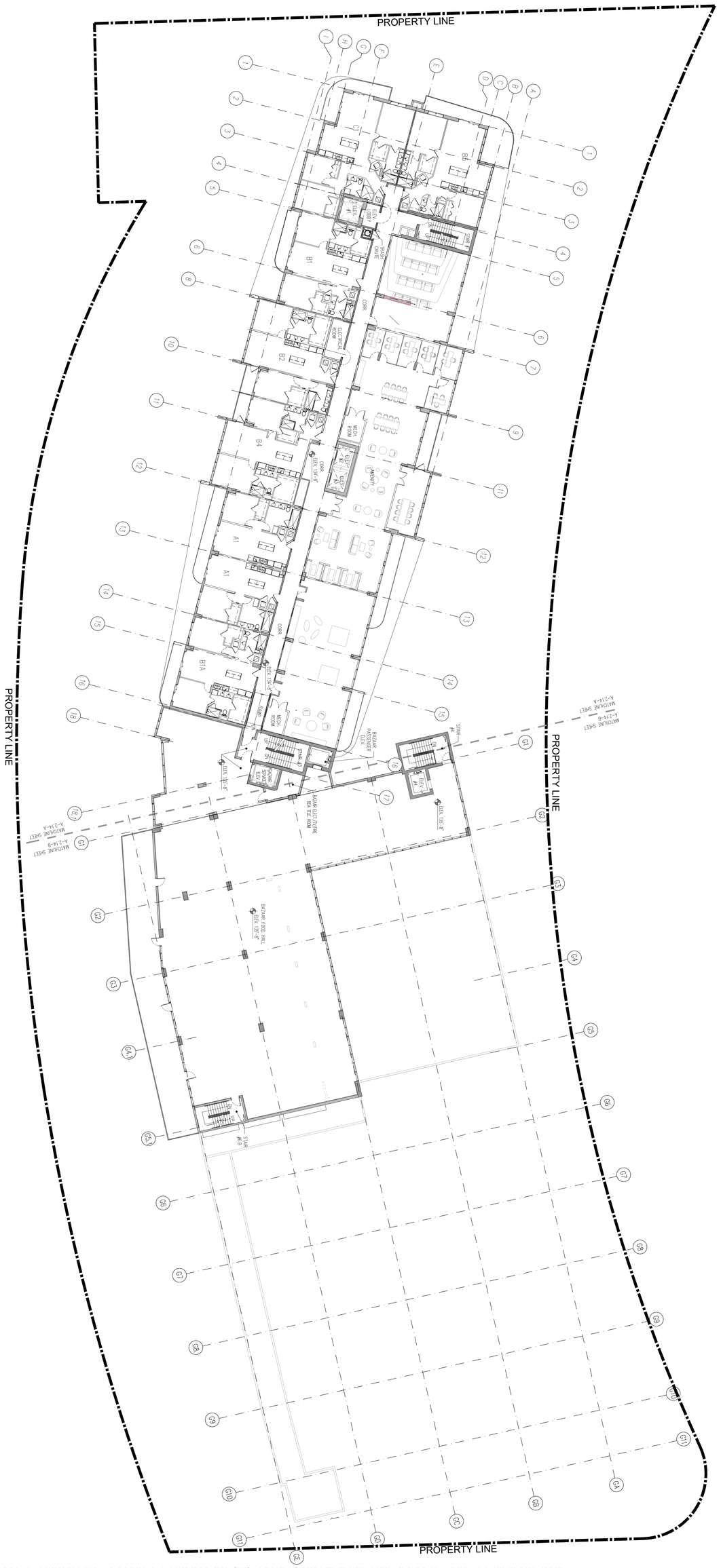
MATCHLINE SHEET A-212-A
MATCHLINE SHEET A-212-B
B4
C1
B1
B2
A2
A3
B4
A1
A1
A1
A1
B1A
B1A
CORR
ELEV. 135'-4"
ELEV. 135'-4"
ELEV. 135'-4"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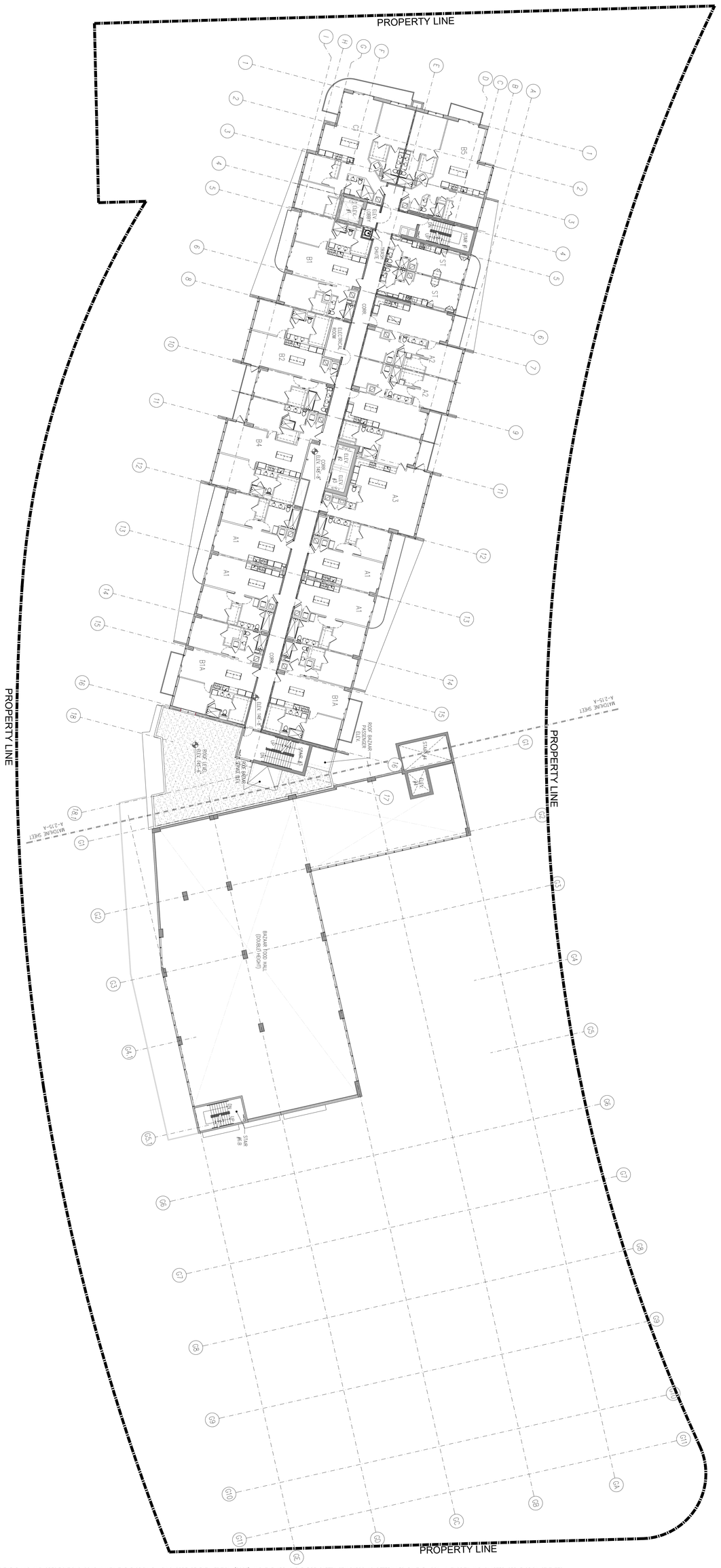
MATCHLINE SHEET A-2.14-B
B1
B2
B4
A1
A1
B1A
B5
B6
CORR.
ELEV. 13'-8"
MECH. ROOM
AMENITY
BAZAAR FOOD HALL
BAZAAR BEAUTY/BARBER
BAZAAR PASSENGER ELEV.
BAZAAR SERVICE ELEV.
BAZAAR BEAUTY/BARBER TILE ROOM
ELEV. 13'-8"
ELEV. 13'-8"
ELEV. 13'-8"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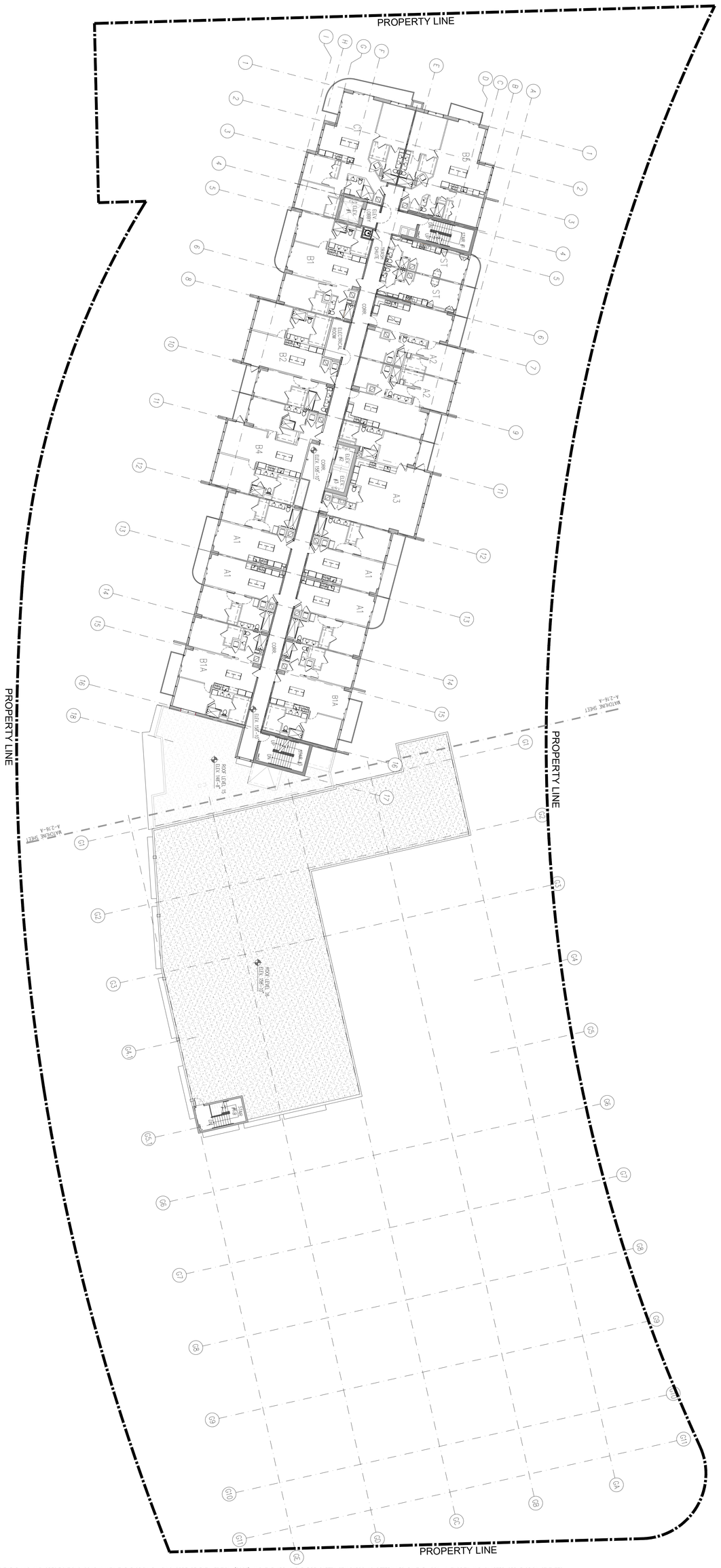
MATCHLINE SHEET A-2.15-A
C1
B5
B1
B2
B4
A1
A2
A3
B1A
ST
CORR
ELEV
ELEV. MACH. ROOM
ROOF LEVEL 194'-0"
ROOF BASAN PASSENGER ELEV.
ROOF LEVEL 194'-0"
TRASH CHUTE
ROOF LEVEL 194'-0"
ROOF LEVEL 194'-0"
ROOF LEVEL 194'-0"



NORTH

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.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

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

JOSE I. SAUMELL
AR0013265

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.PRJ
SHEET TITLE:
OVERALL LEVEL 16 - PLAN
SHEET NUMBER:
A-2.16

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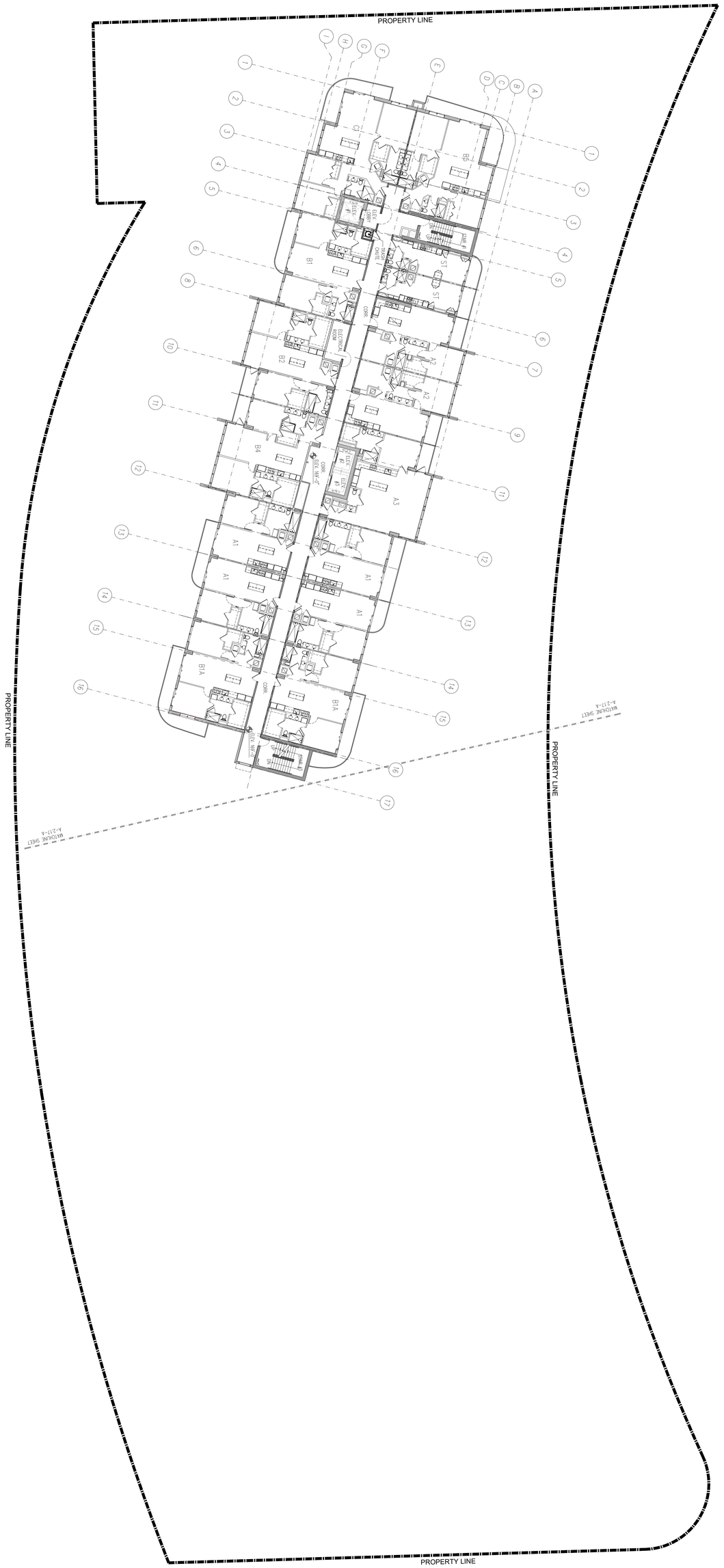
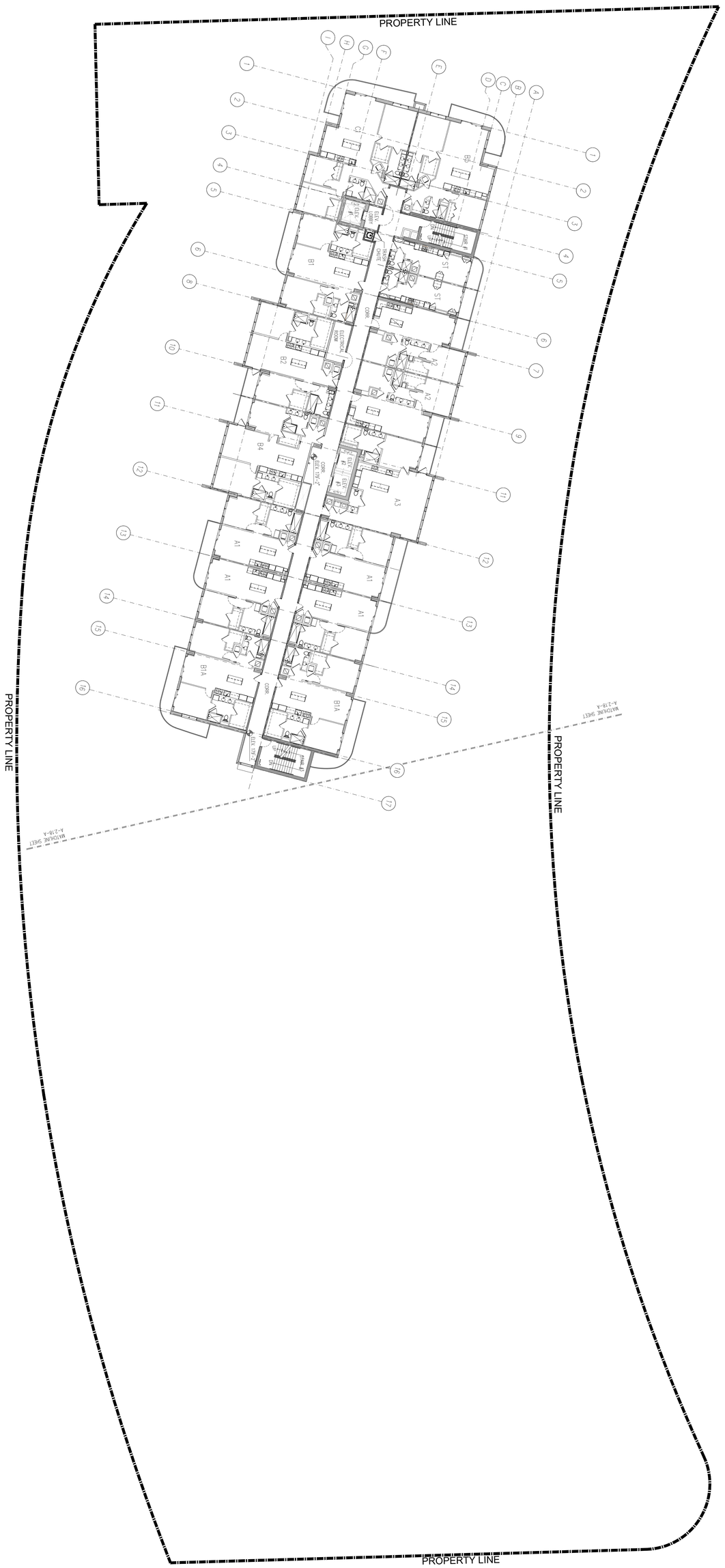

PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
MATCHLINE SHEET A-2.17-A
MATCHLINE SHEET A-2.17-A
C1
B1
B2
B4
A1
A1
A1
A1
B1A
B1A
ST1
ST1
A2
A3
ELEV. 198'-0"
ELEV. 198'-0"
ELEV. 198'-0"



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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ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895

8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

JOSE I. SAUMELL
AR0013085

Jose Saumell

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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 18 - PLAN
SHEET NUMBER:
A-2.18

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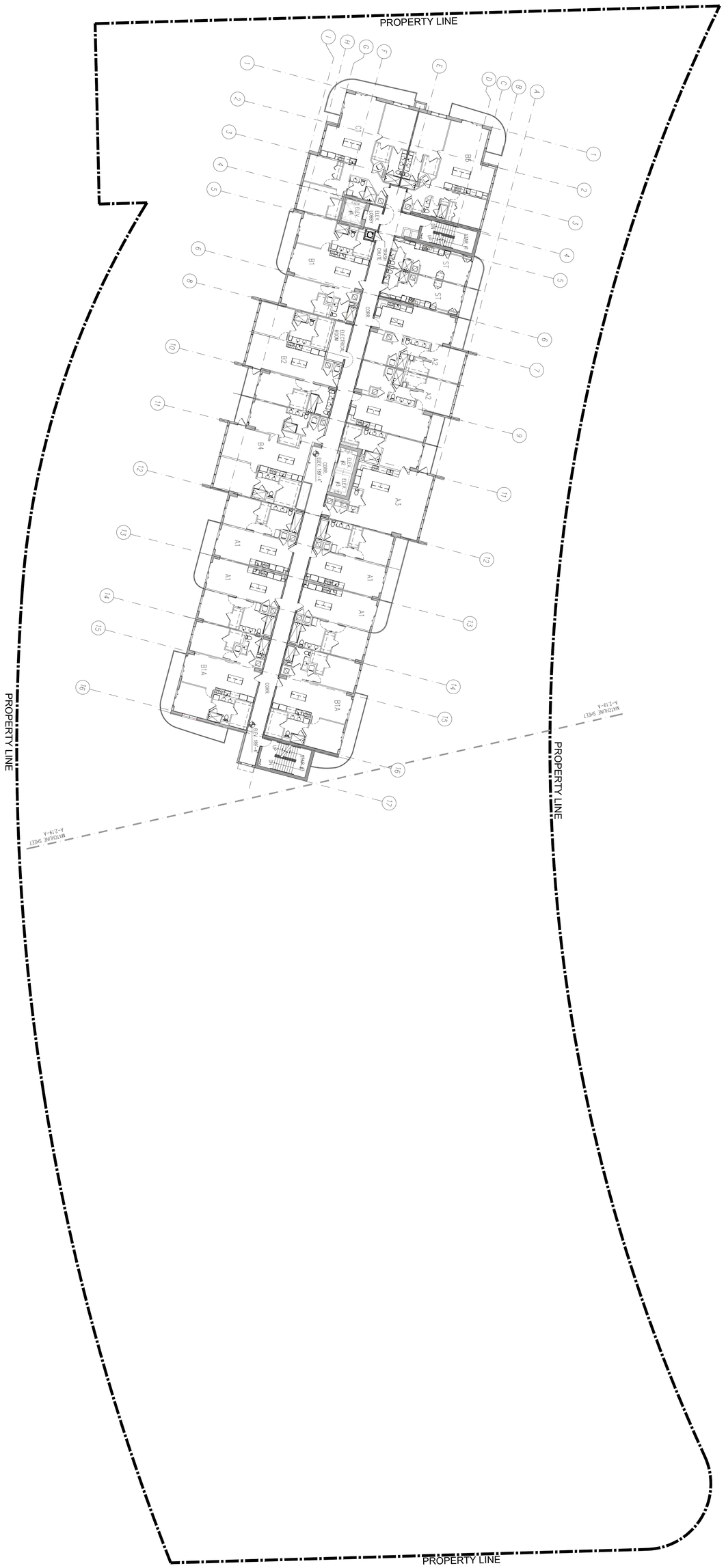

NORTH

OVERALL LEVEL 19 - 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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ARCHITECTURE & PLANNING

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

JOSE I. SALMUELL
AR0013265

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: OVERALL LEVEL 19 - PLAN
SHEET NUMBER: A-2.19

BY

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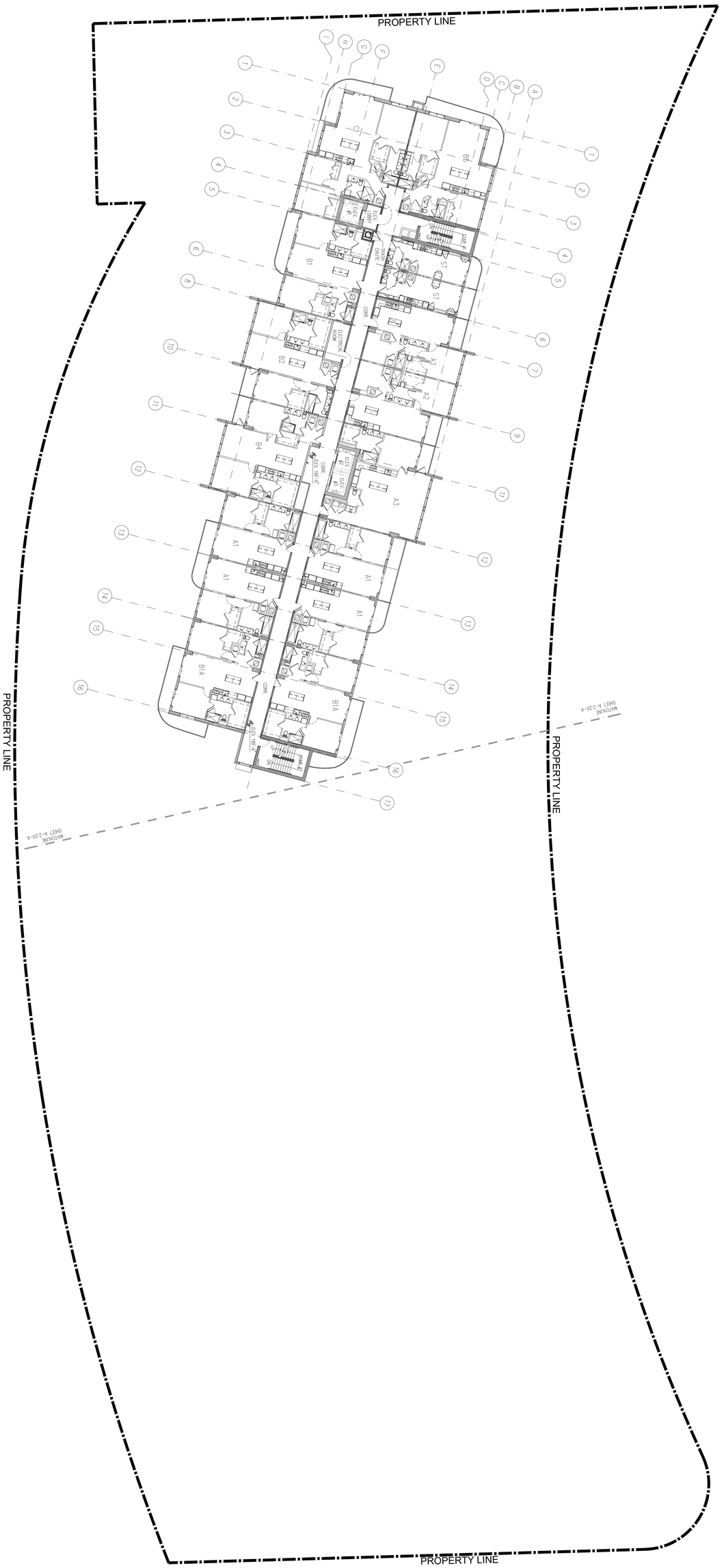

OVERALL LEVEL 20 - PLAN

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.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895

8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

JOSE I. SAAVEDRA
AR0013285

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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:	OVERALL LEVEL 20 - PLAN
SHEET NUMBER:	A-2.20

BY

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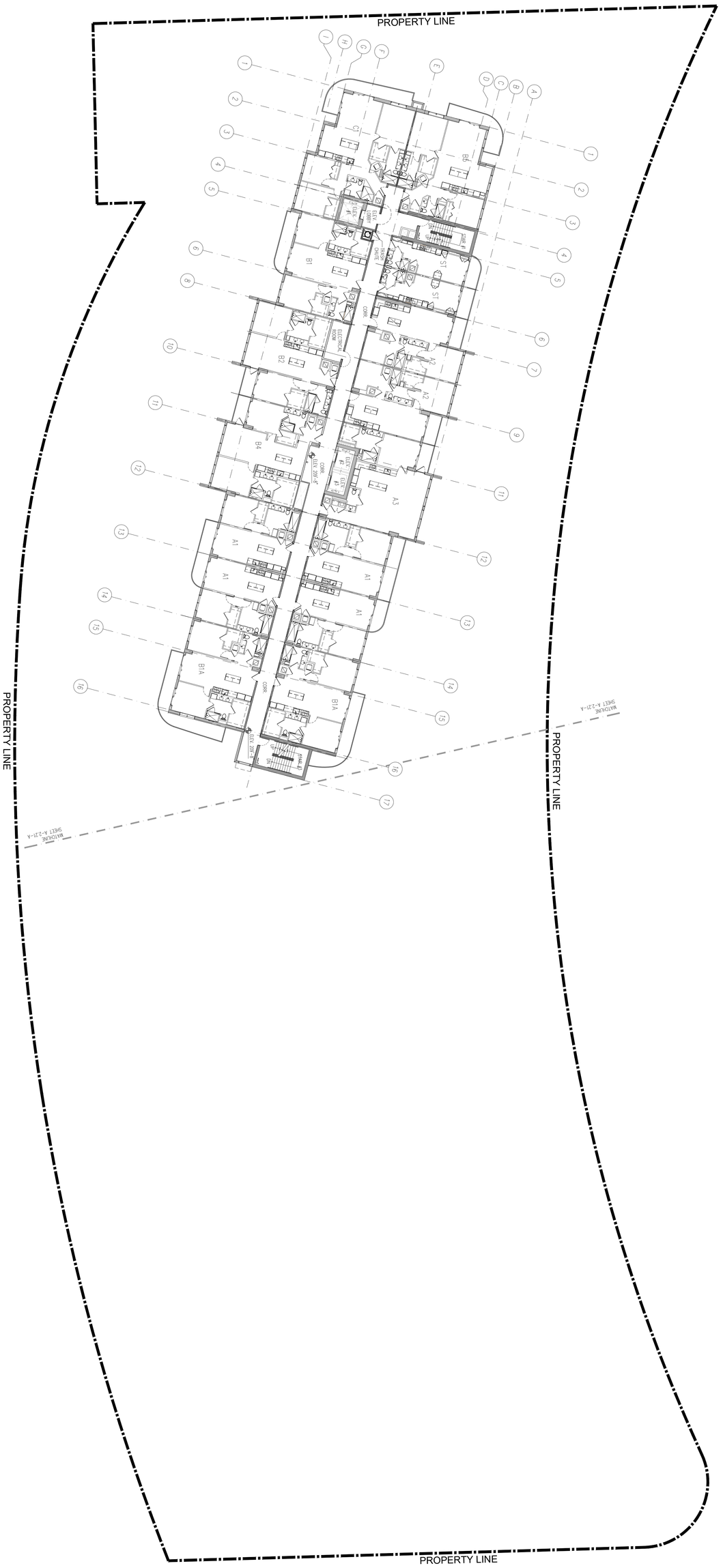

OVERALL LEVEL 21 - PLAN

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

Jose Saameño

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 21 - PLAN
SHEET NUMBER:
A-2.21

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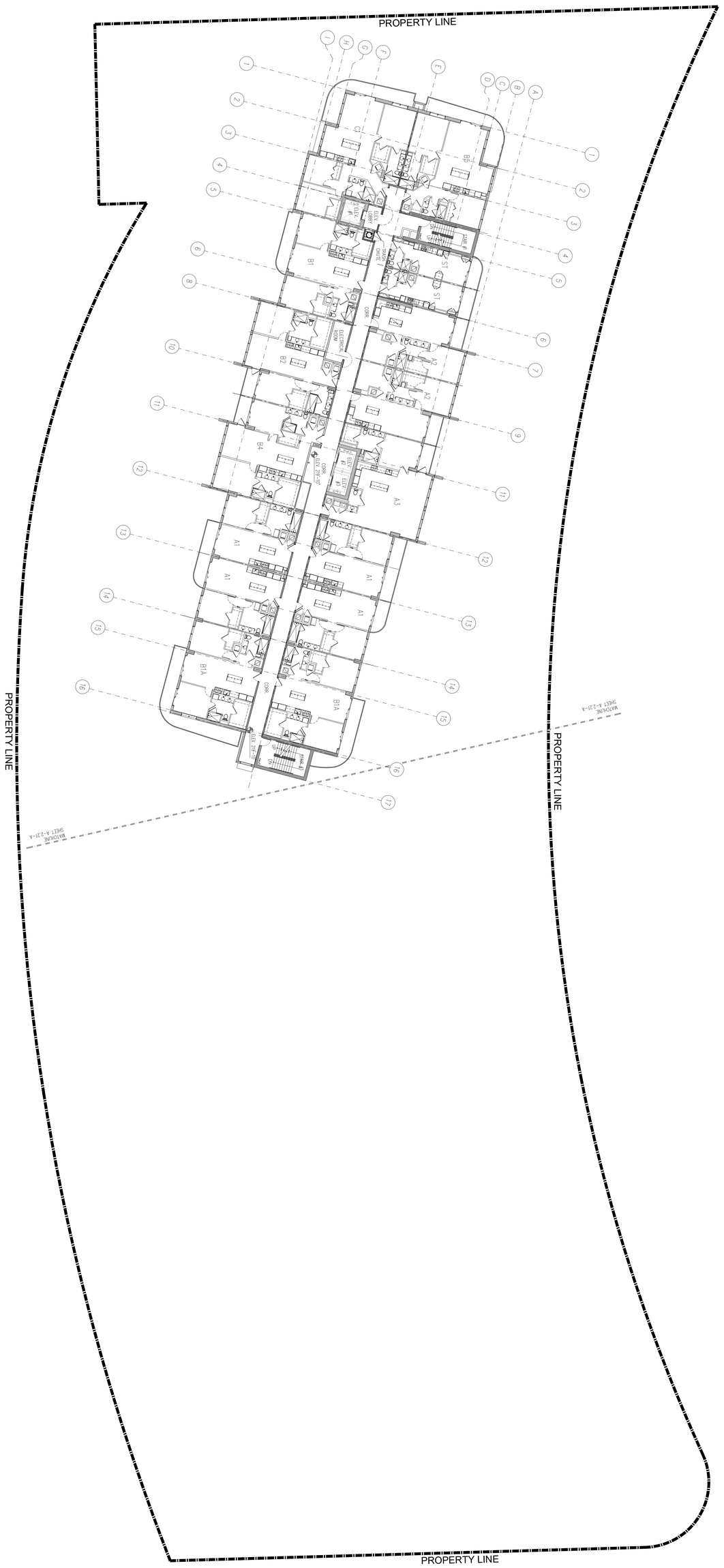
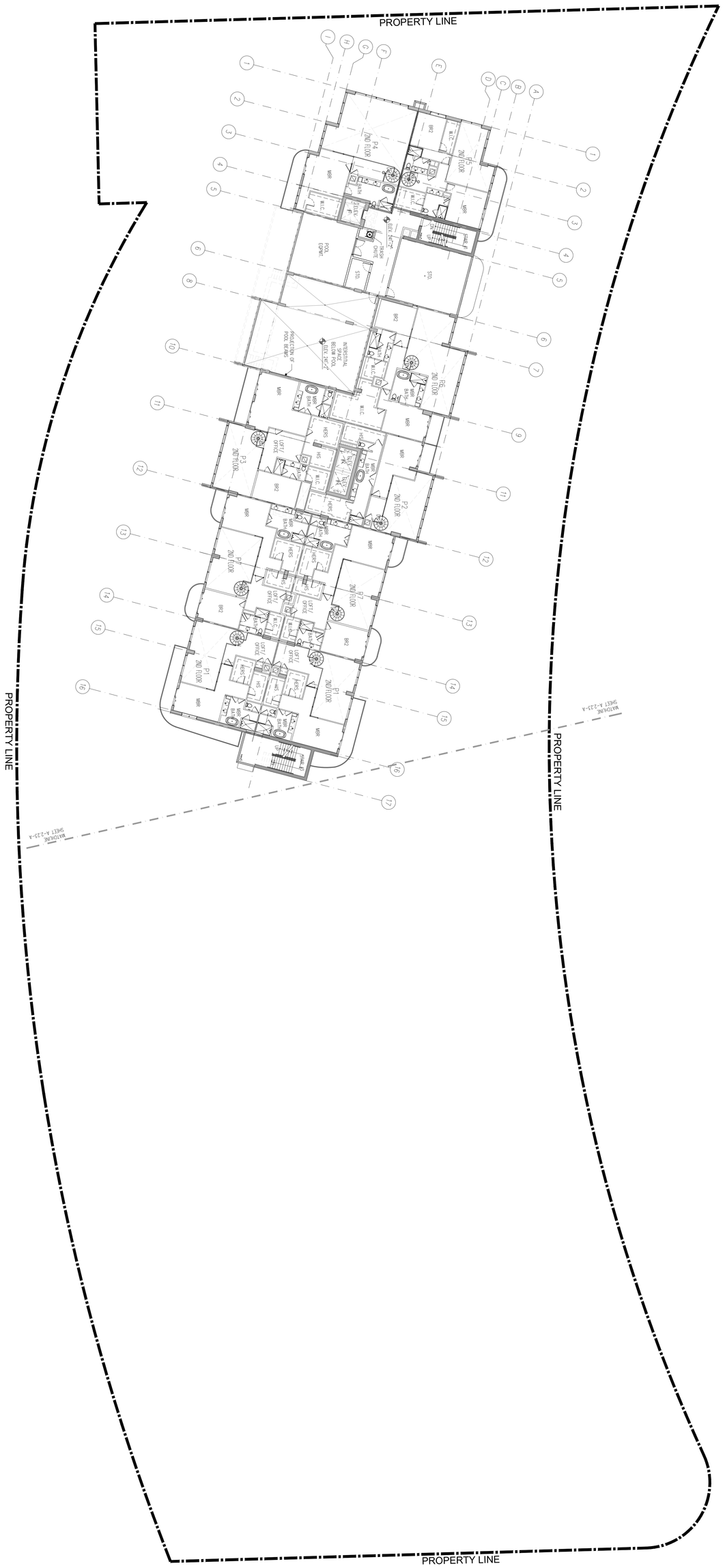

PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
WATCH SHEET A-2.21-A
WATCH SHEET A-2.21-A
B1
B2
B4
A1
A1
A1
A1
B1A
B1A
A3
A2
ST
ST
ELEV.
ELEV.
ELEV.
ELEV.
DOOR
DOOR
DOOR



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.

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ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895

8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

JOSE I. SAAVEDRA
AR0013285

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-2.23.2

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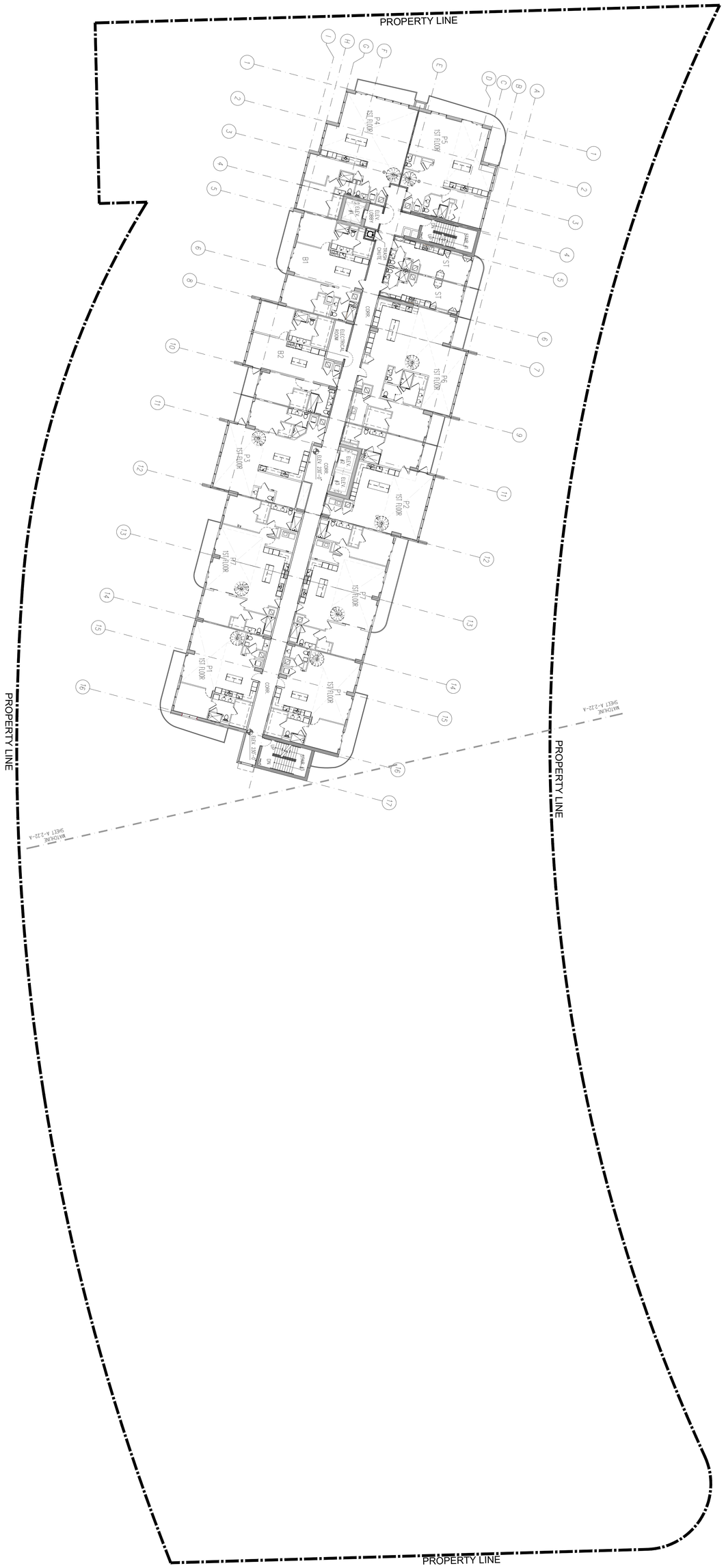

OVERALL LEVEL 23 - PLAN (FIRST FLOOR)

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

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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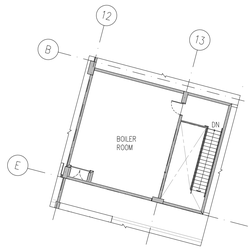
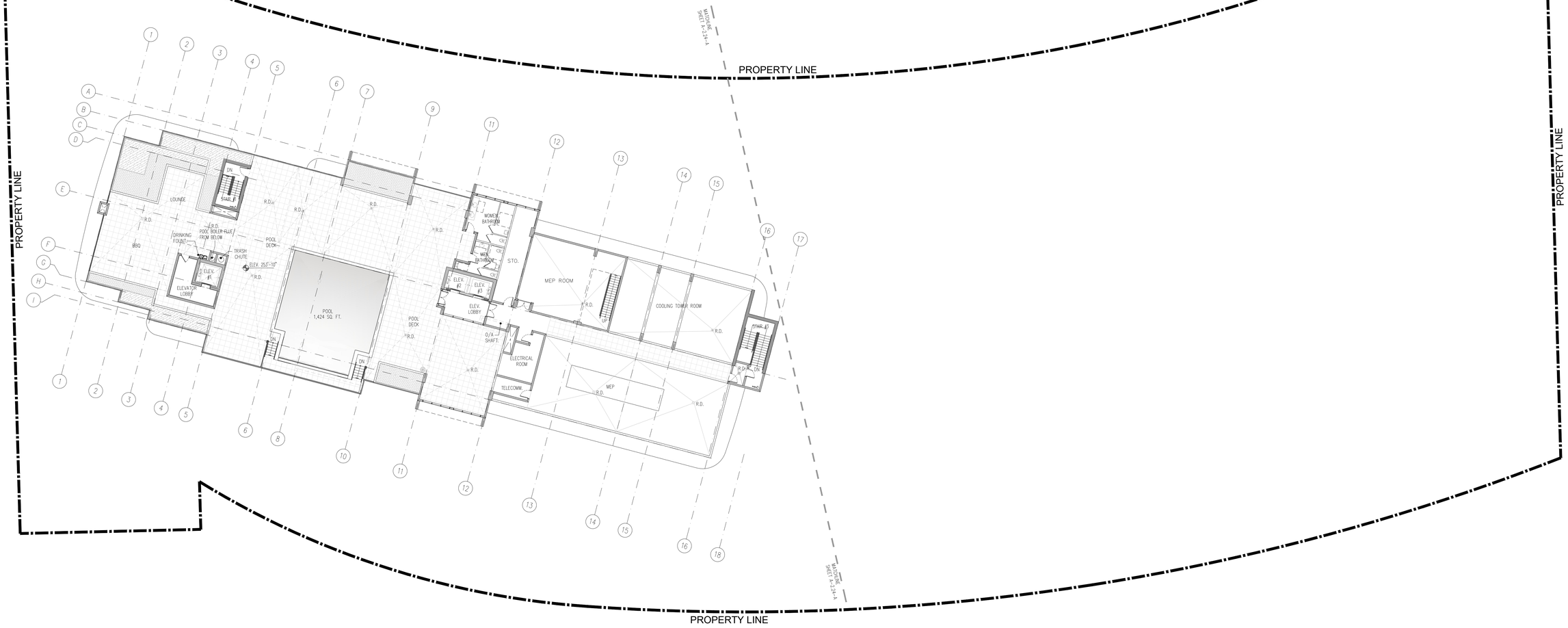


TOP OF ROOF

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



OVERALL LEVEL 24 - PLAN

LOUNGE & POOL DECK 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

Jose Saumell

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-5911

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CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	OVERALL LEVEL 24 - PLAN
SHEET NUMBER:	A-2.24

BY

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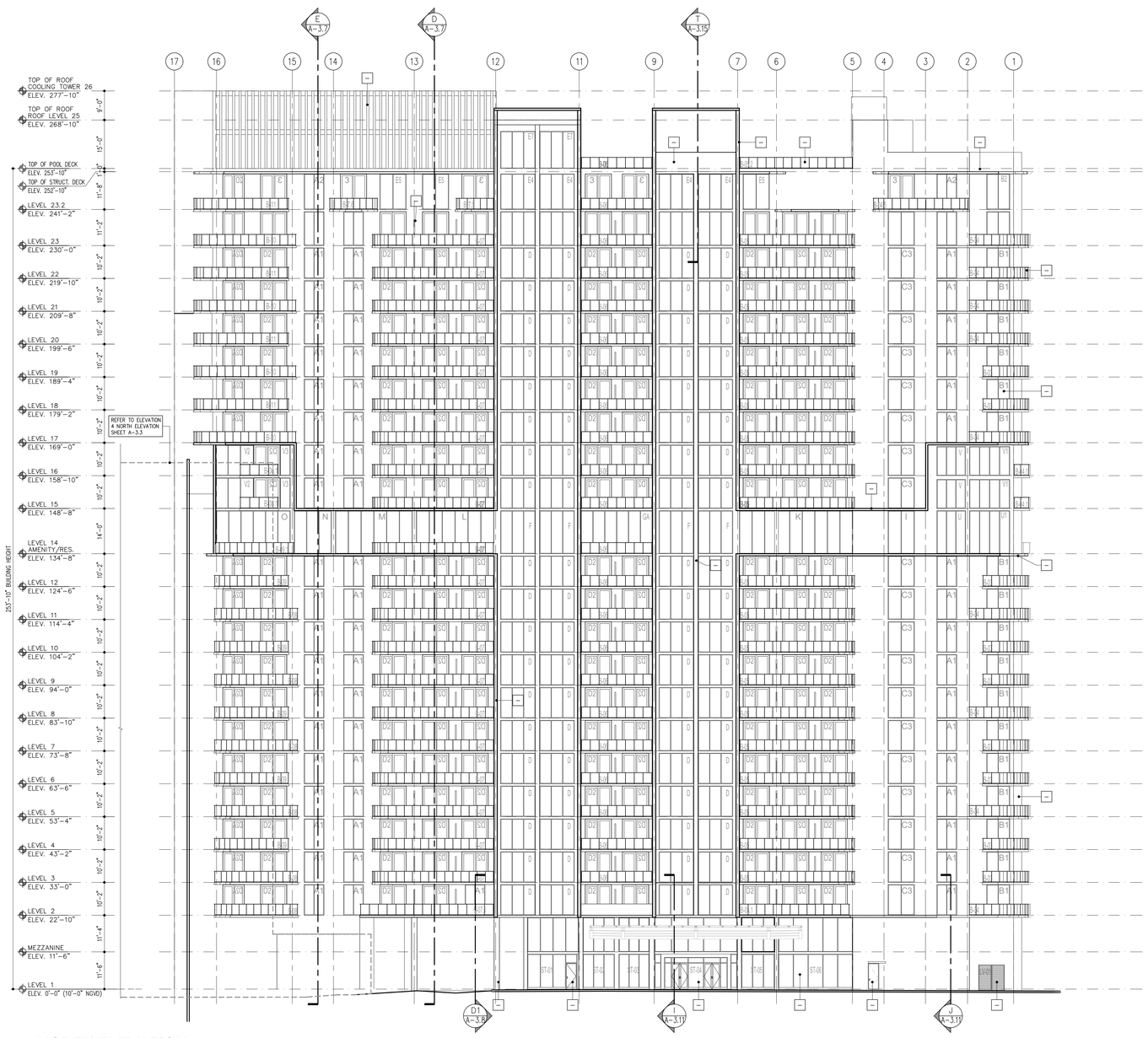
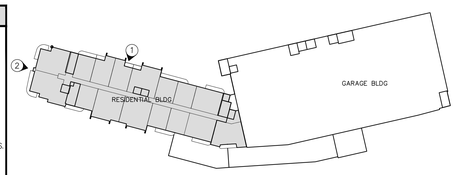


1 NORTH ELEVATION

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

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-5911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

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

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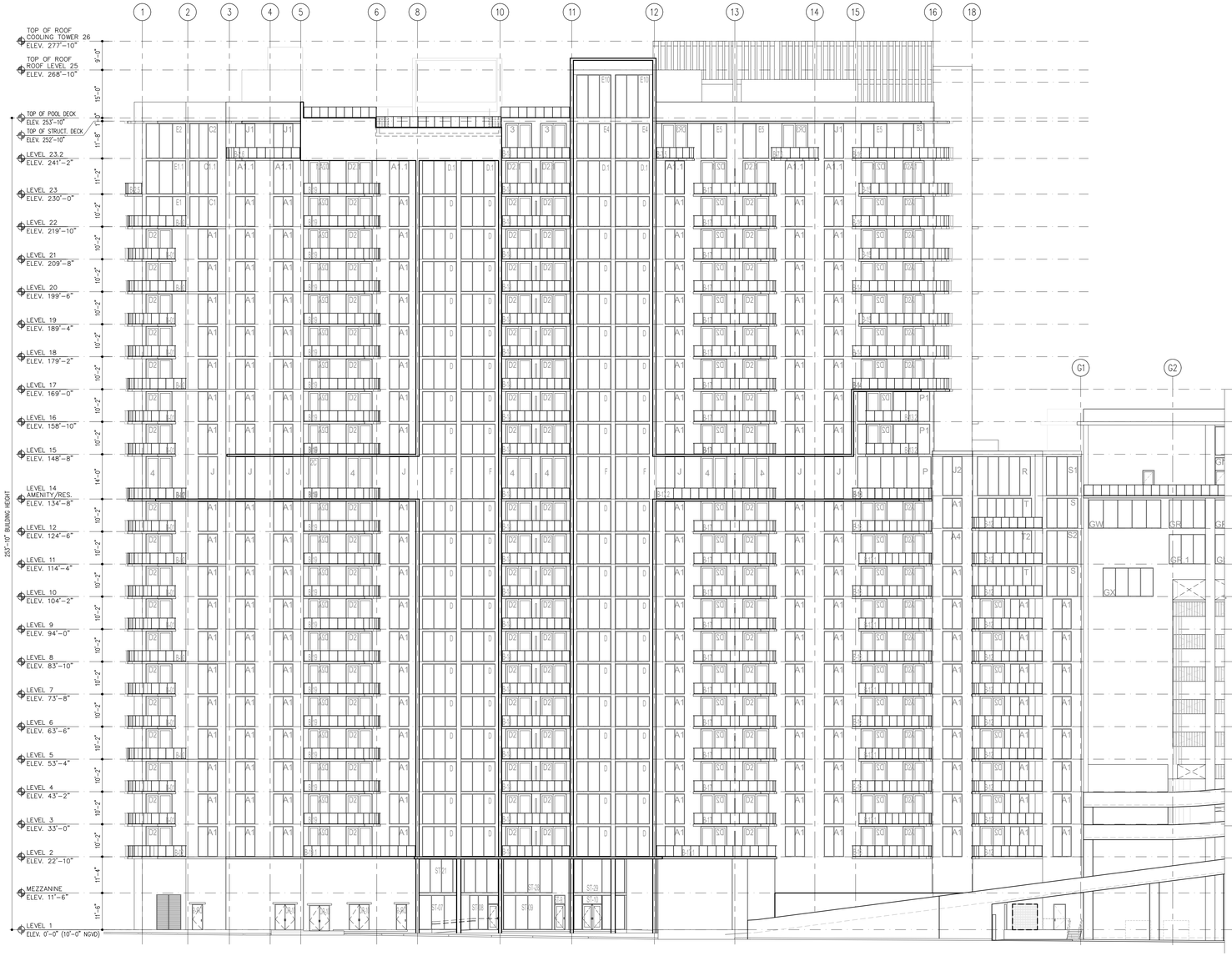
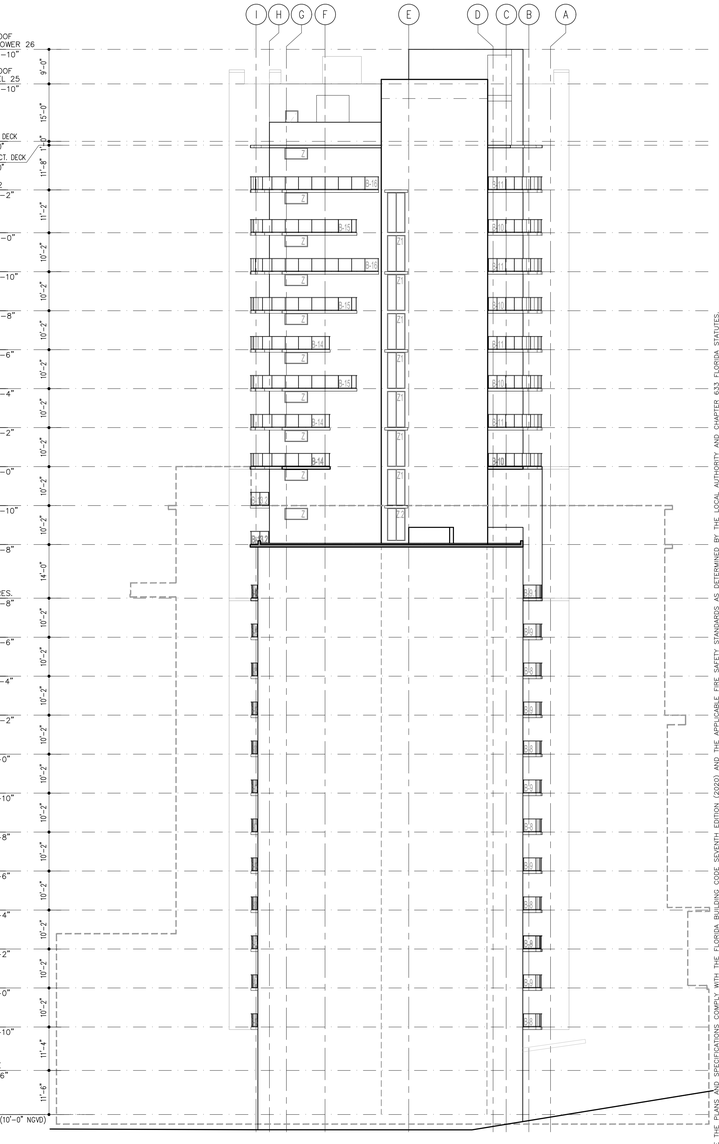
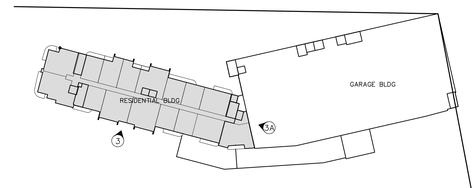


3 SOUTH ELEVATION



3A EAST ELEVATION



KEYPLAN

SCALE: N.T.S.

NORTH

RESIDENTIAL 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

MSA ARCHITECTS, INC.
AAC000895
8950 SW. 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(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: RESIDENTIAL ELEVATIONS

SHEET NUMBER: A-3.2

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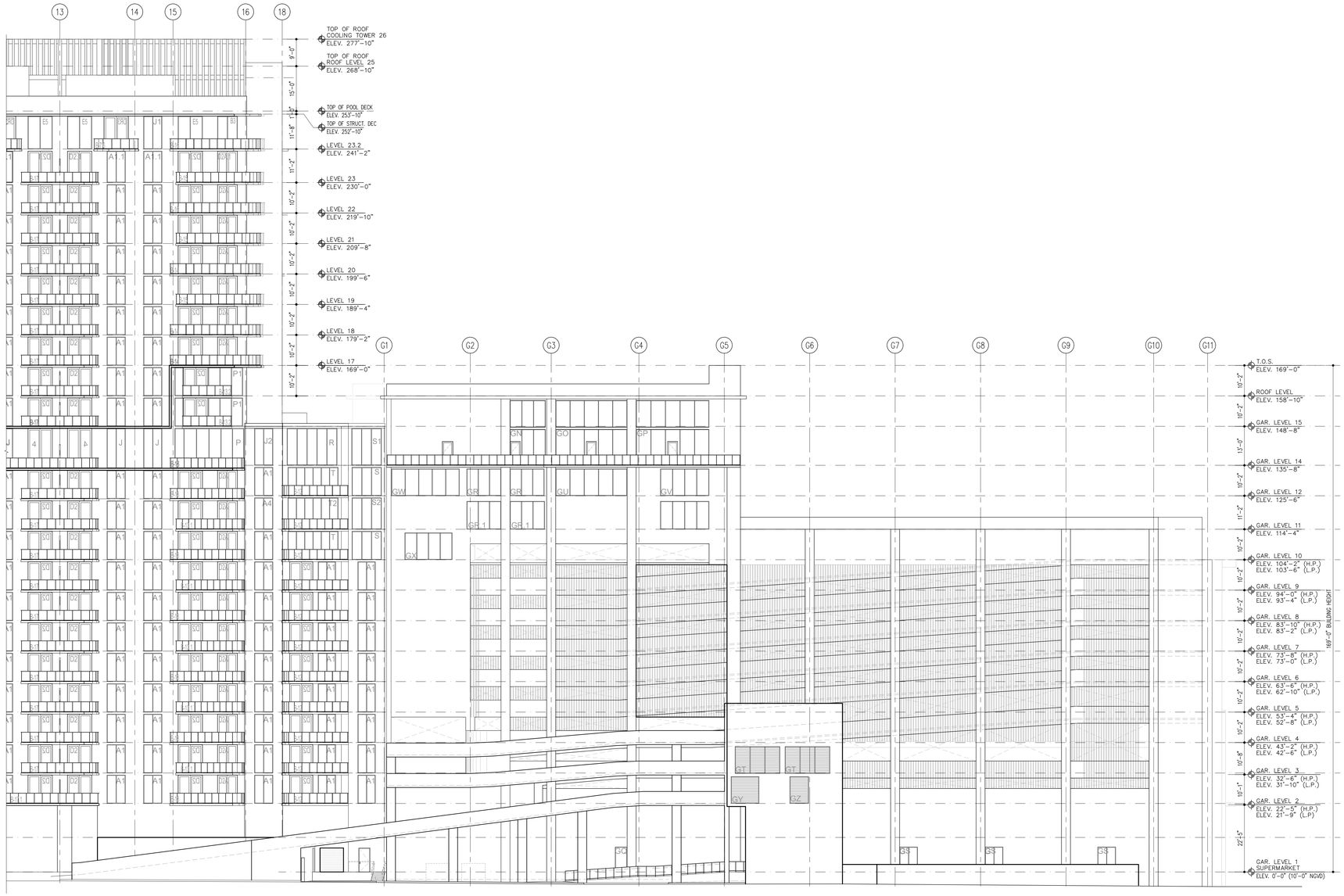
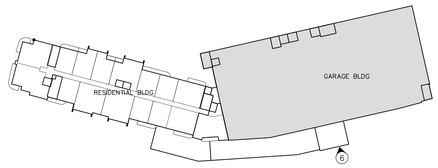


6 SOUTH ELEVATION
GARAGE BLDG



KEYPLAN
NORTH
SCALE: N.T.S.

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

PROGRESS 06/09/2023

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MSA ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 670-9911

JOSE I. SAUMELL
AR0013085

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: GARAGE BLDG ELEVATIONS
SHEET NUMBER: A-3.4



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:
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BY

Jose Saumell

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9991

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CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
SECTION - A

SHEET NUMBER:
A-3.5

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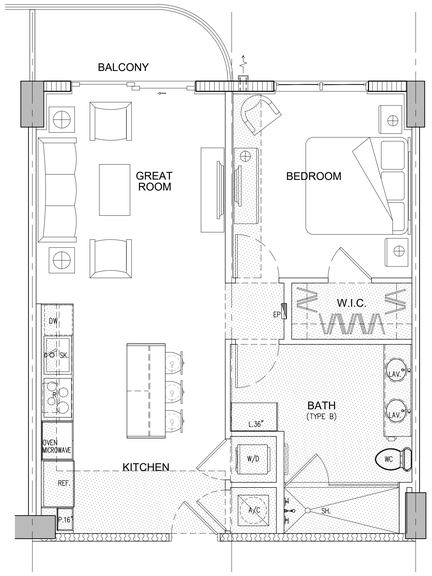

UNIT A1

(1 BD/1 BTH)

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

(78 DU'S)

0202	0203	0207	0208	0302	0303	0307	0308
0402	0403	0407	0408	0502	0503	0507	0508
0602	0603	0607	0608	0702	0703	0707	0708
0802	0803	0807	0808	0902	0903	0907	0908
1002	1003	1007	1008	1102	1103	1107	1108
1202	1203	1207	1208			1407	1408
1502	1503	1507	1508	1602	1603	1607	1608
1702	1703	1707	1708	1802	1803	1807	1808
1902	1903	1907	1908	2002	2003	2007	2008
2102	2103	2107	2108	2202	2203	2207	2208
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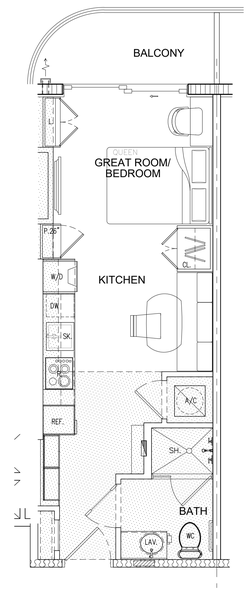

UNIT STUDIO (ST)

(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
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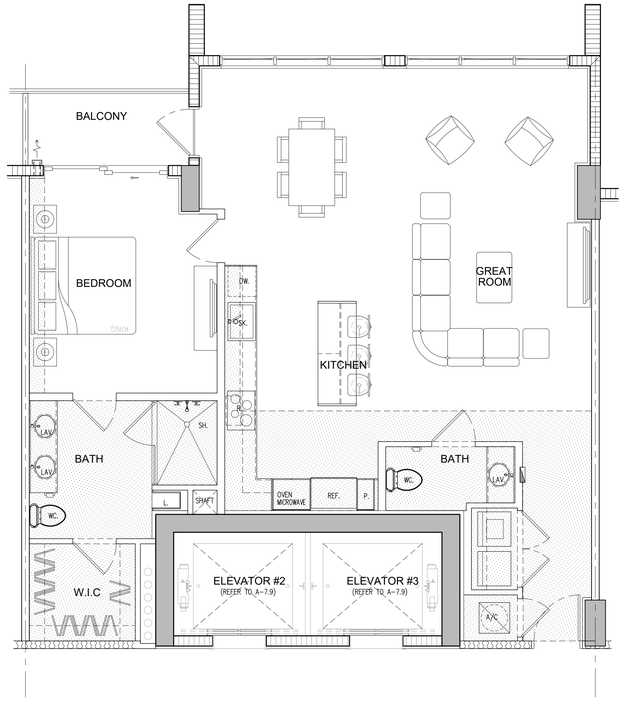


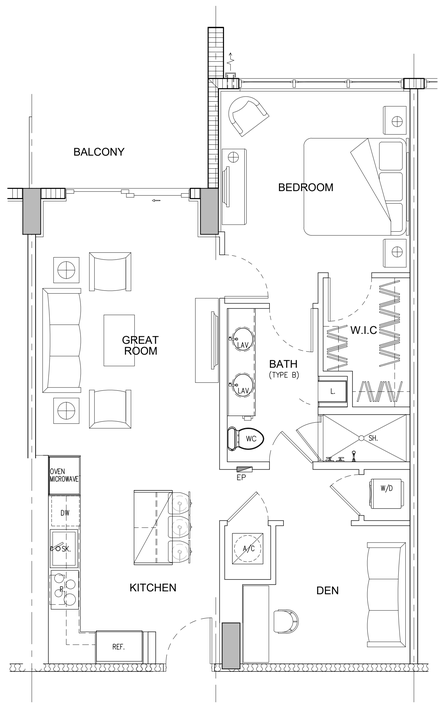
UNIT A3

(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	



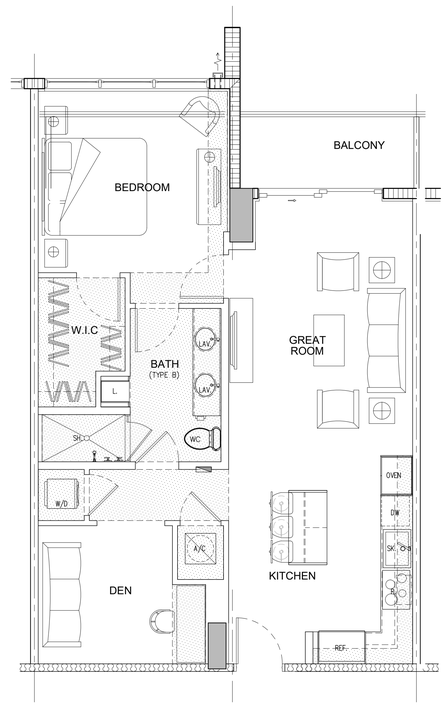
UNIT A2.1

(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"

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SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
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Jose Saumell

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

MSA ARCHITECTURE & PLANNING

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CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	UNIT PLANS
SHEET NUMBER:	A-4.1

	BY

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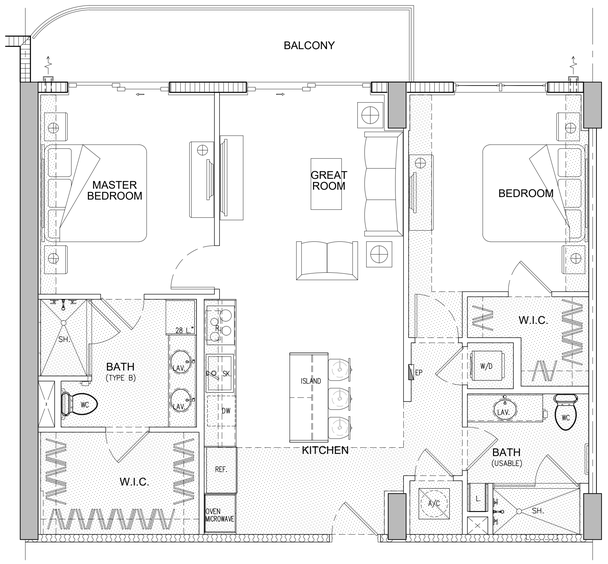


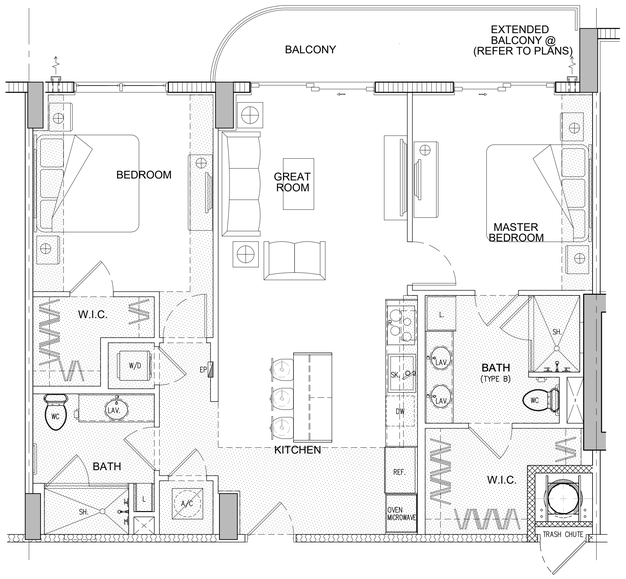
UNIT B1A

(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	



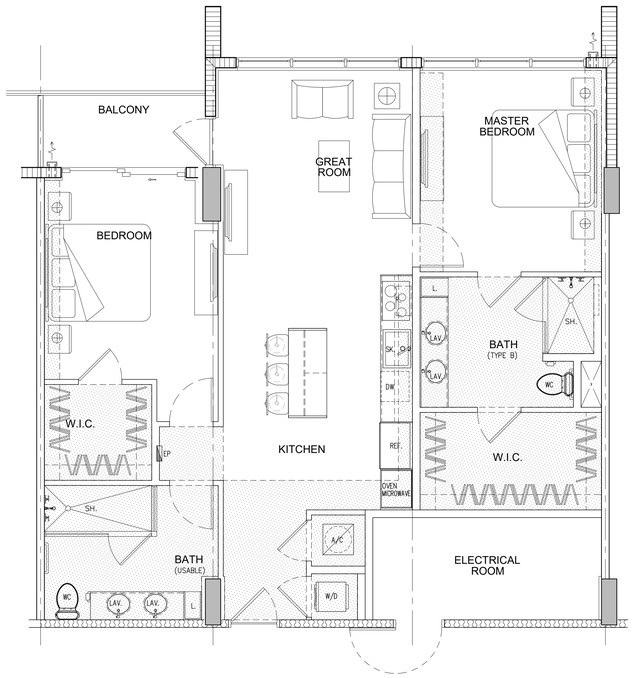
UNIT B1

(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			



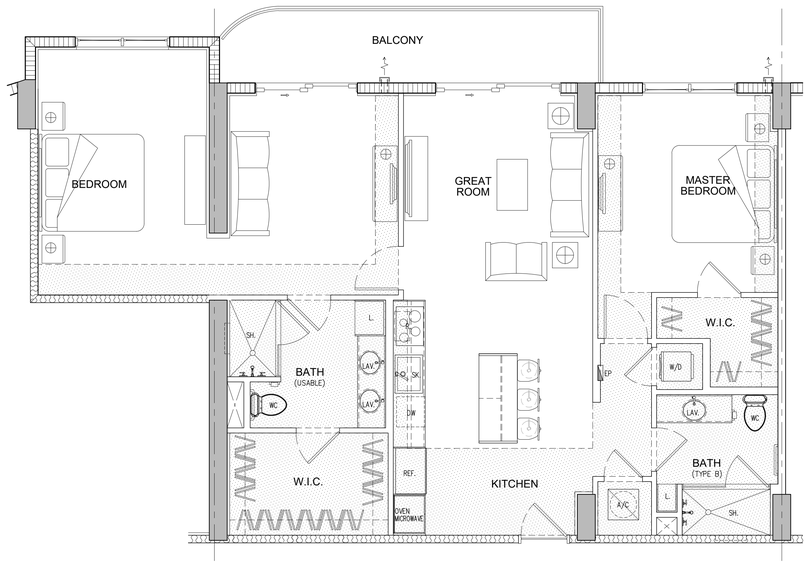
UNIT B2

(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.

1106

UNIT PLANS

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

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AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-5911

JOSE I. SAUMELL
AR0013085

STATE OF FLORIDA
JOSE I. SAUMELL
AR0013085
REGISTERED ARCHITECT

Jose Saumell

SHOMA NORTH BAY VILLAGE

FOR:
SHOMA GROUP
LOCATED AT:
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DRAWN	
CONTRACT DATE	
SCALE	AS SHOWN
JOB NO.	1952.PRJ
SHEET TITLE:	UNIT PLANS
SHEET NUMBER:	A-4.2

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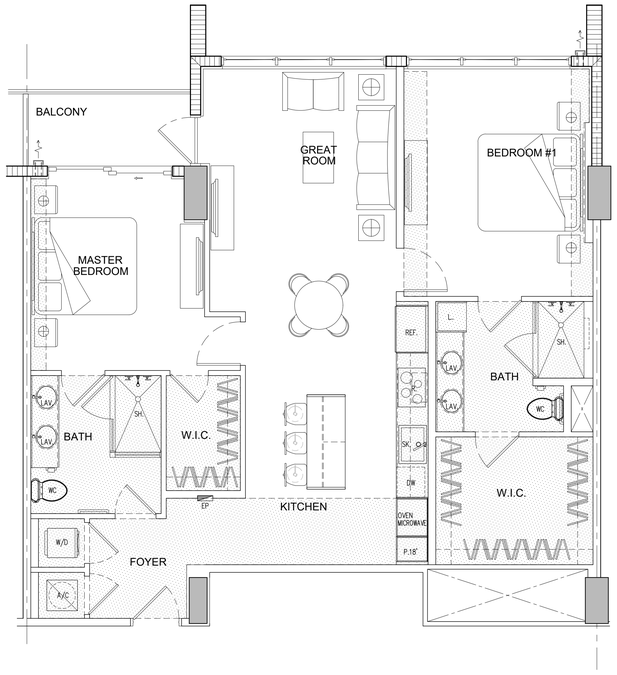

UNIT B4

(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	
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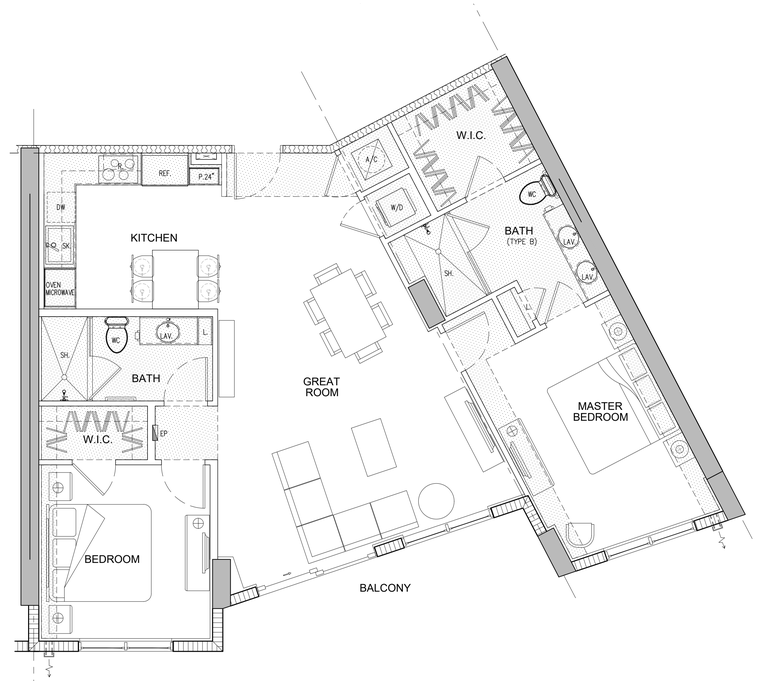
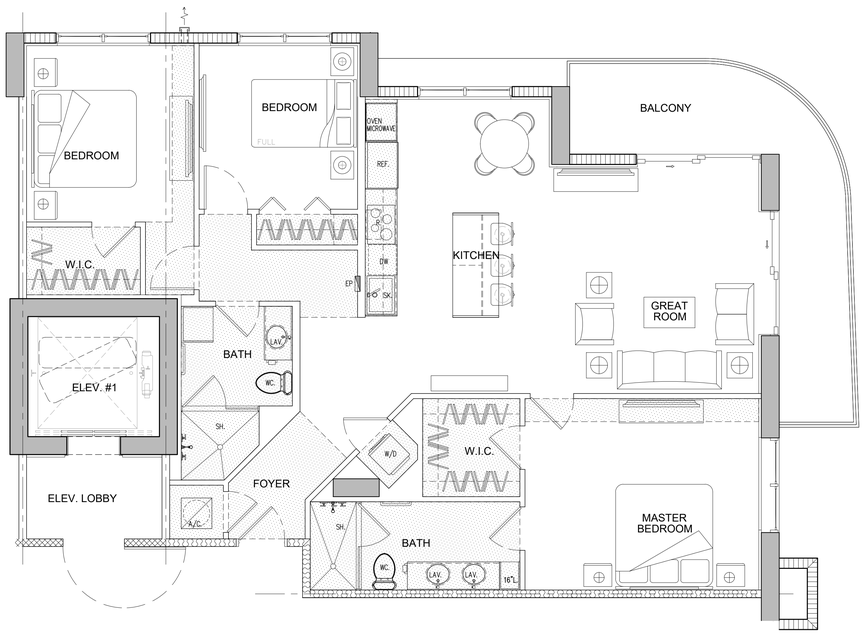


UNIT B3

(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

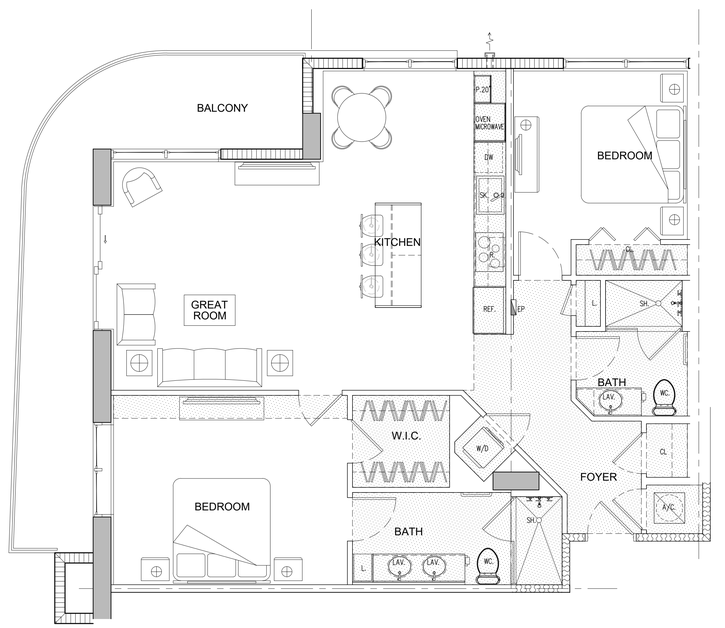


UNIT C1

(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"

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STATE OF FLORIDA

BY

MSA ARCHITECTS, INC.
AAC000895
8950 SW. 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9991

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SHEET TITLE:
UNIT PLANS

SHEET NUMBER:
A-4.3

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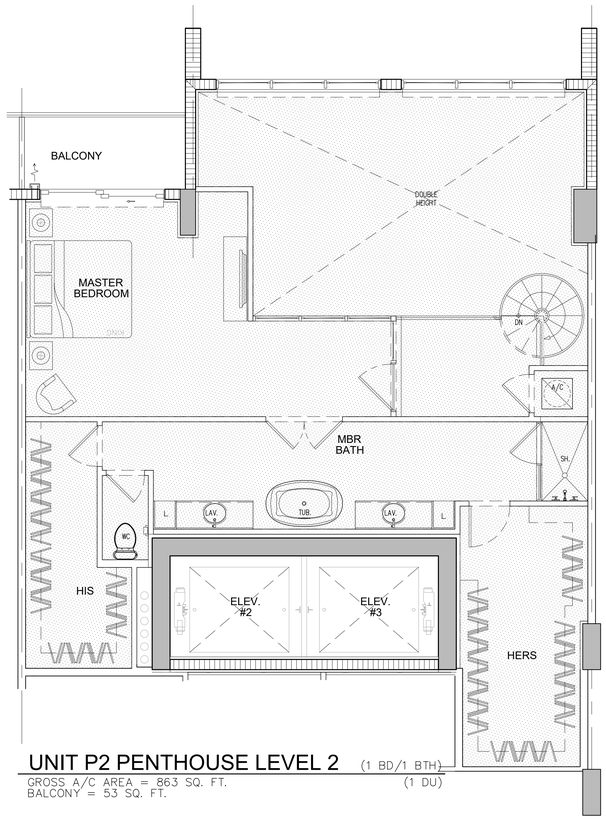
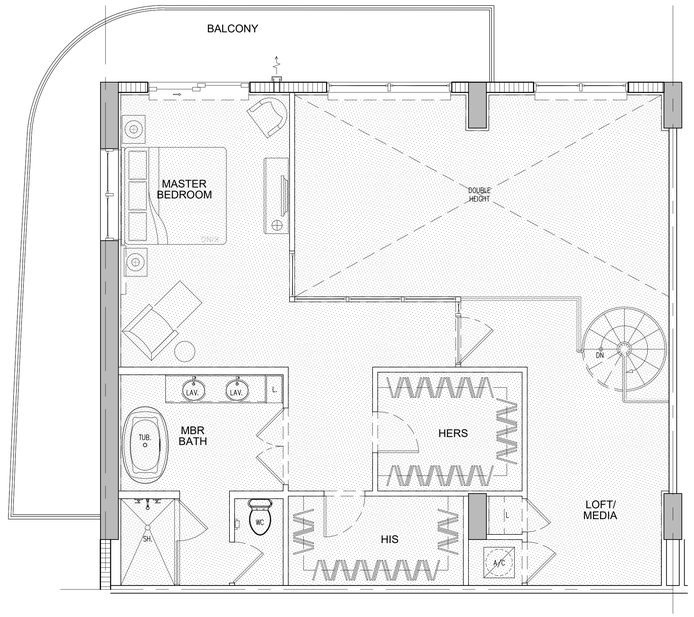


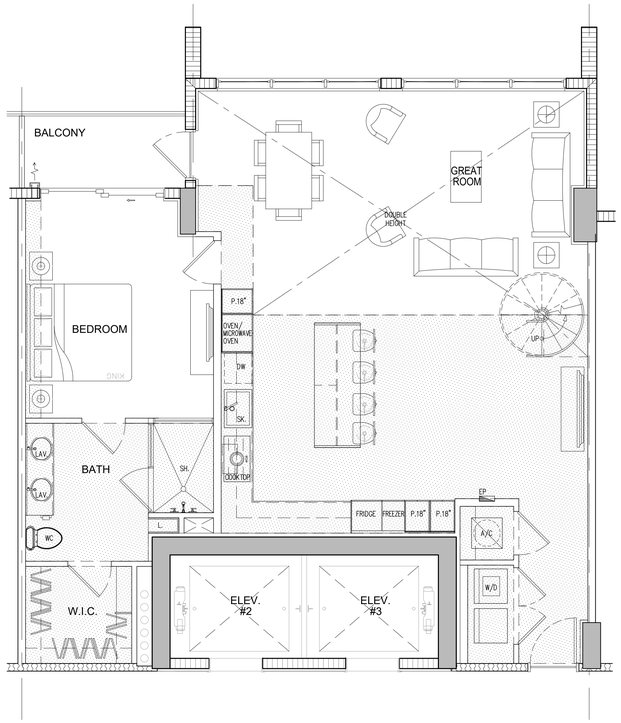
UNIT P2 PENTHOUSE LEVEL 2 (1 BD/1 BTH)

GROSS A/C AREA = 863 SQ. FT. (1 DU)
BALCONY = 53 SQ. FT.



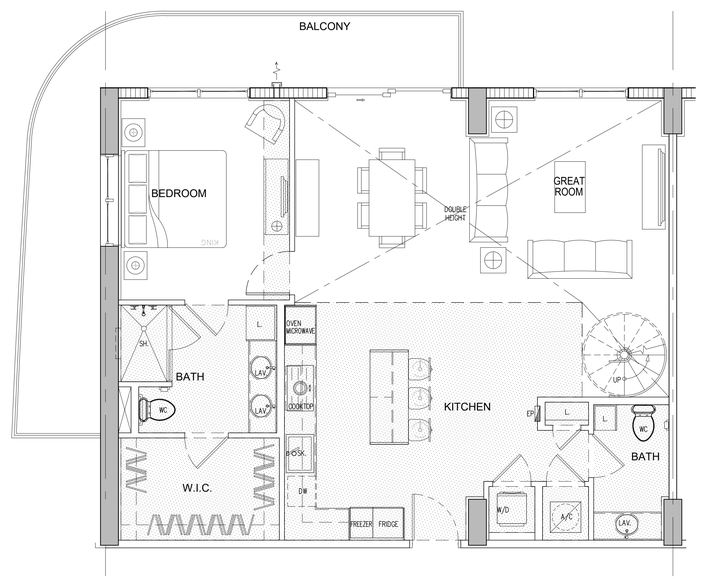
UNIT P1 PENTHOUSE LEVEL 2 (1 BD/1 BTH + LOFT/MEDIA ROOM)

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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JOSE SAUMELL
NO. 13085
REGISTERED ARCHITECT

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8950 SW 74th COURT
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SCALE	AS SHOWN
JOB NO.	1952.PRJ

SHEET TITLE: UNIT PLANS

SHEET NUMBER: A-4.4

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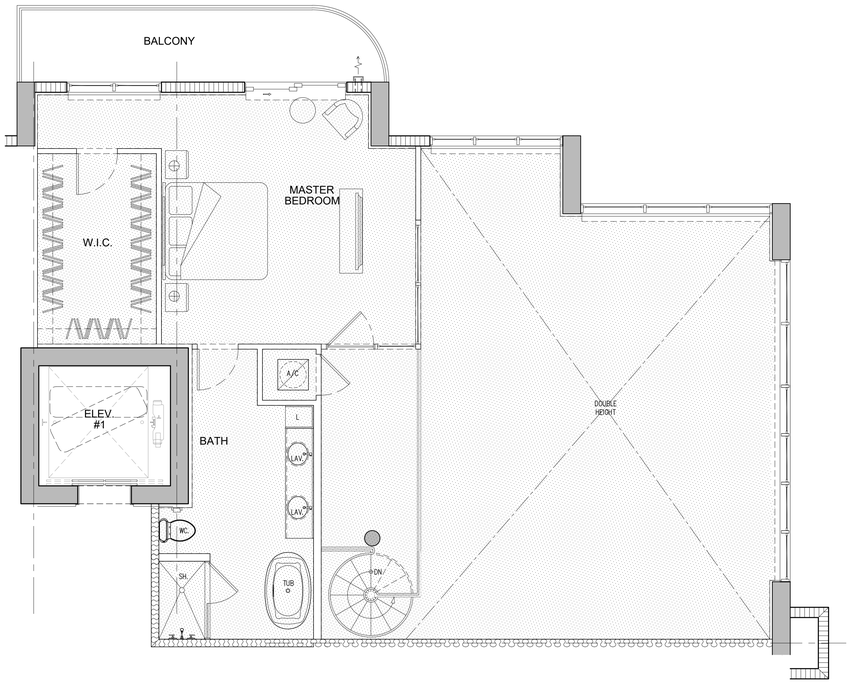
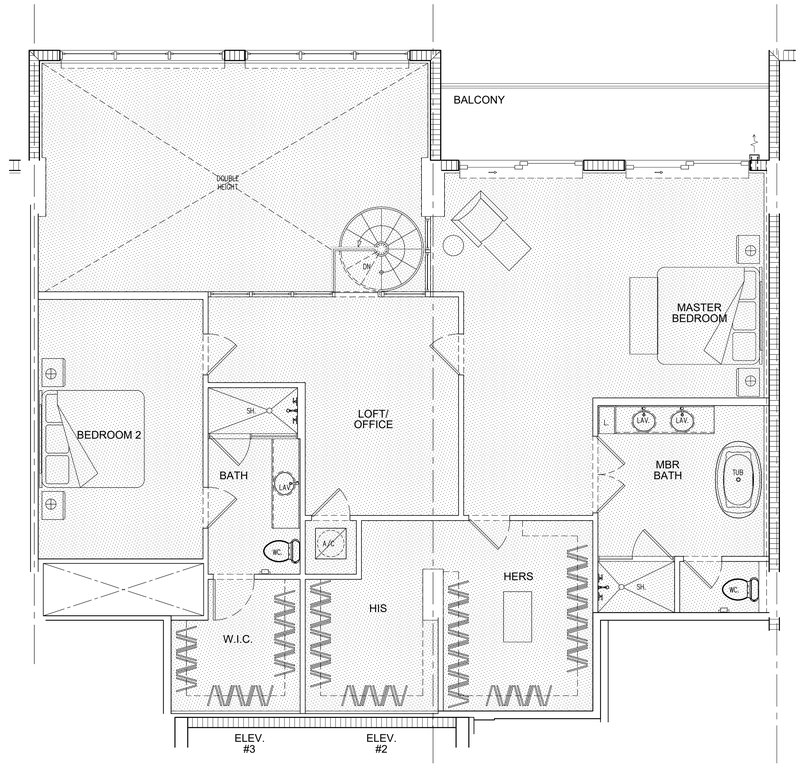


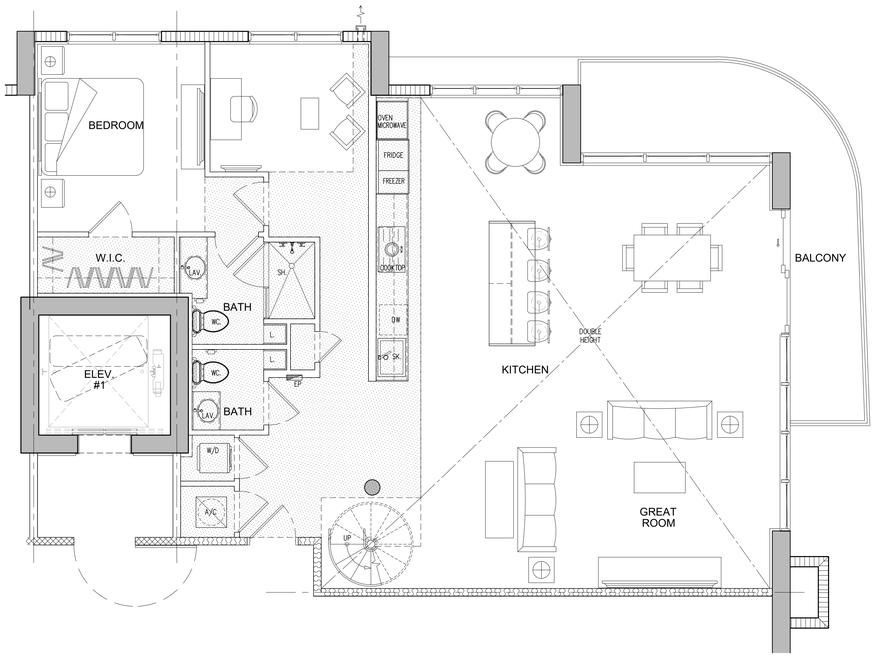
UNIT P4 PENTHOUSE LEVEL 2 (1 BD/1 BTH)

GROSS A/C AREA = 754 SQ. FT. (1 DU)
BALCONY = 116 SQ. FT.



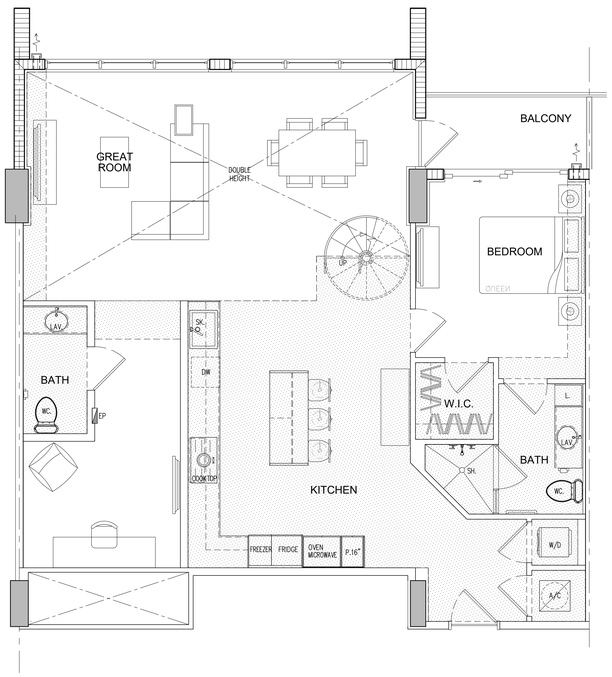
UNIT P3 PENTHOUSE LEVEL 2 (2 BD/2 BTH + LOFT/OFFICE)

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"

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.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

Jose Saumell

JOSE I. SAUMELL
AR0013085

SHOMA NORTH BAY VILLAGE

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

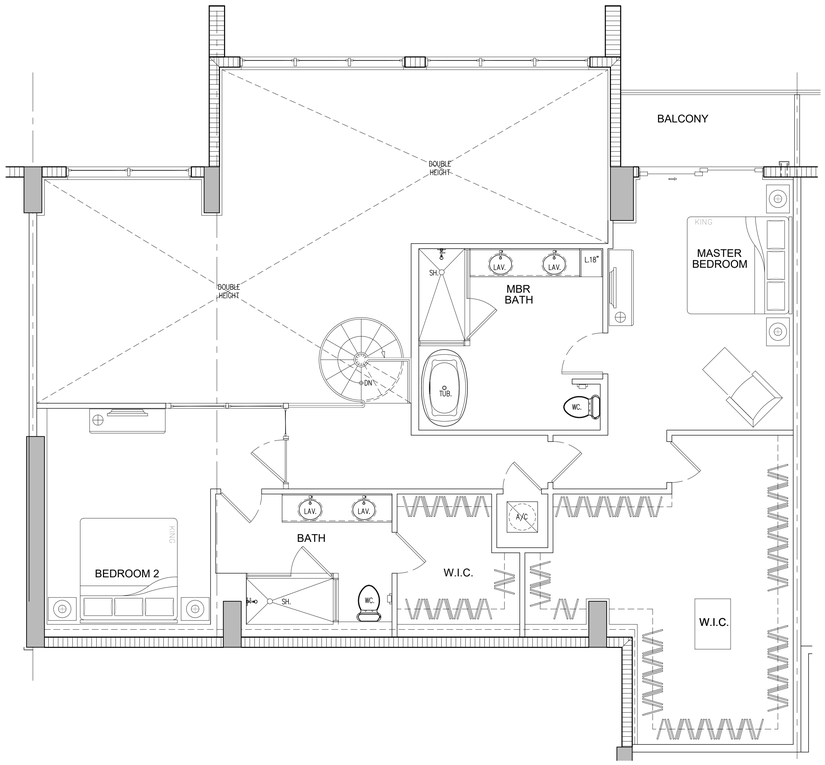
BY

FGAA\JOBS\1952\ARCH\PERMIT PACKAGE\1952-A-4.5.dwg 06/29/21 11:12:09 AM User1 DWG To PDF.pc3

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

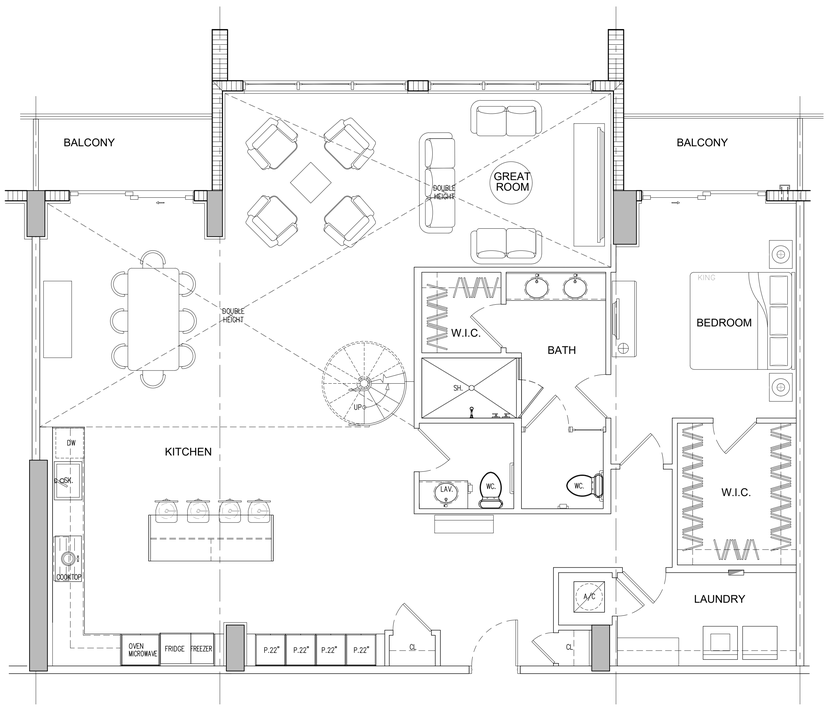
SHEET TITLE:
UNIT PLANS

SHEET NUMBER:
A-4.5



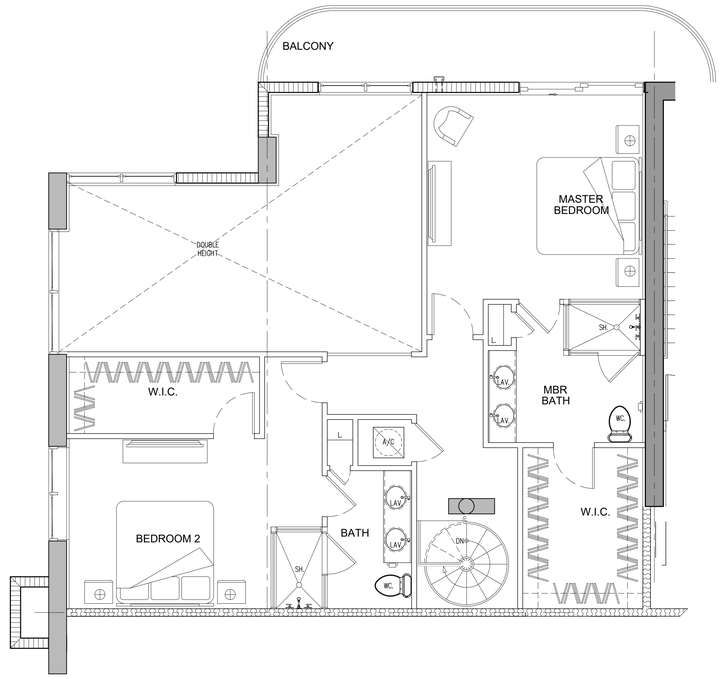
UNIT P6 PENTHOUSE LEVEL 2 (2 BD/2 BTH)

GROSS A/C AREA = 1202 SQ. FT. (1 DU)
BALCONY= 57 SQ. FT.



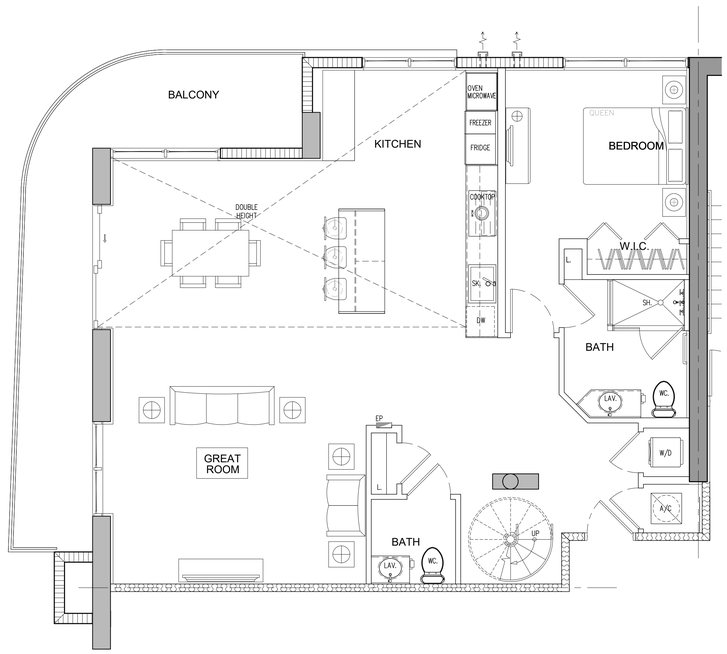
UNIT P6 PENTHOUSE LEVEL 1 (1 BD/1.5 BTH)

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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ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

Jose Saumell

STATE OF FLORIDA
JOSE I. SAUMELL
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

P:\SHOMA\SNBV\Project Package\SNBV-A-1-5.dwg, 06/15/2021 11:20:19 AM, sarah_t3.

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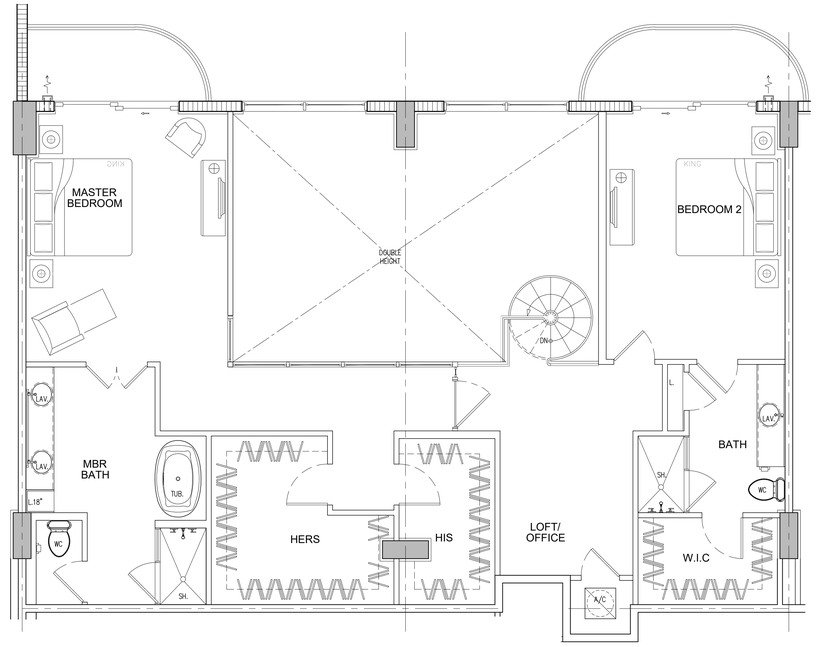
CONTRACT DATE
SCALE AS SHOWN
JOB NO. 1952.PRJ

SHEET TITLE:
UNIT PLANS

SHEET NUMBER:
A-4.6

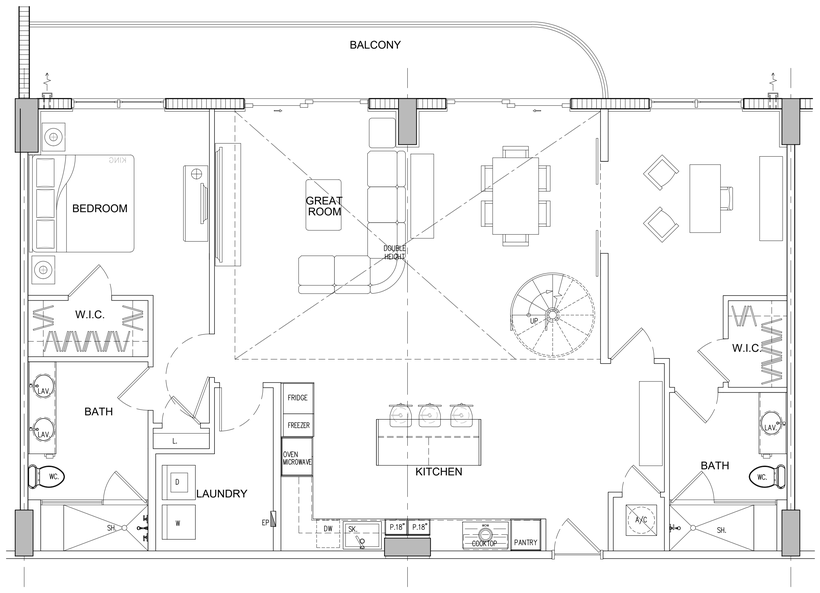


UNIT P7 PENTHOUSE LEVEL 2

(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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ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

JOSE I. SAUMELL
AR0013085

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.PRJ

SHEET TITLE: UNIT PLANS

SHEET NUMBER: A-4.7

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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=A01410C0000017B3737A7F000165D3, cn=Todd Seymour
Date: 2023.06.29 15:59:07 -04'00'

501

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

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

SITE PLAN SUBMITTAL

SHEET TITLE:
GENERAL NOTES

SHEET NUMBER:
C-1.0

BY

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

EAST TREASURE DRIVE

PROPERTY LINE

EXIST. CURB & GUTTER (TO REMAIN)

EXIST. CONC. MEDIAN (TO REMAIN)

EXIST. 5' CONC. SWK

PROP. 3' CONC. SWK

EXIST. SWK (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.)

PROP. BUS SHELTER LOCATION

EXIST. BUS SHELTER (TO BE RELOCATED)

TRAFFIC SIGNAL

EXIST. MAST ARM (TO REMAIN)

TEMPORARY SERVICE TRANSFORMER

CONST. PEDESTRIAN CURB RAMP

R/W LINE

10' INGRESS AND EGRESS EASEMENT

REMOVE EXIST. SWK AND CURB & GUTTER
CONST. SWK AND CURB & GUTTER
(MATCH EXIST)

FIRE HYDRANT (TO BE RELOCATED)

LOADING ZONE

RETAIL / RESIDENTIAL LOADING & BACK OUT

6' WALL

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

LEGEND

- DENOTES PROPOSED CONC. (6" THICK)
- DENOTES PROPOSED ASPHALT (2" SP-9.5 TL-C)
- DENOTES PROPOSED DECORATIVE PAVERS

NORTH

CIVIL SITE PLAN

SCALE: 1" = 20'

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) 444-1086
FORT MYERS CERTIFICATE OF AUTHORIZATION EB 2930

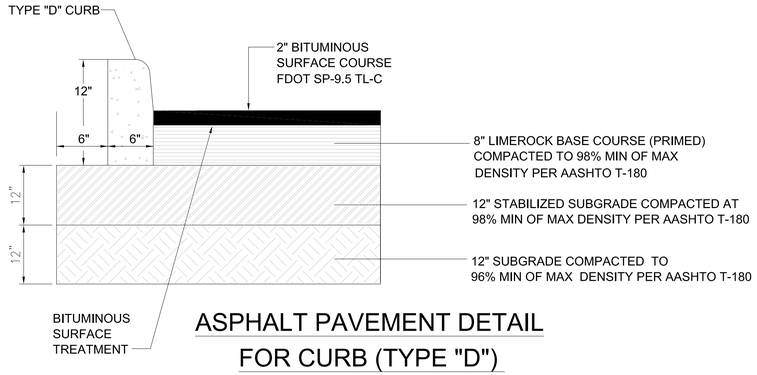
dpa

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

SITE PLAN SUBMITTAL

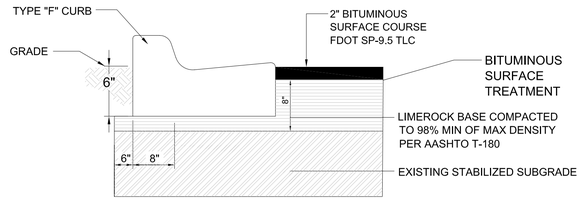
SHEET TITLE:
CIVIL SITE PLAN

SHEET NUMBER:
C-2.0



ASPHALT PAVEMENT DETAIL FOR CURB (TYPE "D")

N.T.S.

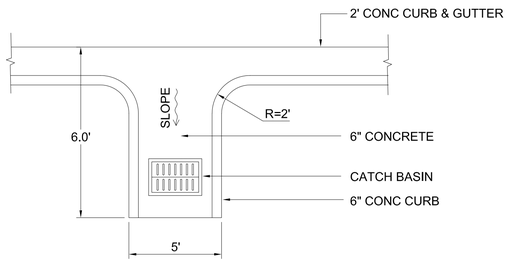


ASPHALT PAVEMENT DETAIL FOR CURB & GUTTER (TYPE "F")

N.T.S.

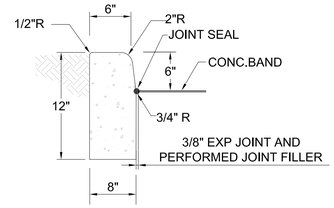
CONCRETE PAVER EDGE RESTRAINT

N.T.S.



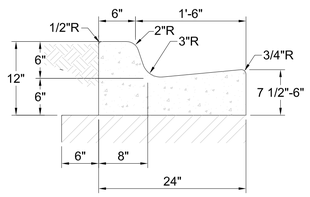
FLUME DETAIL

N.T.S.



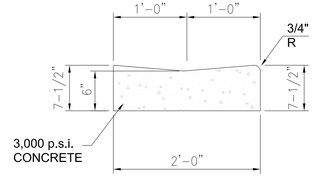
6" CURB (TYPE "D")

N.T.S.



2' CURB AND GUTTER (TYPE "F")

N.T.S.



2' DROP CURB

NTS

CURB DETAILS

N.T.S.

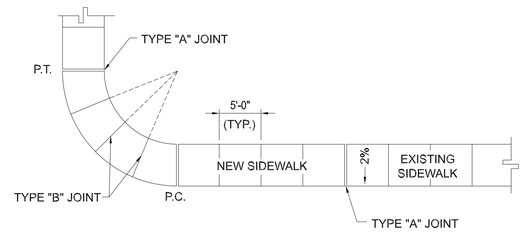
NOTES:

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.

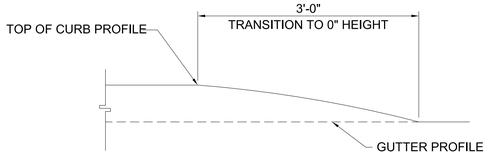


PLAN



SECTION "A-A"

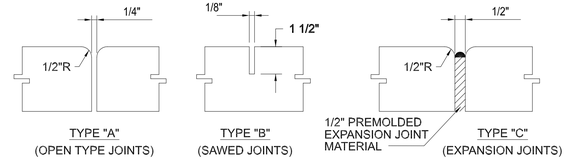
TABLE OF SIDEWALK THICKNESS-"T"	
LOCATIONS	"T"
NON-VEHICULAR AREAS	4"
DRIVEWAYS	6"



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.

503

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:

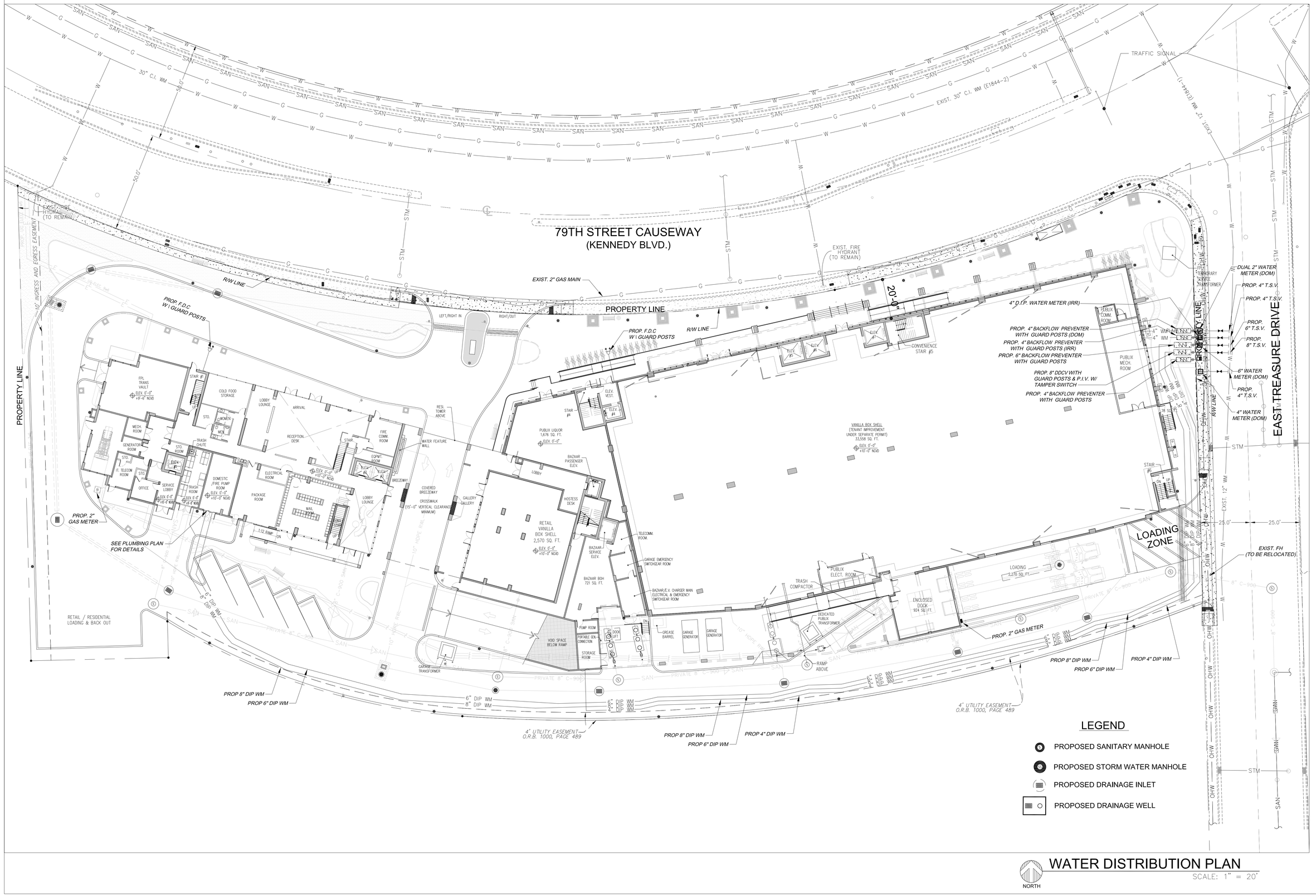
DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 33134 TELEPHONE (305) 447-0900 FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, FL. 33134 FAX (305) 444-4986
CERTIFICATE OF AUTHORIZATION EB 2930

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
PAVEMENT DETAILS

SHEET NUMBER:
C-3.0



LEGEND

- PROPOSED SANITARY MANHOLE
- PROPOSED STORM WATER MANHOLE
- PROPOSED DRAINAGE INLET
- PROPOSED DRAINAGE WELL

NORTH

WATER DISTRIBUTION PLAN

SCALE: 1" = 20'

504

BY

SHOMA NORTH BAY VILLAGE

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

SEAL/SIGNATURE/DATE:
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CERTIFICATE OF AUTHORIZATION EB 2930

dpa

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

10' INGRESS AND EGRESS EASEMENT

EXIST. 2" GAS MAIN

EXIST. FIRE HYDRANT (TO REMAIN)

TRAFFIC SIGNAL

EXIST. 30" C.I. WM (61844-2)

LEFT/RIGHT IN

RIGHT/OUT

FPL TEMPORARY SERVICE TRANSFORMER

PLAZA

FPL TRANS VAULT ELEV. 0'-0" +9'-6" NGVD

STAIR #1

COLD FOOD STORAGE

LOBBY LOUNGE

ARRIVAL

RECEPTION DESK

MECH. ROOM

GENERATOR ROOM

STO.

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

RETAIL / RESIDENTIAL LOADING & BACK OUT

SEE PLUMBING PLAN FOR DETAILS

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%

RESI. TOWER ABOVE

WATER FEATURE WALL

FIRE COMM. ROOM

EQPMT. ROOM

BREEZEWAY

COVERED BREEZEWAY

CROSSWALK (15'-0" VERTICAL CLEARANCE MINIMUM)

GALLERY

LOBBY

HOSTESS DESK

RETAIL VANILLA BOX SHELL 2,570 SQ. FT. ELEV. 0'-0" +10'-0" NGVD

BAZAAR PASSENGER ELEV.

BAZAAR SERVICE ELEV.

BAZAAR BOH 721 SQ. FT.

PUBLIX LIQUOR 1,676 SQ. FT. ELEV. 0'-0"

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

PROP. SAN GREASE TRAP

PUMP ROOM

PORTABLE GEN. CONNECTION

STORAGE ROOM

1000 LIFT

GREASE BARREL

GARAGE GENERATOR

VOID SPACE BELOW RAMP

CARRIER TRANSFORMER

PROP. SAN MH

PROP. 8" SAN C-900 61' @ 0.4%

MH-7

MH-6

PRIVATE 8" C-900

PROP. 8" SAN C-900 43' @ 1.04%

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

PROP. 8" SAN C-900 93' @ 0.4%

PROP. 6" SAN C-900 21' @ 1.04%

PUBLIX ELECT. ROOM

TRASH COMPACTOR

DEDICATED PUBLIX TRANSFORMER

ENCLOSED DOCK 924 SQ. FT.

LOADING 2,270 SQ. FT.

PROPOSED PUBLIX GAS METER

RAMP ABOVE

MH-5

MH-4

PROP. 8" SAN C-900 109' @ 0.4%

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

PUBLIX COMM. ROOM

PUBLIX MECH. ROOM

78 SQ. FT.

STAIR #6

LOADING ZONE

PROP. SAN MH

MH-3

PROP. 8" SAN C-900 52' @ 0.4%

PROP. 8" SAN C-900 78' @ 0.4%

PROP. 8" SAN C-900 42' @ 0.4%

EXIST. SAN MH

MH-2

MH-1

25.0'

20'-0"

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:
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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

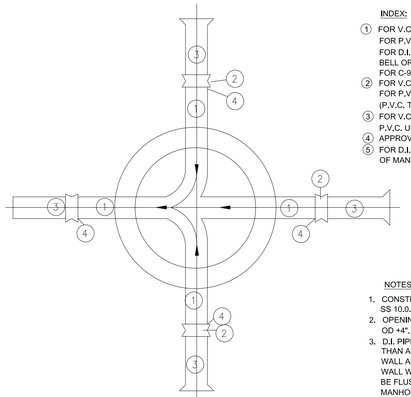
dpa

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
SEWER DISTRIBUTION PLAN

SHEET NUMBER:
C-5.0

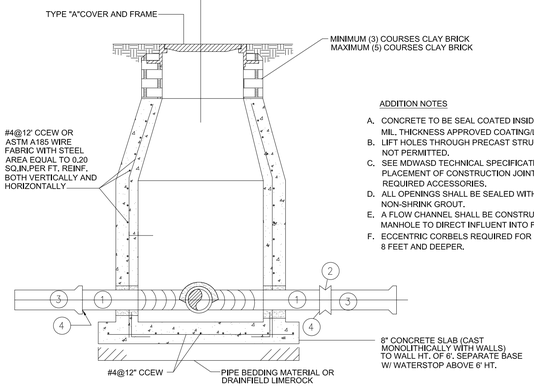


INDEX:

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.



STANDARD MANHOLE

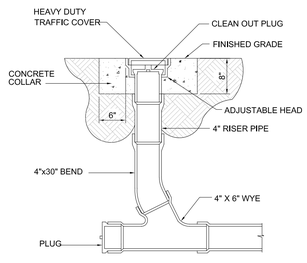
N.T.S. (REF. MDWASD STANDARD SS 6.1)

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.

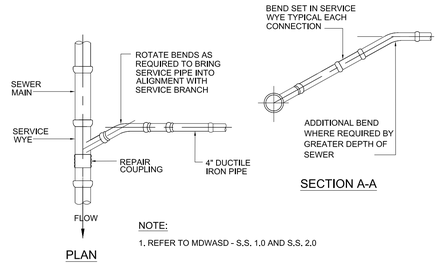
SANITARY SEWER MANHOLES STRUCTURE NOTES:

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:

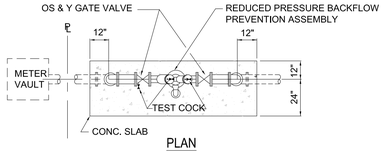
1. REFER TO MDWASD - S.S. 1.0 AND S.S. 2.0

WYE BRANCH CONNECTION DETAIL

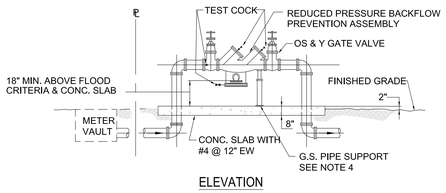
N.T.S.

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.



PLAN



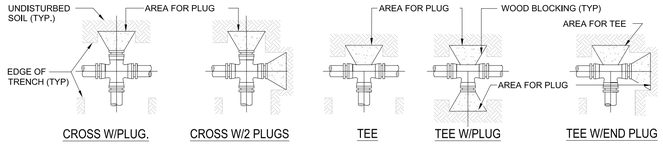
ELEVATION

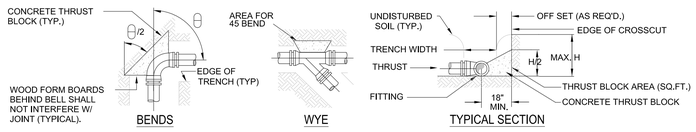
NOTES

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)





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

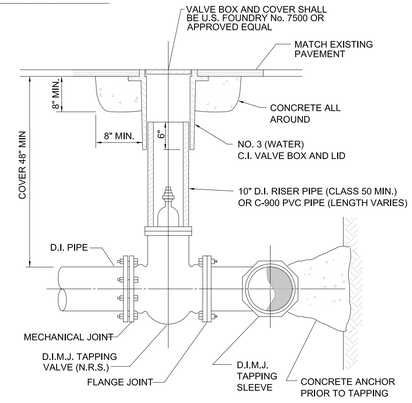
NOTE:
THRUST BLOCK AREAS COMPUTED ON BASIS OF 1500 LBS. PER SQ. FT. SOIL RESISTANT BEARING. (1500 MIN.) SEE NOTE 5.
*TO BE COMPLETED BY ENGINEER.

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.



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)

506

	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, 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

BY

SHOMA NORTH BAY VILLAGE

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

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION#: EB 2090

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 2090

dpa

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 & PAVEMENT MARKING PLAN

SCALE: 1" = 20'

NORTH

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.

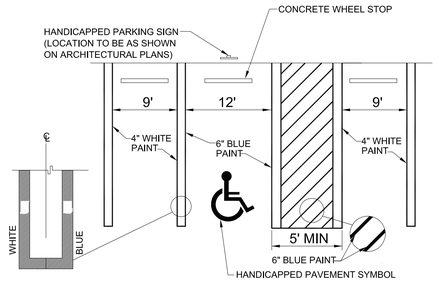
5. THE CONTRACTOR SHALL RELOCATE ALL EXISTING POST–MOUNTED STREET NAME AND STOP SIGNS TO A VISIBLE AREA UNDISTURBED BY THE CONSTRUCTION SO AS TO MINIMIZE DAMAGE TO THE SIGNS DURING CONSTRUCTION. THE STREET NAME SHALL BE REATTACHED TO THE TOP OF THE NEW STOP SIGNS ON MINOR SIDE STREETS AT THE END OF CONSTRUCTION. 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.

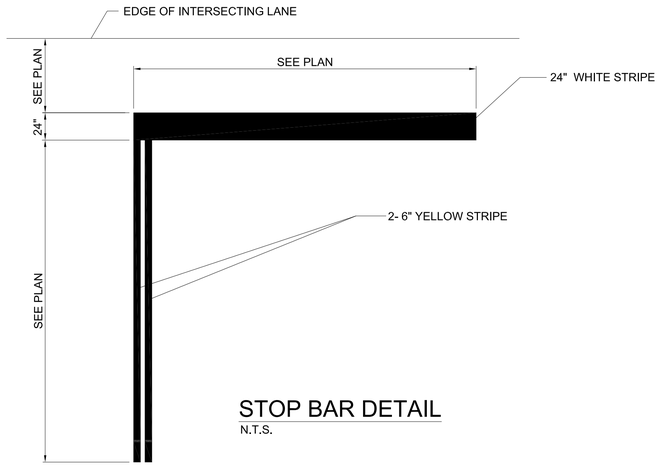
7. THE CONTRACTOR SHALL SUBMIT A LIST OF THE EXISTING SIGNS TO THE PROJECT ENGINEER AT THE PRE–CONSTRUCTION CONFERENCE. ANY LOST OR DAMAGED DURING CONSTRUCTION SIGNS SHALL BE REPLACED AT NO ADDITIONAL COST. COST OF MAINTAINING OF EXISTING SIGNS TO BE INCLUDED IN ITEM MAINTENANCE OF TRAFFIC.

8. STOP BARS SHALL BE PLACED AT LEAST 4 FEET FROM CROSSWALKS.

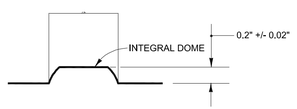
9. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.



ADD HANDICAP PARKING DETAIL
N.T.S.



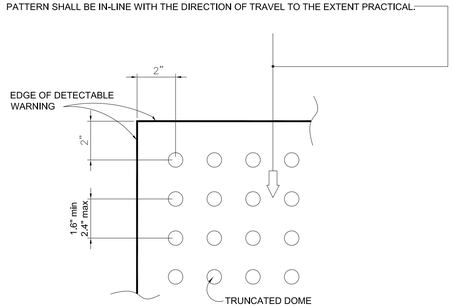
STOP BAR DETAIL
N.T.S.



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.



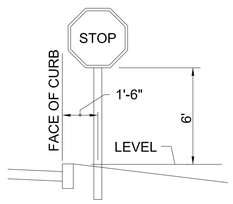
R1-1
(30" X 30")

STOP SIGN
N.T.S.

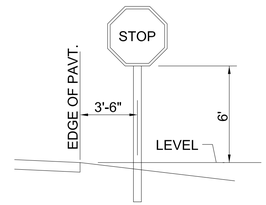


R5-1
(30" X 30")

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.

508

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) 444-1086
FORT MYERS
CERTIFICATE OF AUTHORIZATION EB 2930

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

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

FFE=10.00 NGVD

FFE=10.00 NGVD

FFE=10.00 NGVD

FFE=10.00 NGVD

E. TREASURE DRIVE

LOADING ZONE

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

4' UTILITY EASEMENT O.R.B. 1000, PAGE 489

8% ramp slope

7.6% ramp slope

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'

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 1750 PONCE DE LEON BLVD. CORAL GABLES, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-0086
FORT MYERS CERTIFICATE OF AUTHORIZATION EB 2030

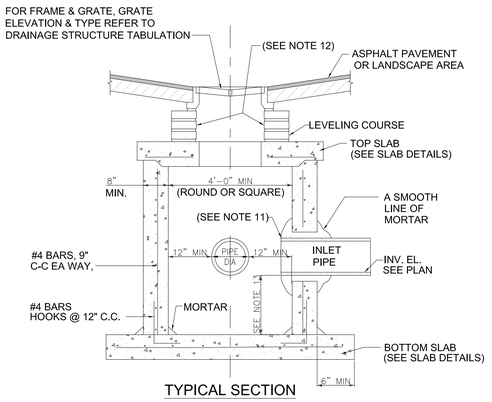
dpa

DRAWN
DATE 05/26/2023
SCALE AS SHOWN
JOB NO. 20180

SITE PLAN SUBMITTAL

SHEET TITLE:
GRADING & DRAINAGE PLAN

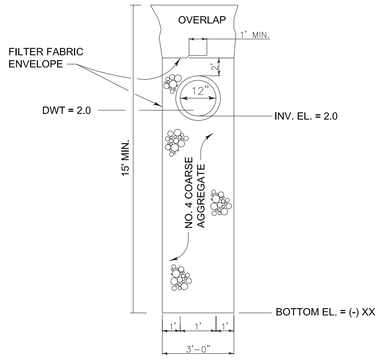
SHEET NUMBER:
C-9.0



TYPICAL SECTION

PRECAST DRAINAGE STRUCTURES

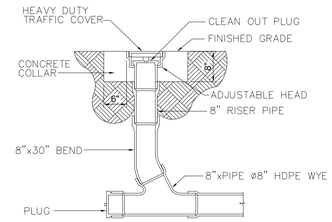
N.T.S.



FRENCH DRAIN CROSS SECTION (FOR SPECIAL GARAGE DRAIN)

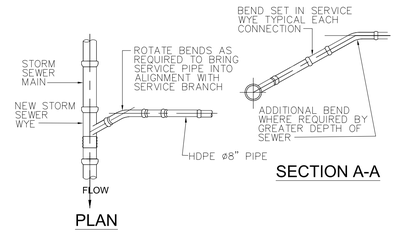
N.T.S.

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.



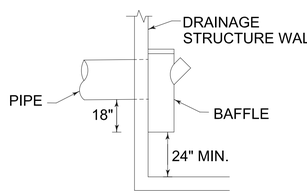
STORM WATER CLEAN OUT DETAIL

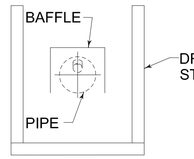
N.T.S.

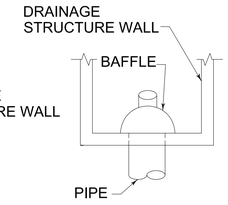


STORM WATER WYE BRANCH CONNECTION DETAIL

N.T.S.







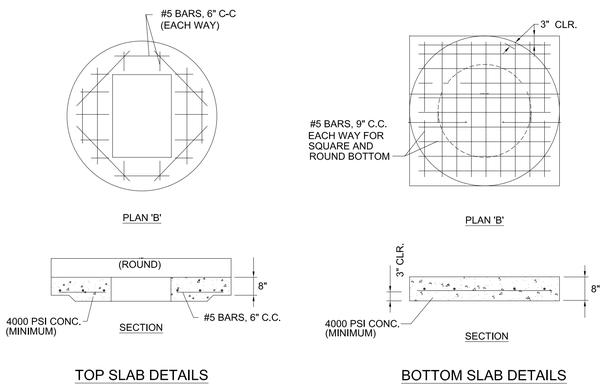
BAFFLE DETAIL (FRENCH DRAIN)

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.

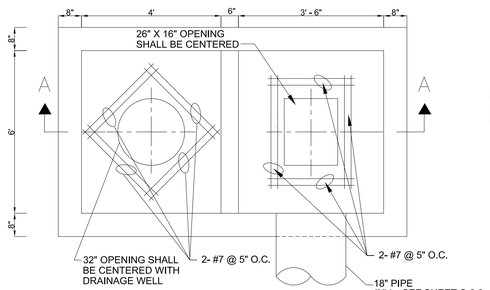
NOTES:

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.



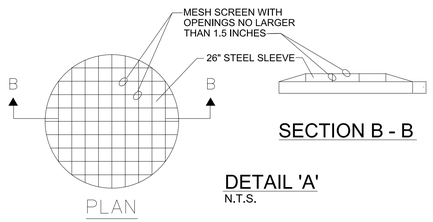
TOP SLAB DETAILS

BOTTOM SLAB DETAILS



DRAINAGE WELL DETAIL DW-1 & DW-2

N.T.S.



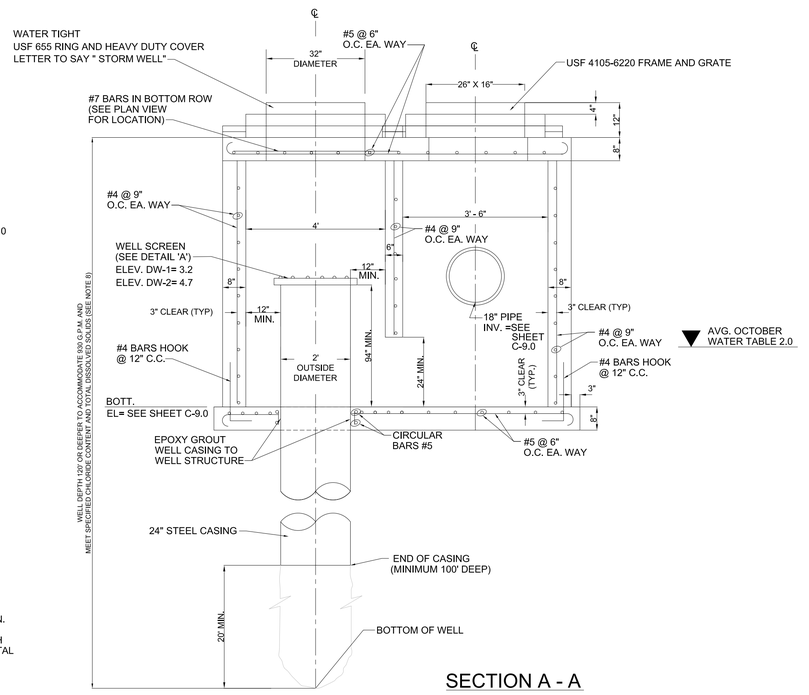
SECTION B - B

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, 33134 TELEPHONE (305) 447-0900 FAX (305) 444-4086
CERTIFICATE OF AUTHORIZATION EB 2630

dpa

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

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: EB 2630

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

510

BY

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

E. TREASURE DRIVE

R/W LINE

SOIL TRACKING PREVENTION DEVICE

10' INGRESS AND EGRESS EASEMENT

4' UTILITY EASEMENT
O.R.B. 1000, PAGE 489

50.0'

25.0'

STM

SAN

OHW

— 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 29390

TODD A. SEYMOUR
LICENSED
No 52098
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PROJECT NUMBER:

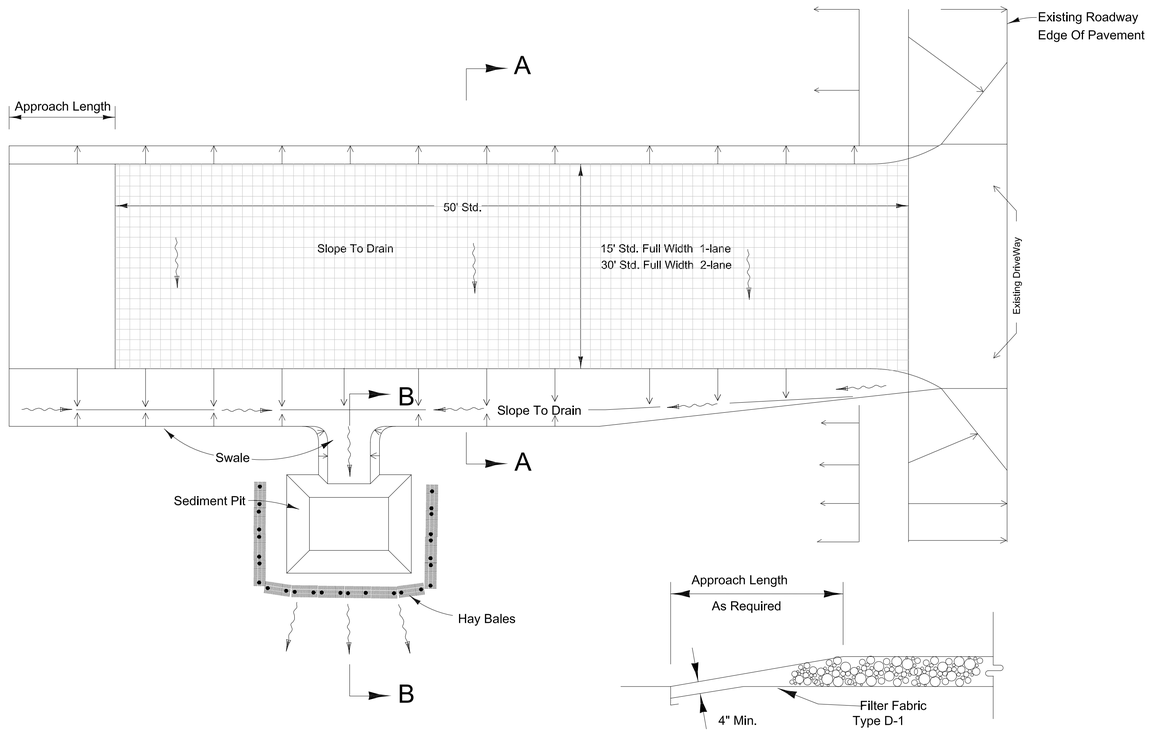
DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION ◦ CIVIL ◦ STRUCTURAL ◦ ENVIRONMENTAL
CORAL GABLES 33134 TELEPHONE (305) 447-0900 FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES, FL (305) 447-0900 FAX (305) 448-4986
CERTIFICATE OF AUTHORIZATION EB 29390

DRAWN	
DATE	05/26/2023
SCALE	AS SHOWN
JOB NO.	20180

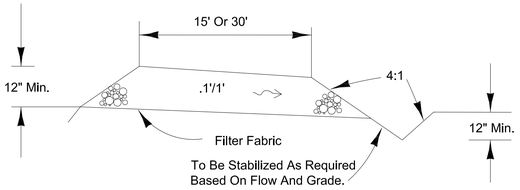
SITE PLAN SUBMITTAL

SHEET TITLE:
STORMWATER POLLUTION PREVENTION PLAN

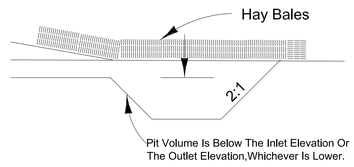
SHEET NUMBER:
C-11.0



TRANSITION DETAIL

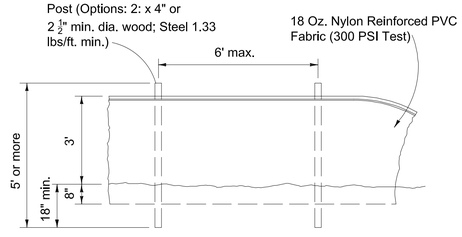


SECTION A-A



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.

512

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

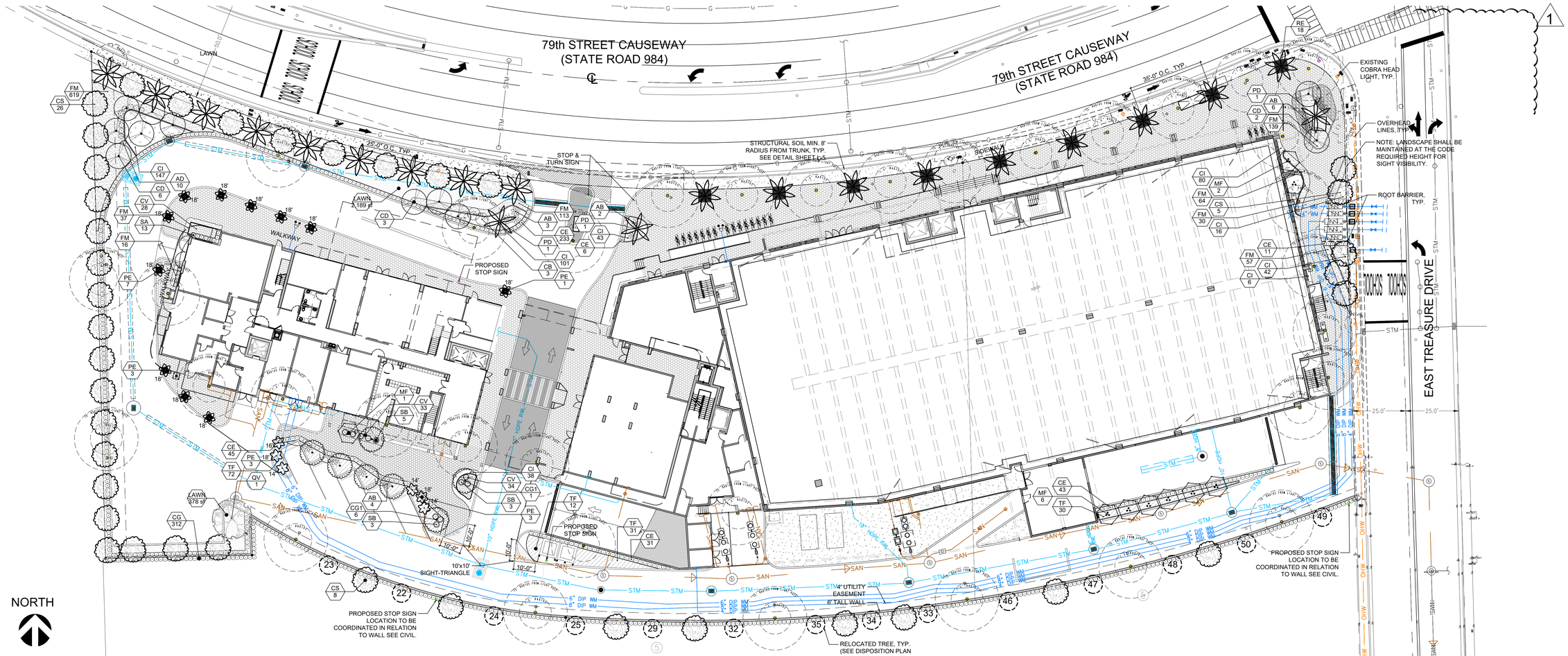
dpa

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
phone: 954.923.9061 facsimile: 954.923.9689
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'

Drawn by: JT

Sheet No.:

L-1

Cad Id.: 2020-035

Z:\Shoma\North Bay Village 2020\2020-035\Landscape\2023.06.12_17th ED\Shoma NBV_L5_ID_Reg Jun 28, 2023.dwg

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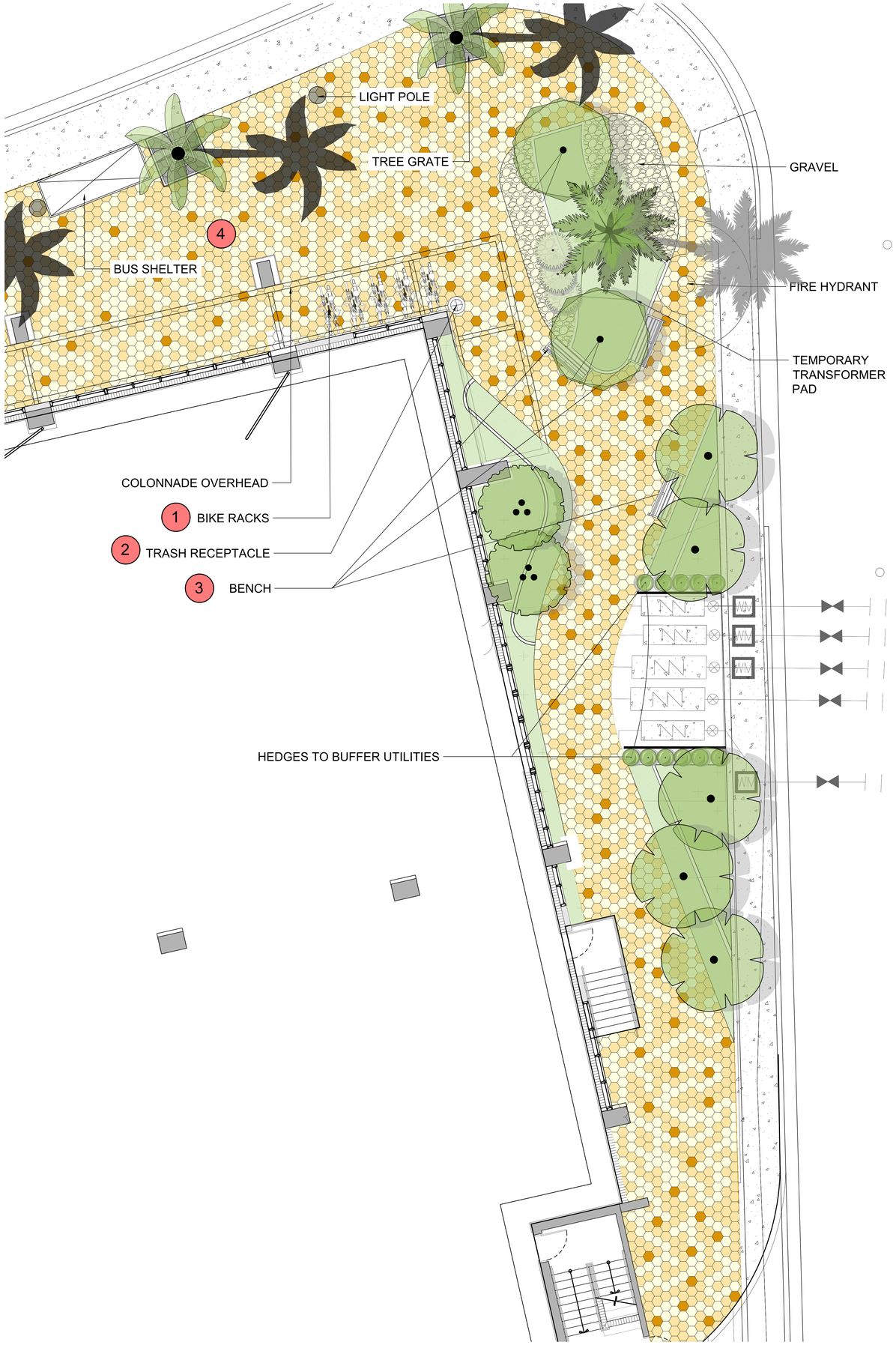











PLANTING PALETTE







1 BIKE RACKS

2 TRASH RECEPTACLE

3 BENCH



4 PLAZA HARDSCAPE PATTERN

WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.4664 facsimile: 954.923.8689
www.witkindesign.com

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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:

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

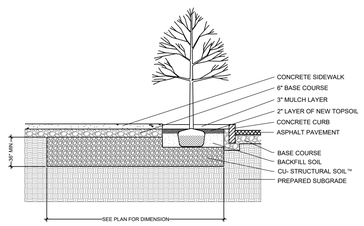
Scale: See Left

Drawn by: JT

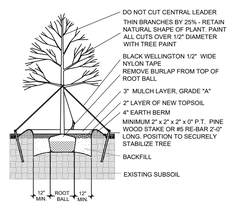
Sheet No.:

SK-1

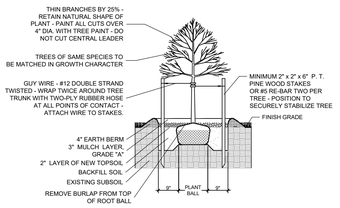
Cad Id.: 2020-035



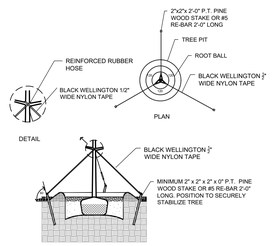
STRUCTURAL SOIL PLANTING DETAIL



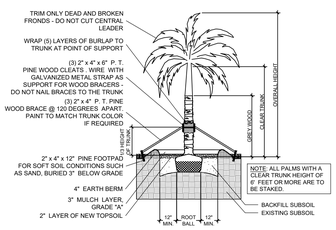
LARGE TREE PLANTING DETAIL



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)

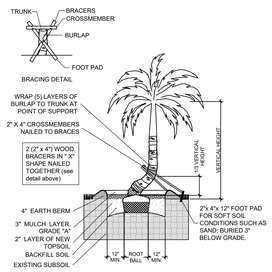
G. If the tree(s) will be subject to maintenance work such as lawn mowing or weed trimming we strongly recommend the installation of ArborGard+ Tree Trunk Protectors which are placed around the base of young trees to protect them from damage by weed trimmers, lawn mowers and small rodents. (See www.deeproot.com)

H. Water and follow proper tree maintenance practices.

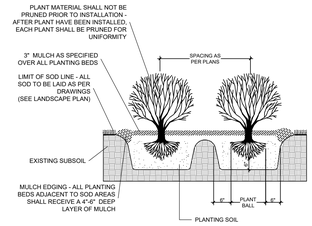
Trees do require care and nurturing after planting. Consult with your local supplier for proper care procedures for the species you are planting. The planting instructions given here are by no means a comprehensive guide. Rather they are general guidelines to planting with DeepRoot Barriers and a survey 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

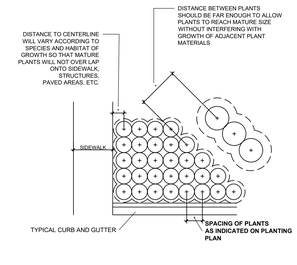
For information regarding distributors please call: 1 800 ILV ROOT (458.7668). For help with drainage or other difficult installation questions please call DeepRoot Technical Support at: 1 800 ROOT TEK (766.8835).



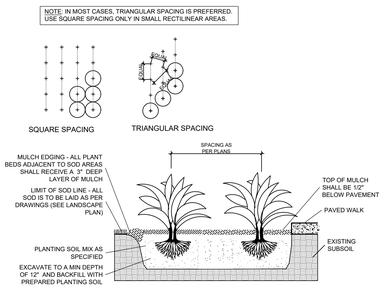
CURVED TRUNK PALM PLANTING DETAIL



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.

WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.8689 facsimile: 954.923.8689
www.witkindesign.com

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Project: SHOMA NORTH BAY VILLAGE
NORTH BAY VILLAGE, FL
LANDSCAPE DETAILS

Phase: SHOMA BAY / SAP SUBMISSION

Revisions:
1) City Comments — Date: 06.28.2023 — By: JT

Seal:
REGISTERED LANDSCAPE ARCHITECT 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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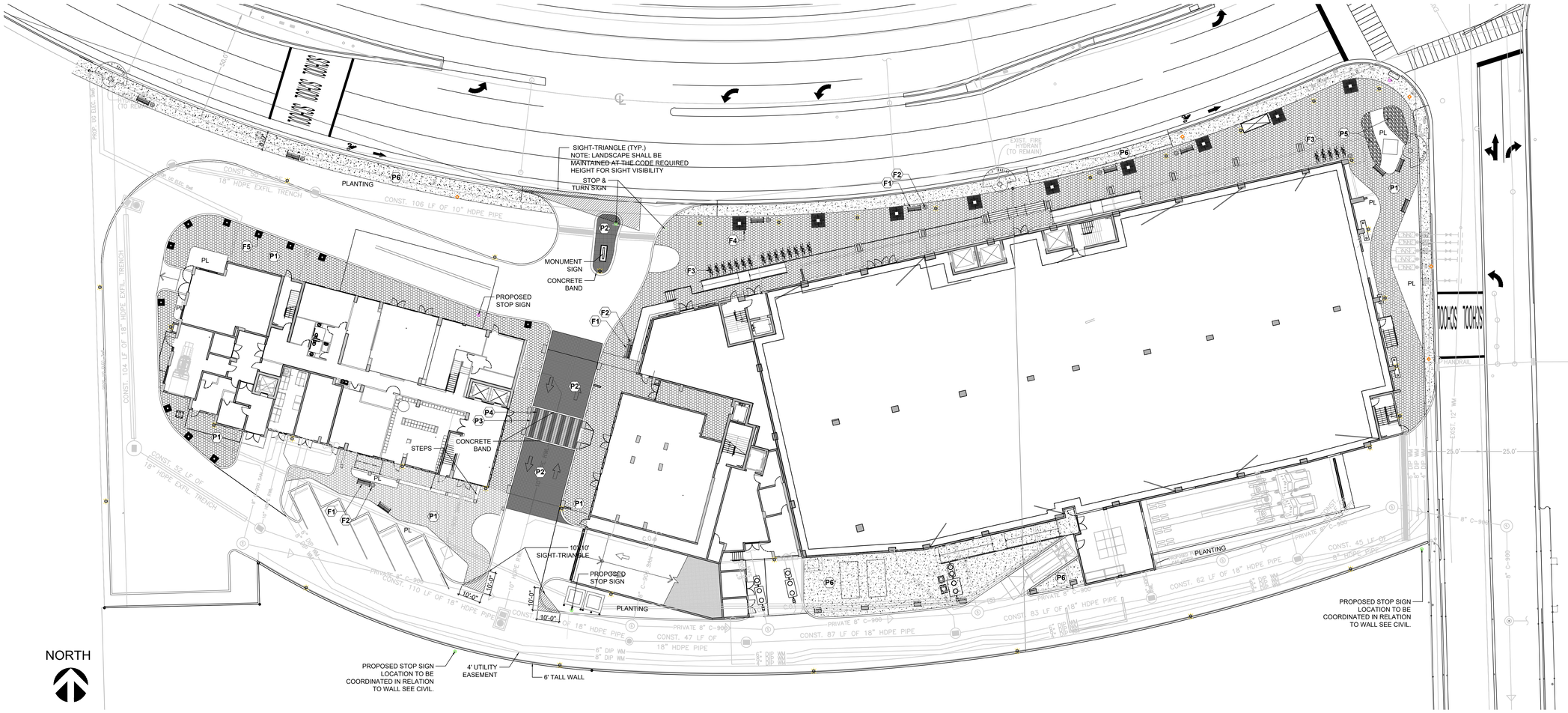

NORTH

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



WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.9681 facsimile: 954.923.9689
www.witkindesign.com

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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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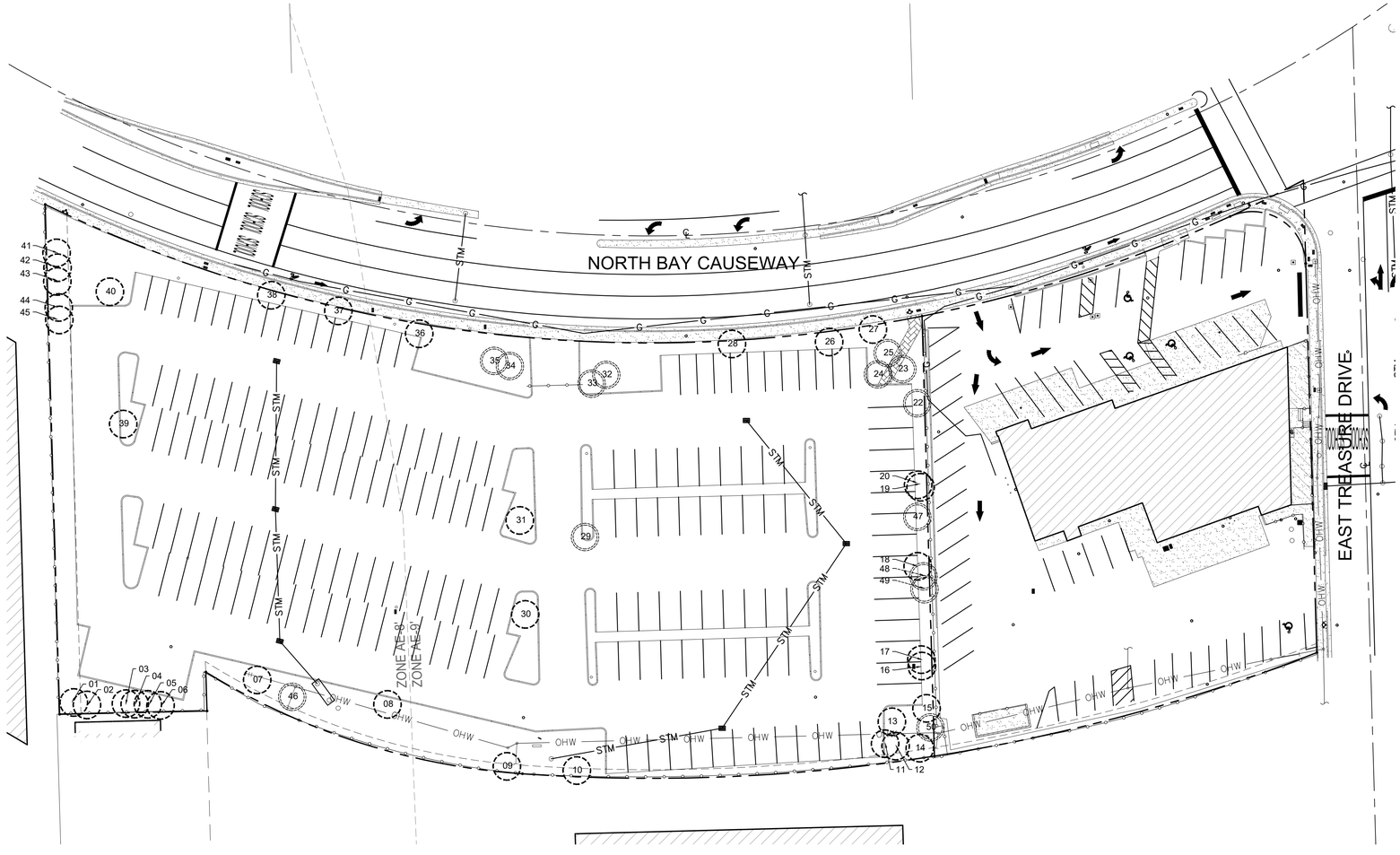


TREE DISPOSITION PLAN

Scale: 1" = 30'-0"

NORTH

SYMBOL LEGEND

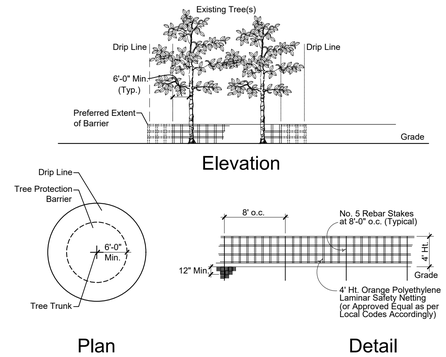
(#X) Tree to Relocate

(#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		

WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.4566 facsimile: 954.923.9609
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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:

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

PO Box 919 | Palm City, FL 34991 | 863.634.1045 | kyle@abneygreen.com

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

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 1533

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.

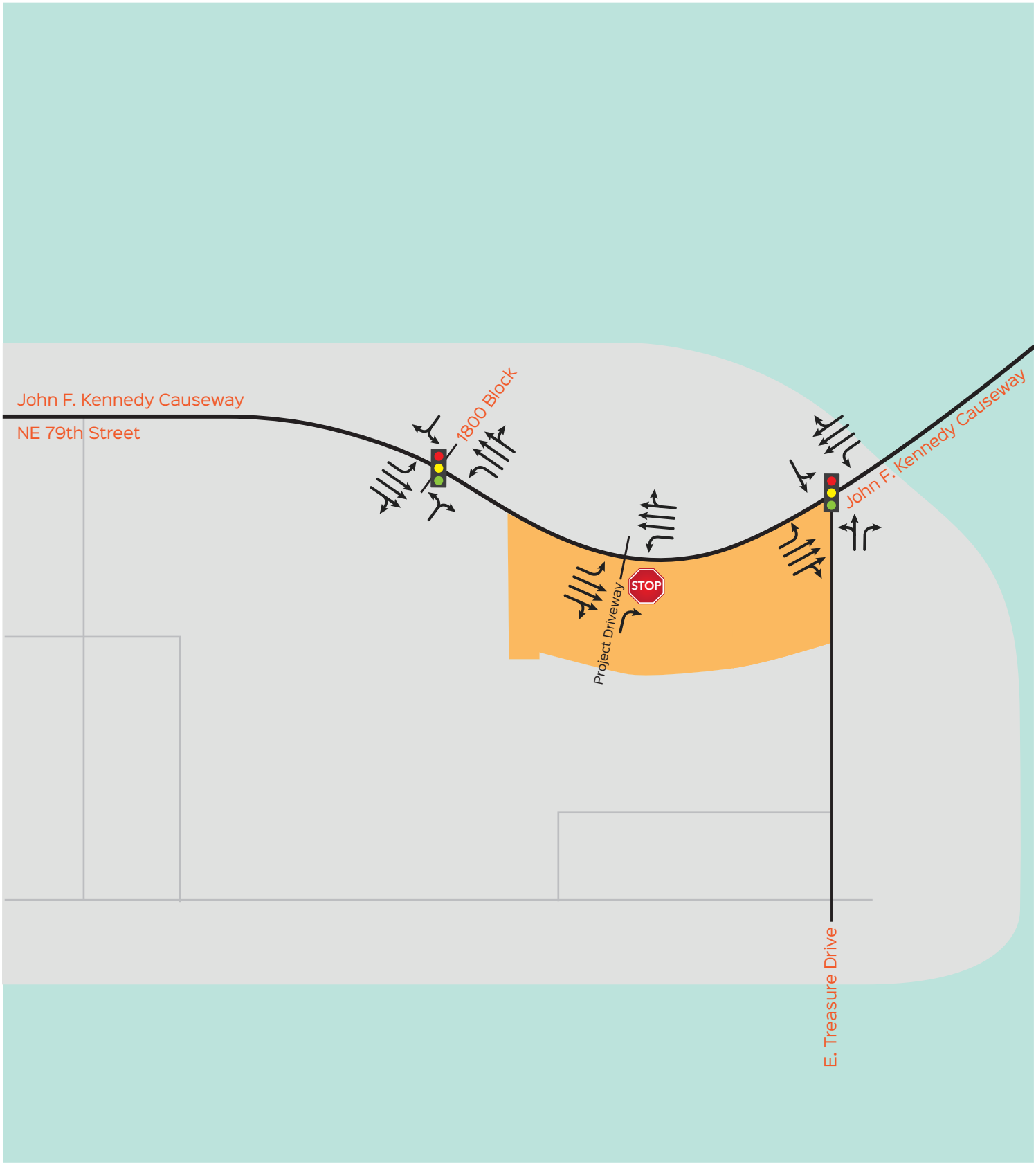
2.2 Traffic Counts

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.

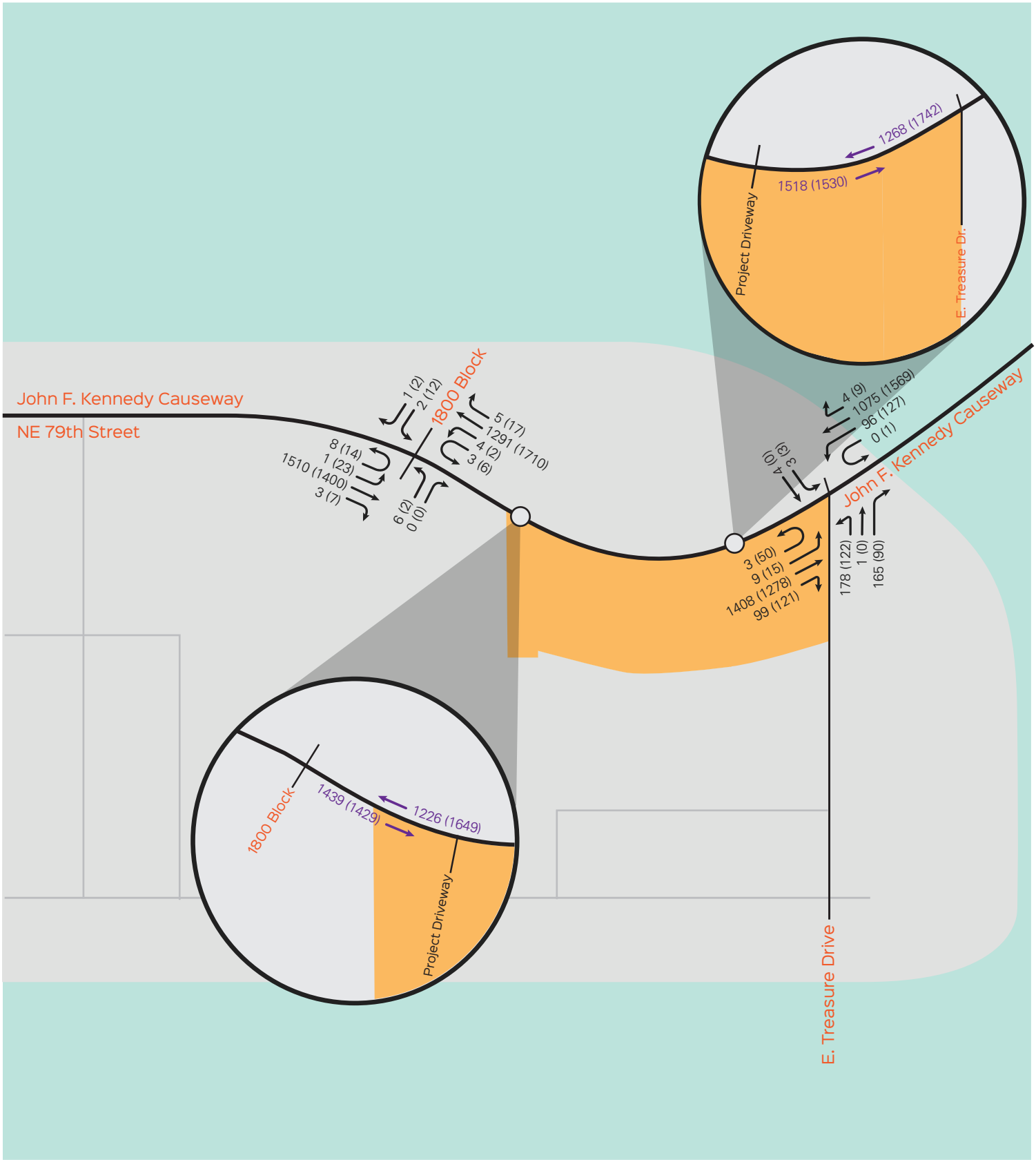


Project Location

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

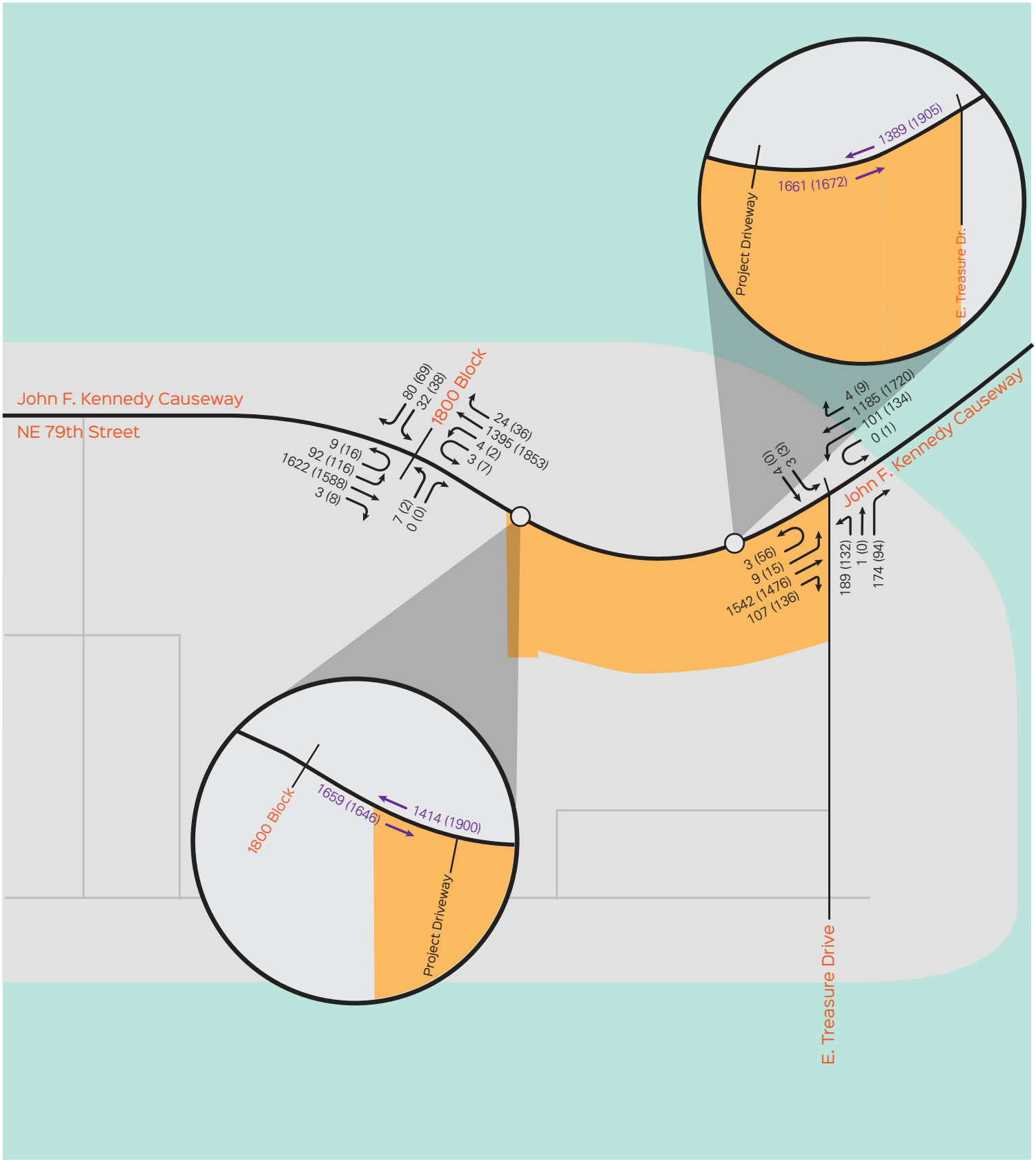
4.2.1 Future Roadway and Intersection Analysis without Project

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**

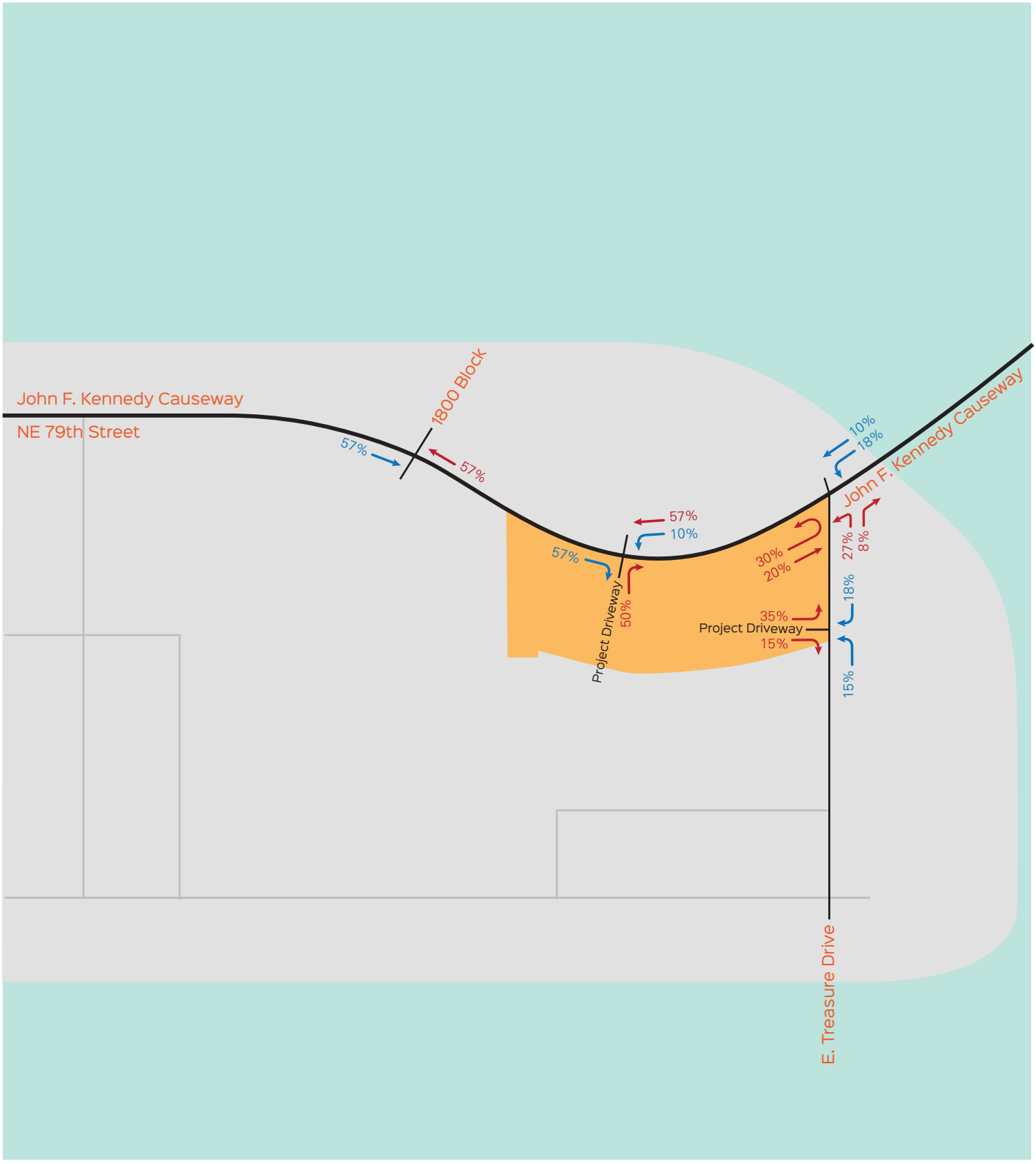
dpa Since 197 555

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%

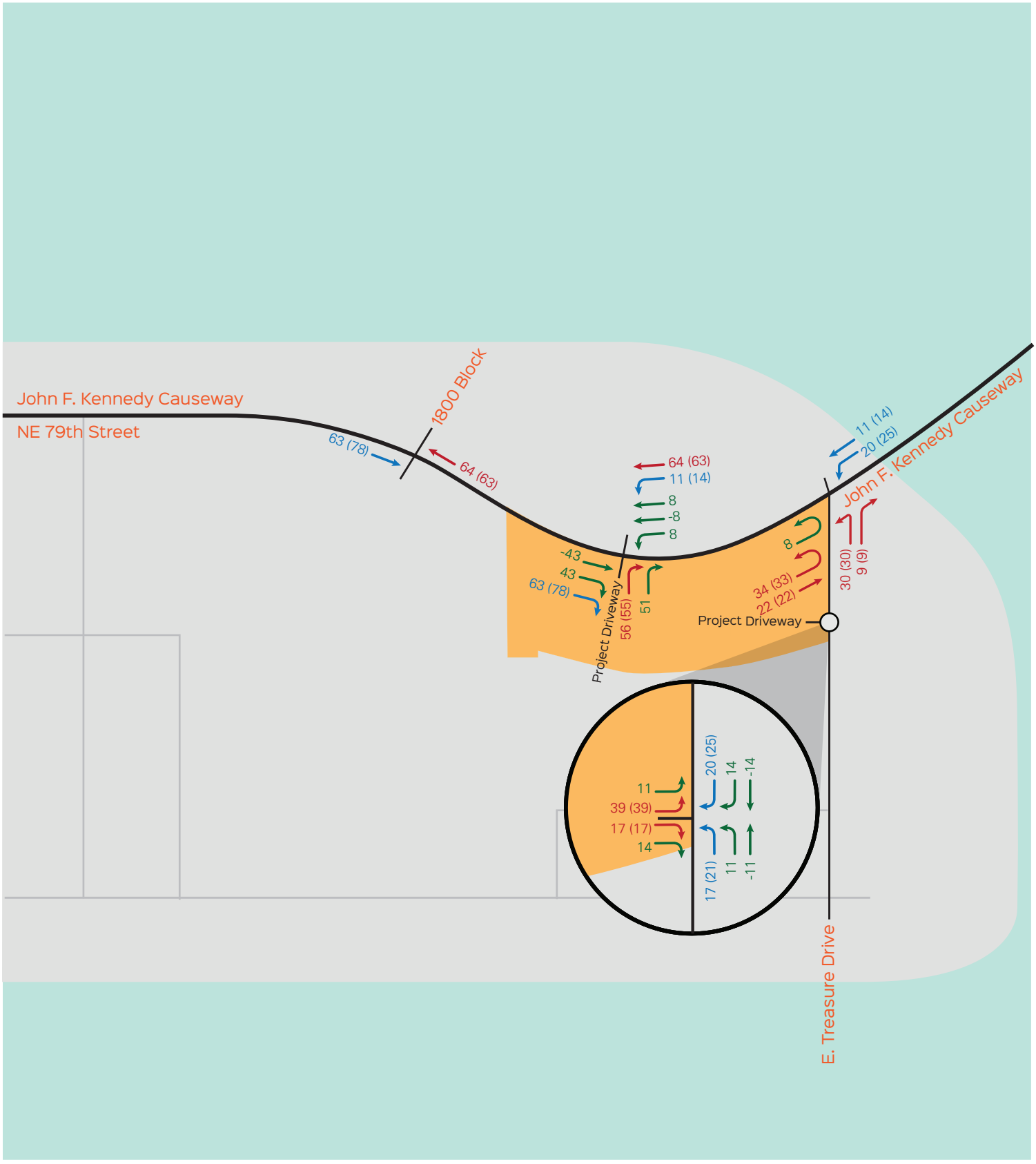


Project Location
% Inbound
% Outbound

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

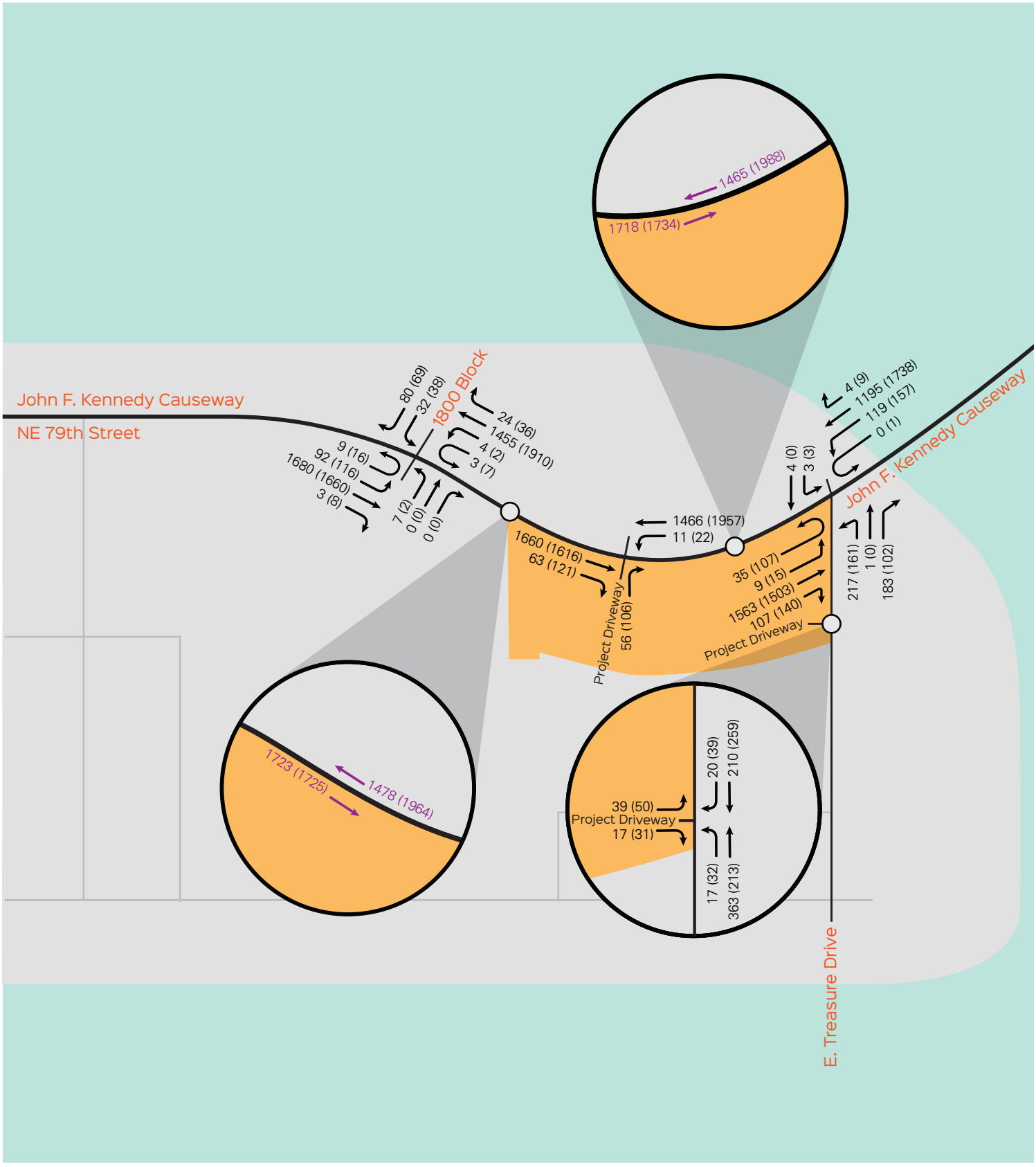
Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	Service Volume	Meet LOS Std?
79th Street Causeway between the Project Driveway and E. Treasure Drive	EB	3LD	1,803	1,820	D	2,804	Yes
	WB	3LD	1,536	2,087	D	2,804	Yes
	Two-way	6LD	3,339	3,907	D	5,093	Yes
79th Street Causeway between 1800 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

79TH STREET CAUSEWAY
(KENNEDY BLVD.)

R=650.48'
CA=37°02'17"
A=420.33'

R=25.00'
CA=113°00'00"
A=49.31'

R=650.48'
CA=13°21'39"
A=151.68'

ACCESS TYPE (LEFT IN,
RIGHT IN AND RIGHT OUT)

15.5'

16'

R/W LINE

Supplemental
Sign Above

Entry Sign Above

Blade Sign Above

Supplemental
Storeroom
F.F.E. 10.00

Storeroom
F.F.E. 10.00

Retail
2,729 SQFT
F.F.E. 10.00

24'

30'-7"

EGRESS FROM
PARKING GARAGE

INGRESS TO PARKING
GARAGE

24'

FLOOD ZONE AE-8'
FLOOD ZONE AE-9'

N01°37'08"W 238.39'

S88°41'24"W
68.95'

18.18'
S01°37'08"E

S01°37'08"E 181.89'

R=324.98'
CA=27°40'09"
A=156.95'

Conc. Wall

R=853.98'
CA=12°57'47"
A=193.28'

23'

23.8'

Conc. Wall

R=853.98'
CA=12°26'49"
A=185.52'

FULL ACCESS

Loading Dock

Grease Barrage

Trash Compactor

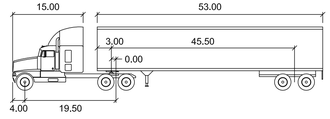
Generator Quick Conn.

E. TREASURE DRIVE

A PORTION OF
SECTION 9-53-42

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



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

LEASE SITE PLAN

SCALE: 1" = 20'

BY

SHOMA NORTH BAY VILLAGE

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

SEAL/SIGNATURE/DATE:
EFFECT 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) 443-0900 FAX (305) 444-1086
FORT MYERS
1550 VIRGINIA AVE 33901 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

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
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	Dwelling Units	333	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	74	47	121
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	T = 0.34(X) + 8.56	61%	39%	
850 - Supermarket	General	1000 Sq. Ft. GFA	30	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	162	156	318
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	Ln(T) =0.75Ln(X) + 3.21	51%	49%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	10	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	47	51	98
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	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*	*17%* *12*	***1***	***1***	*2%* *1*	*1%* *1*	
		14% *1*	*17%* *1*	***1***	***1***	*2%* *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	-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

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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

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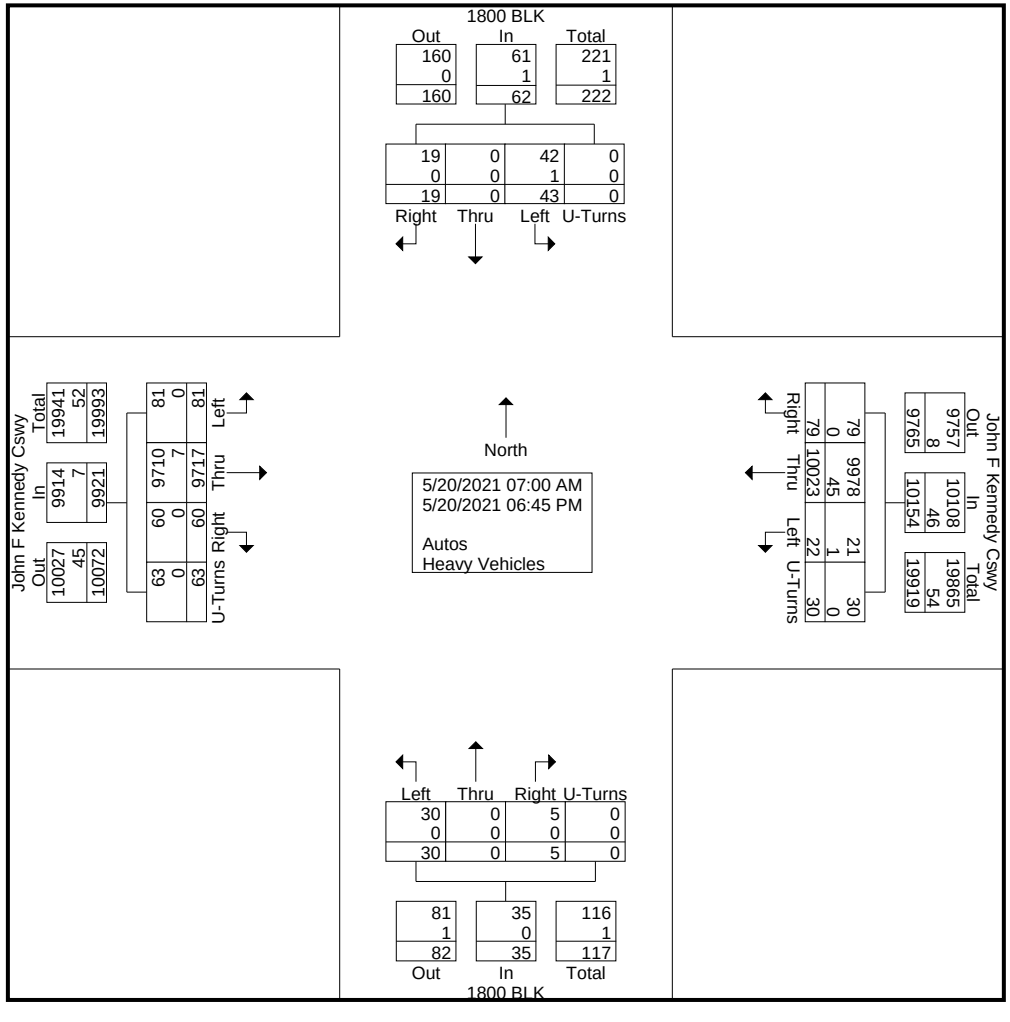
Site Code : 00000000
Start Date : 5/20/2021
Page No : 3



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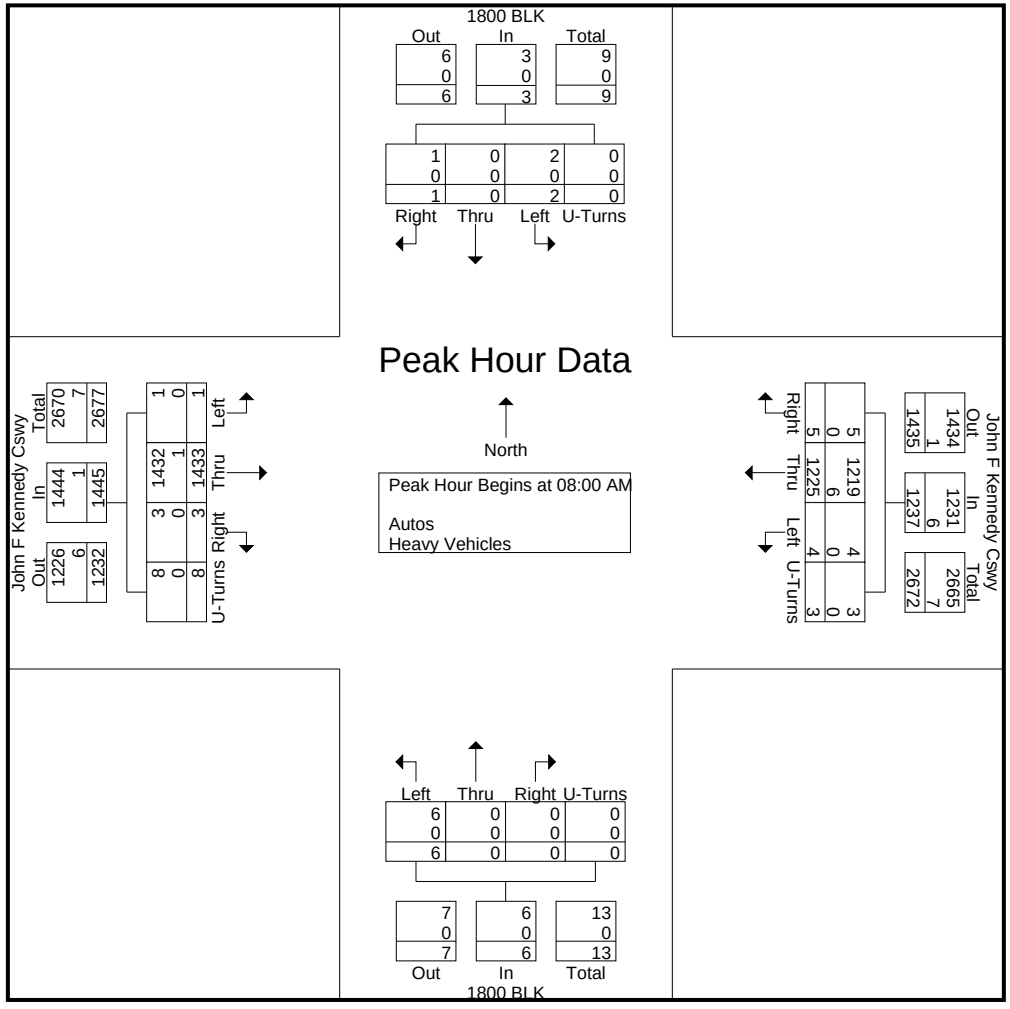
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
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
Start Date : 5/20/2021
Page No : 5



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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

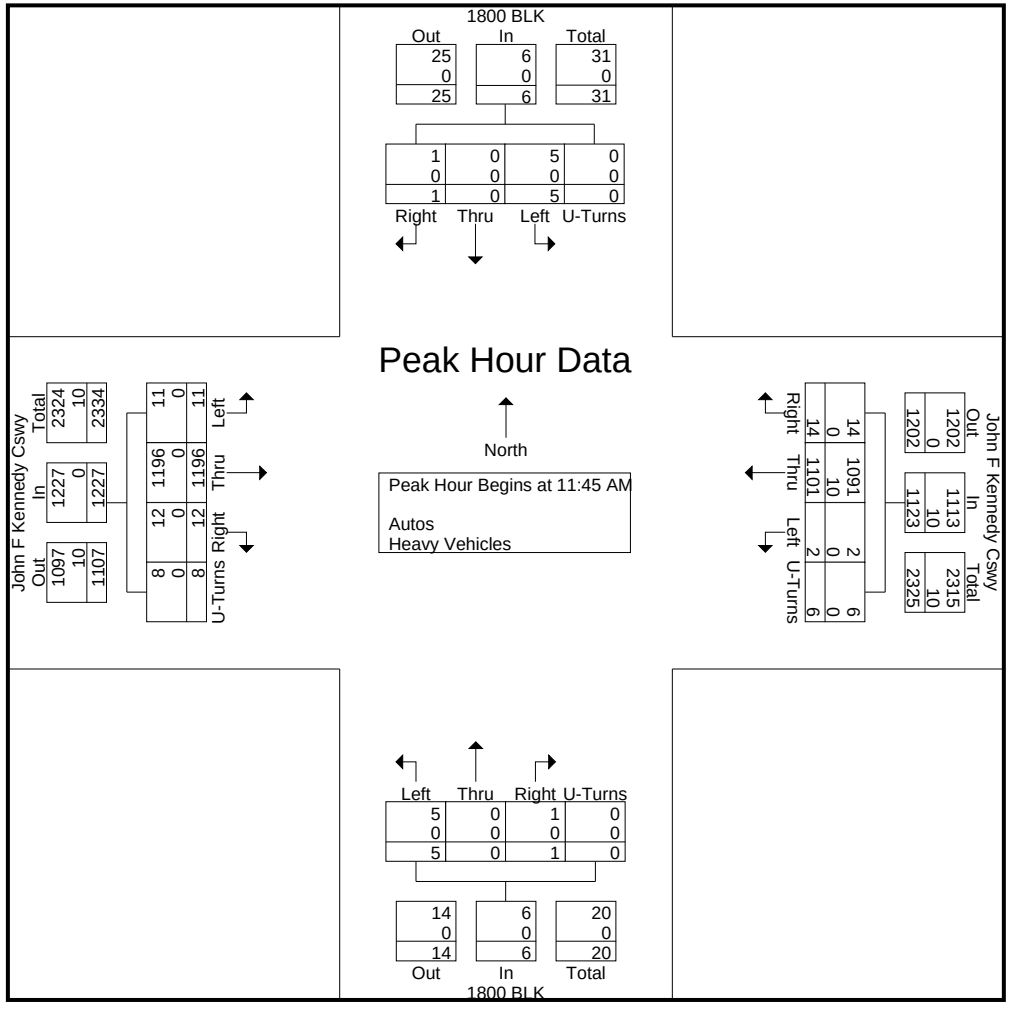
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 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.

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 : 7



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

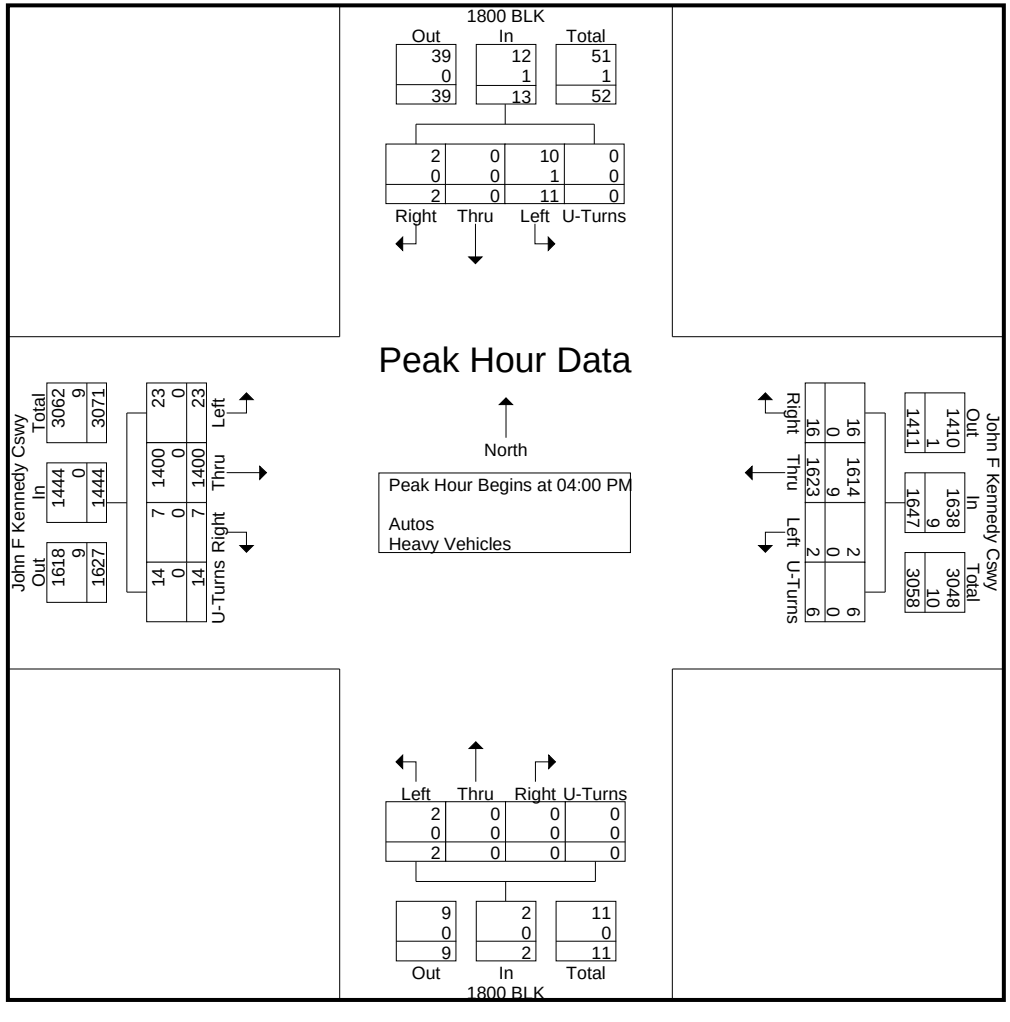
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					1800 BLK Northbound					1800 BLK Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 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.

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 : 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- 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

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

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- Autos - Heavy Vehicles

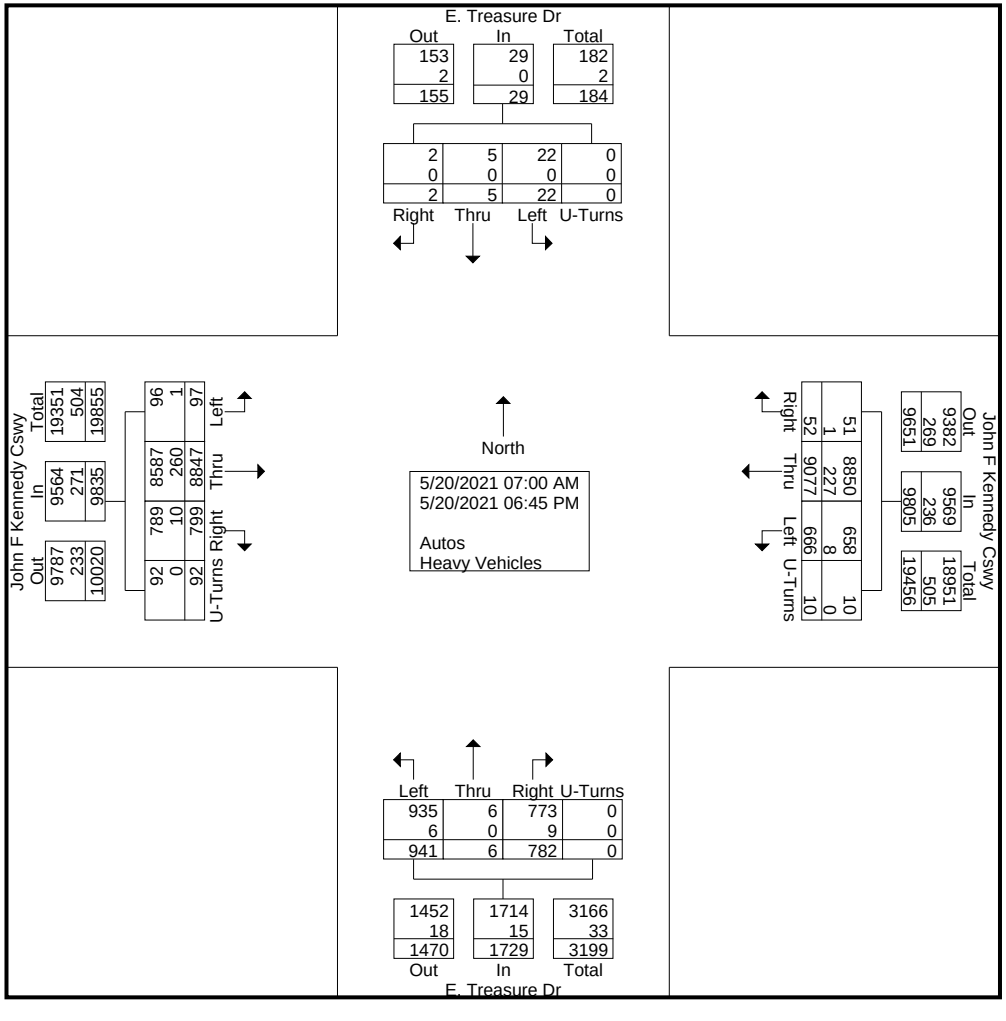
	John F Kennedy Cswy Eastbound					John F Kennedy Cswy Westbound					E. Treasure Dr Northbound					E. Treasure Dr Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
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.

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 : 3



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Project: North Village Bridge Study
Location: E.Treasure Dr and JFK Cswy
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File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 4

	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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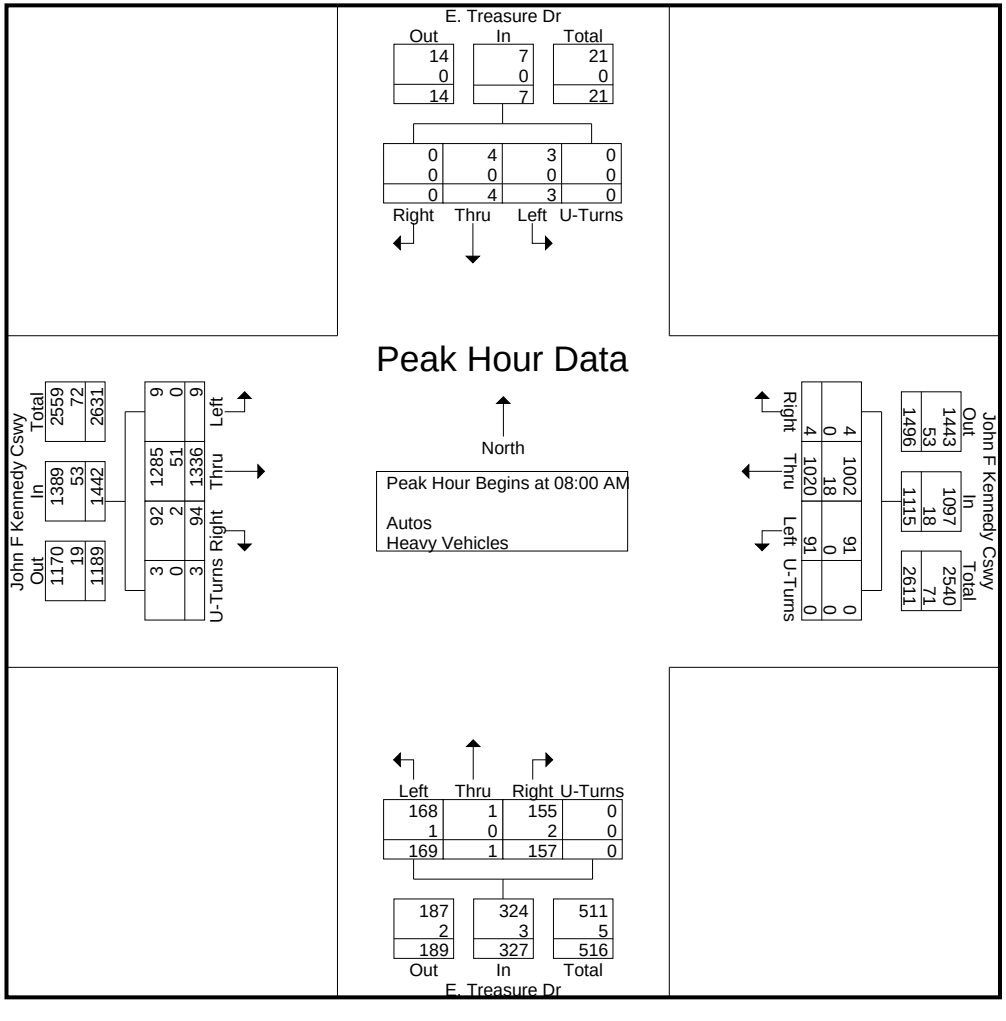
File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 5



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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 : 6

	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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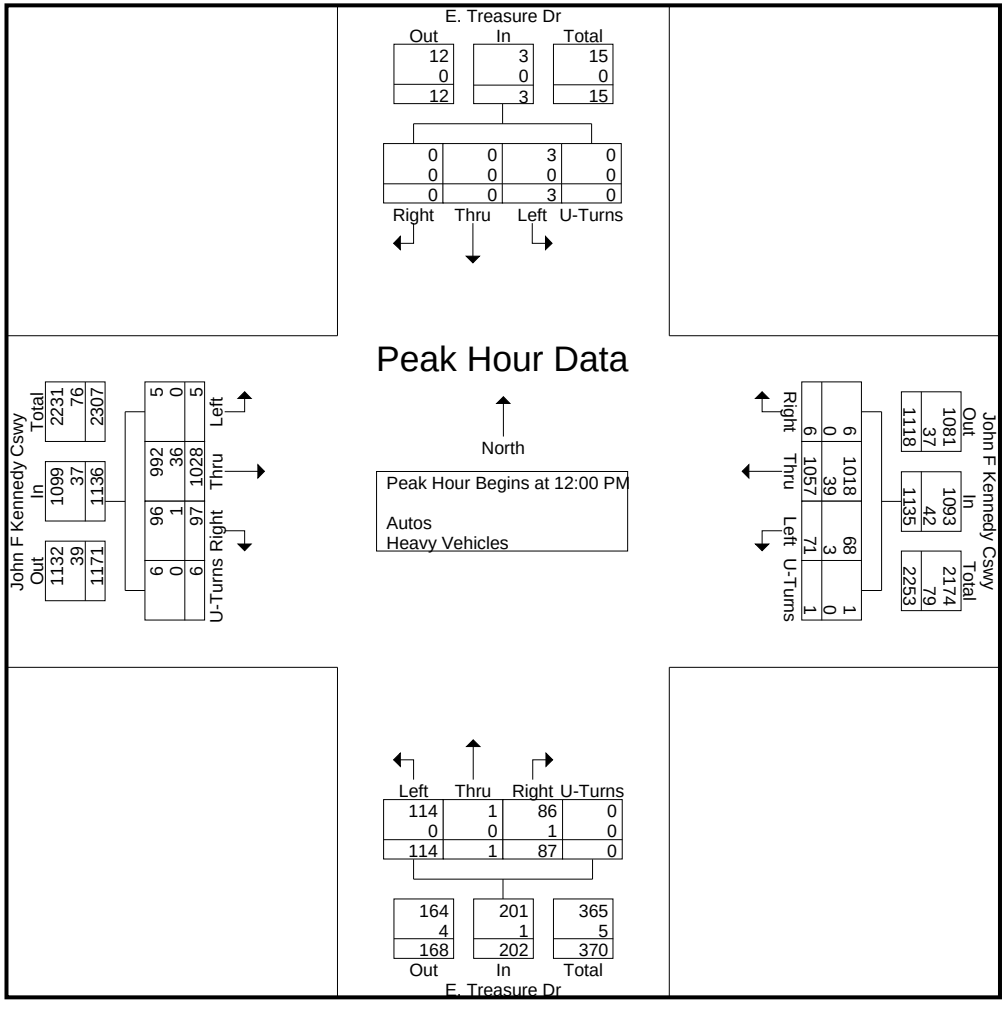
File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 7



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Project: North Village Bridge Study
Location: E.Treasure Dr and JFK Cswy
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File Name : 8-E.Treasure Dr & JFK Cswy
Site Code : 00000000
Start Date : 5/20/2021
Page No : 8

	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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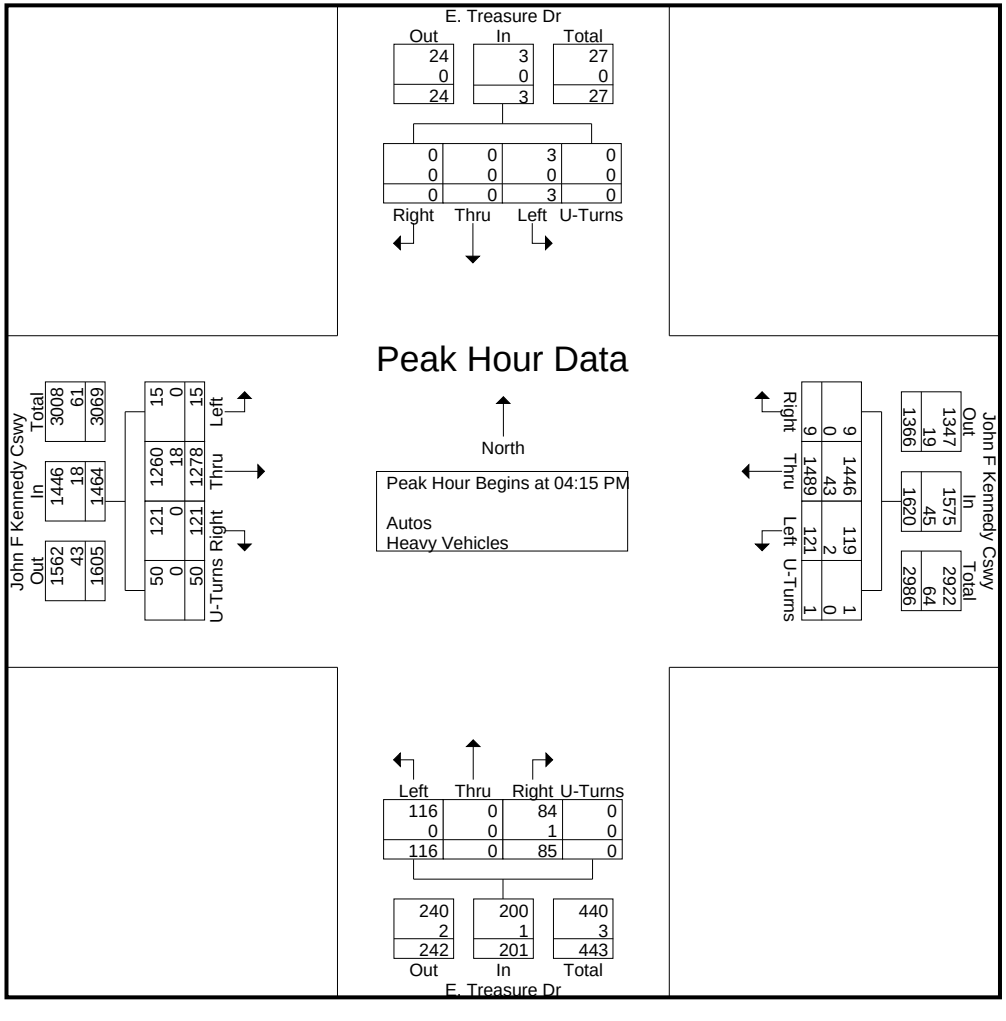
Site Code : 00000000
Start Date : 5/20/2021
Page No : 9



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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- 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

CTS Engineering, Inc.

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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- 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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File Name : 8-E.Treasure Dr & 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					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

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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	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 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

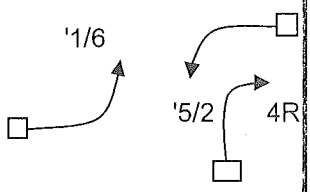
*** Settings**

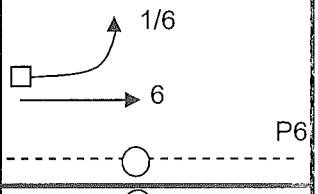
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

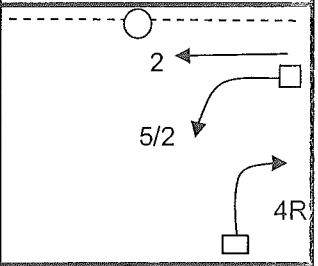
No Calendar Defined/Enabled

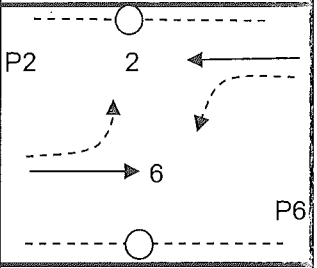
SIGNAL OPERATING PLAN

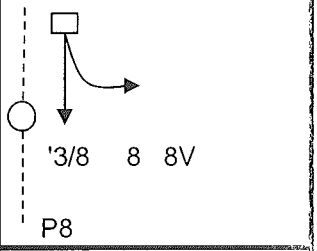
	Direction	EB		WB		SB			NB		Ped Heads				N
Timing Phases	Head No.	1/6	6	5/2	2	3/8	8	8V	7/4	4R	P2	P6		P8	Movements/Display/Actuation
(1+5)	Dwell	<G/R	R	<G/R	R	R	R	R	R	R/G>	DW	DW		DW	
E/WLT	clear to 1+6	<G/R	R	<Y/R	R	R	R	R	R	R/Y>	DW	DW		DW	
	clear to 2+5	<Y/R	R	<G/R	R	R	R	R	R	R/G>	DW	DW		DW	
JFK BLVD	clear 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)	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														
(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+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														
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														
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														
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR	FR					Page 1 of 1

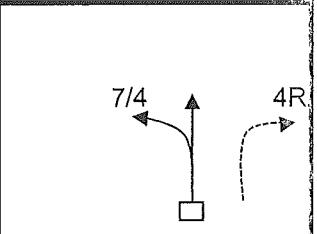








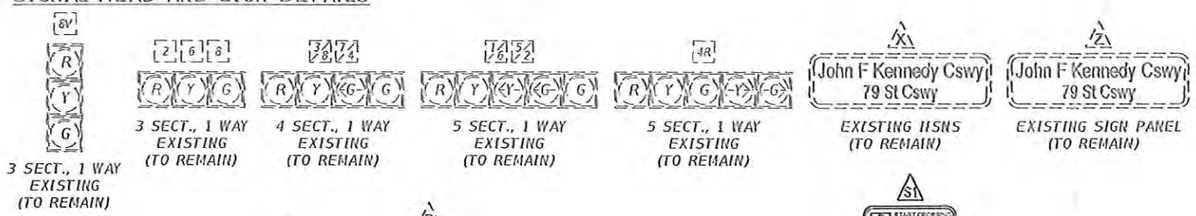




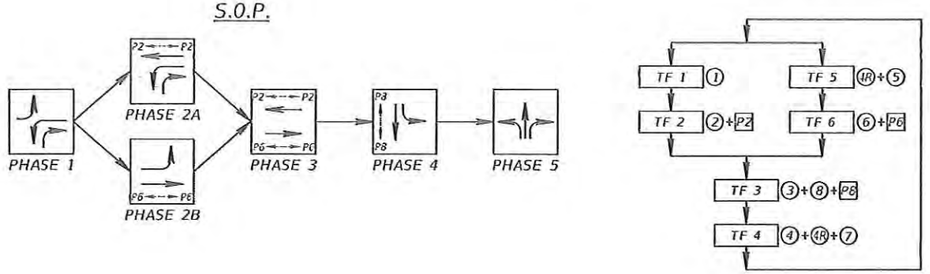
Miami-Dade County Public Works Department

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 7/19/16 By FSC	11	3016

SIGNAL HEAD AND SIGN DETAILS



S.O.P.



CONTROLLER OPERATIONS:

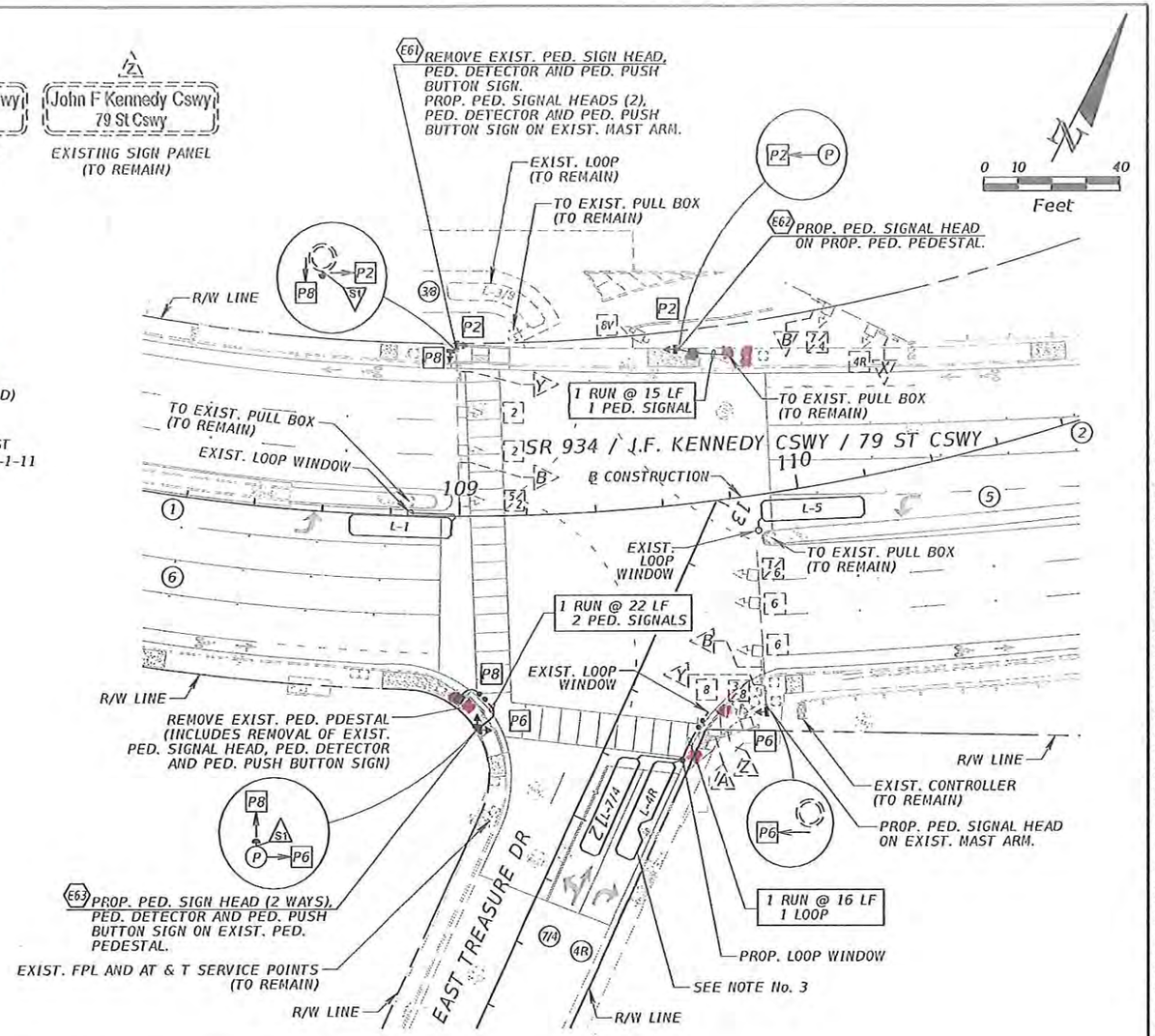
1. MAJOR STREET: SR 934 / J.F. KENNEDY CSWY
   MINOR STREET: EAST TREASURE DR
2. SIGNAL OPERATING PLAN (SOP) AS SHOWN
3. FLASHING OPERATION: 2 & 6 – YELLOW
   3, 4, 4R & 8 – RED

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

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:\130352DS01-795thCauseway_AmericanConsulting\4311801S201\signals\plans09.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

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

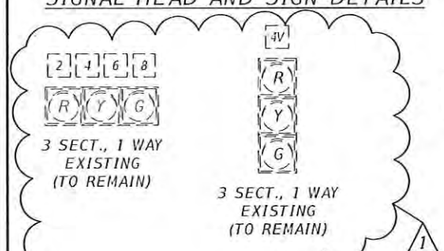
Timing Phases	Direction / Head No.	EB 6	WB 2	SB 8	NB 4	Ped Heads P2	P4	P8	Movements/Display/Actuation
	Dwell								
	Start to								
(2+6)	Dwell	G	G	R	R	W/F	DW	DW	P2 2
	4+8	Y	Y	R	R	DW	DW	DW	
E/WB	Clear to								6
J.F.KENNEDY									
(RECALL)									
	Dwell								
	Clear to								
	Dwell								
	Clear to								
(4+8)	Dwell	R	R	G	G	DW	DW	W/F	W/F P4
	2+6	R	R	Y	Y	DW	DW	DW	DW
N/SB	Clear to								8 4
1800 BLK									P8
(ACTUATED)		FY	FY	FR	FR				

Miami-Dade County Public Works Department

Drawn	Date	J.F. KENNEDY CSWY & 1800 BLK		
William Rivera-Paz	5/25/2016			
Checked	Date	Placed in Service	Phasing No.	Asset Number
BP		Date 6/27/16 By FSC	4	3874

Blank12

SIGNAL HEAD AND SIGN DETAILS

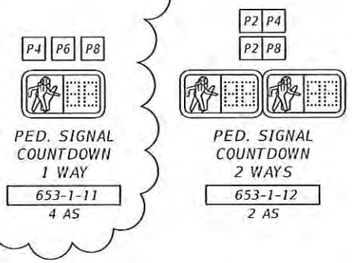


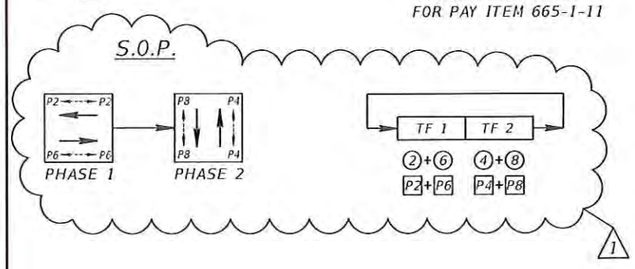


EXISTING IISNS
(TO REMAIN)



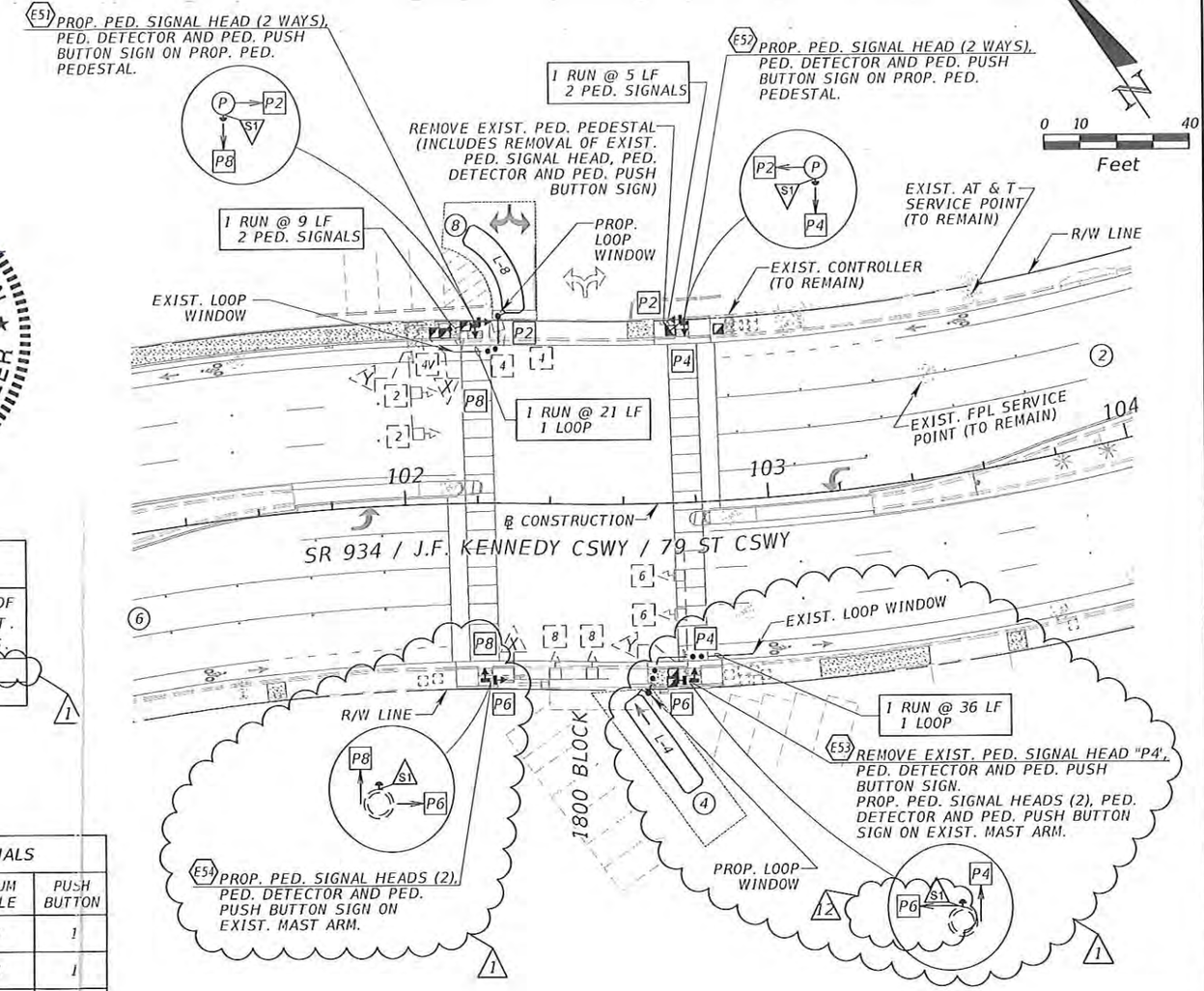
EXISTING IISNS
(TO REMAIN)





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



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

ALEJANDRO G. MEITIN
LICENSE
No. 44744
8/17/2016
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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
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

SUSERS $DATES $TIMES $FILES

SIGNALIZATION PLAN

SHEET No. T-8

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

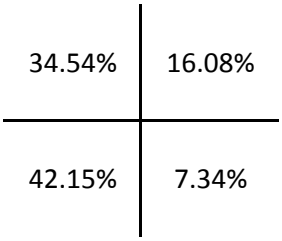
Cardinal Distribution

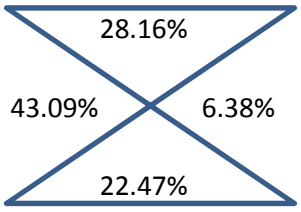
20105

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

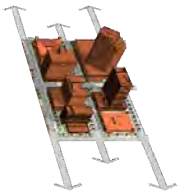


(C5-Urban Center)

	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



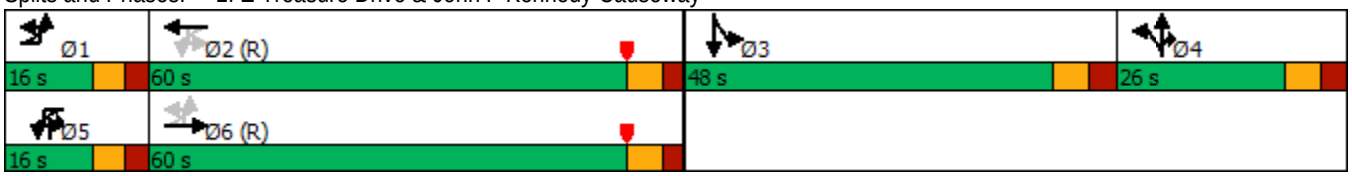
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.44
Adj. Flow (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

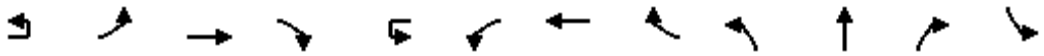
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.
! Phase conflict between lane groups.

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	

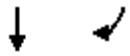
Intersection Summary



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	

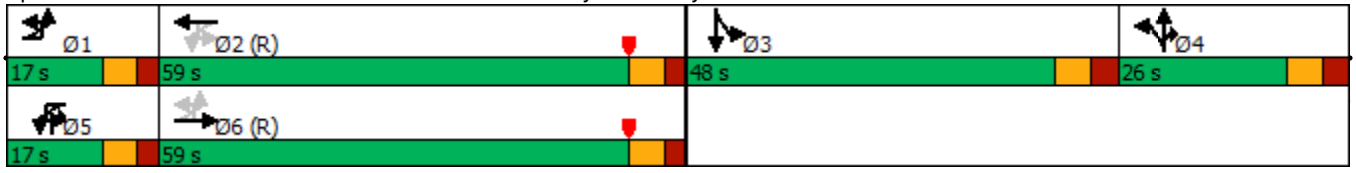
Intersection Summary

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

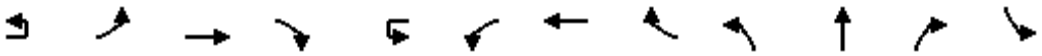
! Phase conflict between lane groups.

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	

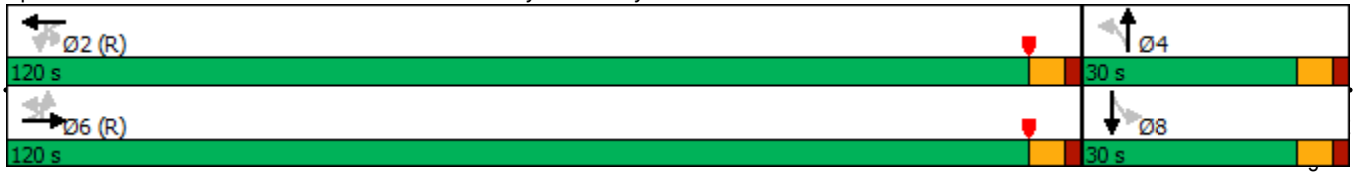
Intersection Summary

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	

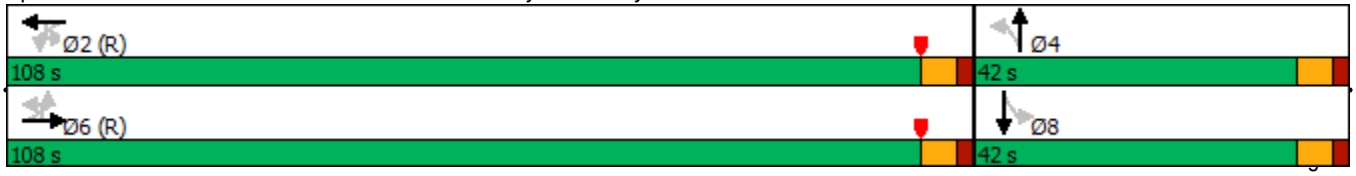
Intersection Summary

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



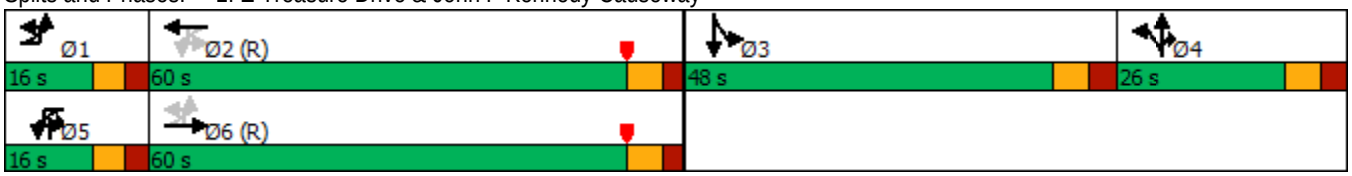
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.44
Adj. Flow (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

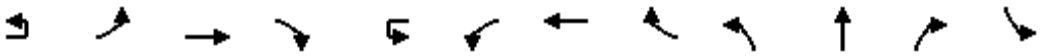
Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 106 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.
! Phase conflict between lane groups.

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	

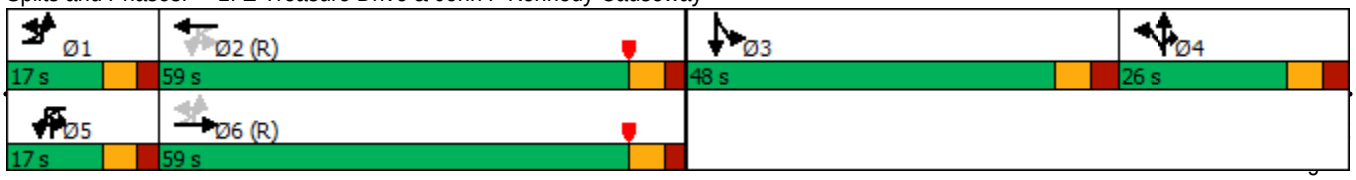
Intersection Summary

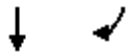
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	56	15	1476	136	1	134	1720	9	132	0	94	3
Future Volume (vph)	56	15	1476	136	1	134	1720	9	132	0	94	3
Confl. Peds. (#/hr)	31	2		11	1	11		2	31		1	1
Confl. Bikes (#/hr)				3				13				
Peak Hour Factor	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	

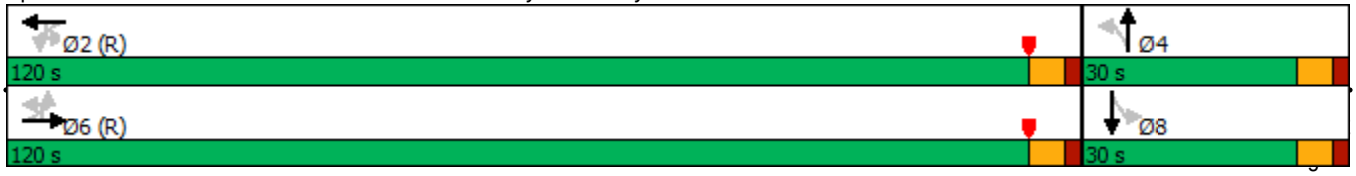
Intersection Summary

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	

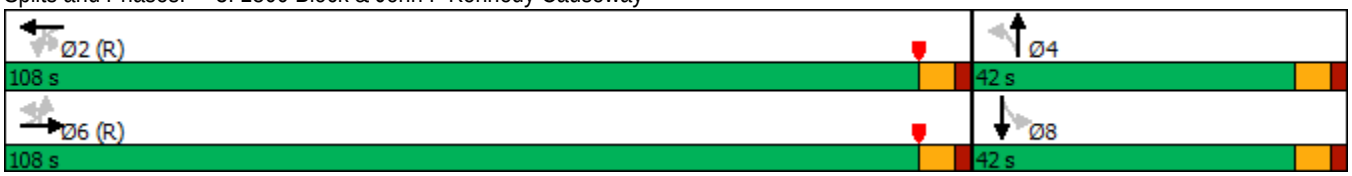
Intersection Summary

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



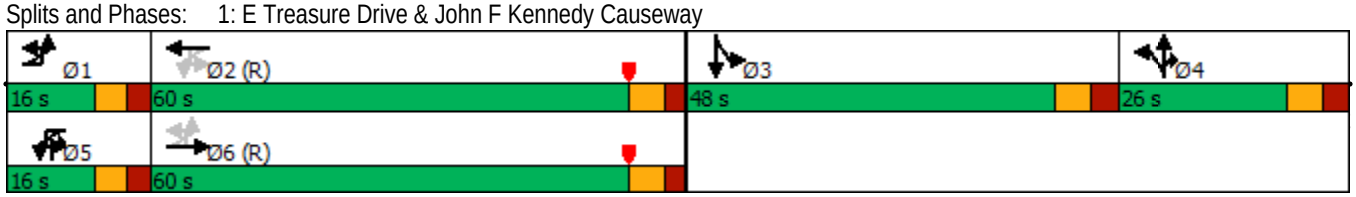
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.44
Adj. Flow (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.

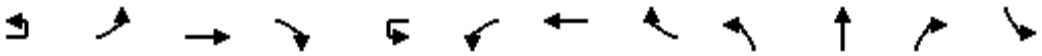
Splits and Phases: 1: E Treasure Drive & John F Kennedy Causeway





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	

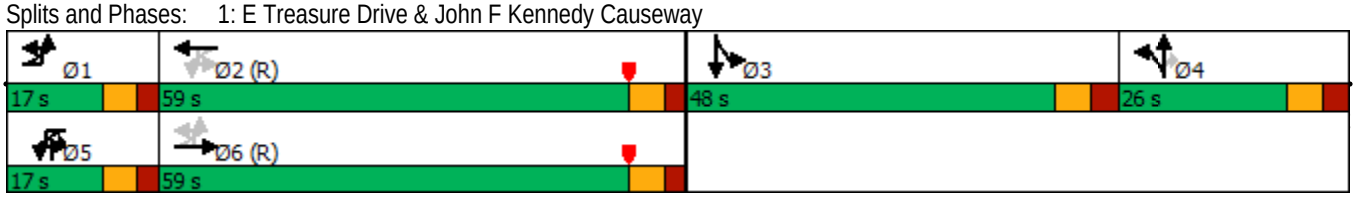
Intersection Summary

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	

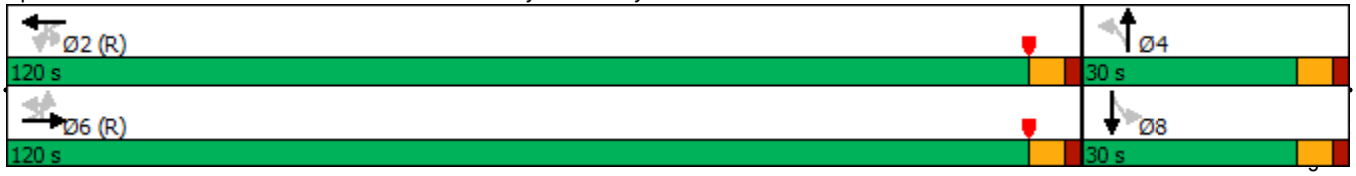
Intersection Summary

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



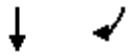


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	80
Future Volume (vph)	0	80
Confl. Peds. (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	122	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
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	

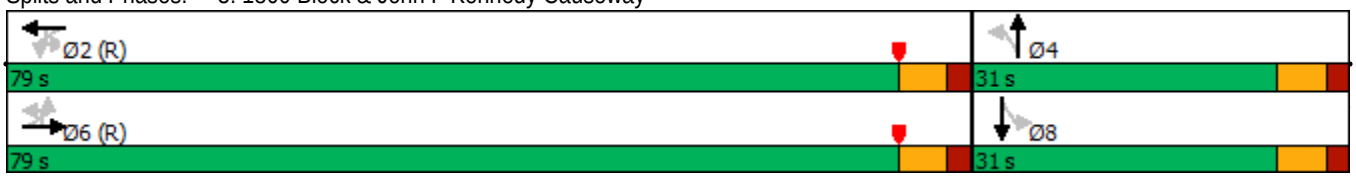
Intersection Summary

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	

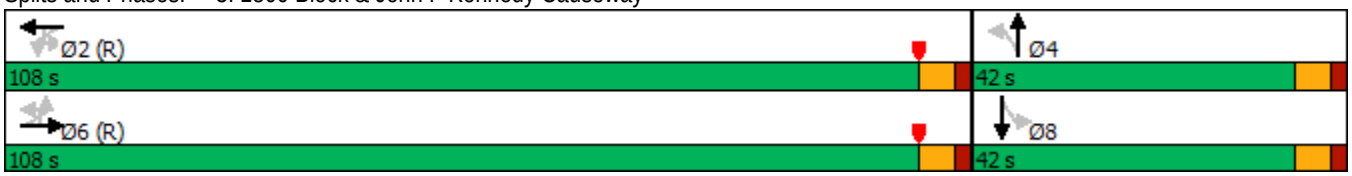
Intersection Summary

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*		*17%* *1*		
	1			
2% *0*			*14%* *0*	
	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.

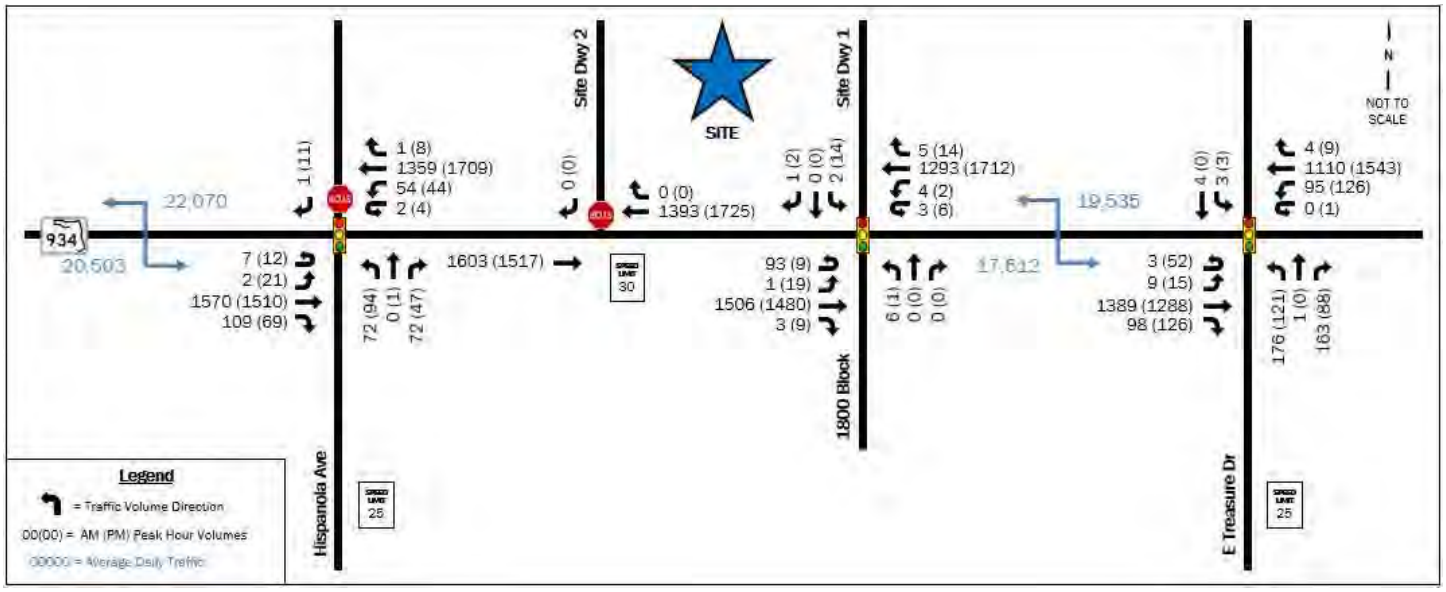
The hotel will use valet parking onsite. Queueing analysis was completed to assess the number of valet attendants required to accommodate demand during the hotel's PM peak hours per the attached site plan. Using standard queueing theory, an estimated six (6) total valet attendants will be needed to serve 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

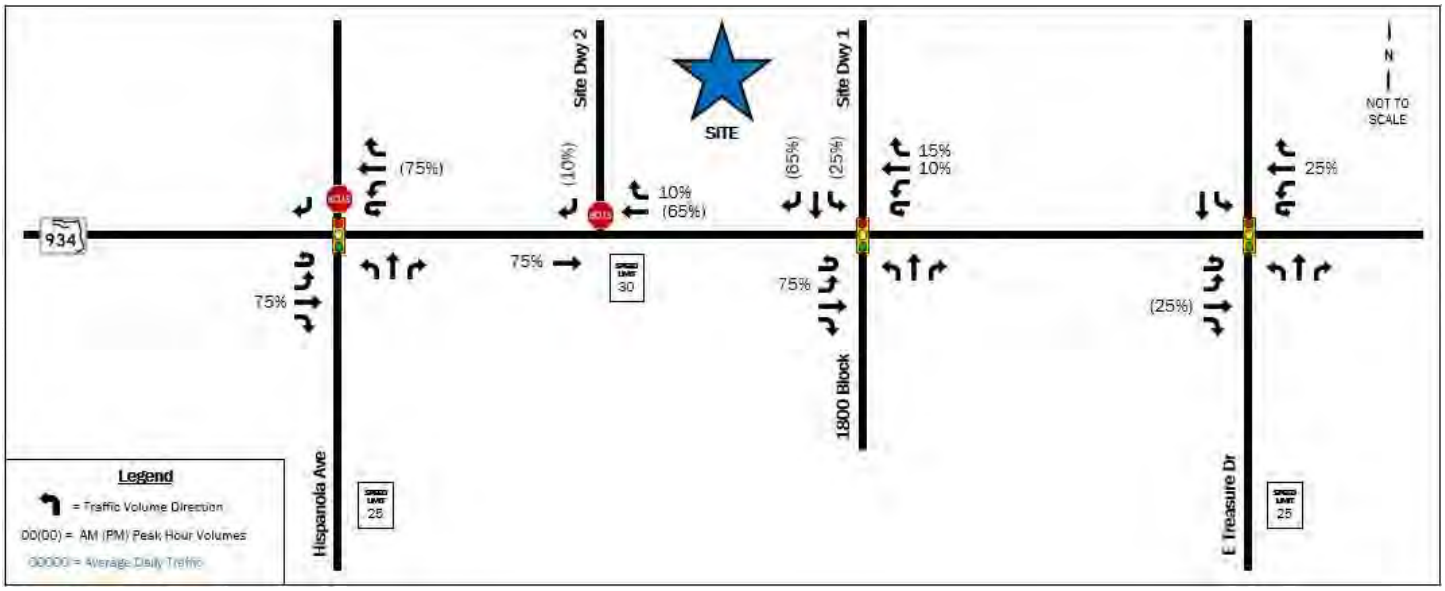
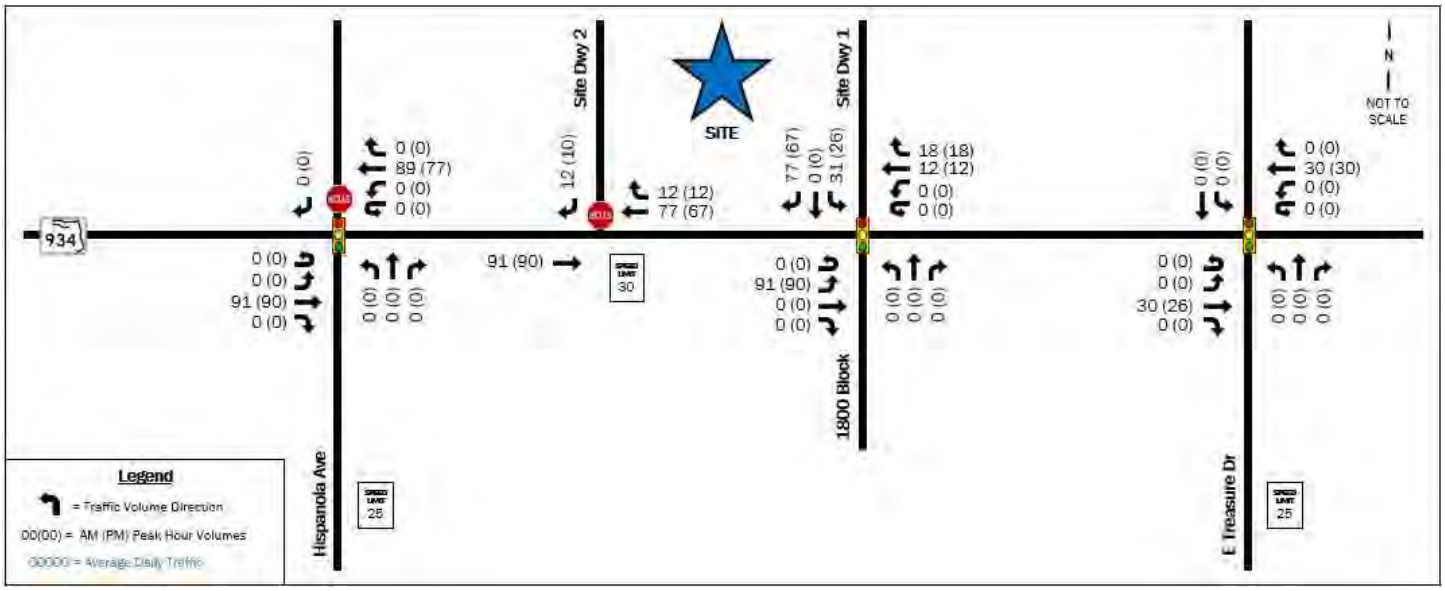


Figure 6: Primary Trip Assignment



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

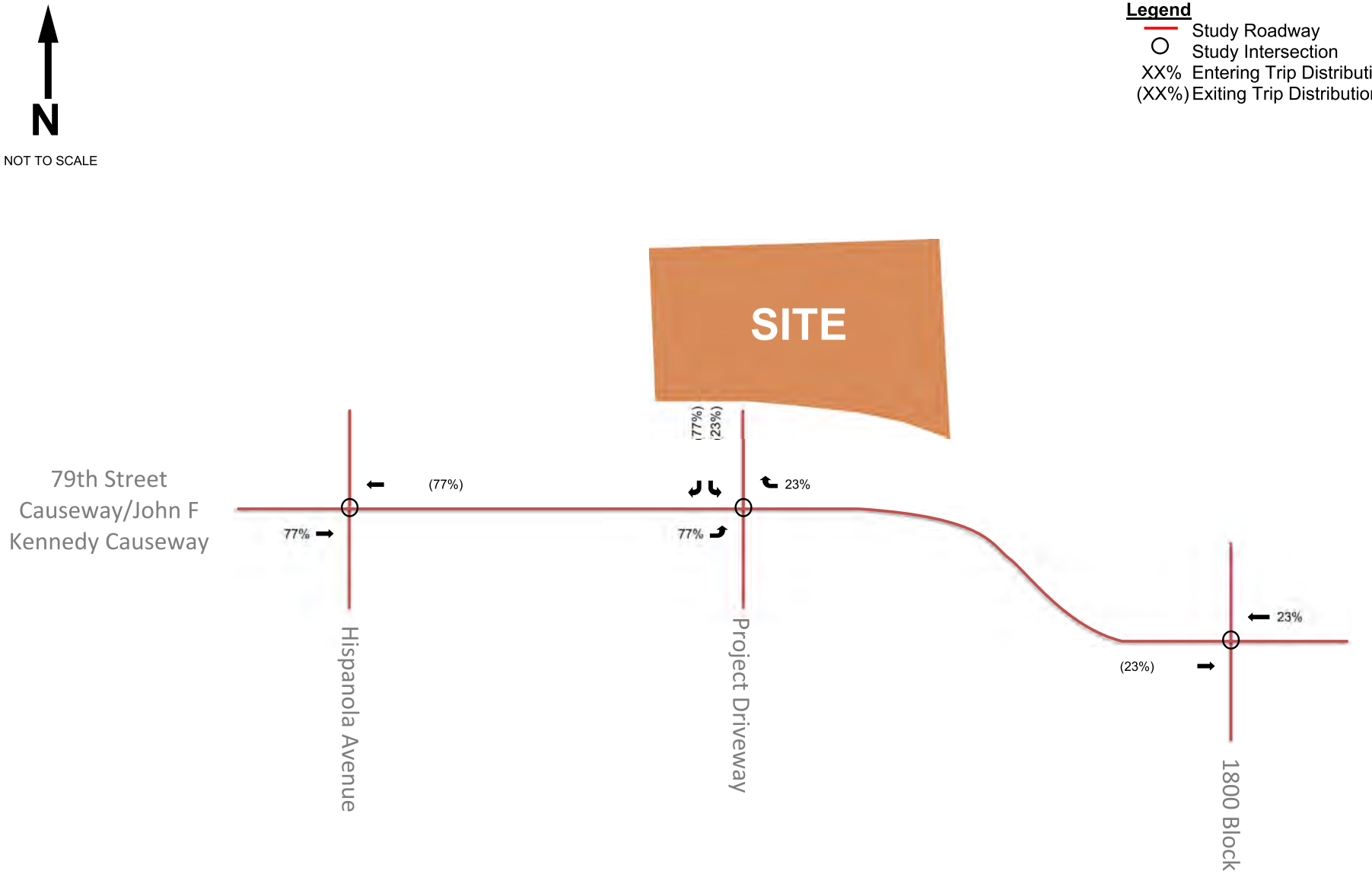
Table 1: Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Future Land Use (ITE Code)	**Scale**	**Net New External Trips**	**Entering Trips**	**Exiting Trips**
Proposed Development				
Multifamily Housing (High-Rise) (222)	201 dwelling units	54 (49)	14 (31)	40 (18)
General Office Building (710)	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

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Figure 4
Peak Hour Project Trip Distribution
1755 Kennedy Causeway
North Bay Village, Florida



Kimley»Horn

© 2022

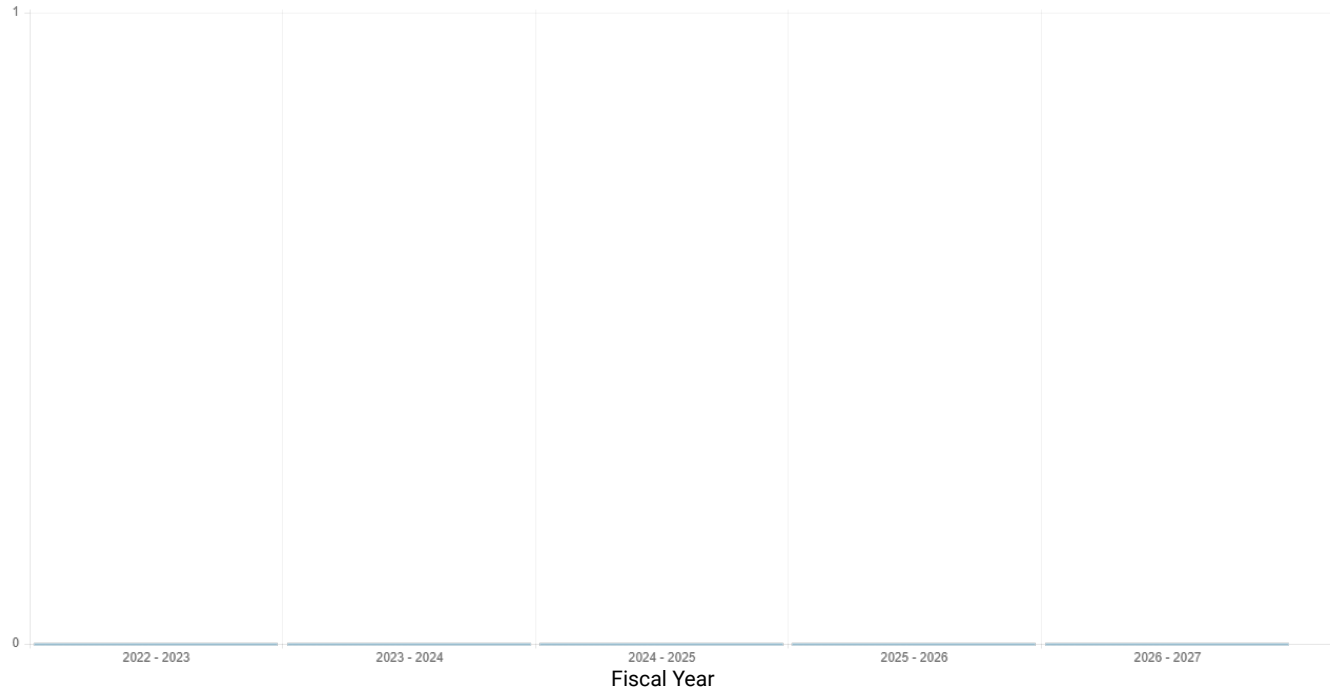
Figure 5
Peak Hour Project Trip Assignment
1755 Kennedy Causeway
North Bay Village, Florida

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

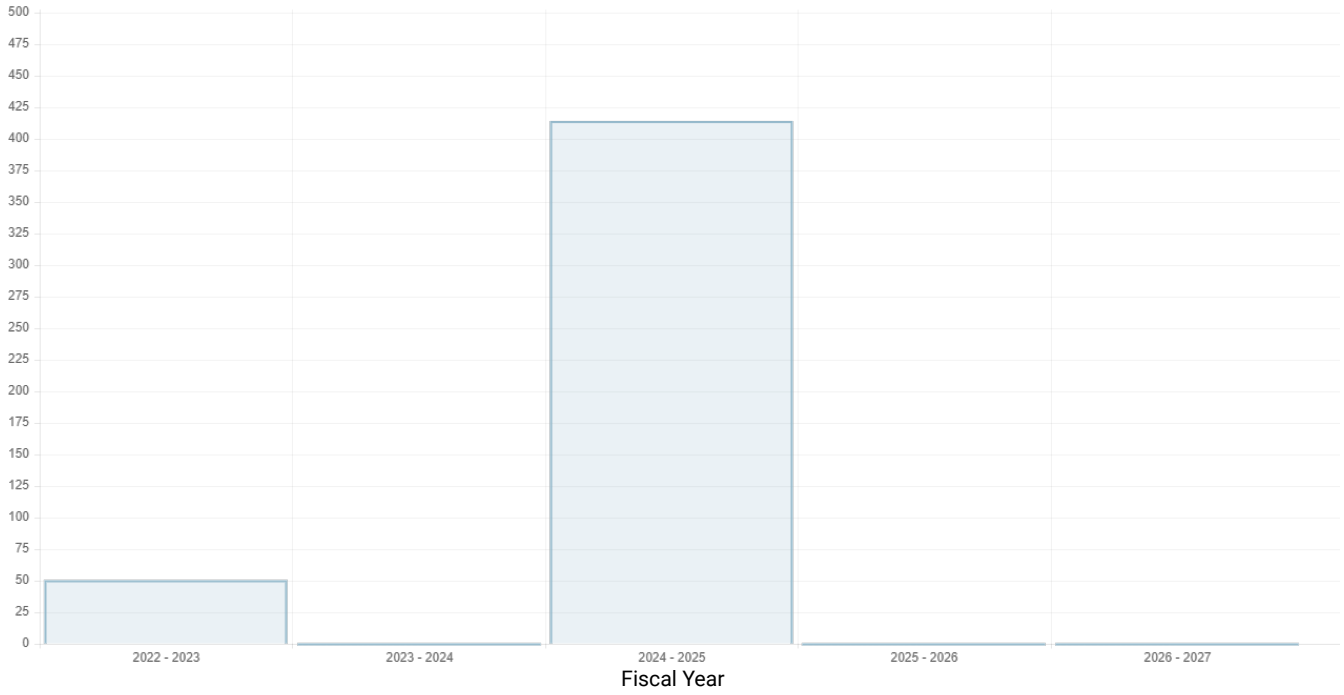
2023 Transportation Improvement Program

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

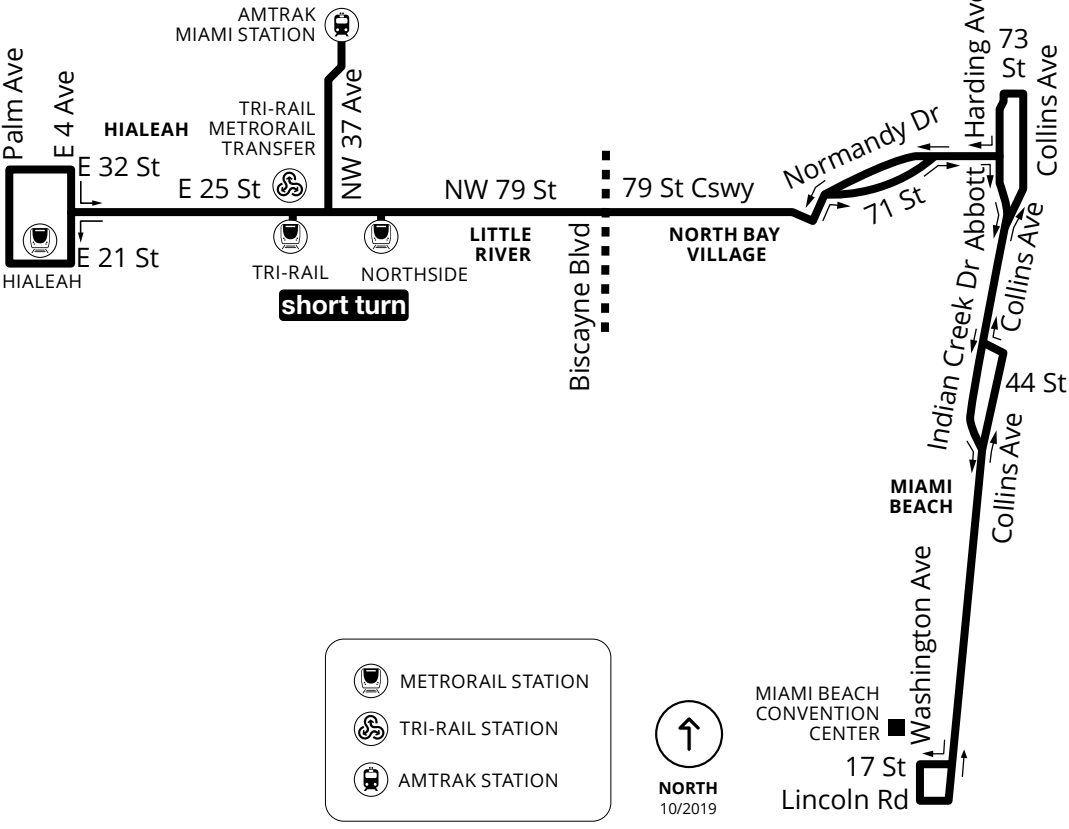
Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

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 | | |

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	AM	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	PM	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	AM	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	PM	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	-	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7:06	-	-	-	-	-	9:27	-	-	-	-
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		

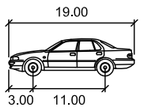
NORTH

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

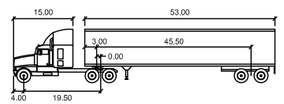
Maneuverability Plan

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

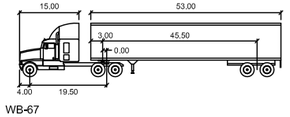
Maneuverability Plan

SCALE: 1" = 20'

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

TREASURE DRIVE

WB-67
AASHTO 2018 (US)



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

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Appendix A – Project Area Map

Section 1 – Technical Memorandum Information

Date: June 14, 2023

To: Shoma Group

From: 300 Engineering Group, LLC

Prepared By: Paola Davalos, PE (300 Engineering Group, LLC)

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

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.

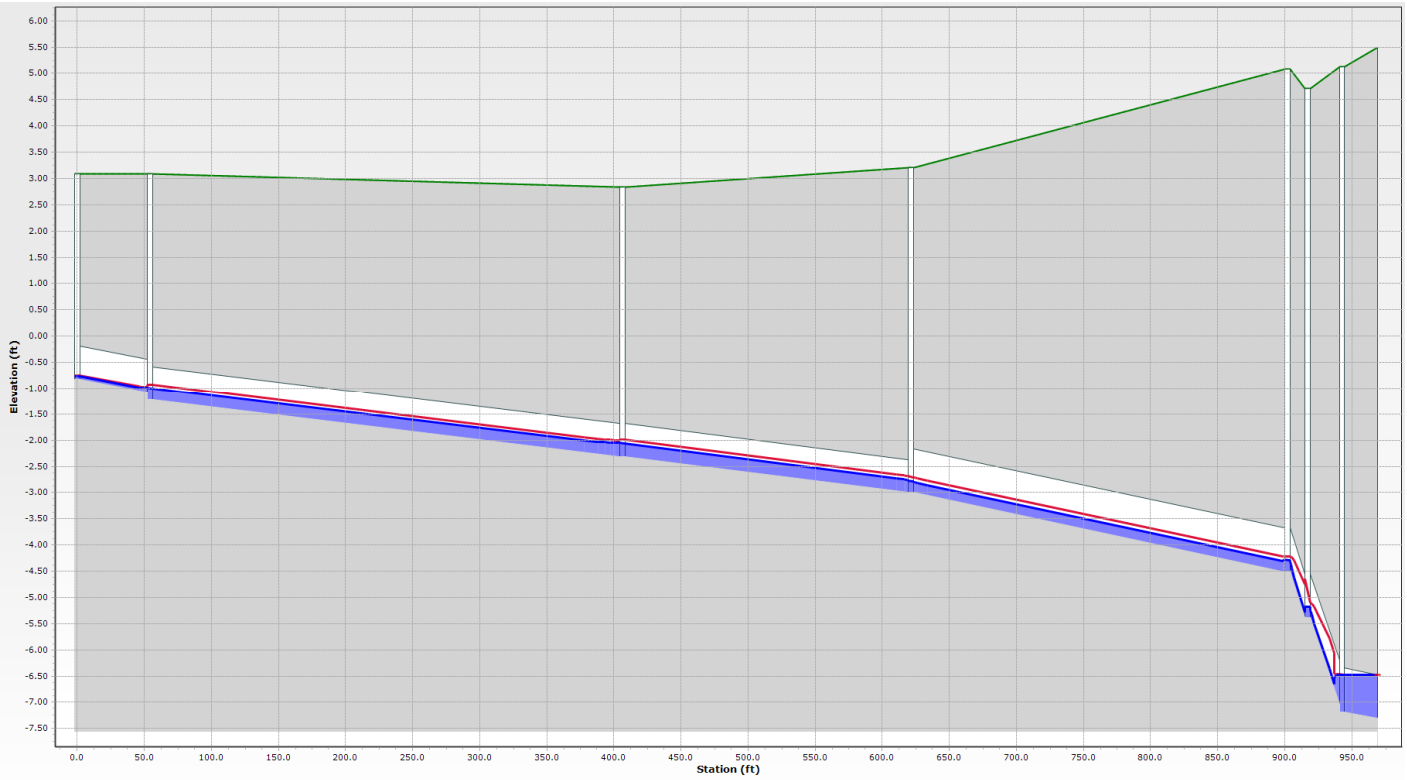
Section 6 – Modeling Results – Existing Conditions

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.

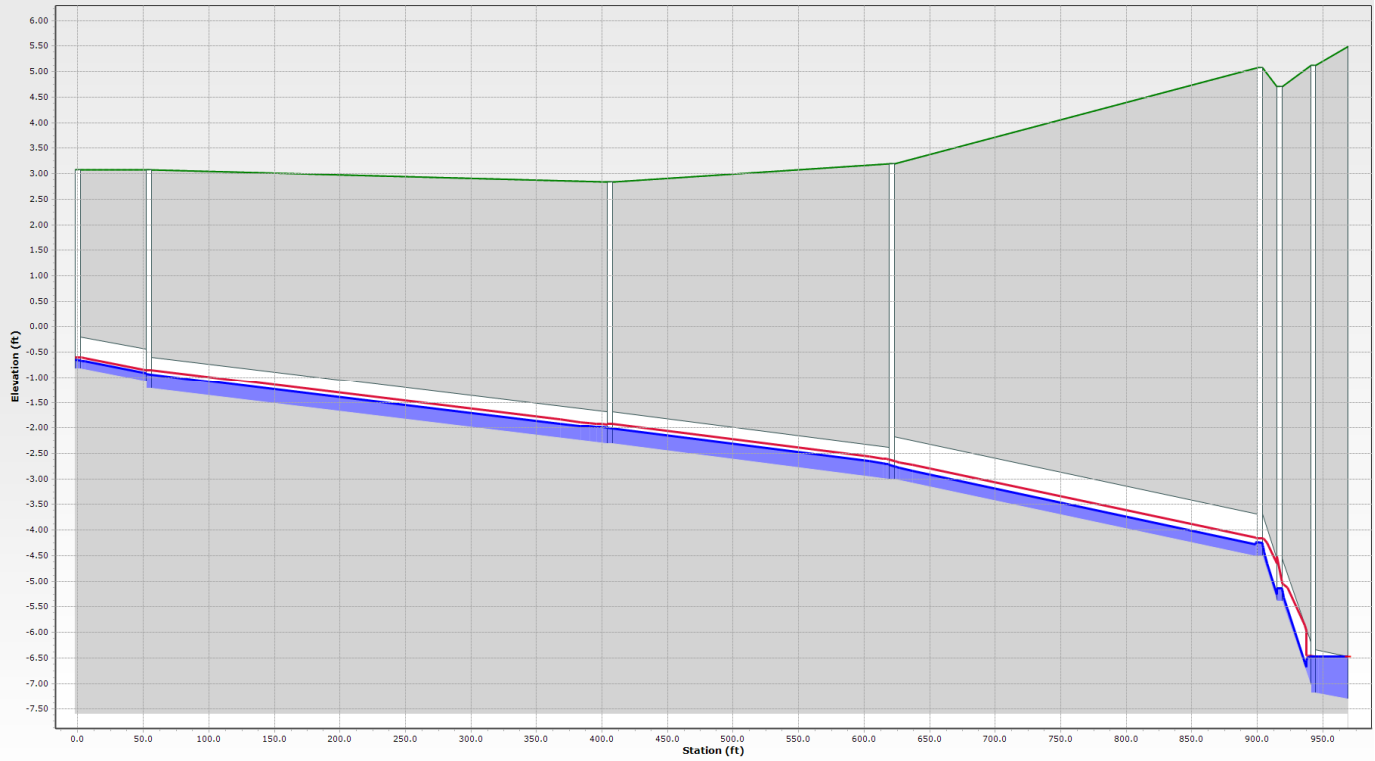
Upstream MH	Downstream MH	Capacity Filled (%)
MH71B	MH71A	11.6
MH71A	MH71	38.7
MH71	MH72	38
MH72	MH72A	26.7
MH72A	MH72B	19.3
MH72B	MH72C	46.2



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



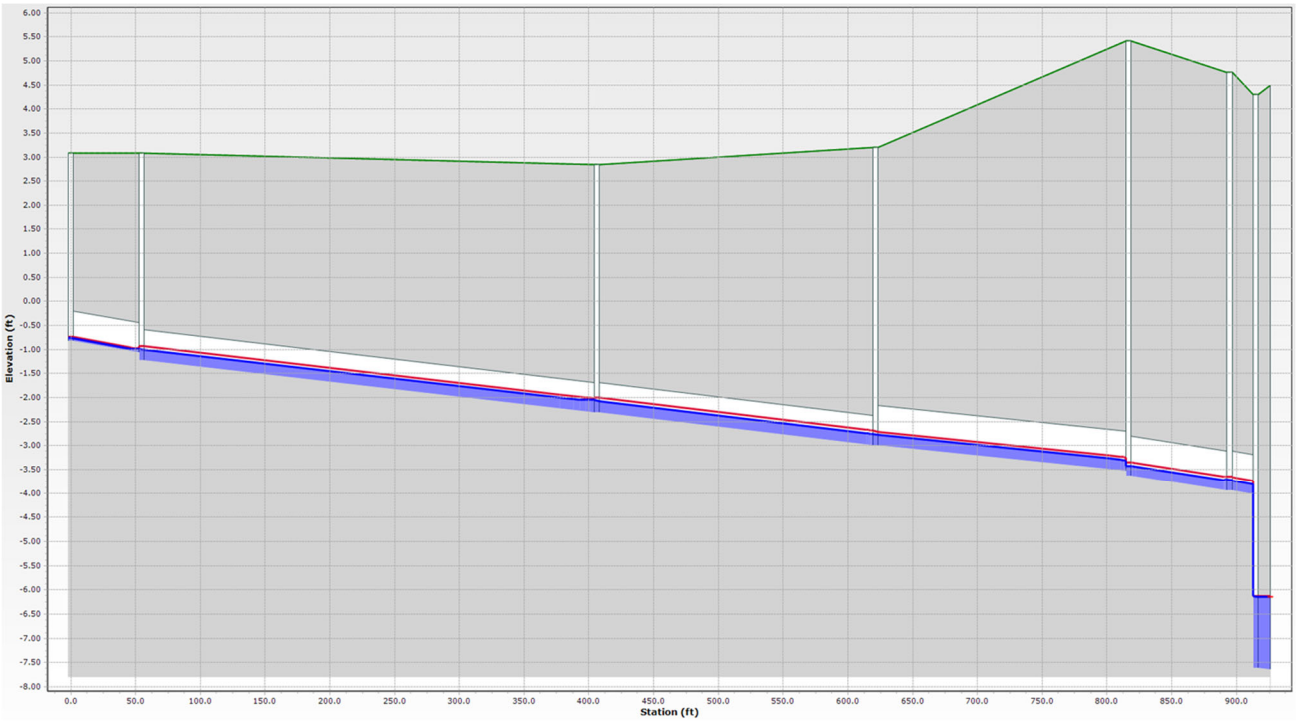
Section 7 – Modeling Results – Future Conditions

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

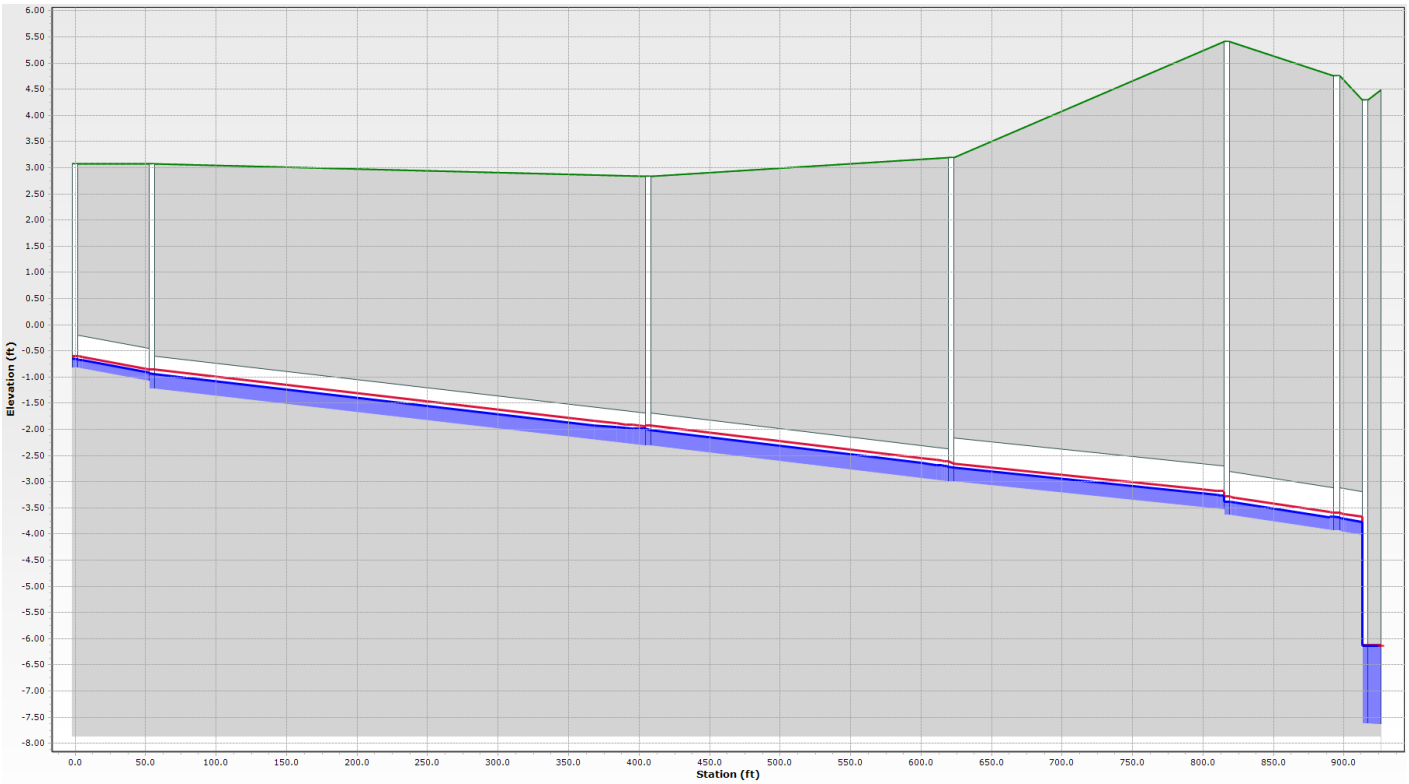


7.1 Project Flows

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

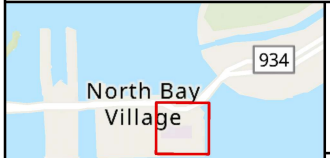

Elevation (ft)
6.00
5.50
5.00
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
-0.50
-1.00
-1.50
-2.00
-2.50
-3.00
-3.50
-4.00
-4.50
-5.00
-5.50
-6.00
-6.50
-7.00
-7.50
-8.00
0.0
50.0
100.0
150.0
200.0
250.0
300.0
350.0
400.0
450.0
500.0
550.0
600.0
650.0
700.0
750.0
800.0
850.0
900.0
Station (ft)

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

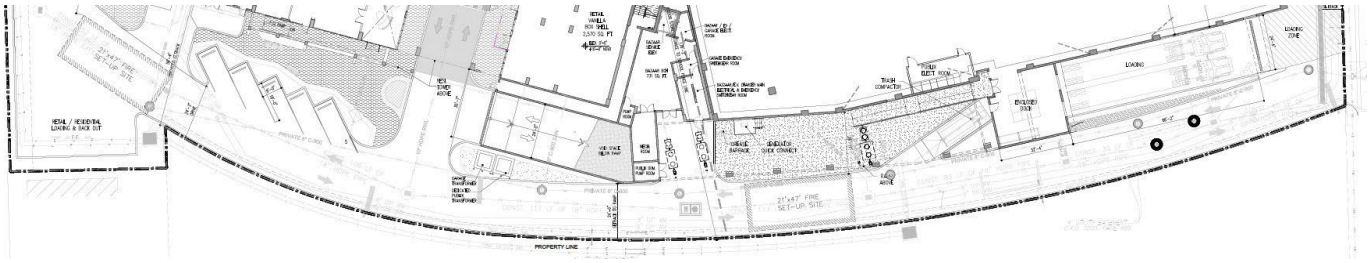
CC: Village Manager, Village Attorney

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.

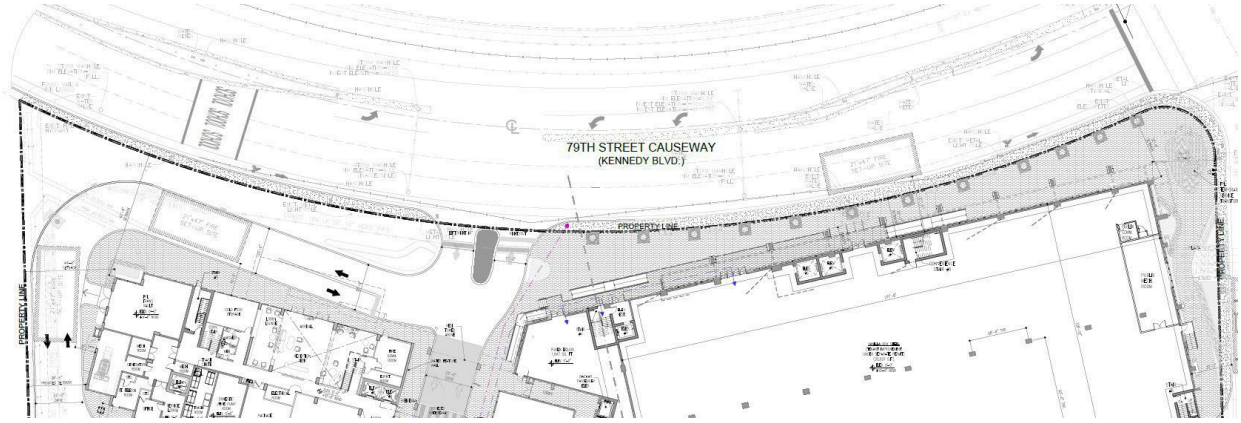
2. Condition No. 16 of the Resolution required collaboration with the Village to define civic space to provide a greener, more pedestrian-activated area with more significant public art than shown on the original site plan. The condition went on to further define three locations for public art displays, 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.



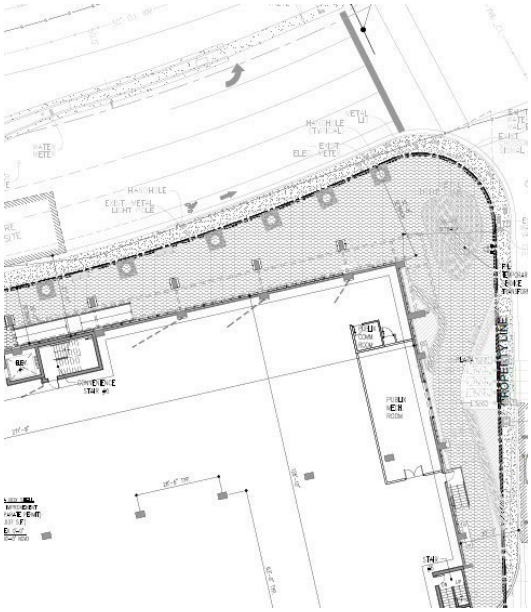
4. Please revise the Site Plan to show (as the previously approved version, dated 03.23.21, did) the proposed placement of tree grates for the palms required to be placed along the entire north property line facing 79th Street Causeway per condition No. 17 of the Resolution. While the new Landscape Plan (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.

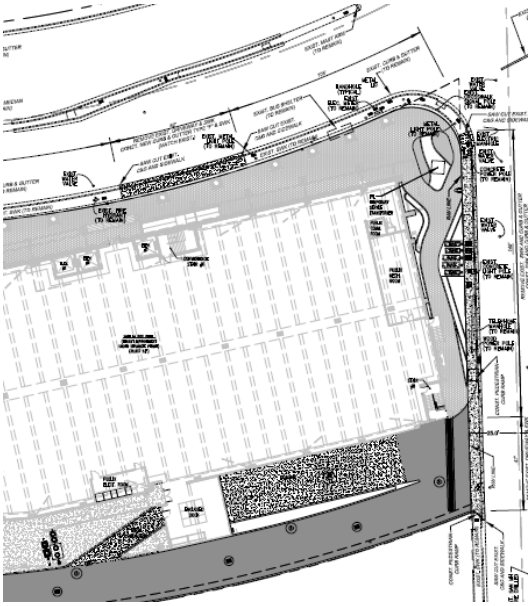
WHP Reply: The Royal Palms proposed along the Kennedy causeway frontage on the eastern half of the site will be planted at grade with tree grates and spaced at 35 feet on center in coordination with proposed light poles. Royal palms have also been provided on the western portion of the north frontage 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.

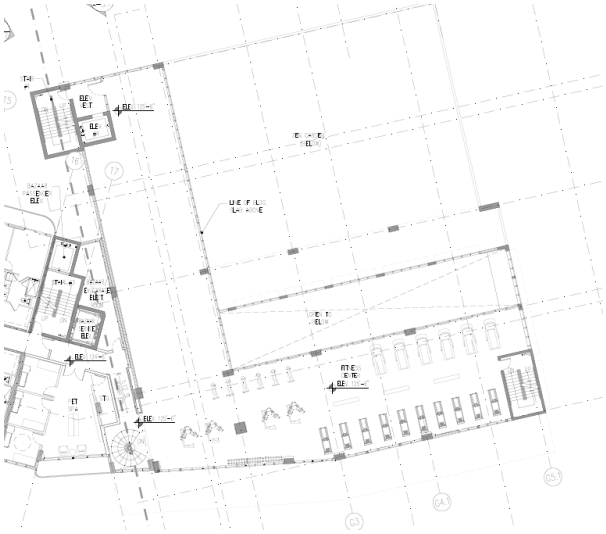
    - GUNSTER: MARIO/ELINETTE to provide response.

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

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

Memorandum

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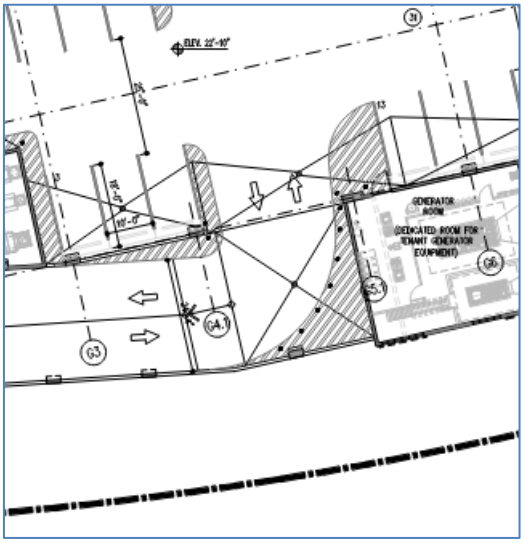
☐ **West Palm Beach Office** · 560 Village Boulevard · Suite 340 · West Palm Beach, FL 33409 · 561.684.6161(p) · 561.684.6360(f)

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.

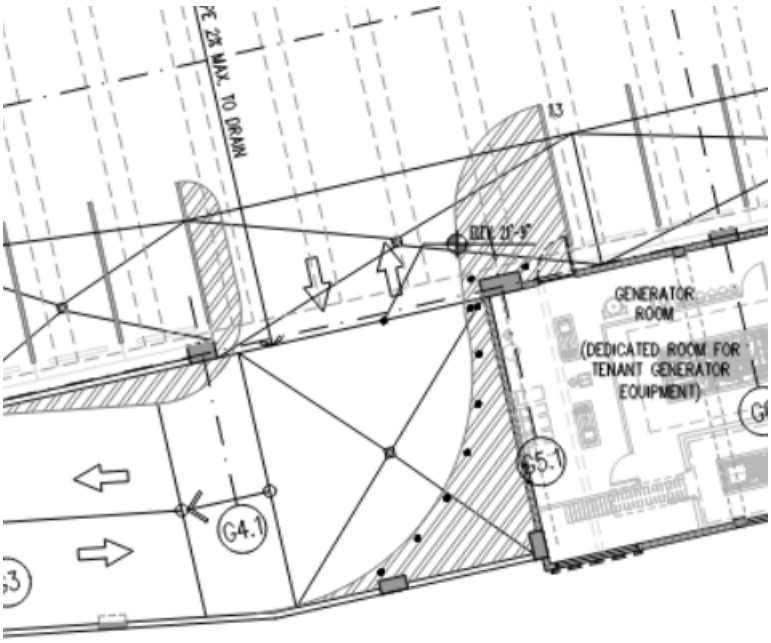
CGA 07/03/23: Partially satisfied. Please note that the layout used for the Auto turn analysis seems to be different from the ones provided in the set of plans. Please make sure the Auto Turn exhibits match the proposed design.

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.

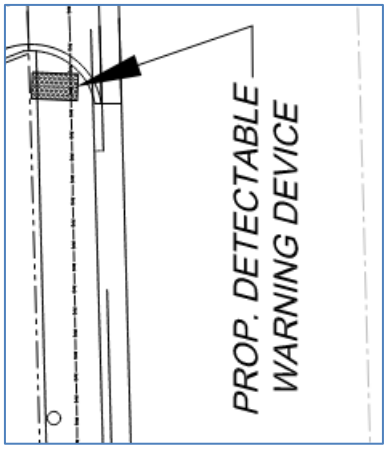
Please note that the section shown in the image above was not provided as part of the Auto Turn exhibits in the TIS (excerpt taken from A-2.2). Please address this issue.

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


GENERATOR ROOM
(DEDICATED ROOM FOR TENANT GENERATOR EQUIPMENT)
G4.1
G5.1

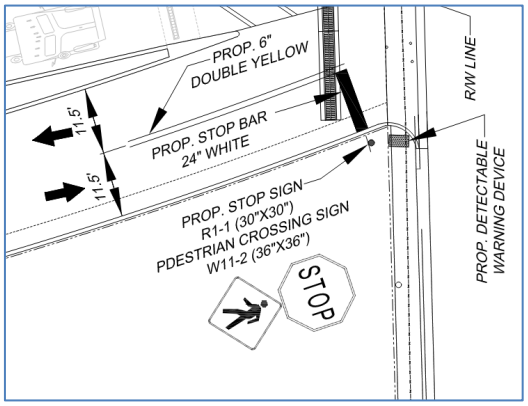
4. Please note that the proposed detectable warning shown at the eastern access in sheet C-7.0 must cover the full width of the sidewalk.



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.

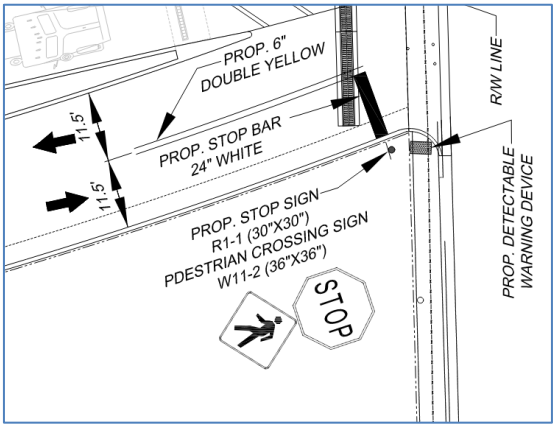
5. Please remove the warning sign shown at the eastern access in sheet C-7.0 as that combination is not supported by MUTCD. Also, please add dimensions showing the separation between the sidewalk and the stop bar for all accesses.

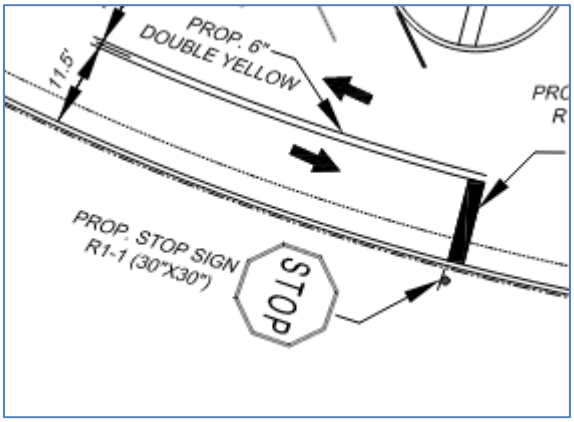


SHOMA BAY 06/27/23: Pedestrian warning sign has been removed, dimension had been added between stop bar and BOW. (See sheet C-7.0.)

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).

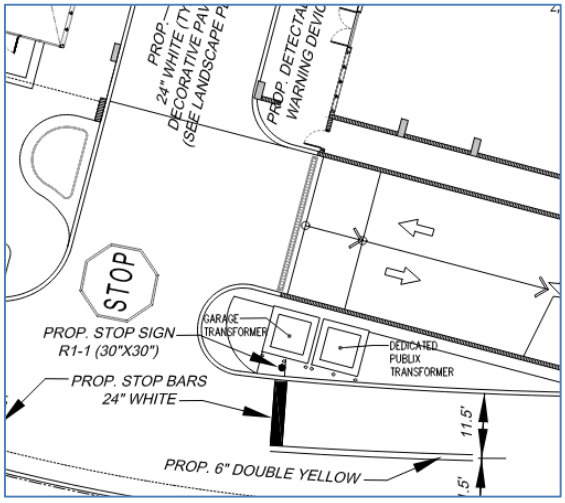




SHOMA BAY 06/27/23: Stop signs along the southernmost internal drive will be wall mounted to proposed 6' wall with in NBV property with a height clearance of 8'. (See sheet C-7.0.)

CGA 07/03/23: Satisfied.

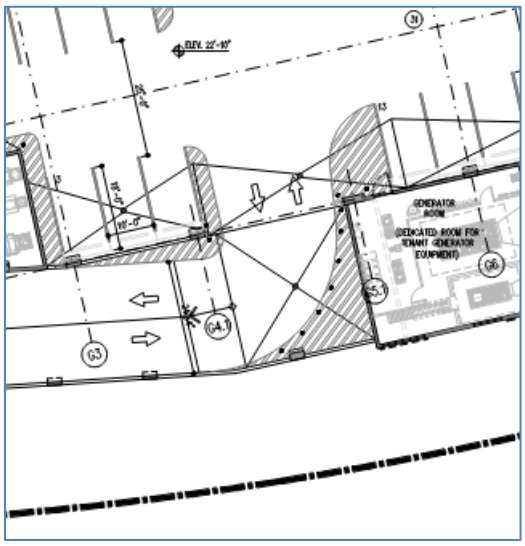
7. Please provide a stop bar and a stop sign for the ramp shown in sheet C-7.0.



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.

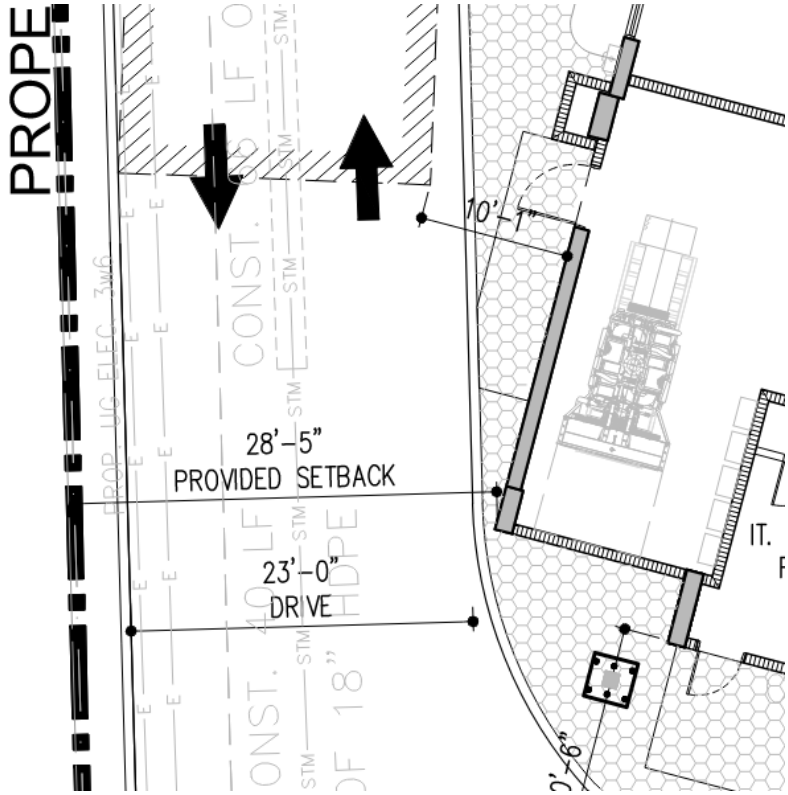
8. Consider adding pavement markings to visually help drivers stay in their lane at the sharp turn shown in sheets A-2.2 and A-2.4. Also, please consider adding a stop bar and a stop sign to control the movements at those intersections.



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).

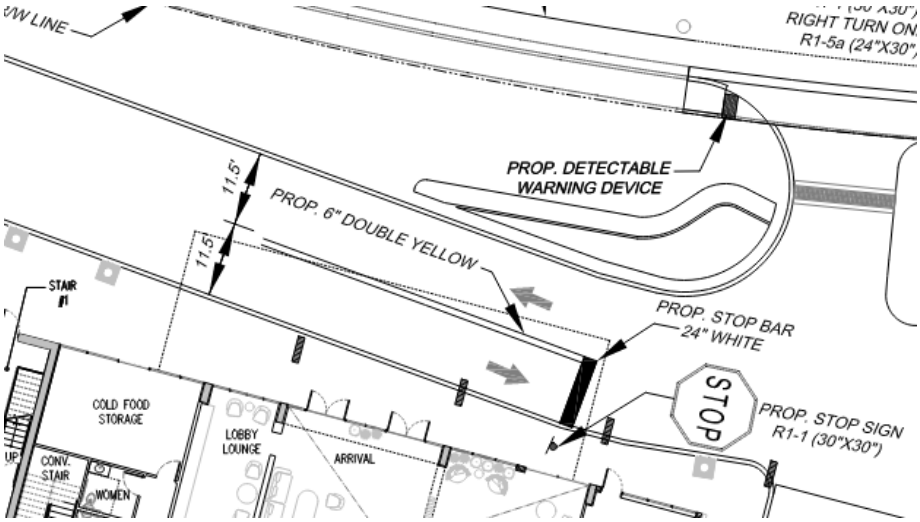
9. Please provide the dimensions for the sidewalk shown below. Please note that if this is an open space to the public, the sidewalk must meet minimum ADA criteria.



SHOMA BAY 06/27/23: Acknowledged, will provide at submittal for permit

CGA 07/03/23: Not satisfied. Please address this issue.

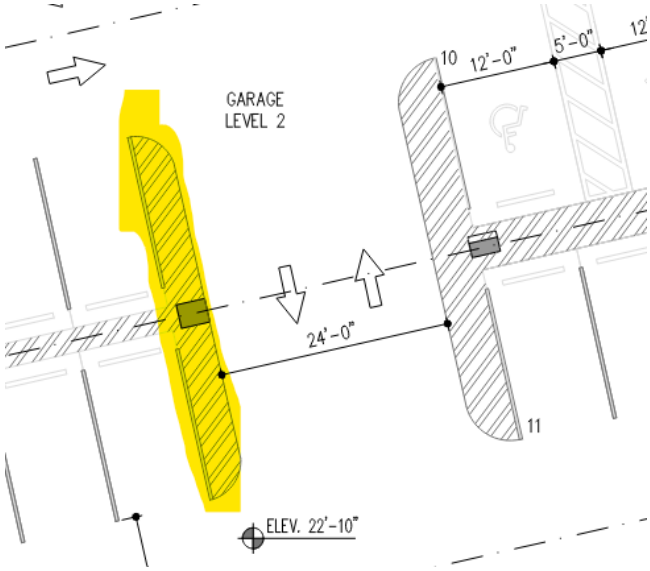
10. Please provide the dimensions for the stop sign location showing compliance with ADA criteria and lateral clearance for the driveway.



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™

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:	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 27, 2023

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

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **An Ordinance Amending the Unified Land Development Code (ULDC) Creating Section 8.10.2, "Payment in Satisfaction of Workforce Housing Requirements for Condominium Developments" (Privately-Initiated Amendment by 1755 JFK Owner LLC) - *Village Manager Ralph Rosado, Ph.D., 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") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

BACKGROUND AND ANALYSIS

Refer to attached Staff report and its attachments.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

An outcome of the adoption and implementation of this ordinance would be the collection of funds in lieu of private construction of workforce housing. It would required the creation of a new fund and potential staffing to administer it. .

PERSONNEL IMPACT

The implementation of this ordinance likely would require the Village to designate or retain staff to administer the fund and programs financed by it.

ATTACHMENTS

Staff Report Workforce Housing PZB 072723.pdf
Attachment 1_Letter of Intent and Application Form dated July 13, 2023.pdf
Attachment 2_Workforce Housing Payment in-lieu Ordinance (Exhibit B).docx
Attachment 3_ Miami-Dade County Implementing Order IO 3-60 (Exhibit C).pdf
Attachment 4_Ordinance No. 2022-013.pdf
Attachment_5 ALTERNATE Workforce Housing Payment in-lieu Ordinance (Staff recommendation).docx
DBR 07.27.23 PZB.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 27, 2023**

To: **Planning and Zoning Board**

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

Subject: **Amendment to ULDC – Create Section 8.10.2, "Payment in Satisfaction of Workforce Housing Requirements for Condominium Developments"**

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1. General Information

Applicant:	1755 JFK Owner, LLC
Applicant Address:	c/o 98 SE 7th Street, Ste 1100, Miami, FL
Site Address:	N/A
Site Acreage	N/A
Folio Number	N/A
Contact Person/Owner Representative:	Christopher A. Penelas Akerman LLP
Phone Number:	305.982.5678

2. Description of Applicant Request

This is a privately initiated amendment to the Village's Unified Land Development Code. The letter of intent and application form are included as Attachment 1. The Applicant seeks to create a new section 8.10.2 within Chapter 8 as proposed in Attachment 2, to allow for-sale residential and mixed-use projects with a residential component to pay in lieu of providing their workforce housing requirements onsite. This option would be available to for-sale projects that request a density bonus under the provisions of Sec. 8.10.1. Per the Applicant's letter of intent, rental communities would still be required to provide workforce housing pursuant to the Workforce Housing Program and would not be able to satisfy their requirements pursuant to the proposed amendment.

The formula for calculating the payment in-lieu-of (also referred to as payment in satisfaction) amount that is included in the proposed amendment is based on the formula Miami-Dade County uses for their payment in lieu of program (see Attachment 3, pages 9 – 11 of Miami-Dade County Implementing Order No: IO 3-60: Administration of the Workforce Housing Development Program).

The Applicant proposes the creation of a Workforce Housing Trust Fund, to be overseen by the Village Manager, to collect the payments in lieu of. The fund would be used to underwrite several programs designed to support and preserve housing affordability within the Village for qualified households, with priority given to first responders, teachers, healthcare workers, and residents. Potential programs include, but are not limited to, rental assistance grants to assist with rent payments; homeowners' assistance in the form of grants to assist with homeowners' or condominium association maintenance fees and special assessments; down payment assistance grants for homebuyers wishing to purchase property within the Village; grants to assist with the rehabilitation of owner-occupied units. Monies for the fund may also be used, by resolution of the Village Commission, to pay for services to administer the fund or the programs, or to provide the Village with strategic advice. Additional programs may be authorized by the Village Commission via resolution.

The Applicant offers the following rationale for the requested text amendment:

1. Under the existing provisions of the Village's Workforce Housing Program a developer must provide any requisite workforce housing units on-site pursuant to section 8.10.1 of the ULDC.
2. According to the Applicant, when a developer seeking approval of a for-sale project with density bonuses pursuant to the provisions of Sec. 8.10.1.2., the current form Workforce Housing Program raise a conflict because there currently is no alternative mechanism for satisfying the provision of workforce housing units or the ability to separate workforce housing units from market rate units.
3. While mixing workforce and market rate units within rental projects is feasible, according to the Applicant in a for-sale project the associated maintenance costs, special assessments, and taxes would essentially negate the affordability of workforce units.

3. Background

On November 2, 2022, the City Commission adopted per Ordinance 2022-013 (included as Attachment 4), creating Section 8.10.1 of the ULDC to establish mandatory minimum workforce housing unit requirements for all rental multifamily residential projects in the T6 and RM-70 zoning districts consisting of 75 units or more, as well as amending sections 8.12.5 and 8.15, to provide for workforce housing unit requirements in connection with density bonuses in the T6-24, T6-24mu, and T6-30 transect zones.

The purpose of this amendment was to expand the range of housing choices available to qualified households, and to comply with Miami-Dade County Ordinance No. 22-125, requiring municipalities to provide for workforce housing within the full breadth of workforce housing income ranges recognized by the County, specifically 60% to 140% of Miami-Dade County Area Medium Income.

4. Consistency with NBV100 Comprehensive Plan and NBV100 Master Plan

The proposed amendment is consistent with the following statements in the Housing of the Comprehensive Plan:

[…]

Policy 6.1.1: Review existing development regulations to ensure they promote long term sound housing and aesthetically pleasing neighborhood environments.

[…]

Policy 6.1.5: Ensure that future redevelopment studies identify opportunities to create or preserve affordable housing which is consistent with the requirements of law and the existing character and quality of the Village's housing stock.

[…]

Objective 6.3: The Village will identify and support programs to increase the range of affordable housing opportunities for very low, low, and moderate income families, as defined.

[…]

Policy 6.3.5: The Village shall explore amending the regulations of the Unified Land Development Code to include incentives for major new development and redevelopment that provide affordable housing for very low-, low and moderate-income families, and shall continue to monitor and calibrate the minimum requirements and incentives for the provision of workforce housing.

Policy 6.3.6: Seek to reduce policy barriers, eliminate excessive requirements, and incentivize housing affordability by streamlining the administrative approval and permitting process for developers proposing affordable and workforce housing.

[…]

Policy 6.4.3: The Village shall implement and apply a variety of housing affordability strategies for its residents…

[…]

The proposed amendment also generally continues to align with the vision and overarching goals 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: Livability is the sum of the factors that add up to a community's quality of life. The ability to afford decent housing and to pay for related housing costs is an important factor in creating livability. The proposed text amendment advances this pillar by creating a means to fund programs that support and preserve housing affordability for Village residents.

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 proposed text amendment supports resilience by facilitating the creation of a fund that could be used to subsidize improvements to the Village's older housing stock, though, for example, rehabilitation assistance grants.

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 proposed text amendment supports prosperity by facilitating the creation of a fund that could be used to alleviate the burden of housing costs for qualified households who aspire to live in, or remain in, North Bay Village. The proposed amendment also gives priority in the proposed programs to first responders, teachers, health care workers, and employees of the Village.

5. ULDC Text Amendment Approval Criteria

The ULDC does not have specific criteria to evaluate a text amendment to the Code but requires any changes be in general accord with sound comprehensive planning and zoning principles and consistency with the NBV Comprehensive Plan.

Chapter 4 – Administration and Enforcement, Division 3. – Amendments and Changes to Unified Land Development Code and Comprehensive Plan
4.17 – Amendments to the Unified Land Development Code.

C. *Amendments that do not rezone property or substantially change uses permitted in zoning districts.* 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.

6. Compliance with Unified Land Development Code

The current requirement in Sec. 8.10.1 aligns with the Village's intent to support housing affordability for its residents. As structured, the current Workforce Housing Program require that for-rent project's with more than 75 units within the T6-24, T6-30, T6-24MU and RM-70 zoning districts must provide a minimum of 5% of their units as workforce housing.

In addition, developments within the T6-24, T6-24MU, and T6-30 zoning districts may be granted a density bonus in exchange for providing workforce housing and the payment certain community contributions fees. However, the current program leaves a gap in providing for-sale projects seeking the density bonuses practical options to meet their requirement. The proposed amendment helps to fill that gap, while provided the Village with the ability to fund other types of programs that could help preserve and promote the affordability and sustainability of existing housing, while expanding choice for a variety of households, present and future, who qualify under the workforce housing criteria.

The WFH Program was enacted by the Village to spur development in the Village and to incentivize the development of workforce housing units.

If adopted, the proposed amendment would require any future for-sale development projects within the T6 and RM-70 districts which are seeking density bonus approval to comply with the amended regulations. The "in-lieu" fee calculation is provided by a developer at the time of site plan approval, with the intent of information the Village which option they intend to pursue to satisfy their workforce housing requirement pursuant to this section.

Recommendation

Staff finds that the proposed amendment is generally in keeping with the spirit and intent of the Comprehensive Plan, the NBV100 Master Plan, and is in alignment with, and complementary to, Sec. 8.10.1. Staff recommends approval with several changes, as presented on the alternative ordinance included as Attachment 5. The language proposed by staff is shown in track changes.

Conditions

N/A

List of Attachments to Staff Report

Attachment 1 – Letter of Intent and Application Form Requesting the Amendment, dated June 11, 2023
Attachment 2 – Workforce Housing Payment in Lieu of Ordinance (Exhibit B)
Attachment 3 – Miami-Dade County Implementing Order No: IO 3-60: Administration of the Workforce Housing Development Program
Attachment 4 – Ordinance No. 2022-013
Attachment 5 – ALTERNATE Workforce Payment in Lieu of Ordinance (Staff recommendation)

akerman

Christopher A. Penelas

Akerman LLP
Three Brickell City Centre
98 Southeast Seventh Street
Suite 1100
Miami, FL 33131

Tel: 305.982.5678

July 11, 2023

Silvia E. Vargas, FAICP, LEED AP
Village Planner
North Bay Village
1666 Kennedy Causeway, Suite 300
North Bay Village, FL 33141

Re: Letter of Intent to Amend the Unified Land Development Code – Creation of section 8.10.2 entitled "Payment in Satisfaction of Workforce Housing Requirements for Condominium Developments"

Dear Ms. Vargas:

On behalf of 1755 JFK Owner, LLC ("Applicant"), owner of the property located at 1755 Kennedy Causeway ("Property") in North Bay Village ("Village"), please accept this letter of intent and application for a text amendment to the Village's Unified Land Development Code ("ULDC") to allow for a payment in satisfaction of workforce housing requirements for for-sale developments.

The Village's Workforce Housing Program

Section 8.10.1 of the ULDC outlines the Village's workforce housing program ("WFH Program"). The WFH program requires that for-rent project's with more than 75 units within the T6-24, T6-30, T6-24MU and RM-70 zoning districts must provide a minimum of 5% of their units as workforce housing.

Further, developments within the T6-24, T6-24MU, and T6-30 zoning districts (both for-rent or for-sale may qualify) may receive a density bonus in exchange for providing workforce housing and the payment certain community contributions fees. Projects are eligible for density up to 120 units an acre in exchange for 5% of its units being used as workforce housing or 150 dwelling units an acre in exchange for 10% of its units being used as workforce housing.

The WFH Program was enacted by the Village to spur development in the Village and to incentivize the development of workforce housing units. To date, there has not been a workforce housing unit provided within the Village pursuant to the WFH Program.

The Dilemma

Under the existing provisions of the WFH Program a developer must provide any requisite workforce housing units on-site pursuant to section 8.10.1 of the ULDC. Currently, the WFH Program does not provide any alternative mechanism for satisfying the provision of workforce housing units or the ability to separate workforce housing units from market rate units.

This creates an issue both for the developer of the workforce housing unit and the eventual tenant or owner of said unit. The relevant problem arises in the scenario where a developer intends on developing a for-sale community at its maximum development potential (including density bonuses pursuant to the WFH Program) in order to justify the development. In this scenario, a developer would have to provide 10% of the project's units as workforce housing.

However, because of the maintenance costs, special assessments, and taxes associated with owning or operating a workforce housing unit within a for-sale development the intent of the WFH Program becomes practically unachievable. While the unit itself may be occupied by a qualified family, the cost of maintenance, special assessments, and taxes make the "workforce housing unit" unaffordable for qualified households without further assistance. Ultimately, it is not financially feasible to provide workforce housing units within a for-sale condominium building in the Village.

Proposed Amendment

In order to resolve the dilemma outlined above, the Applicant is proposing to amend the ULDC as proposed in **Exhibit "B"** ("Amendment"). The Amendment would create section 8.10.2 of the ULDC and allow for a payment in satisfaction of a for-sale project's workforce housing requirements.[1] The payment in satisfaction formula included in the Amendment is based on the formula Miami-Dade County uses for their payment in lieu program. *See* pages 9 – 11 of Miami-Dade County Implementing Order No: IO 3-60: Administration of the Workforce Housing Development Program attached as **Exhibit "C"**.

The Miami-Dade County formula has been adapted to better suit the current market conditions in the Village. The Amendment purposes to calculate the payment in satisfaction of workforce housing requirements at the time of site-plan approval using the following formula:

Village-wide median sales price	*(minus)*	*Affordable Purchase Price*	*(equals)*	*Payment in lieu per unit.*

[1] Note, the Amendment would only apply to for-sale projects within the Village. Rental communities would still be required to provide workforce housing pursuant to the WFH Program and would not be able to satisfy their requirements pursuant to the Amendment.

The village-wide median sale price shall be established by the Developer at the time of site plan approval by averaging the sales price of all apartments sold in the Village over the past two-years using the Miami-Dade County Property Appraiser's public records. The affordable purchase price shall be the most recent estimated purchase price for a family of four at 100 percent of median family income issued by Miami-Dade County. *See* Exhibit "D" for a copy of the 2021 Miami-Dade County Income chart for Mortgage Analysis.

The intent of the formula outlined above is to calculate and capture the benefit conferred upon the Village by the WFH Program in financial terms. *See* Exhibit "B" for a sample calculation. Further, the Amendment purposes to create a Workforce Housing Trust Fund, to be overseen by the Village Manager or their designee, in order to collect any payments made pursuant to the Amendment and utilize those funds for a number of programs aimed at maintaining affordability in the Village.

The Amendment purposes the following programs in which the monies deposited in the Workforce Housing Trust Fund may be used: (a) rental assistance program (b) homeowners' assistance program, (c) down payment assistance, (d) rehabilitation assistance, and consulting services. Further, the Village Commission may add additional programs via resolution. Lastly, the Amendment gives priority participation to the Village's first responders, teachers, healthcare workers, and residents.

Conclusion

The approval of Applicant's Amendment will allow the Village flexibility in employing the benefits conferred by the WFH Program. The Amendment will provide the Village with several tools to maintain affordability in the Village for new and existing residents alike, while also allowing developers flexibility in their projects. We therefore respectfully request your favorable review of the Amendment. Please do not hesitate to contact me should you have any questions related to this matter. Thank you for your consideration.

Sincerely,

Christopher A. Penelas

Christopher A. Penelas

cc: Dr. Ralph Rosado, Ph.D., AICP
Neisen O. Kasdin, Akerman LLP

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** _____

ULDC Text Amendment X

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 Planning and Zoning Official. The application and all supplemental forms and data may be submitted electronically for review via svargas@cgasolutions.com. 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: Christopher Penelas, Esq. on Behalf of 1755 JFK Owner, LLC
   (If different from Owner)
2. Contact Phone: 3059825678 Email Address: Christopher.penelas@akerman.com
3. Mailing Address 98 Southeast Seventh Street Suite 1100 Miami, FL

For ULDC Text Amendment:

1. Proposed section to be changed and description of proposed change(s) (use separate page as needed)

Section 8.10.1 of the ULDC - See attached letter of Intent

2. Reason for Request: See attached letter of intent

For Zoning Map Amendment, including Special Area Plan:

1. Property Owner Name: _____
2. Contact Phone: _____ Email Address: _____
3. Mailing Address: _____
4. Site Address: _____
5. Legal Description of Property: _____
6. Folio Number(s): _____
7. Lot Size (Acres): _____
8. Existing Zoning Designation: _____ Zoning Requested: _____
9. Reason for Request: _____

APPLICANT AFFIDAVIT

I (We) the undersigned, am (are) the Attorney (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.

C.

Signature

Christopher Penelas, Attorney for Applicant

Title (if applicable)

Corporate Seal (affix if applicable)

Sworn to and subscribed to before me this 5 day of June, 2023

MARTA ACOSTA
MY COMMISSION EXPIRES
MAY 5, 2024
NOTARY PUBLIC STATE OF FLORIDA

Notary

Public Commission expires: May 5 2024

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: 06/05/2023

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

Attorney

Full Name: Christopher A. Penelas

Current Address: 98 Southeast Seventh Street

City: Miami State: FL Zip: 33131

Telephone: 3059825678 Email: Christopher.penelas@akerman.com

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

Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 5 DAY OF June, 2023

Notary Public, State of Florida at Large

My Commission expires May 5, 2024.

MARTA ACOSTA
MY COMMISSION EXPIRES MAY 5, 2024
#GG 984593
Bonded thru Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

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.

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 Planning and Zoning Official. 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: $_____

Index of Documents

Exhibit "A"	ULDC Text Amendment Application
Exhibit "B"	Proposed Ordinance and its Exhibits
Exhibit "C"	Miami-Dade County Implementing Order IO 3-60
Exhibit "D"	Miami-Dade County 2021 Income chart for Mortgage Analysis

ORDINANCE NO. 2023-_____

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, North Bay Village ("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, on February 9, 2021, the Village Commission adopted Ordinance 2021-004, creating Chapter 15, "Form-Based Code," to implement the vision and goals of the NBV100 Master Plan, a master visioning and planning process guided by principles which originated from the common concerns of North Bay Village residents, and centered on equipping the Village with the tools to become a more livable, resilient, and prosperous community that can adapt to the challenges of a changing climate; and

WHEREAS, as part of the Form-Based Code, the Village Commission adopted a Workforce Housing Program to advance the NBV100 Master Plan goals of Livability, Resilience, and Prosperity; and

WHEREAS, the Village Commission finds that the promotion of workforce housing is an important goal that is needed by the community's residents and is conducive to a vibrant, functional Village by providing housing opportunities for multiple income levels;

WHEREAS, while rents and for-sale prices can be controlled, condominium projects create unique challenges for the incorporation of workforce housing units because of condominium maintenance and special assessment obligations that will come under the control of condominium boards that need the ability to modify them to respond to the evolving maintenance needs of buildings as laws change and buildings age; and

WHEREAS, due to these concerns, on November 2, 2022, the Village Commission adopted Ordinance 2022-013, amending the workforce housing program, which among other things, amended the workforce housing program, applying it Village-wide through its incorporation into Chapter 8 of the ULDC, to require such income-restricted housing

only in for-rent projects with over 75 units located in the T6 or RM-70 zoning districts and for density bonuses, and amended the applicable Area Medium Income to match that of Miami-Dade County; and

WHEREAS, the Village Commission seeks to further promote workforce housing within the Village by creating a payment in-lieu mechanism for condominium developments to fund certain workforce housing programs as an alternative to the on-site provision of workforce housing units; and

WHEREAS, the Village has identified the payment in-lieu of workforce housing as an equitable alternative, to effectuate for-sale properties participation in the program; and

WHEREAS, the funds collected by the payment in-lieu program will be used by the Village to fund certain workforce housing initiatives in an effort to maintain affordability in the Village; and

WHEREAS, the ULDC and the modifications provided herein are consistent with the NBV100 Master Plan, the Village's Comprehensive Plan, and the Florida Community Planning Act; and

WHEREAS, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, has reviewed this Ordinance and has recommended approval to the Mayor and the Village Commission; 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_____; and

WHEREAS, the Mayor and Commission find that this Ordinance is in the best interest of the community.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:[1]

Section 1. Recitals. That each of the above recitals are true and correct and incorporated herein by this reference.

Section 2. Amending Chapter 8 of the Village's ULDC. That Chapter 8, entitled "Zoning" of the Unified Land Development Code of North Bay Village, Florida is hereby amended to read as provided in **Exhibit "A**,**"** which is incorporated herein and made a part hereof by this reference.

Section 3. Legislative Intent. It is the intent of the Village Commission that the provisions of this Ordinance be implemented as shown in the worksheet provided as

[1] Coding: ~~Strikethrough words~~ are deletions to the existing text. Underlined words are additions to the existing text. Changes between first and second reading are indicated with a ~~double strikethrough~~ and double underline.

Exhibit "B". The sample calculations contained therein shall be used as a template for future calculations.

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 re-lettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

Section 6. Implementation. The Village Manager is authorized to take whatever actions necessary to implement this Ordinance, including but not limited to establishing a workforce housing trust fund. Monies deposited into the trust fund based on this Ordinance shall be subject to all procurement requirements of the Village Charter and Code. Project's with an active site plan approval obtained prior to the adoption of this Ordinance shall have thirty days from the adoption of this Ordinance to notify the Village of their intent to satisfy their workforce housing requirements pursuant to provisions provided herein. For previously approved projects with an active site plan, the date of notification shall serve as the date of site plan approval for the purpose of data calculations and the applicable payment schedule.

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 final adoption on second reading.

[Intentionally Left Blank]

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, PL
Village Attorney

First Reading:
Moved By:
Seconded By:

Second Reading:
Moved By:
Seconded By:

Vote on Final Adoption:
Mayor Brent Latham
Vice Mayor Richard Chevrony
Commissioner Goren Cuk
Commissioner Andrew Rotondaro
Commissioner Rachel Streitfeld

Exhibit A

AMENDING CHAPTER 8 OF THE ULDC

[…]

§. 8.10.1 - Workforce Housing Program

[…]

Applicability: The workforce housing requirements described above shall be satisfied through on-site provision of qualifying units for ~~apply to~~ multifamily residential developments located on parcels zoned T6-24, T6-30, T6-24MU or RM-70 that are offered for rent; as well as to any multifamily residential project approved for sale but which converts to for-rent units within five (5) years of issuance of a Certificate of Occupancy (CO). All CO's issued for a for-sale multifamily development shall include a condition referencing this requirement. For-sale condominium developments may provide for development of workforce housing units on-site or may instead satisfy workforce housing obligations through a payment in-lieu of workforce housing, as set forth in Section 8.10.2, at the applicant's option.

[…]

§. 8.10.2 – Payment in Satisfaction of Workforce Housing Requirements for Condominium Developments

The provision of workforce housing units within a for-sale development may be satisfied by a developer paying an "in-lieu" fee to the Village to be deposited in the Village's workforce housing trust fund. The "in-lieu" fee calculation shall be calculated at the time of site plan approval and the developer shall determine whether to satisfy their workforce housing requirement pursuant to this section or provide them on-site prior to site plan approval and inform the Village accordingly. The Developer shall be responsible for providing the Village with the necessary data and calculations for their review. This program is intended to allow the Village flexibility in the provision and maintenance of workforce housing.

1. *Definitions.* This subsection provides definitions for terms used in this section that are technical in nature. If there is a conflict between this section and other definitions provided in the Code, this subsection shall take precedence.

    a. *"Affordable Purchase Price"* shall be the most recent estimated purchase price for a family of four at 100 percent of median family income issued by Miami-Dade County.

    b. *"Village-wide median sales*" shall be established by the Developer, subject to review and approval by the Village Manager or their designee, at the time

the project receives site plan approval. The figure shall be established by averaging the sales price of apartments sold in the Village over the past two-years. The sales data shall be based on the Miami-Dade County Property Appraiser's public records and sales under $5,000 shall not be taken into account.

2. *Fee Calculation*. The "in-lieu" fee shall be calculated at the time of site plan approval as follows:

Village-wide median sales price

(minus)

Affordable Purchase Price

(equals)

Payment in-lieu per unit.

3. *Fee Collection.* Should the developer elect to satisfy the provision of workforce housing pursuant to this section they shall have the option to select between the following payment options:

    a. 10% of the “in-lieu” fee within 30 days of site plan approval, with the remaining 90% due to the Village prior to the issuance of the project's master building permit; or

    b. 25% of the “in-lieu” fee within a year of site plan approval, with the remaining 75% due to the Village prior to the issuance of the project's master building permit.

    Developer shall inform the Village of which payment option they have selected at the time of site plan approval. All payments to the Village are non-refundable and any density obtained on their basis is conditioned upon the applicant or property owner maintaining the site plan approval as valid. If the site plan approval expires, both the density and any payments made thereon shall be forfeited to the Village.

4. *Workforce Housing Trust Fund*. The Village shall establish a workforce housing trust fund for the purpose of collecting all funds related to Village's workforce housing programs pursuant to this article.

    a. The funds collected for deposit in the workforce housing trust fund may be utilized for the following workforce housing programs:

i. *Rental Assistance Program.* The Village shall be permitted to establish a rental assistance program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with rental payments to help maintain affordability in the Village. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. Then the Village Manager or their designee shall hold a lottery to determine who should receive the available grants. Priority shall be given as provided in section 8.10.2(5).

ii. *Homeowner Assistance Program.* The Village shall be permitted to establish a homeowner assistance program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with homeowners' or condominium association maintenance fees and special assessments to maintain affordability in the Village. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. Then the Village Manager or their designee shall hold a lottery to determine who should receive the available grants. Priority shall be given as provided in section 8.10.2(5).

iii. *Down Payment Assistance.* The Village shall be permitted to establish a down payment assistance grant program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with down payments to purchase property within the Village. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. Then the Village Manager or their designee shall hold a lottery to determine who should receive the available grants. Priority shall be given as provided in section 8.10.2(5).

iv. *Rehabilitation Assistance Grant Program.* The Village shall be permitted to establish a rehabilitation assistance grant program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with the rehabilitation of owner-occupied units. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. Then the Village Manager or their designee shall hold a lottery to determine who should receive the available grants. Priority shall be given as provided in section 8.10.2(5).

v. *Administration; Consulting Services*. The Village may use a portion of the trust fund monies to administer the fund or retain consulting services, through resolution of the Village Commission, to administer the provisions of this section and/or provide the Village with strategic advice regarding the provision of workforce housing within its jurisdiction.

b. The Village Commission may from time to time authorize additional programs which may be funded through the workforce housing trust fund by resolution.

c. The Village Manager, or their designee, shall provide the required supervision for the workforce housing trust account and shall oversee the account, with all expenditures made pursuant to the Village Charter and Code. A financial status report on the workforce housing trust account shall be provided to the Village Commission on or before October 1 of each calendar year.

5. *Essential Worker Prioritization*.

a. The programs created pursuant to sub-section 4 shall give priority to the following types of essential workers, provided that any essential worker household applying for assistance under such programs shall qualify pursuant to the income guidelines established in Sec. 8.10.1 of the ULDC:

i. North Bay Village Police, Fire Department employee or general employees of North Bay Village.

ii. Miami-Dade County Public School employees working at a school in North Bay Village.

iii. Licensed health professionals working in North Bay Village.

iv. Residents employed by North Bay Village.

b. The priority list may be modified or supplemented from time to time by Village Commission resolution; however, nothing shall preclude other eligible households from applying for the workforce housing programs and being considered for the Village's workforce housing programs.

Exhibit "B"

SAMPLE CALCULATION

PROPOSED PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS:

The payment in-lieu formula included in the proposed ordinance ("Ordinance") is based on the formula detailed in Miami-Dade County ("County") Implementing Order No: IO 3-60: Administration of the Workforce Housing Development Program. The County formula has been adapted to better suit the current market conditions in North Bay Village.

If the proposed Ordinance is adopted, the payment in-lieu for each required workforce housing unit would be determined at the time of site plan approval according to the following formula:

Village-wide median sales price

(minus)

Affordable Purchase Price

(equals)

Payment in-lieu per unit.

DEFINITIONS:

The Ordinance proposes the following definitions for the factors listed above:

"*Affordable Purchase Price*" shall be the most recent estimated purchase price for a family of four at 100 percent of median family income issued by Miami-Dade County.

"*Village-wide median sales*" shall be established by the Developer, subject to review and approval by the Village Manager or their designee, at the time the project receives site plan approval. The figure shall be established by averaging the sales price of apartments sold in the Village over the past two-years. The sales data shall be based on the Miami-Dade County Property Appraiser's public records and sales under $5,000 shall not be taken into account.

SUPPORTING DATA

NORTH BAY VILLAGE – MEDIAN SALES PRICE FOR 2022 & 2023

In accordance with the definition provided in the Ordinance, the data reflected below was pulled from the Miami-Dade County Property Appraiser's public records and is based on the median sales price of the current & previous year at time of site plan approval (which for the purpose of this analysis we have assumed is July 2023).

Appraisal/NBV Sales Report for 2022 and 2023:

- 2022 Median Sales Price: $379,078.31
- 2023 Median Sales Price: $457,952.63
- 2022 & 2023 COMBINED Median Sales Price: **$418,515.47**

AFFORDABLE PURCHASE PRICE FOR A FAMILY OF 4:[2]

Area Median Income (AMI %)	***Area Median Income ($ Amt.)***	***Estimated Purchase Price***
60%	$54,200.00	$142,275.00
80%	$72,300.00	$189,780.00
100%	**$90,400.00**	**$237,300.00**
120%	$108,480.00	$284,760.00
140%	$126,560.00	$299,900.00

*Note: The proposed calculation is based on the affordable purchase price at time of site plan approval. The data shown above is from 2021 because it is readily available, and the County has not yet released updated data.

Based on the chart above, the Affordable Purchase Price would be $237,300.00 according to the Ordinance.

SAMPLE CALCULATION:

[2] Affordable purchase price is based on mortgage amounts. All mortgage amounts were calculated at 3.75% interest rate amortized over 30 years utilizing a 5% down payment. The monthly housing expense (MHE) is approximately 25% debt-to-income ratio (DTIR) to allow flexibility for lenders utilizing MIP or PMI as applicable. Closing Costs estimated at approximately 7% of the purchase Price. Purchasers will be required to have a cash flow to cover the 5% down payment and the closing costs.

Note this sample calculation assumes that site plan approval occurred in July 2023 and employs the supporting data provided above.

$418,515.47(Village-wide median sales price)

(minus)

$237,300 (Affordable Purchase Price)

(equals)

$181,215.47 (Payment in-lieu per unit)

To illustrate further, if a project is to provide twenty workforce housing units as part of their program, then the payment in-lieu would total **$3,624,309.40**

Implementing Order No.: IO 3-60

Title: ADMINISTRATION OF THE WORKFORCE HOUSING DEVELOPMENT PROGRAM

Ordered: 07/06/2017 **Effective: 07/16/2017**

AUTHORITY:
Section 4.02 of the Miami-Dade County Home Rule Amendment and Charter, Ordinance No. 3-45.

SUPERSEDES:
This Implementing Order supersedes Implementing Order No. 3-60 approved October 6, 2016, effective October 16, 2016.

POLICY:
It is the responsibility of the County Mayor or County Mayor's designee to implement the Workforce Housing Development Program enacted by the Board of County Commissioners and to develop program guidelines and plans. This Implementing Order establishes the process and procedures for administering the program, including determining eligibility for participation in the Workforce Housing Development Program, and the sales and rental prices for workforce housing units.

APPLICABILITY:
The provisions of this article shall apply to all covered development subject to the provisions of Chapter 33, Article XIIA and Chapter 17, Article IX of the Code of Miami-Dade County, as amended.

PURPOSE:
The County Mayor or County Mayor's designee, through Miami-Dade Public Housing and Community Development, Regulatory and Economic Resources, or their successor agencies or departments, shall oversee the administration of the Workforce Housing Development Program as established through this implementing order. This implementing order establishes the zoning application process, eligibility criteria, maximum sales and rental prices, and unit specifications, along with provisions for sale and re-sale price controls, enforcement and appeals.

DEFINITIONS:
"Applicant" means a developer as defined in this section.

"Application" means any request for zoning approval to develop residential uses pursuant to Chapter 33, Article XIIA or other zoning action to develop workforce housing units.

"Area median income" or **"median family income"** means the median income level for the Miami-Dade County Metropolitan Statistical Area, as established and defined in the annual schedule published by the Secretary of the U.S. Department of Housing and Urban Development, and adjusted for household size.

"At one location" means all land owned by the applicant, including:

(a) All adjacent parcels, the property lines of which are contiguous at any point; or

(b) All adjacent parcels, the property lines of which are separated only by a public or private street, road, highway or utility right-of-way, or other public or private right-of-way at any point; or

(c) All adjacent parcels, under common ownership or control of the applicant, including land owned or controlled by any business entities in which the applicant or immediate family members of the applicant possesses any form of management control.

“Certificate of qualification” means a certificate issued by the Housing Department or qualified designee establishing a qualified household’s eligibility to purchase or rent a workforce housing unit (“WHU”). Certificates of qualification shall be issued by the Housing Department or qualified designee within 10 days of completion of application package and shall be valid for 12 months. The Housing Department may authorize a property owner or developer to issue certificates of qualification, subject to verification by the Housing Department.

“Condominium” means that form of ownership of real property created pursuant to Chapter 718 of the Florida Statutes, which is comprised entirely of units that are owned by one or more persons, and which there is, appurtenant to each unit, an undivided share in common elements.

"Condominium conversion" has the meaning established by sections 718.604-718.622 of the Florida Statutes.

“Control period” means each 20-year period during which the affordability restrictions imposed by this article shall apply. The control period begins at the time of any sale or resale of the affected unit by every new WHU owner.

“Covered development” means all developments required to provide WHUs or monetary contributions in lieu thereof pursuant to Chapter 33, Article XIIA of the Code of Miami-Dade County or as otherwise set forth in this implementing order.

“Developer” means any person, firm, corporation, partnership, limited liability company, association, joint venture, or any entity or combination of entities that apply for development orders or permits for residential dwelling units, but does not include the state or any county, municipality, or any governmental entity.

“Eligible household” means a household whose total income is between 60 percent and up to140 percent of Area Median Income.

“Eligible household income” means any income derived by any proposed occupants of a WHU who are 18 years of age or older and who will use the WHU as their primary residence.

“Household” means any natural person who occupies a WHU as their primary residence.

“Housing Department” means, unless otherwise indicated, the Miami-Dade Public Housing and Community Development Department or any successor agency or department.

“Housing Director” means the Director of the Housing Department or designee.

“Market rate dwelling units” means all dwelling units in a covered development that are not WHUs as defined herein.

“Multi-Family Development” is a development with attached residential dwelling units in which the units are either rented as a part of a development that is under a single ownership or are sold in a condominium or cooperative form of ownership.

“Qualified household” means an eligible household that has received a certificate of qualification.

“Qualified Improvement” means any addition to or modification of the WHU that adds materially to the value of the WHU, prolongs the WHU’s useful life, or adapts the WHU to new uses and the replacement of any existing amenities.

“Single Family Development” is a development with attached or detached residential dwelling units, including townhomes, duplexes, triplexes, villas, patio or courtyard homes, in which the owner retains fee simple title to both the residential dwelling unit and the land beneath the residential dwelling unit.

“Transit corridor area” means the area which lies within a one-half mile radius of (i) the Metrorail stations, (ii) the corridors identified in the Strategic Miami Area Rapid Transit (SMART) Plan, set forth in Miami-Dade County Resolution No. R-523-16, as may be amended from time to time, or (iii) corridors designated by the Board of County Commissioners for Enhanced Bus Service (EBS).

“Trust Fund” means Affordable Housing Trust Fund of Miami-Dade County established pursuant to Ordinance No. 07-15, as amended

“Urban Infill Area (UIA)” means the area as defined in the Comprehensive Development Master Plan (CDMP).

“Workforce housing unit rent” or **"WHU rent"** means rents that do not exceed the maximum monthly Rent Limits as determined for Miami-Dade County by the U.S. Department of Housing and Urban Development in its annual Income Limits and Rent Limits and as used by Florida Housing Finance Corporation for its multifamily rental programs (published annually at http://www.floridahousing.org), which is set forth in Exhibit A attached hereto and incorporated herein by reference.

“Workforce housing unit sales price” or **“WHU sales price”** shall be an amount published annually by the Housing Department not to exceed an amount affordable at the maximum workforce housing target income range, as defined in Chapter 33, Article XIIA of the Code of Miami-Dade County. The WHU sales price takes into account: (a) family size; (b) an annual fixed interest rate; (c) payment of up to five percent (5%) down payment by a qualified household; and (d) an estimation of annual property taxes, assessments, loan insurance and financing fees, allowances for property maintenance and repairs, homeowners insurances, homeowner association fees, if any, and allowances for utilities. The Implementing Order shall establish the Workforce Housing Units sales price, providing for the following: (a) an efficiency will be priced based on a one person household, (b) a one bedroom unit will be priced based on a two person household, (c) a two bedroom unit will be priced based on a three person household, (d) a three bedroom unit will be priced based on a four person household, (e) a four bedroom unit will be priced based on a five person household, (f) and, a five bedroom unit will be priced based on a six person household. The Housing Director shall annually review the affordability of the WHU sales price, and, in the event the Housing Director determines that it is necessary to increase or decrease said WHU sales price, the Housing Director shall recommend a new WHU sales price for approval by resolution to the Board of County Commissioners. Notwithstanding the preceding sentence, the Housing Director, without prior Board of County Commissioners’ approval, is authorized to increase or decrease the WHU sales prices automatically when adjustments are required based on the annual adjustment to area median income for households living in Miami-Dade County as published by the United States Department of Housing and Urban Development. A website link to the WHU sales prices shall be accessible to the public at the Housing Department and Zoning Department’s websites. For FY 2017-2018 and until new WHU sales prices are updated by the United States Department of Housing and Urban Development, or are otherwise

approved by the Board of County Commissioners, the WHU sales prices shall be those listed in Exhibit B, which is attached hereto and incorporated herein by reference.

"Zoning Department" means, unless otherwise indicated, the Regulatory and Economic Resources Department or any successor agency or department.

"Zoning Director" means the director of the Zoning Department or designee.

INTRODUCTION:
The increasing demand for housing that is affordable for working families and individuals resulted in the development and passage of Miami-Dade County Ordinance No. 07-05 or the Workforce Housing Development Program Ordinance (WHU Ordinance or the Code), which was substantially revised by Ordinance No. 16-138. To further the intent of the WHU Ordinance, Miami-Dade County, through the Housing Department and the Zoning Department, has developed this implementing order.

The Housing Department and the Zoning Department shall implement zoning and housing program opportunities to assist working families and individuals with incomes ranging between 60 percent and 140 percent of Miami-Dade County's area median income. The Housing Department and the Zoning Department shall provide orientation on the administration of the WHU Development Program to developers, other property owners, and property managers, and the Housing Department shall provide assistance in determining the eligibility of each eligible household. Whenever necessary, the Housing Department and the Zoning Department shall hold periodic meetings with developers to discuss the implementation of the WHU program. Additionally, both departments shall provide the public with information about the WHU program on both department's websites, including but not limited to links to the applicable provisions of the County Code, this implementing order, and any documents required for the implementation of this program.

ZONING PROCESS:
The Zoning Department shall be responsible for the review of zoning applications that seek to voluntarily participate in the Workforce Housing Development Program. Such applications shall be reviewed pursuant to the density bonus, intensity standards, and other requirements established in Chapter 33, Article XIIA of the Code of Miami-Dade County. The following describes the approval process, including the process for approving individual residential lots (one lot developed as a single-family, duplex, or triplex residence).

Zoning Approval of Residential Projects
All residential development projects utilizing the Workforce Housing Development Program, except for projects with an individual lot to develop one single-family, duplex, or triplex residence, shall require an Administrative Site Plan Review (ASPR) pursuant to Section 33-193.10 of the Code.

At ASPR, the Zoning Department shall review the application for completeness and compliance with the provisions of the Workforce Housing Development Program. The application will be reviewed by other public agencies to ensure compliance with other relevant regulations in the Code. The Housing Department will serve as one of the reviewing agencies in the ASPR process. The ASPR will require the following:

- Name and location of project
- Total number of market rate units and number of workforce housing units (WHUs)
- Location of WHUs for homeownership projects and inventory of WHUs for rental projects

- Construction Schedule of market rate and workforce housing units, specifying the projected date of Certificate of Occupancy
- Declaration of restrictive covenants in compliance with section 33-193.13 of the Code

At ASPR, an applicant may opt to satisfy the requirement of on-site construction of the WHUs through one of the alternatives described below, pursuant to section 33-193.8 of the Code. If an alternative is utilized, it must be included as part of the Declaration of Restrictions proffered during ASPR.

(1) Off-site construction of WHUs at one or more alternative sites within a 2-mile radius of the proposed location of the market rate units (the primary site).

(2) Monetary contribution to the affordable housing trust fund.

(3) Rehabilitation of existing property for WHUs in unincorporated or incorporated Miami-Dade County in the following areas:

  (a) Within a 3-mile radius of the primary site
  (b) Within the County's Urban Infill Area; or
  (c) Within a transit corridor area.

(4) Land conveyance suitable in size, location, and physical condition for WHUs.

(5) Combination of off-site construction of WHUs and monetary contributions.

In addition to the alternatives described above, an applicant may opt to obtain a certificate of portability for the workforce housing density bonus. The certificate of portability enables the property owner to sell or transfer the density bonus units to a third party. If the applicant opts to utilize this option, it must be included as part of the Declaration of Restrictions proffered during ASPR.

The final decision of the ASPR shall be issued within 21 days of the date of submission of a completed application. The applicant shall have the right to extend the 21-day period by an additional 21 days upon timely request made in writing to the Zoning Department. The Zoning Department shall have the right to extend the 21-day period by written notice to the applicant that additional information is needed. Denials shall be in writing and shall specifically set forth the grounds for the denial. Any final decision of the Director may be appealed in accordance with the procedures established in section 33-193.7(D) of the Code for appeals of administrative decisions.

After completing the ASPR process, the applicant will be directed to the Housing Department to review and complete the Workforce Housing Agreement and other requirements established in Chapter 17, Article IX of the Code. If the Workforce Housing Agreement requires a folio, address, or legal description for the specific lot, the property may need to be platted before proceeding. If the Workforce Housing Agreement is deemed to comply with all the regulatory requirements, the Housing Department shall provide a letter of satisfaction to the applicant within 21 days of submitting the Agreement. If the Workforce Housing Agreement does not comply with all regulatory requirements, the Housing Department shall provide a letter to the applicant within 21 days of submitting the agreement, indicating the reasons the applicant was found non-compliant. The applicant will then have 21 days from receipt of the letter to comply with all of the requirements. In the event the Housing Department fails to respond to the applicant within 21 days of receipt of the agreement, such agreement shall be deemed approved. Alternatives to on-site construction of WHUs, such as the contribution in lieu, shall be finalized at this time. An additional 90 days shall be granted to the applicant to comply with all necessary requirements of

the alternative options. Subsequently, the Housing Department shall review and approve the proposed alternatives and provide the applicant with a letter of acceptance by the County if all requirements are met within 21 days.

No building permits will be issued until a project demonstrates that the above requirements have been satisfied. At the time of permitting, the applicant shall be responsible for providing the following:

- The letter of satisfaction from the Housing Department;
- All required agreements;
- ASPR approval and site plan;
- Construction schedule; and
- If alternatives to on-site construction of WHUs were approved, the applicant must provide the acceptance letter from the County. For rehabilitation sites, the applicant shall provide copies of building permits for the WHUs issued by the County or the applicable municipality.

If there is a construction schedule, permits for market rate units will be issued based on the schedule. Failure to complete the WHUs pursuant to the construction schedule will result in a permit hold. A unit will be deemed complete once a certificate of occupancy is issued.

At the time of permitting, the applicant has the option to convert all or a portion of previously proposed WHUs to market rate units. This can be achieved by paying the monetary contribution in lieu of construction for each WHU to be converted. The Declaration of Restrictions, the Workforce Housing Agreement, and ASPR site plan may need to be revised accordingly.

During the permitting process, the applicant may apply for a Road Impact Fee deferral or exemption for those WHUs that meet the applicable eligibility requirements as described in the Impact Fee section below.

Upon completion of the residential project, the applicant will be responsible for providing the Housing Department with proof of the Certificate of Occupancy for the WHUs. Thereafter, the Housing Department will maintain a list of developments where WHUs may be available for sale or rent on the Housing Department's website.

Zoning Approval of Individual Residential Lots

Approval of projects with an individual lot to develop one single-family, duplex, or triplex residence shall follow the same process described above, except that an ASPR is recommended but not required. Such projects will be reviewed for compliance with the intensity standards and other requirements of the WHU Ordinance, as well as other Code requirements at a Pre-Permit Submittal Review (PPSR). No building permits will be issued until it is demonstrated at the PPSR that all requirements have been satisfied. At the PPSR, the applicant shall be responsible for providing the following:

- The letter of satisfaction from the Housing Department;
- All required agreements;
- A site plan that complies with the intensity and design standards in Article XIIA;
- Proof of ownership of adjacent property (if any); and,
- If an alternative to on-site construction of WHUs was approved, the applicant must also provide the letter of acceptance.

DENSITY BONUS:

20 or more dwelling units
Single-family or multi-family developments with 20 units or more that provide at least 5 percent of the total units in the developments as WHUs shall be entitled to a density bonus of 5 percent over the maximum number of units allowed by the applicable CDMP land use designation.

Additional density bonuses may be granted as the percent of WHUs in the development increases, up to a maximum density bonus of 25 percent for a WHU set-aside of 10 percent, as follows:

WHU Set-Aside	Density Bonus
5%	5%
6%	9%
7%	13%
8%	19%
9%	21%
10%	25%

The following formulas shall be utilized in calculating the maximum allowable CDMP units, the density bonus and the WHU units.

Allowable CDMP Units:

Gross Acres x CDMP density per acre = Allowable CDMP units

If the maximum allowable CDMP units cannot be achieved on a site, or the applicant opts to build below the maximum capacity, the density bonus shall be calculated based on the proposed units.

Density Bonus Units:

Allowable CDMP units or Proposed units x Density bonus = Density bonus units

WHU Units:

% WHU set-aside x Allowable CDMP units or Proposed units = WHU units

Less than 20 dwelling units
Except for a project with an individual single-family, duplex, or triplex residence, residential developments with fewer than 20 dwelling units may develop in accordance with the density bonuses and intensity standards set forth in section 33-193.7(B) and sections 33-193.11-12 of the Code by either:

(a) Providing one of the alternatives in lieu of on-site construction of WHUs; or

(b) Setting aside 100 percent of the proposed housing units for workforce housing and complying with other applicable requirements of the Workforce Housing Development Program.

Individual single-family or duplex lot
An applicant that is developing a single platted lot to build a single-family, duplex, or triplex residence may utilize the intensity standards and design provisions in sections 33-193.11-12 of the Code by either:

(a) Providing one of the alternatives in lieu of on-site construction of WHUs; or

(b) Setting aside 100 percent of the proposed housing units for workforce housing and complying with other applicable requirements of the Workforce Housing Development Program.

The applicant shall demonstrate that the development does not exceed the density allowed by the CDMP and shall comply with the following:

(1) No more than 3 residential units may be placed on a single platted lot.

(2) The entrance to each of the units on a single platted lot shall be through a common hall/foyer area in the front of the building, which shall be concealed by a building wall with 1 entrance door, giving the appearance of a single-family home or, where applicable, two- or three-family home.

(3) The locations of the parking spaces for the units within the building shall be dispersed around the building so as not to create a parking field for all of the spaces in the front of the building.

(4) The footprint of the residential structure shall have the appearance of a single-family or, where applicable, two- or three-family home.

(5) Unless the plumbing system of the residential building is connected to a sanitary sewer, lots that have a septic tank with field drains shall be in compliance with Chapter 24 of the code and shall have a rear yard with an area of at least 25 percent of the total lot area. The rear lot area required to care for a septic tank drain field shall not be occupied by an accessory building or other structure.

PORTABILITY OF DENSITY BONUS:
At the time of ASPR, an applicant may apply for a certificate of portability for the workforce housing density bonus. The Certificate allows the property owner to transfer the workforce housing density bonus to another site or sell to a third party. The certificate of portability shall be issued in accordance with the following:

(a) A declaration of restrictions shall be recorded on the primary site (the site subject to the Workforce Housing Development Program) identifying the amount of the density bonus eligible to be transferred and shall include the following requirements:

(1) The receiving site shall be submitted for administrative site plan review.

(2) The receiving site may be developed in accordance with the intensity standards set forth in section 33-193.11 of the Code.

(3) Density bonuses used pursuant to Article XIIA shall not be combined with any other density or intensity bonuses.

(4) The receiving site may provide WHUs in accordance with this article, except that the transferred density bonus shall not be counted in determining the WHUs for the receiving site.

(5) Other terms the Director may deem reasonable or necessary.

(b) Upon issuance, a Certificate of Portability shall be freely transferable and may be used to secure density and intensity bonuses at the receiving site in accordance with Article XIIA.

The density bonus eligible for transfer is defined as the total number of density bonus units granted to the primary site pursuant to section 33-193.7B of the Code. At no time may the density bonus at the receiving site exceed the density bonus allowed by the CDMP. The receiving site may be developed pursuant to the intensity standards of Article XIIA.

The density bonus units eligible for transfer shall be calculated as a percent over the maximum number of units allowed by the applicable CDMP land use designation as follows:

Allowable CDMP Units:

Gross Acres x CDMP density per acre = Allowable CDMP units

If the maximum allowable CDMP units cannot be achieved on a site, or the applicant opts to build below the maximum capacity, the density bonus shall be calculated based on the total proposed units.

Density Bonus Units:

Allowable CDMP units or Proposed units x Density bonus = Density bonus units

OFF-SITE CONSTRUCTION OF WHUs:
An applicant may comply with the Workforce Housing Development Program by constructing the required number of WHUs at one or more alternative sites within a 2-mile radius of the proposed location of the market rate units (the Off-site WHUs) within unincorporated Miami-Dade County.

(a) If the alternative site is also being developed in accordance with Article XIIA of the Code, it must contain both its market rate and workforce housing units in addition to the Off-site WHUs.

(b) The Off-site WHUs shall be constructed concurrently with the market rate units on the primary site. A construction schedule shall be submitted at the time of ASPR specifying how the market rate units at the primary site and the off-site WHUs will be constructed concurrently, and such schedule will be included in the required declaration of restrictions proffered during ASPR. The construction schedule shall provide the expected date of completion for the market rate units and the WHUs at the primary site and the alternative site/s. A unit shall be deemed complete when it obtains a certificate of occupancy.

The off-site WHUs shall be subject to the ASPR and the permitting process at the same time as the primary site. Permits will be issued based on the construction schedule.

MONETARY CONTRIBUTION IN LIEU OF CONSTRUCTION:
An applicant may satisfy the WHU Ordinance by providing a monetary contribution to the Trust Fund, in lieu of construction of on-site workforce housing units. Any monetary contributions received by the County shall not be commingled with any other funds deposited into Trust Fund that are not associated with the WHU program, but shall be deposited into a separate account.

Prior to obtaining a zoning permit for the market rate units, the applicant shall provide payment of the contribution in lieu of construction to the Housing Department, The Housing Department shall then issue a letter stating the satisfaction of payment and the number of WHUs for which a contribution in lieu of construction was made.

The amount of such required monetary contribution shall be determined according to the following formulas:

(a) WHU developments of fewer than 20 residential units seeking to utilize the density or intensity bonus available pursuant to the Code shall pay an amount as follows:

# of market rate units x contribution-in-lieu fee)/20 = Total contribution

(b) Developments with 20 units or more for which a monetary contribution has been approved in accordance with the Code and developments required to contribute shall pay an amount as follow:

# of WHU units x contribution-in-lieu fee = Total contribution

(c) The WHU contribution-in-lieu fee shall be calculated as follows:

Countywide median sales price within the UDB
(for a single-family or multi-family residential unit, as applicable)
–
Affordable purchase price for a family of 4 at
60 percent of median family income for the County
=
Contribution-in-lieu fee per WHU.

(d) The Countywide median sales price figures for 2017-2018 are more fully described in Exhibit C, which is attached hereto and incorporated herein by reference, and will be updated annually, subject to approval by the Board of County Commissioners.

(e) If the development is located in a Minor Statistical Area (MSA) where the median sales price within the Urban Development Boundary (UDB) is lower than the Countywide median sales price under the standard formula, then, instead of the Countywide median sales price, the formula shall use the median sales price (single-family or multi-family, as applicable) for that MSA. It is provided, however, that the contribution-in-lieu fee for each WHU shall be no lower than:

Countywide median sales price within the UDB
(for a single-family or multi-family residential unit, as applicable)
–
Affordable purchase price for a family of 4 at 140 percent
of median family income for the County
=
Contribution-in-lieu fee per WHU.

(f) Combination of off-site construction of WHUs and monetary contributions: An applicant may comply with the requirements of this article by employing a combination of the alternatives set forth in this section, as approved or acceptable to the Housing Department.

(g) In a residential development that includes a mix of housing types (single family development and multi-family development), the monetary contribution will be calculated based on the proportion of each type of residential unit within such development.

(h) Residential developments with a combination of housing types. For Residential developments that include a combination of housing types (Single Family and Multi-Family Development), the monetary contribution in lieu fee will be calculated based on the proportion of each type of residential unit within such development.

REHABILITATION OF EXISTING PROPERTY AND DONATION OF PROPERTY:

A. REHABILITATION OF EXISTING PROPERTY FOR WHUs:

An applicant may satisfy the requirements of the WHU Ordinance by providing WHUs at rehabilitated sites located in unincorporated or incorporated Miami-Dade County in the following areas:

(a) Within a 3-mile radius of the proposed location of the market rate units; or

(b) Within the County's Urban Infill Area; or

(c) Within a transit corridor area.

For purposes of the Code and this implementing order, "rehabilitated site" means a property with an existing building that is to be renovated in the Urban Infill Area; it also includes a vacant parcel of land. When the rehabilitated units are located in incorporated areas, the applicant shall demonstrate to the Zoning Director at the time of ASPR that such units have received municipal zoning approval. If the WHUs at rehabilitated sites are deemed acceptable, the Zoning Department shall issue a letter of satisfaction stating the number of WHUs which have been contributed.

Prior to obtaining a building permit for the market rate units, the applicant shall provide copies of building permits issued by the County or the applicable municipality for the WHUs.

B. DONATION OF LAND TO THE COUNTY:

An applicant may satisfy the WHU Ordinance and this implementing order by conveying land acceptable to the County that is suitable in size, location, and physical condition for significantly more WHUs. The conveyed land shall be:

(a) Developable; and

(b) Zoned residential or in a zoning district that allows residential uses; and

(c) Unencumbered and environmentally clean; and

(d) Of a value that is not less than the in-lieu monetary contribution for the proposed development.

The acceptance of such land by the County shall be in accordance with Administrative Order 8-1. If the donated land is deemed acceptable, the Housing Department shall issue a letter stating the number of WHUs satisfied through the land donation. Prior to obtaining zoning approval for

the market rate units, the applicant shall obtain the letter of satisfaction from the Housing Department.

ROAD IMPACT FEE DEFERRAL OR EXEMPTION

Impact fees shall be paid prior to the issuance of any building permit for development activity within Miami-Dade County. No building permit may be issued until all required impact fees are paid in full. However, workforce housing units provided under the Workforce Housing Program may qualify for a two-year deferral or a full exemption of the road impact fees, as described below. Only the workforce housing units, and not market rate units, are eligible to receive a deferral or exemption of the road impact fee.

Two-Year Deferral of Road Impact Fees

An applicant may request a two-year deferral of 90 percent of the road impact fees assessed for the workforce housing units, subject to the following terms, conditions, requirements, and limitations in Section 33E-18 of the Code, as follows:

(1) The owner of the property that is subject to the road impact fee shall execute a voluntary lien securing payment of the deferred portion of the road impact fee on a form provided by the County Public Works Director and filed in the Public Records of Miami-Dade County.

(2) A notice that the voluntary lien has been satisfied shall be filed in the Public Records by Miami-Dade County upon final payment of all outstanding road impact fees, including associated administrative fees and penalties, if any, that may be owed in connection with the road impact fee.

(3) The total amount of the road impact fee owed shall be assessed at the time the building permit is issued.

(4) Prior to issuance of the building permit for the workforce housing units, the applicant shall pay

(a) The sum of 10 percent of the road impact fees assessed for those units ("initial payment"), plus

(b) The total administrative fee for the assessed road impact fee, plus

(c) The total administrative fee for deferral as provided under this section.

(5) An administrative fee of $100.00 or 4 percent of the deferred portion of the road impact fee, whichever amount is greater, shall be charged in connection with the application for deferral.

(6) The schedule of payment for the deferred portion of the road impact fee for workforce housing units shall be set as follows:

(a) The deferral period shall be a maximum of 2 years; and

(b) No interim payment shall be required; and

(c) All road impact fees deferred pursuant to this section shall become immediately due upon a sale, conveyance, or other transfer of title of the property that is the subject of the deferral.

(7) No interest shall be charged against road impact fees deferred under this section, provided that they are paid on time in accordance with the payment schedule. It is provided; however, that payments made more than 30 calendar days from the date that payment of the impact fee is due shall be charged interest at the rate of 12 percent per annum simple interest, accruing from the date of the initial payment up to the date of the late payment, plus the cost of collection established by implementing order of the Board of County Commissioners.

(8) The County Public Works Director is authorized to: (i) foreclose on the lien for any deferred impact fees, including any accrued interest, that remain unpaid for more than 180 calendar days beyond the date when deferred impact fees are due; and (ii) assess reasonable fees associated with the foreclosure of the lien and collection of the road impact fee payment, including reasonable attorney's fees and court costs.

Exemption of Road Impact Fees
In accordance with Section 33E-14 of the Code, workforce housing units affordable to households at or below 80 percent of the median family income, may be eligible for an exemption from road impact fees if said units meet the criteria in Sections 33-E-5 and 33E-14 of the Code. For purposes of complying with the criteria set forth in Section 33E-14, the Workforce Housing Development Program is hereby deemed to be a governmental assistance program that authorizes housing units to be priced at a higher amount than that set forth in Section 33E-14.

ELIGIBLE PROPERTIES:
Eligible WHU units include single-family units, townhouses, condominiums, and apartments as approved by the Zoning Department or successor agency or department for workforce housing. Eligible properties to be acquired for homeownership must be owner-occupied and must be the owner's primary residence.

The Zoning Department or successor agency or department shall submit notification of approved covered developments to the Housing Department upon final approval of same. The notification shall include the number of and location of the WHUs within the covered development. The Housing Department shall verify with the developer or other property owner the applicable sales price or rent of the WHUs. Applicable sales prices and rents shall be made available on the Housing Department's website at http://www.miamidade.gov/housing.

INCOME RANGE OF APPLICANTS TO BE SERVED:
Each eligible household's income must meet the income limits at the time of receipt of a certificate of qualification. The income limit table located on the Housing Department's website at http://www.miamidade.gov/housing/income-limits.asp shall be applied to determine eligibility. A list of required documents and annual updates of the eligible household requirements, including without limitation the income limits, shall be made available on the Housing Department's website.

OCCUPANCY REQUIREMENT:
All qualified households must use the WHU as their primary residence. WHUs sold to qualified households may not be rented, and rental WHUs may not be sub-leased. WHUs that are for sale will be subject to a control period of 20 years for every new qualified household to ensure that the WHU remains affordable and available.

CERTIFICATION OF QUALIFIED HOUSEHOLDS:

A. WHU RENTALS:

Upon receipt of a developer's or other property owner's written notification of the availability of a WHU for rent, the Housing Department shall make such notice available to eligible households through its web site. Each developer or other property owner shall also list the availability of the WHUs on their property's website.

Prospective eligible households seeking to rent a WHU shall complete and execute the certificate of qualification as part of their unit lease application. Subject to payment by a developer or property owner to the Housing Department of a portion of the application processing fee received by said developer or property owner, the Housing Department shall work with each property manager and/or property owner to determine the eligibility of each prospective eligible household based upon the income limits table described herein and found on the Housing Department's website at http://www.miamidade.gov/housing/income-limits.asp. The Housing Department shall obtain from each prospective eligible household or the developer the following documents, including, but not limited to:

- Tax returns and W-2 for the previous two years
- Recent pay stubs for most current 30 day period
- Evidence of Miami-Dade County residency.

Upon determination of eligibility, the property manager or property owner shall certify by executing the certificate of qualification that the eligible household is a qualified household. The Housing Director or designee shall sign the certificate of qualification. The property manager and/or property owner of each covered development shall retain the original certificate of qualification on site in the qualified household's file and shall forward a copy of the fully executed certificate of qualification to the Housing Department. The property manager or property owner shall complete and execute the certificate of qualification as part of the initial WHU lease application and all subsequent WHU lease renewals.

In addition to the documentation required for the Certification of Qualification, all prospective eligible households seeking to rent a WHU will complete all rental application documentation and provide all documentation that is required by property manager and/or owner.

In the event that no qualified household is located to rent a particular WHU within six months from the date the WHU is first offered by the developer or other property owner, the developer or other property owner shall inform the Housing Department of steps taken to market the WHU. Although the Housing Department will work with the developer or property owner to locate a qualified household to rent the WHU, the developer or property owner shall remain obligated to rent the WHU to a qualified household and to comply with the declaration of restrictive covenants and workforce housing agreement required by the Code for a time equivalent to the initial control period, unless the Housing Director approves a shorter time upon a showing that the developer or property owner has been unable to rent to a qualified household after making a good faith effort over a reasonable period of time. Alternatively, the developer or property owner may at any time pay the WHU contribution-in-lieu fee that would have been assessed at the time of issuance of the first building permit for the development, and shall thereafter be entitled to a release from the obligation of providing the WHU.

B. WHU SALES:
Upon receipt of a developer or other property owner's written notification of the availability of a WHU for sale, the Housing Department shall make such notice available to eligible households through its web site. Each developer or other property owner shall also list the availability of the WHUs on their property's website.

Prospective eligible households shall also complete and execute the certificate of qualification as part of the process of purchasing the WHU, but no later than the execution of the sales contract. Subject to payment by a developer or property owner to the Housing Department of a portion of the application processing fee received by said developer or property owner, each developer or other property owner will refer potential homebuyers to the Housing Department for eligibility determination along with a copy of their proposed sales contract and any other documents required herein. The Housing Department shall determine the eligibility of each prospective eligible household based upon the income limits table described at http://www.miamidade.gov/housing/income-limits.asp. Upon determining eligibility, the Housing Department shall execute the certificate of qualification that the prospective homebuyer is a qualified household. The Housing Department shall forward a copy of the original certificate of qualification to the developer or other property owner.

The Housing Department shall obtain from each eligible household or the developer the following documents, including, but not limited to:

- Tax returns and W-2 for the previous two years
- Recent pay stubs for most current 30 day period ·
- Evidence of Miami-Dade County residency
- WHU proposed sales contract (for sales)

First mortgages must be obtained from a County certified lender (if subsidy is requested)

The Housing Department shall determine each eligible household's eligibility within ten business days (excluding holidays and weekends) of receiving the eligibility determination documentation.

Each qualified household purchasing a WHU shall be required to record a mortgage in favor of Miami-Dade County in an amount of $100.00 or such other amount that may be borrowed by a qualified household from the County. A promissory note shall be executed by each qualified household and secured by said mortgage. Said mortgage shall set forth the same covenants along with the refinancing and resale restrictions as those included in the restrictive covenants required by this section.

Each qualified household shall also be required to execute a restrictive covenant in the County's favor. Such restrictive covenant shall include that: (a) the restrictions of set forth therein shall run with the land for the entire control period, and (b) the covenant will bind the applicant, any assignee, mortgagee, or buyer, and all other parties that receive title to or interest in the property. These covenants shall be senior to all instruments that facilitate the securing of permanent financing. Notwithstanding the foregoing, the covenants required herein shall not be senior to any instrument that facilitates the securing of permanent financing from the Federal Housing Administration, Fannie Mae, Freddie Mac, or similar senior lender. In such covenants, the control period and other restrictions on the WHU shall not survive any foreclosure in accordance with such senior lender's guidelines and restrictions.

In the event that no qualified household is located to purchase a particular WHU within six months from the date the WHU is first offered by the developer or other property owner, and providing

that a certain percentage of WHU have already been developed and such percentage agreed by the Housing Director 30 days prior to the date WHU is offered for sale, the Housing Director shall recommend to the County Mayor or County Mayor's designee whether the County should exercise its right of first refusal to purchase the WHU at the WHU sales price within 30 days. If the County Mayor or County Mayor's designee concurs, the Housing Director shall notify the developer or other property owner of the County's decision. The County Mayor or County Mayor's designee is authorized to purchase the WHU, without prior approval from the Miami-Dade Board of County Commissioners, from the funds earmarked in the Trust Fund or any other authorized source. The County Mayor or County Mayor's designee shall report each such purchase to the Board of County Commissioners at the next Board meeting following the month in which the WHU is purchased. If the County rejects the offer or otherwise does not respond to the offer, the developer or property owner shall remain obligated to sell or rent the WHU to a qualified household and to comply with the declaration of restrictive covenants and workforce housing agreement required by the Code for a time equivalent to the initial control period, unless a shorter time is approved by the Housing Director upon a showing that the developer or property owner has been unable to sell to a qualified household after making a good faith effort over a reasonable period of time. Alternatively, the developer or property owner may at any time pay the WHU contribution-in-lieu fee that would have been assessed at the time of issuance of the first building permit for the development, and shall thereafter be entitled to a release from the obligation of providing the WHU. The County Mayor or the County Mayor's designee is authorized to exercise the right of first refusal provided hereunder, with funds allocated from the Trust Fund or any other authorized source of funding, for the direct and exclusive purpose of providing workforce housing for those households meeting the workforce housing eligibility requirements. Notwithstanding this authorization to purchase, the County Mayor or the County Mayor's designee shall bring to the Board of County Commissioners a resolution seeking ratification of said purchase at the next available Board meeting following the purchase of the WHU.

If any qualified household of a WHU defaults on their mortgage with the County and said default is not cured within the applicable time periods, then the whole debt secured by said mortgage, with all interest thereon, and all other amounts thereby secured shall, at the option of the County, become immediately due and payable. In the event any qualified household of a WHU fails to cure the default, the County shall have the right to legally enforce the term of the mortgage or collect the debt in any suit at law, including, but not limited to, a proceeding in foreclosure. Notwithstanding the foregoing, the covenants required herein shall not be senior to any instrument that facilitates the securing of permanent financing from the Federal Housing Administration, Fannie Mae, Freddie Mac, or similar senior lender. In such covenants, the control period and other restrictions on the WHU shall not survive any foreclosure in accordance with such senior lender's guidelines and restrictions. Any proceeds, including any expenses or expenditures incurred and recovered by the County, shall be deposited in the Trust Fund.

In any suit, action or proceeding, including, without limitation, bankruptcy, probate, or any other suit, action, or proceeding affecting the WHU, any monies are recovered by the County shall be deposited into the Trust Fund.

Notwithstanding the foregoing, in the event of default by a qualified household on any senior mortgage associated with a WHU, the County Mayor or County Mayor's designee is authorized to pay off said senior mortgage and assume ownership of the WHU by using funds from the Trust Fund for resale to an eligible household. The defaulting qualified household shall be required to vacate the WHU. The County Mayor or County Mayor's designee is further authorized to purchase any WHU that is sold as a result of any suit, action, or proceeding, including, but not limited to, foreclosure, bankruptcy, probate, or any other suit, action, or proceeding affecting the WHU. The County Mayor or County Mayor's designee shall report each such purchase to the Board of

County Commissioners at the next Board meeting following the month in which the WHU is purchased.

MONITORING:
The Housing Department and the Zoning Department shall be responsible for monitoring each covered development to ensure compliance with the WHU Ordinance and this implementing order. The Housing Department shall be responsible for monitoring each qualified household to ensure compliance with the WHU Ordinance and this implementing order. The Housing Department may charge a fee in accordance with the approved fee schedule.

A. Rentals
All qualified households must be provided a lease with a minimum period of twelve (12) months. The lease must comply with all applicable federal and state laws. The lease shall include, at a minimum, provisions that specify the maximum household size allowed in the unit; a prohibition against subleasing; and, a requirement that the qualified household shall report any changes in household size or income during their tenancy. Qualified households shall comply with all monitoring requirements established by the Housing Department. If a qualified household's income increases above the maximum allowed income levels, the qualified household may choose to remain in the WHU for the remaining term of the lease.

Annually, the Housing Department shall conduct an on-site inspection of each covered development to review client files for income verification. Should the rented WHU be found noncompliant, the property owner or manager shall make the next comparable vacant unit at the covered development available to an eligible household at the WHU rent.

B. Re-sales
Any qualified household that intends to sell their WHU prior to the expiration of the control period shall provide written notification to the Housing Department. Upon receipt of said written notification, the Housing Director shall determine the maximum WHU sales price for the WHU. The WHU shall be resold to an eligible household at no more than the pre-determined WHU sales price. Before closing a sale, the seller of the WHU shall submit to the Housing Department for approval (which approval shall not be unreasonably withheld or delayed):

(a) A copy of the proposed sales contract;
(b) A signed copy of the buyer's certification of qualification (if not provided by the Housing Department); and,
(c) An affidavit signed by the seller and the buyer attesting to the accuracy of all documents and conditions of the sale.

No resale of a WHU shall be considered to be in compliance with the Code until all required documents and affidavits have been submitted to and approved by the Housing Department.

The Housing Department shall either approve or disapprove all required documents and affidavits in writing no later than ten (10) business days after they are submitted to the Housing Department. The Housing Department's failure to issue such approval or disapproval within the required time period shall result in such documents and affidavits being deemed approved. If the Housing Department disapproves such documents or affidavits, then the Housing Director shall provide the seller, in writing, reasons for such disapproval and an opportunity to correct any deficiencies.

In the event the qualified household does not execute a contract for purchase within six (6) months from the date the WHU is first offered for resale, the County shall have a right of first refusal to purchase the WHU. The Housing Director shall recommend to the County Mayor or County Mayor's designee whether the County should exercise its right of first refusal to purchase the WHU at the WHU sales price. If the County Mayor or County Mayor's designee concurs, the

Housing Director shall notify the qualified household of the County's decision. The County Mayor or County Mayor's designee is authorized to purchase the WHU, without prior approval from the Miami-Dade Board of County Commissioners, from the funds earmarked in the Trust Fund or any other authorized source. The County Mayor or County Mayor's designee shall report each such purchase to the Board of County Commissioners at the next available Board meeting following the date the WHU is purchased.

Notwithstanding the provisions set forth herein, any WHU that is owned for an entire 20-year control period by the same individual(s) shall be released from the sales price restrictions under the program. Upon the expiration of the control period, the County shall record in the public records of Miami-Dade County an instrument or document releasing the WHU from the restrictive covenant required by this program.

C. Shared Equity Agreement: Equity Share Recapture Fee

In addition to the requirements set forth in the WHU Ordinance and in this implementing order, the WHU restrictive covenant shall require each qualified household purchasing a WHU to enter into a shared equity agreement with the County. Said agreement shall be recorded in the public records against the WHU, securing and stating the County's equity share in the WHU resale during the control period.

In the event of an early resale of a WHU by a qualified household, i.e. the sale of a WHU prior to the expiration of the control period, such qualified household shall pay to the County at the closing an equity share recapture fee, which shall be calculated based on the following schedule:

Year	% Equity Recapture
0-5	100%
6-10	50%

Notwithstanding the foregoing, the equity share recapture fee shall be reduced by the resale price less the initial purchase price and, if applicable, less the sum of: (a) the amount of any cash down payment from the qualified household's own funds for the purchase of the WHU; (b) the reasonable customary costs of sale of the WHU paid by the qualified household, including any broker's commission; and (c) the value of any documented qualified improvements to the WHU that are in compliance with any applicable requirements established by a lender.

All equity share recapture fees received by the County shall be deposited into the Trust Fund.

D. Condominium Conversion

If a building that is initially built as a rental project under single ownership should subsequently convert to a condominium, then:

(a) The development shall offer the same number of for-sale WHUs as there were rental WHUs;

(b) The WHUs shall be specifically identified by unit number as part of the recorded condominium declaration;

(c) The sales price for such WHUs being converted shall be the WHU sales price set forth in this implementing order, as may be amended by resolution of the Board of County Commissioners. If the owner of such condominium conversion elects to renovate the workforce dwelling units, the reasonable cost of labor and materials associated with such renovation shall be considered; and

(d) Each qualified household renting a WHU at the time of the condominium conversion shall have a period of 90 days to exercise the right to purchase the dwelling unit they occupy at the WHU sales price. Subsequently, the County shall have a period of 90 days to exercise the right of first refusal to purchase some or all of the WHUs that are not purchased by such qualified households at the sales price established for such units by the implementing order. Such units shall be offered to the County and purchased by it in accordance with the provisions set forth below for for-sale WHUs.

In the event that all of the WHUs are not sold to either qualified households or the County, then the owner may make a monetary contribution in accordance with section 33-193.9 of the Code equivalent to the number of WHUs that are not so sold. Upon receipt of said monetary contribution, the Housing Director shall record in the public records of Miami-Dade County an instrument or document releasing the building from the restrictive covenant required by this program.

ENFORCEMENT:
The Housing Department, on behalf of Miami-Dade County, shall coordinate with the closing agent, the recording of a mortgage to enforce the WHU program requirements and to put on notice each qualified household of the resale and refinancing restrictions of each WHU for each unit sold. The Housing Department and the Zoning Department shall be responsible for enforcement consistent with Section 17-139 and Chapter 8CC of the Code of Miami-Dade County, respectively.

REPORTING:
On or before December 30, 2018, and every two years thereafter, the County Mayor or the County Mayor's designee shall submit a report to the Miami-Dade Board of County Commissioners concerning compliance with the provisions of the WHU Ordinance. This bi-annual report shall include but not be limited to (i) the number of WHU projects built and sold or rented to qualified households, (ii) the location of such WHU projects, and (iii) the amounts of any monetary contributions paid by a developer to the County and which have been deposited into the Trust Fund. The completed report required by this implementing order shall be placed on an agenda of the Board in accordance with Ordinance No. 14-65.

This Implementing Order is hereby submitted to the Board of County Commissioners of Miami-Dade County, Florida.

Approved by the County Attorney as
to form and legal sufficiency _____

Note: The hold harmless provisions of IRC Section 142(d)(2)(E) mean that projects with at least one building placed in service on or before the end of the 45-day transition period for newly-released limits use whichever limits are greater, the current-year limits or the limits in use the preceding year.

HUD released 4/14/2017
Implement on or before 5/28/2017
FHFC Posted : 4/17/2017

2017 Income Limits and Rent Limits
Florida Housing Finance Corporation
Multifamily Rental Programs (except HOME and SHIP) and CWHIP Homeownership Program

County (Metro)	Percentage Category	Income Limit by Number of Persons in Household										Rent Limit by Number of Bedrooms in Unit					
		1	2	3	4	5	6	7	8	9	10	0	1	2	3	4	5
Martin County	25%	10,550	12,050	13,550	15,050	16,275	17,475	18,675	19,875	21,070	22,274	263	282	338	391	436	481
(Port Saint Lucie MSA)	28%	11,816	13,496	15,176	16,856	18,228	19,572	20,916	22,260	23,598	24,947	295	316	379	438	489	539
	30%	12,660	14,460	16,260	18,060	19,530	20,970	22,410	23,850	25,284	26,729	316	339	406	469	524	578
	33%	13,926	15,906	17,886	19,866	21,483	23,067	24,651	26,235	27,812	29,402	348	372	447	516	576	636
	35%	14,770	16,870	18,970	21,070	22,785	24,465	26,145	27,825	29,498	31,184	369	395	474	548	611	674
	40%	16,880	19,280	21,680	24,080	26,040	27,960	29,880	31,800	33,712	35,638	422	452	542	626	699	771
	45%	18,990	21,690	24,390	27,090	29,295	31,455	33,615	35,775	37,926	40,093	474	508	609	704	786	867
	50%	21,100	24,100	27,100	30,100	32,550	34,950	37,350	39,750	42,140	44,548	527	565	677	783	873	963
	60%	25,320	28,920	32,520	36,120	39,060	41,940	44,820	47,700	50,568	53,458	633	678	813	939	1,048	1,156
Median: 58,000	80%	33,760	38,560	43,360	48,160	52,080	55,920	59,760	63,600	67,424	71,277	844	904	1,084	1,253	1,398	1,542
	120%	50,640	57,840	65,040	72,240	78,120	83,880	89,640	95,400	101,136	106,915	1,266	1,356	1,626	1,879	2,097	2,313
	140%	59,080	67,480	75,880	84,280	91,140	97,860	104,580	111,300	117,992	124,734	1,477	1,582	1,897	2,192	2,446	2,698
Miami-Dade County	25%	13,225	15,100	17,000	18,875	20,400	21,900	23,425	24,925	26,425	27,935	330	354	425	490	547	604
(Miami-Miami Beach-	28%	14,812	16,912	19,040	21,140	22,848	24,528	26,236	27,916	29,596	31,287	370	396	476	549	613	676
Kendall HMFA;	30%	15,870	18,120	20,400	22,650	24,480	26,280	28,110	29,910	31,710	33,522	396	424	510	589	657	725
Miami-Fort Lauderdale-	33%	17,457	19,932	22,440	24,915	26,928	28,908	30,921	32,901	34,881	36,874	436	467	561	648	722	797
Pompano Beach MSA)	35%	18,515	21,140	23,800	26,425	28,560	30,660	32,795	34,895	36,995	39,109	462	495	595	687	766	846
	40%	21,160	24,160	27,200	30,200	32,640	35,040	37,480	39,880	42,280	44,696	529	566	680	785	876	967
	45%	23,805	27,180	30,600	33,975	36,720	39,420	42,165	44,865	47,565	50,283	595	637	765	883	985	1,087
	50%	26,450	30,200	34,000	37,750	40,800	43,800	46,850	49,850	52,850	55,870	661	708	850	981	1,095	1,208
	60%	31,740	36,240	40,800	45,300	48,960	52,560	56,220	59,820	63,420	67,044	793	849	1,020	1,178	1,314	1,450
Median: 51,800	80%	42,320	48,320	54,400	60,400	65,280	70,080	74,960	79,760	84,560	89,392	1,058	1,133	1,360	1,571	1,752	1,934
	120%	63,480	72,480	81,600	90,600	97,920	105,120	112,440	119,640	126,840	134,088	1,587	1,699	2,040	2,356	2,628	2,901
	140%	74,060	84,560	95,200	105,700	114,240	122,640	131,180	139,580	147,980	156,436	1,851	1,982	2,380	2,749	3,066	3,384

EXHIBIT A

Florida Housing Finance Corporation (FHFC) income and rent limits are based upon figures provided by the United States Department of Housing and Urban Development (HUD) and are subject to change. Updated schedules will be provided when changes occur.

Maximum Sales Price Limits

EXHIBIT B

INCOME CHART ANALYSIS FOR MORTGAGE FAMILY SIZE OF TWO (2)

Area Median Income (AMI %)	Area Median Income ($ Amt.)	Estimated Purchase Price
60%	$36,240.00	$95,130.00
80%	$48,350.00	$126,900.00
100%	$60,400.00	$158,550.00
120%	$72,480.00	$190,260.00
140%	$84,560.00	$221,970.00

INCOME CHART ANALYSIS FOR MORTGAGE FAMILY SIZE OF FOUR (4)

Area Median Income (AMI %)	Area Median Income ($ Amt.)	Estimated Purchase Price
60%	$45,300.00	$118,912.50
80%	$60,400.00	$158,550.00
100%	$75,500.00	$198,187.50
120%	$90,600.00	$237,825.00
140%	$105,700.00	$250,000.00

INCOME CHART ANALYSIS FOR MORTGAGE FAMILY SIZE OF SIX (6)

Area Median Income (AMI %)	Area Median Income ($ Amt.)	Estimated Purchase Price
60%	$52,560.00	$137,970.00
80%	$70,100.00	$184,000.00
100%	$87,600.00	$229,950.00
120%	$105,120.00	$248,700.00
140%	$122,640.00	$290,160.00

INCOME CHART ANALYSIS FOR MORTGAGE FAMILY SIZE OF EIGHT (8)

Area Median Income (AMI %)	Area Median Income ($ Amt.)	Estimated Purchase Price
60%	$59,820.00	$157,027.50
80%	$79,750.00	$209,343.75
100%	$99,700.00	$235,800.00
120%	$119,640.00	$283,000.00
140%	$134,580.00	$318,400.00

All mortgage amounts were calculated at 5% interest rate amortized over 30 years utilizing a 5% downpayment. The monthly housing expense (MHE) is approximately 25% debt-to-income ratio (DTIR) to allow flexibility for lenders utilizing MIP or PMI as applicable. Closing Costs estimated at approximately 7% of the purchase Price. Purchasers will be required to have a cash flow to cover the 5% downpayment and the closing costs. Additionally, reserves of at least three months PITI is usually required. Accumulating the total cash to purchase becomes a hardship for families who may be able to meet the monthly housing expense obligation which is often times consistent to their current rental payment. Monthly HOA fees if applicable should be included in the MHE/DTIRs.

Payment in Lieu Schedule based on Residential Properties Sold in Year 2016 Inside the UDB *
Miami-Dade County

	Multi-family			Single Family		
MSA	Mean	Median	In Lieu Payment	Mean	Median	In Lieu Payment
1.1	1,330,652	735,000	151,087	3,149,222	2,400,000	157,587
1.2	1,169,299	815,000	151,087	3,664,749	3,000,000	157,587
1.3	972,504	398,000	151,087	2,122,271	1,232,834	157,587
2.1	429,222	220,000	101,087	375,635	247,500	128,587
2.2	193,622	114,950	20,000	237,002	224,600	105,687
2.3	131,778	107,000	20,000	192,062	198,500	79,587
2.4	113,650	96,500	20,000	159,638	160,000	41,087
3.1	148,720	140,000	21,087	320,647	295,000	157,587
3.2	273,050	237,250	118,337	519,033	423,700	157,587
4.1	419,486	220,000	101,087	468,259	370,000	157,587
4.2	481,570	329,500	151,087	130,223	127,000	26,500
4.3	212,114	130,000	20,000	263,403	260,000	141,087
4.4	695,846	138,000	20,000	388,206	367,450	157,587
4.5	-	-		-	-	
4.6	218,944	150,000	31,087	217,143	185,000	66,087
4.7	423,974	335,000	151,087	596,150	332,500	157,587
5.1	266,996	175,000	56,087	277,313	275,000	156,087
5.2	631,485	541,900	151,087	715,695	500,000	157,587
5.3	502,562	310,000	151,087	710,139	522,750	157,587
5.4	183,624	156,000	37,087	374,227	339,000	157,587
5.5	186,288	156,000	37,087	471,582	400,500	157,587
5.6	540,817	233,750	114,837	1,928,223	1,235,000	157,587
5.7	342,760	137,000	20,000	599,029	540,000	157,587
5.8	129,198	117,500	20,000	283,852	240,000	121,087
6.1	246,085	147,000	28,087	343,846	333,000	157,587
6.2	160,667	158,000	39,087	312,714	303,250	157,587
7.1	138,431	133,000	20,000	272,835	259,900	140,987
7.2	70,748	74,500	20,000	280,513	245,000	126,087
7.3	360,563	321,250	151,087	246,741	240,000	121,087
7.4	123,942	115,500	20,000	226,278	221,000	102,087
7.5	100,933	99,000	20,000	182,516	183,000	64,087
7.6	-	-		272,550	273,750	
	541,075	270,000		424,707	290,000	

Source: Miami-Dade County Property Appraiser GIS layer.

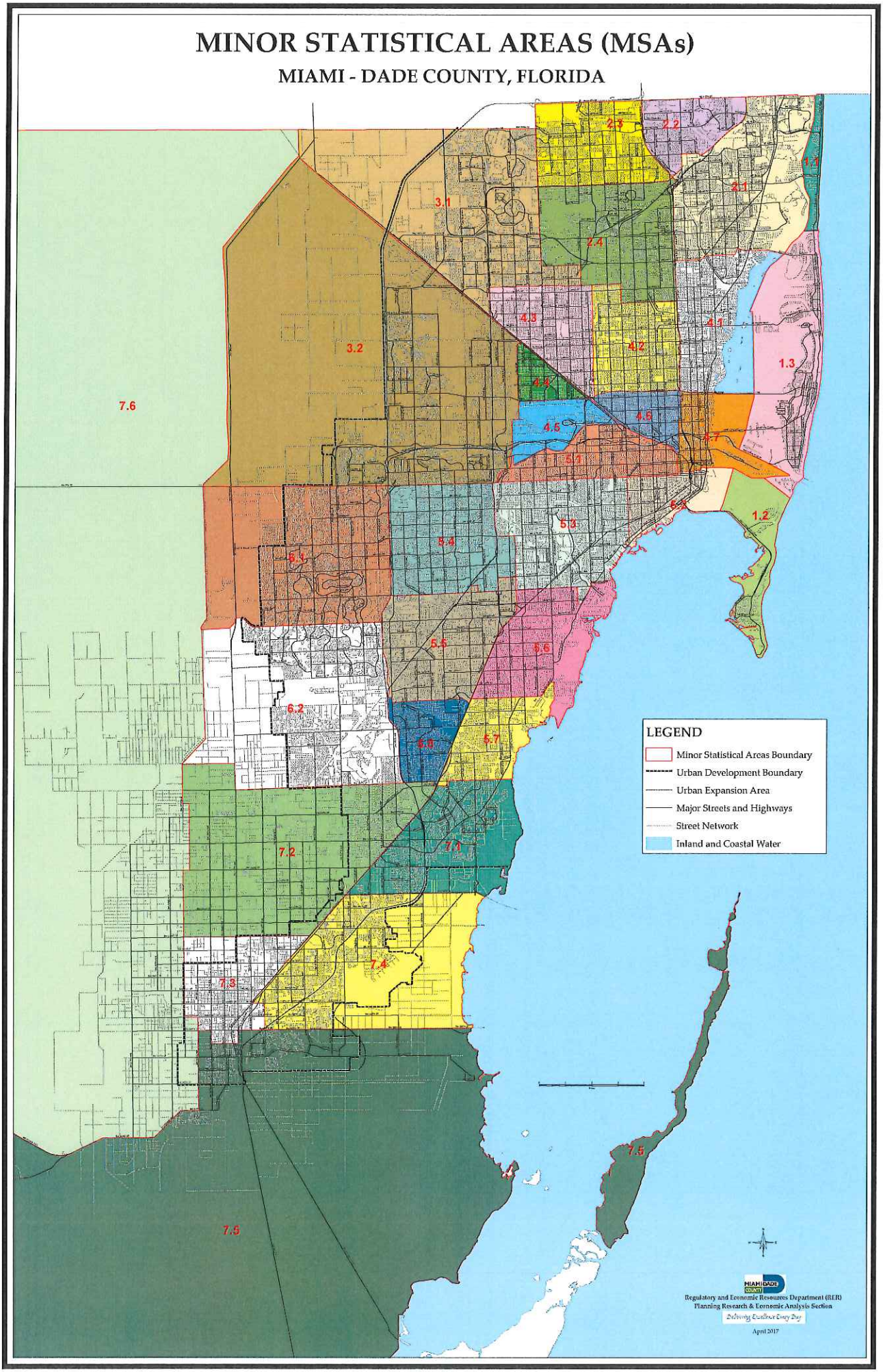
Prepared by Miami-Dade County, Department of Regulatory and Economic Resources, Planning Research and Economic Analysis, April 2017.

* The sold properties included in this analysis were those where the property ownership transfers are identifed by the Miami-Dade County Property Appraiser's Office with a Qualification Code of 01 or 02; meaning transfers qualified as arms' length and are included in sales ratio analysis.

EXHIBIT C

MINOR STATISTICAL AREAS (MSAs)

MIAMI - DADE COUNTY, FLORIDA



ORDINANCE NO. 2022-013

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING CHAPTER 3, "DEFINITIONS" OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (ULDC) TO EXPAND THE WORKFORCE HOUSING INCOME RANGE ELIGIBILITY REQUIREMENTS; AMENDING CHAPTER 8, "ZONING," TO CREATE SECTION 8.10.1, "WORKFORCE HOUSING PROGRAM," TO ESTABLISH MANDATORY MINIMUM WORKFORCE HOUSING UNIT REQUIREMENTS FOR ALL DEVELOPMENTS OF ~~50~~75 UNITS OR MORE THAT INCLUDE FOR-RENT UNITS IN THE T6 AND RM-70 ZONING DISTRICTS, AS WELL AS AMENDING SECTIONS 8.12.5 AND 8.15, TO PROVIDE FOR WORKFORCE HOUSING UNIT REQUIREMENTS IN CONNECTION WITH DENSITY BONUSES IN THE T6-24, T6-24MU, AND T6-30 TRANSECT ZONES; AND AMENDING CHAPTER 15, "FORM BASED CODE," BY DELETING THE PREVIOUS VOLUNTARY WORKFORCE HOUSING PROGRAM LANGUAGE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, North Bay Village ("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, during its 75th anniversary year, and following an extended public discussion about future growth and development, the Village updated its ULDC as part of a master visioning and planning process known as the "NBV100 Master Plan," which looks at the community's next twenty-five years; and

WHEREAS, the NBV100 Master Plan, guided by principles which originated from the common concerns of North Bay Village residents, is centered on equipping the Village with the tools to become a more livable, resilient, and prosperous community that can adapt to the challenges of a changing climate; and

WHEREAS, on February 9, 2021, the Village Commission adopted Ordinance 2021-004, creating Chapter 15, "Form-Based Code," to implement the vision and goals of the NBV100 Master Plan, and amended related sections of the ULDC that were impacted by the new Chapter 15; and

WHEREAS, as part of the Form-Based Code, the Village Commission adopted a new Workforce Housing Program to advance the NBV100 Master Plan goals of Livability, Resilience, and Prosperity; and

WHEREAS, the Village's Workforce Housing Program is a voluntary program that provides density bonuses for the development of workforce housing under the provisions of current Sec. 15.2.H. of the ULDC; and

WHEREAS, the current Workforce Housing Program is applicable to mixed-use developments in the T6-24, T6-24MU (Municipal Use), and T6-30 transect zones located along Kennedy Causeway (79th Street Causeway); and

WHEREAS, income eligibility is presently limited to those households whose total income is between 80% and 100% of Miami-Dade County Median Household Income (MHI); and

WHEREAS, it is recognized that, despite the early success of the current program, a shortage of workforce housing exists in the Village which is detrimental to the public health, safety, and welfare; and

WHEREAS, the current housing stock in the Village is not affordable to many workers who would otherwise choose the Village as a place to live, but instead are forced to live in other areas of the County and commute greater distances; and

WHEREAS, Miami-Dade County (the "County") ~~is in the process of adopting an o~~has adopted Ordinance No. 22-125(~~File No. 221594~~) ~~to require~~ requiring municipalities to provide for workforce housing within the full breadth of workforce housing income ranges recognized by the County, specifically 60% to 140% of Miami-Dade County Area Medium Income, in order to encourage the development of workforce housing; and

WHEREAS, the Village consequently seeks to exercise its home rule powers and voluntarily amend the ULDC to expand the level of housing choices available to households by requiring a minimum number of workforce housing units in new and redevelopment projects with over 75 units which offer for-rent units and are located in the T6 and RM-70 zoning districts; by providing for an additional optional Workforce Housing Density Bonus for projects ~~with over 50 dwelling units~~ located in the various T6 transect zones, and by expanding the eligible workforce housing income range to be consistent with the County's; and

WHEREAS, the modifications provided herein are consistent with the NBV100 Master Plan, the Village's Comprehensive Plan, the Florida Community Planning Act, and Miami-Dade County's proposed ordinance; and

WHEREAS, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, has reviewed this Ordinance and has recommended approval to the Mayor and the Village Commission; and

WHEREAS, this Ordinance was presented to the Village Commission in two readings, with second reading conducted as the required public hearing on November 2, 2022; and

WHEREAS, the Mayor and Commission find that this Ordinance is in the best interest of the community.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS: [1]

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's ULDC. That Chapter 3, "Definitions" of the Unified Land Development Code of North Bay Village, Florida is hereby amended to read as provided in Exhibit "A," which is incorporated herein and made a part hereof by this reference.

Section 3. Amending Chapter 8 of the Village's ULDC. That Chapter 8, "Zoning" of the Unified Land Development Code of North Bay Village, Florida is hereby amended to read as provided in Exhibit "B," which is incorporated herein and made a part hereof by this reference.

Section 4. Amending Chapter 15 of the Village's ULDC. That Chapter 15, "Form-Based Code" of the Unified Land Development Code of North Bay Village, Florida is hereby amended to read as provided in Exhibit "C," which is incorporated herein and made a part hereof by this reference.

Section 5. Applicability. This Ordinance shall not apply to any development project whose site plan application was filed with North Bay Village prior to the Effective Date of this Ordinance.

Section 6. 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 7. 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 8. 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 9. Effective Date. That this Ordinance shall become effective immediately upon final adoption on second reading.

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[1] Coding: ~~Strikethrough words~~ are deletions to the existing text. Underlined words are additions to the existing text. Changes between first and second reading are indicated with ~~double strikethrough~~ and double underline.

PASSED on first reading on the 11th day of October, 2022.

PASSED AND ADOPTED on second reading on the 2nd day of November, 2022.

Brent Latham, Mayor

ATTEST:

Alba Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

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

First Reading:
Moved By: Mayor Latham
Seconded By: Commissioner Streitfeld

Second Reading:
Moved By: Commissioner Streitfeld
Seconded By: Vice Mayor Wilmoth

Vote on Final Adoption:

Mayor Brent Latham	Yes
Vice Mayor Marvin Wilmoth	Yes
Commissioner Richard Chervony	Yes
Commissioner Rachel Streitfeld	Yes
Commissioner Julianna Strout	Yes

EXHIBIT A
AMENDING CHAPTER 3 OF THE ULDC

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 8, Section 8.10.1 and to Chapter 15, Section 15.4. for definitions of terms that are pertinent to ~~Chapter 15~~those chapters of this Code. If a term is not defined in this section or in Chapters 8 and 15, the Village Manager or his/her designee shall determine the definition of the term. If there is a conflict between definitions provided in Chapters 8 or 15 and those provided in this section, Chapter 8 or 15 shall take precedence for the respective definition, as may be relevant and appropriate:

[…]

Workforce Housing Units. Housing units that are affordable to people in the workforce whose incomes are between ~~8~~60% and 1~~0~~40% of the Miami-Dade County area median income (AMI) as reported by the United States Department of Housing and Urban Development and adjusted to family size. See Chapter 8, Section 8.10.1., "Workforce Housing Program" for related terms.

[…]

EXHIBIT B
AMENDING CHAPTER 8 OF THE ULDC

§. 8.10.1 - Workforce Housing Program

It is recognized that a shortage of workforce housing exists in North Bay Village which is detrimental to the public health, safety, and welfare. The current housing stock in the Village is not affordable to many workers who would choose North Bay Village as a place to live and thus they are forced to live in other areas of Miami-Dade County and commute greater distances. The purpose of this regulation is to expand the level of housing choices available to households, by (i) requiring a minimum number of workforce housing units in new and redevelopment projects of 75 units or more located in the T6 and RM-70 zoning districts, and (ii) providing for an additional Workforce Housing Density Bonus (WHDB) to property owners with land located in the T6-24, T6-24MU and T6-30 transects, unless otherwise stipulated in an approved development agreement in connection with a Special Area Plan approval. The program is intended to serve the housing needs of people employed in the jobs that the general population of the community relies upon to make our community livable such as educators, first responders and service workers.

1. *Minimum Workforce Housing Unit Requirement*. A mandatory five percent (5%) of dwelling units in residential developments of seventy-five (75) units or more, up to the ~~base~~ maximum density ~~of 70 units per acre~~ permitted without bonuses shall be developed as workforce housing dwelling units for households with incomes between 60% and 140% of Miami-Dade County AMI.

2. *Workforce Housing Density Bonus Program*. Density bonuses may be approved by the Village Commission for participation in the Village public benefit program, in compliance with this section. The purpose of this regulation is to provide a Workforce Housing density bonus to property owners with land located in the ~~RM-70 zoning district, and the~~ T6-24, T6-24MU and T6-30 transect zones along Kennedy Causeway, for the planning and construction of workforce housing units for households with incomes between 80% and 100% of Miami-Dade County AMI.

   a. During the site plan review and approval process, the Village Commission may approve density up to 120 dwelling units per acre if the applicant for development approval sets aside a minimum additional five percent (5%) of the total units for non-subsidized workforce housing and pays the community contribution fee for each additional dwelling unit approved above the base density of 70 dwelling units per acre up to a maximum density of 120 units per acre, as stipulated in subsection D. below. The workforce housing units to be provided pursuant to this subsection are in addition to, and in excess of, the minimum workforce housing requirement set forth in subsection 8.10.1.A.

   b. Additional density above 120 dwelling units per acre, up to a maximum 150 units per acre may be approved by the Village Commission during the site plan review and approval process, with the provision of additional workforce housing, if the applicant for development approval sets aside a minimum additional five percent (5%) of the total units for non-subsidized workforce housing and pays the community contribution fee per additional dwelling unit approved above 120 units

per acre up to a maximum 150 units per acre, as stipulated in subsection F.4 below. The workforce housing units to be provided pursuant to this subsection are in addition to, and in excess of, the minimum workforce housing requirement set forth in subsections 8.10.1.A. and 8.10.1.B.1. Total density including bonuses shall not exceed 150 dwelling units per acre.

c. The following table summarizes the relationship between density and workforce housing units as a percentage of total units in a site plan:

Development Density	Workforce Housing Units Required (% of total units)	Eligible Income Range
50 – 70 UPA	5%	60%-140% of Miami-Dade County AMI
71 – 120 UPA	10%	First 5% of total units: 60%-140% of Miami-Dade County AMI Remaining requirement of 5% of total units: 80%-100% of Miami-Dade County AMI
121 – 150 UPA	15%	First 5% of total units: 60%-140% of Miami-Dade County AMI Remaining requirement of 10% of total units: 80%-100% of Miami-Dade County AMI

3. *Applicability*: The workforce housing requirements described above shall apply to multifamily residential developments located on parcels zoned T6-24, T6-30, T6-24MU or RM-70 that are offered for rent; as well as to any multifamily residential project approved for sale but which converts to for-rent units within five (5) years of issuance of a Certificate of Occupancy (CO). All CO's issued for a for-sale multifamily development shall include a condition referencing this requirement.

4. *Validity Period.* Development approvals shall be valid for two (2) years in accordance with these regulations following final approval by the Village Commission unless otherwise approved by development order. Approved site plans may be granted no more than two (2) one-year renewals, subject to approval by the Village Commission. To avoid expiration of the site plans, the applicant must apply for and obtain a full building permit for substantial construction prior to the expiration of the timeframes set forth above. Community contribution fees paid prior to expiration of a site plan

approval are not refundable, or transferable to a new site plan approval. A development seeking re-approval of a site plan that has lapsed, or a new site plan approval on a property where a site plan has lapsed, shall be assessed another community contribution fee for bonus density in accordance with this section.

5. *Community Contribution Fee*

a. Community contribution fees for bonus units over and above the base density shall be assessed by and be payable to the Village in accordance with its adopted Fee Schedule.

b. The fee per unit of bonus density per acre shall be reviewed and adjusted as necessary by the Village Commission during the annual budget process.

6. *Workforce Housing Program Administration*

a. Purpose. The purpose of this section is to create administrative procedures for the implementation of the Workforce Housing Program established pursuant to Chapter 15, Section 15.2.H Chapter 8, Section 8.10.1. of the North Bay Village Unified Land Development Code, and applicable to mixed-use developments in the T6-24, T6-24MU (Municipal Use) and T6-30 transect zones along Kennedy Causeway (79th Street Causeway).

b. *Definition of Terms.* The following definitions shall apply to this chapter. Additional relevant definitions are contained in Chapter 3 of the North Bay Village Unified Land Development Code:

Condominium means that form of ownership of real property created pursuant to Chapter 718 of the Florida Statutes, which is comprised entirely of units that are owned by one or more persons, and which there is, appurtenant to each unit, an undivided share in common elements.

Condominium Conversion has the meaning established by Sections 718.604—718.622 of the Florida Statutes.

Control Period means each 30-year period during which the affordability restrictions imposed by this article shall apply. The control period begins at the time of any sale or resale of the affected unit by every new Workforce Housing Unit owner.

Covered Development means all developments providing Workforce Housing units pursuant to Chapter 8, Section 8.10.1. of the North Bay Village Unified Land Development Code

Department means, unless otherwise indicated, the Department or Division designated by the Village Manager to administer this program or any successor agency.

Developer means any person, firm, corporation, partnership, limited liability company, association, joint venture, or any entity or combination of entities that apply for development orders or permits for residential dwelling units seeking to utilize the density bonus available pursuant to Chapter 8, Sections 8.12.5, 8.13.D, 8.15, and Chapter 15, Section 15.1.H. of the North Bay Village Unified Land Development Code, but does not include the state or any county, municipality, or any governmental entity.

Median Household Income (MHI) means the median income level for Miami- Dade County households as determined in the U.S. Census Bureau decennial census

and/or U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates, which are updated every year.

Program Administrator means, unless otherwise indicated, the individual or individuals designated by the Village Manager to administer the Workforce Housing Program.

Eligible Household means a household whose total income is between ~~8~~60% and 1~~0~~40% of Miami-Dade County Median Household Income (MHI).

Eligible Household Income means any income derived from any proposed occupants of a Workforce Housing unit who are 18 years of age or older and who will use the unit as their primary residence.

Household means any natural person who occupies a Workforce Housing unit as their primary residence.

Market Rate Dwelling Units means all dwelling units in a covered development that are not Workforce Housing units as defined herein.

Qualified Household means an eligible household with annual incomes within the affordability ranges established in this Code.

Qualified Improvement means any addition or replacement to the Workforce Housing unit that adds materially to the value of the unit, prolongs the unit's useful life, or adapts the Workforce Housing unit to new uses and the replacement of any existing amenities.

Workforce Housing Density Bonus Agreement means a written agreement between an applicant for a development and the Village containing specific requirements to ensure the continuing affordability of the workforce housing units included in a development during the control period.

Workforce Housing Unit means a rental dwelling unit occupied by an eligible workforce household where the maximum monthly rental cost shall be restricted to an amount affordable to a workforce household with a total annual income between ~~8~~60% and 1~~0~~40% of Miami-Dade County MHI.

Workforce Housing Unit Rent means rents that do not exceed the maximum monthly Rent Limits as determined for Miami-Dade County by the U.S. Department of Housing and Urban Development in its annual Income Limits and Rent Limits and as used by Florida Housing Finance Corporation for its multifamily rental programs (published annually at http://www.floridahousing.org).

c. *Compliance Procedures.* Workforce Housing Declaration of Restrictive Covenants and Workforce Housing Agreement.

1) Every Workforce Housing unit established pursuant to Chapter 15, Section 15.2.1. of the North Bay Village Unified Land Development Code shall be offered for rent to a qualified household to be used for their own primary residence.

2) Prior to the initial rental of any workforce unit, the owner must record the Workforce Housing Density Bonus Agreement in the chain of title for that unit, at no cost to the Village, and submit recordation documentation to the Village. The rental contract for the unit must also contain a clause summarizing the

workforce housing requirements and rent level control and referencing the recorded Workforce Housing Density Bonus Agreement.

3) The maximum rental rates for workforce units shall not exceed the affordability limit of an eligible workforce household making an annual income within the applicable median household income range pursuant to this section as published annually by North Bay Village.

d. *Application of Workforce Housing Density Bonus*. Any development proposing to utilize the density bonus allowed pursuant to Section 8.10.1 must submit a Workforce Housing Density Bonus zoning application with their application for site plan review to the Village for consideration and approval by the City Commission. At a minimum, the density bonus application shall include:

1) General description of the development including location, size, land use, zoning, and the number of rental units and/or for sale units the development will contain.

2) Conceptual development plan showing the proposed location of the Workforce Housing rental units.

3) Total number of market rate and Workforce Housing units.

4) Estimated initial monthly rent for each Workforce Housing unit.

5) Provide the size in terms of square feet and number of bedrooms for each Workforce Housing unit.

6) Location in development of each Workforce Housing unit and its applicable AMI affordability range.

7) If construction is to be phased, a phasing plan identifying the number of Workforce Housing units and market-rate units in each phase.

8) Documentation and plans regarding the interior and exterior appearances, materials, and finishes of the bonus units if not exactly the same as the market-rate units; and

9) Any other relevant information requested by the Village.

e. Workforce Housing Density Bonus Unit Criteria.

1) Workforce Housing units shall be built on the same site as the proposed development.

2) Workforce Housing units must be reasonably dispersed throughout the project, and not clustered together or segregated in any way, from the market-rate units.

3) On average, Workforce Housing units must contain the same number of bedrooms and quality of construction as the other market-rate units in the development.

4) Workforce Housing units shall be developed simultaneously with, or prior to the development of the other market-rate units.

5) If the development is phased, the phasing plan shall provide for the construction of Workforce Housing units proportionately and concurrently with the market rate units; and

6) The interior building materials and finishes of the Workforce Housing units shall be substantially the same type and quality as market-rate.

7) Workforce Housing units aimed at workers considered essential (such as educators, first responders (e.g., police and firefighters), and service workers) shall be prioritized.

f. *Workforce Housing Density Bonus Agreement*.

1) Prior to the approval of any development order or permit for any development in which the Workforce Housing density bonus is requested, the applicant shall enter into a Workforce Housing Density Bonus Agreement with the Village, which shall set forth the commitments and obligations of the applicant to ensure compliance with these regulations.

2) The applicant shall execute all documents deemed necessary by the Village 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.

g. *Maintenance of Rent Affordability*.

1) On an annual basis, the Village Manager, or his/her designee, shall make available copies of updated AMI ranges, and associated rental rate limits applicable to Workforce Housing units in North Bay Village based on official information available from Miami-Dade County or the U.S. Department of Housing and Urban Development.

2) The time period during which the rental rate for a Workforce Housing unit under these regulations is required to be controlled within a specified affordability range is 30 years.

3) Workforce housing rental unit owners are required to submit an annual report to the Village on or before January 30 of each year, verifying that all designated Workforce Housing units they own are being rented at rates affordable to area households with annual incomes within the affordability ranges established in this Code. Documentation may be in the form of a notarized affidavit stating the current annual rent for each unit together with collaborating documentation, or other form acceptable to the Village Manager.

h. *Violations*.

1) It is a violation of this ordinance to:

a) Fail to file required affidavits or audits when required.

b) Rent or lease a Workforce Housing unit to a person or family that is not income eligible as required by this Code.

c) Knowingly give false or misleading information relating to this program to any Village employee.

d) Participate, in any way, in the lease or rental of a Workforce Housing unit which violates any provision of this Code or a Workforce Housing Density Bonus Agreement.

2) The fine for each violation of these provisions shall be in conformance with the procedures and fines in Chapter 153 of the North Bay Village Code of Ordinances, as amended.

3) Appeals to any violations issued by North Bay Village under these regulations shall be processed pursuant to the North Bay Village Code Compliance appeals procedure in Chapter 153, North Bay Village Code of Ordinances, as amended.

[…]

§ 8.12.5 – Density Bonus Program for the T6 transect

For projects within the T6-24, T6-24MU and T6-30 transect zones along Kennedy Causeway, the base density shall be 70 dwelling units per acre. The total density including bonuses shall not be approved for more than 150 dwelling units per acre. See Section ~~15.2.H.~~ 8.10.1.

A. Community contribution fees stipulated in Section 8.13.D below shall be payable to the Village for each additional unit of density above the base density. See Section ~~15.2.H~~ 8.10.1 for specific requirements.

[…]

§ 8.15 – Development agreement for projects with bonus height, bonus density, and/or transferred development rights

Prior to the approval of a site plan that requests bonus density pursuant to Section 8.10, and Section ~~15.2.H~~ 8.10.1, bonus height pursuant to Section 8.12, and/or the transfer of development rights pursuant to Section 8.13, the Village and the owner of the subject property shall agree on tentative terms for a standard Development Agreement, which shall be presented to the Village Commission as support documentation for the site approval request. The Development Agreement shall reflect any additional terms imposed by the Village Commission as conditions of approval and shall be executable by the Village and the owner of the subject property following Commission approval. The Development Agreement, along with any accompanying development orders, shall vest the project with any density, height, and/or TDR approvals, notwithstanding any future amendments to either the Code or Comprehensive Plan reducing any applicable bonus or modifying the TDR process, provided that the project has not had a failure to commenced as provided herein. The agreement shall contain and address the following information, when applicable:

[…]

EXHIBIT C

AMENDING CHAPTER 15 OF THE ULDC

§ 15.2. General to Transect Zones

~~*H. Bonuses - Density Bonus Program*~~

~~Density bonuses may be approved by the Village Commission for participation in the Village public benefit program, in compliance with the following provisions (See also Chapter 8, Sections 8.13.D. and 8.15).~~

~~1. During the site plan review and approval process, the Village Commission may approve density up to 120 dwelling units per acre if the applicant for development approval sets aside a minimum five percent (5%) of the total units for non-subsidized workforce housing and pays the community contribution fee for each additional unit of density above the base density of 70 dwelling units per acre, as stipulated in subsection H.4. below~~

~~a. Development approvals shall be valid for two (2) years in accordance with these regulations following final approval by the Village Commission unless otherwise approved by development order. Approved site plans may be granted no more than two (2) one-year renewals, subject to approval by the Village Commission. To avoid expiration of the site plans, the applicant must apply for and obtain a full building permit within the timeframes set forth above.~~

~~b. In addition to providing workforce housing, a development whose site plan approval has expired will be assessed another community contribution fee per additional unit of density upon reapplication for site plan approval.~~

~~2. Within two (2) years from the adoption date of these regulations, projects may apply for additional bonus density up to 150 dwelling units per acre. Total density including bonuses shall not exceed 150 dwelling units per acre.~~

~~a. Additional density above 120 dwelling units per acre may be approved by the Village Commission during the site plan review and approval process, with the provision of workforce housing, if the applicant for development approval sets aside a minimum five percent (5%) of the total units for non-subsidized workforce housing and pays the community contribution fee per additional unit of density, as stipulated in subsection H.4 below.~~

~~b. Within the two-year timeframe, projects are required to receive site plan approval by the Village Commission.~~

~~3. Applications for density greater than 120 dwelling units per acre made more than two (2) years from the adoption of these regulations may be granted additional density bonuses as a percent of workforce housing units included in the development up to a maximum density bonus of twenty-five percent (25%), as enumerated in subsection H.5.b. below. Density bonus applications shall be subject to the payment of a community contribution fee for each additional unit of density, as stipulated in subsection H.4 below.~~

~~4. Community Contribution Fee~~

1. Community contributions fees for additional units of density shall be assessed by and be payable to the Village in accordance with its adopted Fee Schedule.

2. The fee per unit of bonus density shall be reviewed and adjusted as necessary by the Village Commission during the annual budget process.

1. Workforce Housing Density Bonus Program

a. The purpose of this regulation is to provide a Workforce Housing density bonus to property owners with land located in the T6-24, T6-24MU and T6-30 transect zones along Kennedy Causeway, for the planning and construction of housing affordable to workers in North Bay Village.

b. Additional density bonuses above 120 dwelling units per acre may be granted as a percent of workforce housing units in the development up to a maximum density bonus of twenty-five percent (25%) as follows:

Workforce Housing Units Set Aside	Density Bonus
5%	5%
6%	9%
7%	13%
8%	19%
9%	21%
10%	25%

.

§ 15.2.1. Workforce Housing Program Administration

A. Purpose.

The purpose of this section is to create administrative procedures for the implementation of the Workforce Housing Program established pursuant to Chapter 15, Section 15.2.H Chapter 8, Section 8.10.1. of the North Bay Village Unified Land Development Code, and applicable to mixed-use developments in the T6-24, T6-24MU (Municipal Use) and T6-30 transect zones along Kennedy Causeway (79th Street Causeway).

B. Definition of Terms.

The definitions contained in Chapter 15, Section 15.2.1. of the North Bay Village Unified Land Development Code, shall apply to this chapter in addition to the following:

Condominium means that form of ownership of real property created pursuant to Chapter 718 of the Florida Statutes, which is comprised entirely of units that are owned by one or more persons, and which there is, appurtenant to each unit, an undivided share in common elements.

Condominium Conversion has the meaning established by Sections 718.604—718.622 of the Florida Statutes.

Control Period means each 30-year period during which the affordability restrictions imposed by this article shall apply. The control period begins at the time of any sale or resale of the affected unit by every new Workforce Housing Unit owner.

Covered Development means all developments providing Workforce Housing units pursuant to Chapter 158, Section 15.2.H8.10.1. of the North Bay Village Unified Land Development Code

Department means, unless otherwise indicated, the Department or Division designated by the Village Manager to administer this program or any successor agency.

Developer means any person, firm, corporation, partnership, limited liability company, association, joint venture, or any entity or combination of entities that apply for development orders or permits for residential dwelling units seeking to utilize the density bonus available pursuant to Chapter 8, Sections 8.12.5, 8.13.D, 8.15, and Chapter 15, Section 15.1.H. of the North Bay Village Unified Land Development Code, but does not include the state or any county, municipality, or any governmental entity.

Median Household Income (MHI) means the median income level for North Bay Village Miami-Dade County households as determined in the U.S. Census Bureau decennial census and/or U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates, which are updated every year.

Program Administrator means, unless otherwise indicated, the individual or individuals designated by the Village Manager to administer the Workforce Housing Program.

Eligible Household means a household whose total income is between 80% and 100% of Miami-Dade County Median Household Income (MHI).

Eligible Household Income means any income derived from any proposed occupants of a Workforce Housing unit who are 18 years of age or older and who will use the unit as their primary residence.

Household means any natural person who occupies a Workforce Housing unit as their primary residence.

Market Rate Dwelling Units means all dwelling units in a covered development that are not Workforce Housing units as defined herein.

Qualified Household means an eligible household with annual incomes within the affordability ranges established in this Code.

Qualified Improvement means any addition or replacement to the Workforce Housing unit that adds materially to the value of the unit, prolongs the unit's useful life, or adapts the Workforce Housing unit to new uses and the replacement of any existing amenities.

Workforce Housing Density Bonus Agreement means a written agreement between an applicant for a development and the Village containing specific requirements to ensure the continuing affordability of the workforce housing units included in a development during the control period.

Workforce Housing Unit means a rental dwelling unit occupied by an eligible workforce household where the maximum monthly rental cost shall be restricted to an amount affordable to a workforce household with a total annual income between 80% and 100% of Miami-Dade County MHI.

Workforce Housing Unit Rent means rents that do not exceed the maximum monthly Rent Limits as determined for Miami-Dade County by the U.S. Department of Housing and Urban Development in its annual Income Limits and Rent Limits and as used by Florida Housing

Finance Corporation for its multifamily rental programs (published annually at http://www.floridahousing.org).

C. Compliance procedures.

Workforce Housing Declaration of Restrictive Covenants and Workforce Housing Agreement.

1. Every Workforce Housing unit established pursuant to Chapter 15, Section 15.2.1. of the North Bay Village Unified Land Development Code shall be offered for rent to a qualified household to be used for their own primary residence.
2. Prior to the initial rental of any workforce unit, the owner must record the Workforce Housing Density Bonus Agreement in the chain of title for that unit, at no cost to the Village, and submit recordation documentation to the Village. The rental contract for the unit must also contain a clause summarizing the workforce housing requirements and rent level control and referencing the recorded Workforce Housing Density Bonus Agreement.
3. The maximum rental rates for workforce units shall not exceed the affordability limit of an eligible workforce household making an annual income within the applicable median household income range pursuant to this section as published annually by North Bay Village.

D. Application of Workforce Housing Density Bonus

1. Any development proposing to utilize the density bonus allowed in a transect zone pursuant to Section 8.10.1 must submit a Workforce Housing Density Bonus zoning application with their application for site plan review to the Village for consideration and approval by the City Commission. At a minimum, the density bonus application shall include:
    a. General description of the development including location, size, land use, zoning, and the number of rental units and/or for sale units the development will contain;
    b. Conceptual development plan showing the proposed location of the Workforce Housing rental units;
    c. Total number of market rate and Workforce Housing units;
    d. Estimated initial monthly rent for each Workforce Housing unit;
    e. Provide the size in terms of square feet and number of bedrooms for each Workforce Housing unit;
    f. Location in development of each Workforce Housing unit and its applicable AMI affordability range;
    g. If construction is to be phased, a phasing plan identifying the number of Workforce Housing units and market-rate units in each phase;
    h. Documentation and plans regarding the interior and exterior appearances, materials, and finishes of the bonus units if not exactly the same as the market-rate units; and
    i. Any other relevant information requested by the Village.

E. Workforce Housing Density Bonus Unit Criteria

1. Workforce Housing units shall be built on the same site as the proposed development.

2. Workforce Housing units must be reasonably dispersed throughout the project, and not clustered together or segregated in any way, from the market-rate units.

3. On average, Workforce Housing units must contain the same number of bedrooms and quality of construction as the other market-rate units in the development.

4. Workforce Housing units shall be developed simultaneously with, or prior to the development of the other market-rate units.

5. If the development is phased, the phasing plan shall provide for the construction of Workforce Housing units proportionately and concurrently with the market rate units; and

6. The interior building materials and finishes of the Workforce Housing units shall be substantially the same type and quality as market-rate.

F. Workforce Housing Density Bonus Agreement

1. Prior to the approval of any development order or permit for any development in which the Workforce Housing density bonus is requested, the applicant shall enter into a Workforce Housing Density Bonus Agreement with the Village, which shall set forth the commitments and obligations of the applicant to ensure compliance with these regulations.

2. The applicant shall execute all documents deemed necessary by the Village 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.

G. Maintenance of Rent Affordability

1. On an annual basis, the Village Manager, or his/her designee, shall make available copies of updated AMI ranges, and associated rental rate limits applicable to Workforce Housing units in North Bay Village based on official information available from Miami-Dade County or the U.S. Department of Housing and Urban Development.

2. The time period during which the rental rate for a Workforce Housing unit under these regulations is required to be controlled within a specified affordability range is 30 years.

3. Workforce housing rental unit owners are required to submit an annual report to the Village on or before January 30 of each year, verifying that all designated Workforce Housing units they own are being rented at rates affordable to area households with annual incomes within the affordability ranges established in this Code. Documentation may be in the form of a notarized affidavit stating the current annual rent for each unit together with collaborating documentation, or other form acceptable to the Village Manager.

H. Violations

1. It is a violation of this ordinance to:

a. Fail to file required affidavits or audits when required.

b. Rent or lease a Workforce Housing unit to a person or family that is not income eligible as required by this Code.

c. Knowingly give false or misleading information relating to this program to any Village employee.

d. ~~Participate, in any way, in the lease or rental of a Workforce Housing unit which violates any provision of this Code or a Workforce Housing Density Bonus Agreement.~~

2. ~~The fine for each violation of these provisions shall be in conformance with the procedures and fines in Chapter 153 of the North Bay Village Code of Ordinances, as amended.~~

3. ~~Appeals to any violations issued by North Bay Village under these regulations shall be processed pursuant to the North Bay Village Code Compliance appeals procedure in Chapter 153, North Bay Village Code of Ordinances, as amended.~~

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§ 15.7.B. Summary Table and Illustrations – T6-24 and T6-24MU (Municipal Use).

1. BUILDING DISPOSITION	
i. LOT OCCUPATION	
a. Lot Area	10,000 sf min.
b. Lot Width	100 ft. min.
c. Lot Coverage	90% max.
d. Floor Lot Ratio	13.0
e. Frontage at Front Setback	70% min.
f. Open Space Requirement	10% Lot Area min.
g. Density with Bonus (1)	120 du/acre (see also Sec. ~~15.2.H~~ 8.10.1.) †
h. Density with Bonus (2)	150 du/acre (see also Sec. ~~15.2.H~~. 8.10.1)
ii. BUILDING SETBACK	
a. Primary Front–Kennedy Cswy.	20 ft.
b. Primary Front – Waterfront	25 ft. min.
c. Secondary Front/Side A	10 ft. min.
d. Side B	0 ft. min
e. Rear	5 ft. min[1]
f. Stepback 1 (All Sides)	10 ft. min. above 5th Story
g. Stepback 2 (All Sides)	5 ft. min. above 15th Story
2. BUILDING CONFIGURATION	
i. FRONTAGE	
a. Common Lawn	Prohibited
b. Porch and Fence	Prohibited
c. Terrace	Prohibited
d. Forecourt	Allowed[2]
e. Stoop	Allowed[3]
f. Shopfront	Allowed
g. Gallery	Allowed
h. Arcade	Prohibited
ii. BUILDING HEIGHT	
a. Min. Building Height	2 Stories
b. Max. Pedestal Height	5 Stories
c. Max. Building Height	24 Stories or 240 feet
1. Rear setback shall be 15 ft. min. when not abutting an alley and shall be 50 ft. min. above the fifth Story when the rear lot line abuts a lower Transect Zone or RS-1, RS-2 or RM-40 Residential Zoning District. 2. Forecourts shall be pedestrian only. 3. Not allowed facing Kennedy Causeway.	

† Note: Development approvals shall be valid for two years in accordance with these regulations following final approval by the Village Commission unless otherwise approved by development order. Such site plans may be granted no more than two (2) one-year renewals, subject to approval by the Village Commission. To avoid expiration of the site plans, the applicant must apply for and obtain a full building permit within the time frames set forth above. See ~~s~~Section ~~15.2.H~~ 8.10.1 for additional requirements.

§ 15.7.C. Summary Table and Illustrations – T6-30.

1. BUILDING DISPOSITION	
i. LOT OCCUPATION	
a. Lot Area	10,000 sf min.
b. Lot Width	100 ft. min.
c. Lot Coverage	75% max.
d. Floor Lot Ratio	13.0
e. Frontage at Front Setback	70 % min.
f. Open Space Requirement	10% Lot Area min.
g. Density with Bonus (1)	120 du/acre (see also Sec. ~~15.2.H~~.8.10.1) †
h. Density with Bonus (2)	150 du/acre (see also Sec. ~~15.2.H~~. 8.10.1)
ii. BUILDING SETBACK	
a. Primary Front – Kennedy Cswy.	20 ft.
b. Primary Front – Waterfront	25 ft. min.
c. Side West (View Corridor)	20% of Lot Width min.
d. Side East	0 ft. min. - 15 ft. max.
e. Stepback (Kennedy Causeway and Side Yards; Optional Stepback in Waterfront Yard – see Building Height Illustration)	10 ft. min. above the 5th Story
2. BUILDING CONFIGURATION	
i. FRONTAGE (Kennedy Causeway)	
a. Common Lawn	Prohibited
b. Porch and Fence	Prohibited
c. Terrace	Prohibited
d. Forecourt	Allowed[1]
e. Stoop	Allowed[2]
f. Shopfront	Allowed
g. Gallery	Required
h. Arcade	Allowed (Replaces Gallery)
i. Habitable Liners	Optional
ii. BUILDING HEIGHT	
a. Min. Building Height	2 Stories
b. Max. Pedestal Height	5 Stories or 100 feet
c. Max. Building Height	30 Stories or 340-feet
1. Forecourts shall be pedestrian only. 2. Not allowed facing Kennedy Causeway	

† Note: Development approvals shall be valid for two years in accordance with these regulations following final approval by the Village Commission unless otherwise approved by development order. Such site plans may be granted no more than two (2) one-year renewals, subject to approval by the Village Commission. To avoid expiration of the site plans, the applicant must apply for and obtain a full building permit within the time frames set forth above. See ~~s~~Section ~~15.2.H~~ 8.10.1 for additional requirements.

ORDINANCE NO. 2023-_____

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (“ULDC”) TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, North Bay Village ("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, on February 9, 2021, the Village Commission adopted Ordinance 2021-004, creating Chapter 15, “Form-Based Code,” to implement the vision and goals of the NBV100 Master Plan, a master visioning and planning process guided by principles which originated from the common concerns of North Bay Village residents, and centered on equipping the Village with the tools to become a more livable, resilient, and prosperous community that can adapt to the challenges of a changing climate; and

WHEREAS, as part of the Form-Based Code, the Village Commission adopted a Workforce Housing Program to advance the NBV100 Master Plan goals of Livability, Resilience, and Prosperity; and

WHEREAS, the Village Commission finds that the promotion of workforce housing is an important goal that is needed by the community's residents and is conducive to a vibrant, functional Village by providing housing opportunities for multiple income levels;

WHEREAS, while rents and for-sale prices can be controlled, condominium projects create unique challenges for the incorporation of workforce housing units because of condominium maintenance and special assessment obligations that will come under the control of condominium boards that need the ability to modify them to respond to the evolving maintenance needs of buildings as laws change and buildings age; and

WHEREAS, due to these concerns, on November 2, 2022, the Village Commission adopted Ordinance 2022-013, amending the workforce housing program, which among other things, amended the workforce housing program, applying it Village-wide through its incorporation into Chapter 8 of the ULDC, to require such income-restricted housing

only in for-rent projects with over 75 units located in the T6 or RM-70 zoning districts and for density bonuses, and amended the applicable Area Medium Income to match that of Miami-Dade County; and

WHEREAS, the Village Commission seeks to further promote workforce housing within the Village by creating a payment in-lieu mechanism for condominium developments to fund certain workforce housing programs as an alternative to the on-site provision of workforce housing units; and

WHEREAS, the Village has identified the payment in-lieu of workforce housing as an equitable alternative, to effectuate for-sale properties participation in the program; and

WHEREAS, the funds collected by the payment in-lieu program will be used by the Village to fund certain workforce housing initiatives in an effort to maintain affordability in the Village; and

WHEREAS, the ULDC and the modifications provided herein are consistent with the NBV100 Master Plan, the Village's Comprehensive Plan, and the Florida Community Planning Act; and

WHEREAS, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, has reviewed this Ordinance and has recommended _____ to the Mayor and the Village Commission; and

WHEREAS, this Ordinance was duly noticed and presented to the Village Commission in two readings, with public hearings on_____ and _____; and

WHEREAS, the Mayor and Commission find that this Ordinance is in the best interest of the community.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:[1]

Section 1. Recitals. That each of the above recitals are true and correct and incorporated herein by this reference.

Section 2. Amending Chapter 8 of the Village's ULDC. That Chapter 8, entitled "Zoning" of the Unified Land Development Code of North Bay Village, Florida is hereby amended to read as provided in **Exhibit "A**,**"** which is incorporated herein and made a part hereof by this reference.

Section 3. Legislative Intent. It is the intent of the Village Commission that the provisions of this Ordinance be implemented as shown in the worksheet provided as

[1] Coding: ~~Strikethrough words~~ are deletions to the existing text. Underlined words are additions to the existing text. Changes between first and second reading are indicated with a ~~double strikethrough~~ and double underline.

Exhibit "B". The sample calculations contained therein shall be used as a template for future calculations.

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 re-lettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

Section 6. Implementation. The Village Manager is authorized to take whatever actions necessary to implement this Ordinance, including but not limited to establishing a workforce housing trust fund. Monies deposited into the trust fund based on this Ordinance shall be subject to all procurement requirements of the Village Charter and Code. A project with an active site plan approval obtained prior to the adoption of this Ordinance shall have thirty days from the adoption of this Ordinance to notify the Village of their intent to satisfy their workforce housing requirements pursuant to provisions provided herein. For previously approved projects with an active site plan, the date of notification shall serve as the date of site plan approval for the purpose of data calculations and determining the applicable payment schedule.

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 final adoption on second reading.

[Intentionally Left Blank]

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, PL
Village Attorney

First Reading:
Moved By:
Seconded By:

Second Reading:
Moved By:
Seconded By:

Vote on Final Adoption:
Mayor Brent Latham
Vice Mayor Richard Chevrony
Commissioner Goren Cuk
Commissioner Andrew Rotondaro
Commissioner Rachel Streitfeld

Exhibit A

AMENDING CHAPTER 8 OF THE ULDC

[…]

§. 8.10.1 - Workforce Housing Program

[…]

Applicability: The workforce housing requirements described above shall be satisfied through on-site provision of qualifying units for ~~apply to~~ multifamily residential developments located on parcels zoned T6-24, T6-30, T6-24MU or RM-70 that are offered for rent; as well as to any multifamily residential project approved for sale but which converts to for-rent units within five (5) years of issuance of a Certificate of Occupancy (CO). All CO's issued for a for-sale multifamily development shall include a condition referencing this requirement. For-sale condominium developments may provide for development of workforce housing units on-site or may instead satisfy workforce housing obligations through a payment in-lieu of workforce housing, as set forth in Section 8.10.2, at the applicant's option.

[…]

§. 8.10.2 – Payment in Satisfaction of Workforce Housing Requirements for Condominium Developments

The provision of workforce housing units within a for-sale development may be satisfied by a developer paying an "in-lieu" fee to the Village to be deposited in the Village's workforce housing trust fund. The "in-lieu" fee calculation shall be calculated at the time of site plan approval and the developer shall determine whether to satisfy their workforce housing requirement pursuant to this section or provide them on-site prior to site plan approval and inform the Village accordingly. The Developer shall be responsible for providing the Village with the necessary data and calculations for their review. This program is intended to allow the Village flexibility in the provision and maintenance of workforce housing.

1. *Definitions.* This subsection provides definitions for terms used in this section that are technical in nature. If there is a conflict between this section and other definitions provided in the Code, this subsection shall take precedence.

    a. *"Affordable Purchase Price"* shall be the most recent estimated purchase price for a family of four at 100 percent of median family income issued by Miami-Dade County.

    b. *"Village-wide mean sales*" shall be demonstrated by the Developer, subject to review and approval by the Village Manager or their designee, at the time

the project receives site plan approval. The figure shall be calculated by averaging the sales price of apartments sold in the Village through arms-length transactions over the past two-years. The sales data shall be based on the Miami-Dade County Property Appraiser's public records and sales that vary by more than 30% of the median sales price over such time period shall not be taken into account.

2. *Fee Calculation*. The "in-lieu" fee shall be calculated at the time of site plan approval as follows:

Village-wide mean sales price

(minus)

Affordable Purchase Price

(equals)

Payment in-lieu per unit.

3. *Fee Collection.* Should the developer elect to satisfy the provision of workforce housing pursuant to this section they shall have the option to select between the following payment options:

    a. 10% of the “in-lieu” fee within 30 days of site plan approval, with the remaining 90% due to the Village prior to the issuance of the project's master building permit; or

    b. 35% of the “in-lieu” fee within one year of site plan approval, with the remaining 65% due to the Village prior to the issuance of the project's master building permit.

    Developer shall inform the Village of which payment option they have selected at the time of site plan approval. All payments to the Village are non-refundable and any density obtained on their basis is conditioned upon the applicant or property owner maintaining the site plan approval as valid. If the site plan approval expires, both the density and any payments made thereon shall be forfeited to the Village.

4. *Workforce Housing Trust Fund*. The Village shall establish a workforce housing trust fund for the purpose of collecting all funds related to Village's workforce housing programs pursuant to this article.

    a. The funds collected for deposit in the workforce housing trust fund may be utilized for the following workforce housing programs:

i. *Rental Assistance Program.* The Village shall be permitted to establish a rental assistance program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with rental payments to help maintain affordability in the Village. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. Then the Village Manager or their designee shall hold a lottery to determine who should receive the available grants. Priority shall be given as provided in section 8.10.2(5).

ii. *Homeowner Assistance Program.* The Village shall be permitted to establish a homeowner assistance program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with homeowners' or condominium association maintenance fees and special assessments to maintain affordability in the Village. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. The Village Manager or their designee shall hold an annual lottery to determine who should receive any then-available grants. Priority shall be given as provided in section 8.10.2(5).

iii. *Down Payment Assistance.* The Village shall be permitted to establish a down payment assistance grant program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with down payments to purchase property within the Village. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. The Village Manager or their designee shall hold an annual lottery to determine who should receive any then-available grants. Priority shall be given as provided in section 8.10.2(5).

iv. *Rehabilitation Assistance Grant Program.* The Village shall be permitted to establish a rehabilitation assistance grant program in which the funds collected pursuant to this section may be used to fund grants to assist qualified households with the rehabilitation of owner-occupied units. To qualify for a grant, a household must submit an application, in a form to be provided by the Village Manager and Village Attorney, establishing their status as a qualified household. The Village Manager or their designee shall hold an annual lottery to determine who should receive any then-available grants. Priority shall be given as provided in section 8.10.2(5).

v. *Administration; Consulting Services*. The Village may use a portion of the trust fund monies to administer the fund or retain consulting services, through resolution of the Village Commission, to administer the provisions of this section and/or provide the Village with strategic advice regarding the provision of workforce housing within its jurisdiction.

b. The Village Commission may from time to time authorize additional programs which may be funded through the workforce housing trust fund by resolution.

c. The Village Manager, or their designee, shall provide the required supervision for the workforce housing trust account and shall oversee the account, with all expenditures made pursuant to the Village Charter and Code. A financial status report on the workforce housing trust account shall be provided to the Village Commission on or before October 1 of each calendar year.

5. *Essential Worker Prioritization*.

a. The programs created pursuant to sub-section 4 shall give priority to the following types of essential workers, provided that any essential worker household applying for assistance under such programs shall qualify pursuant to the income guidelines established in Sec. 8.10.1 of the ULDC:

i. North Bay Village Police, Fire Department employee or general employees of North Bay Village.

ii. Miami-Dade County Public School employees working at a school in North Bay Village.

iii. Licensed health professionals working in North Bay Village.

iv. Residents employed by North Bay Village.

b. The priority list may be modified or supplemented from time to time by Village Commission resolution; however, nothing shall preclude other eligible households from applying for the workforce housing programs and being considered for the Village's workforce housing programs.

Exhibit "B"

SAMPLE CALCULATION

PROPOSED PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS:

The payment in-lieu formula included in the proposed ordinance ("Ordinance") is based on the formula detailed in Miami-Dade County ("County") Implementing Order No: IO 3-60: Administration of the Workforce Housing Development Program. The County formula has been adapted to better suit the current market conditions in North Bay Village.

If the proposed Ordinance is adopted, the payment in-lieu for each required workforce housing unit would be determined at the time of site plan approval according to the following formula:

Village-wide mean sales price

(minus)

Affordable Purchase Price

(equals)

Payment in-lieu per unit.

DEFINITIONS:

The Ordinance proposes the following definitions for the factors listed above:

"*Affordable Purchase Price*" shall be the most recent estimated purchase price for a family of four at 100 percent of median family income issued by Miami-Dade County.

"*Village-wide mean sales*" shall be demonstrated by the Developer, subject to review and approval by the Village Manager or their designee, at the time the project receives site plan approval. The figure shall be calculated by averaging the sales price of apartments sold in the Village through arms-length transactions over the past two-years. The sales data shall be based on the Miami-Dade County Property Appraiser's public records and sales that vary by more than 30% of the median sales price over such time period 0 shall not be taken into account.

SUPPORTING DATA

NORTH BAY VILLAGE – MEAN SALES PRICE FOR 2022 & 2023

In accordance with the definition provided in the Ordinance, the data reflected below was pulled from the Miami-Dade County Property Appraiser's public records and is based on the median sales price of the current & previous year at time of site plan approval (which for the purpose of this analysis we have assumed is July 2023).

Appraisal/NBV Sales Report for 2022 and 2023:

- 2022 Mean Sales Price: $379,078.31
- 2023 Mean Sales Price: $457,952.63
- 2022 & 2023 COMBINED Mean Sales Price: **$418,515.47**

AFFORDABLE PURCHASE PRICE FOR A FAMILY OF 4:[2]

Area Median Income (AMI %)	***Area Median Income ($ Amt.)***	***Estimated Purchase Price***
60%	$54,200.00	$142,275.00
80%	$72,300.00	$189,780.00
100%	**$90,400.00**	**$237,300.00**
120%	$108,480.00	$284,760.00
140%	$126,560.00	$299,900.00

*Note: The proposed calculation is based on the affordable purchase price at time of site plan approval. The data shown above is from 2021 because it is readily available, and the County has not yet released updated data.

Based on the chart above, the Affordable Purchase Price would be $237,300.00 according to the Ordinance.

[2] Affordable purchase price is based on mortgage amounts. All mortgage amounts were calculated at 3.75% interest rate amortized over 30 years utilizing a 5% down payment. The monthly housing expense (MHE) is approximately 25% debt-to-income ratio (DTIR) to allow flexibility for lenders utilizing MIP or PMI as applicable. Closing Costs estimated at approximately 7% of the purchase Price. Purchasers will be required to have a cash flow to cover the 5% down payment and the closing costs.

SAMPLE CALCULATION:

Note this sample calculation assumes that site plan approval occurred in July 2023 and employs the supporting data provided above.

$418,515.47(Village-wide mean sales price)

(minus)

$237,300 (Affordable Purchase Price)

(equals)

$181,215.47 (Payment in-lieu per unit)

To illustrate further, if a project is to provide twenty workforce housing units as part of their program, then the payment in-lieu would total **$3,624,309.40**

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 - JUL. 27, 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

07/13/2023

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
13 day of JULY, 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 JULY 27, 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:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

July 27, 2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; 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

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 869 7009 2320
PASSCODE: 842751

WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
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
7/13 23-24/0000673396M

2/2

ITEM NO. 5B

North Bay Village
Recommendation Memorandum

DATE: July 27, 2023

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

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **An Ordinance Amending Section 15.3 of the ULDC to Make the Provision of a Green Wall in the T-6 Transect Optional (Privately-Initiated Amendment by 1755 JFK Owner LLC) - *Village Manager Ralph Rosado, Ph.D., AICP (Village Planner Silvia E. Vargas, FAICP)***

RECOMMENDATION

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE

BACKGROUND AND ANALYSIS

Refer to attached Staff report and attachments.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

n/a

PERSONNEL IMPACT

n/a

ATTACHMENTS

Staff Report Green Walls PZB 072723 (Updated).pdf
Attachment 1 - Letter of Intent (06132023).pdf
Attachment 2 - ULDC Text Amendment Application.pdf
Attachment 3 - Proposed Ordinance and Exhibit.docx
Attachment-4 ALTERNATE Proposed Ordinance and Exhibit_(Staff recommendation).docx
DBR 07.27.23 PZB.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 27, 2023**

To: **Planning and Zoning Board**

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

Subject: **Amendment to ULDC – Section 15.3A.2.b.(5)(c) and (d) – Green Walls T-24 and T-30 Districts**

---

1. General Information

Applicant:	1755 JFK Owner, LLC
Applicant Address:	c/o 98 SE 7th Street, Ste 1100, Miami, FL
Site Address:	N/A
Site Acreage	N/A
Folio Number	N/A
Contact Person/Owner Representative:	Christopher A. Penelas Akerman LLP
Phone Number:	305.982.5678

2. Description of Applicant Request

This is a privately initiated amendment to the Village's Unified Land Development Code. The Applicant is requesting a text amendment to Section 15.3, "Specific to transect zones." The application proposes to amend Subsections A.2.b.(5)(c) and (d) to delete the requirement that a minimum of 20 percent of a garage structure in the T6-24 and T6-30 districts be in the form of green or vegetated walls.

Instead, the Applicant requests that this requirement become optional. Per the proposed ordinance, the requirement for buildings to fully conceal parking structures with architectural screening or artwork if there are no liners remains intact.

The proposed language is as follows:

AMENDING CHAPTER 15 OF THE ULDC

[…]

§. 15.3 – Specific to transect zones.

[…]

A. *Kennedy Boulevard District (KBD).*

[…]

2. *Development standards for T6 Transect Zones.*

[…]

b. *Building Configuration.*

[…]

(5) Pedestals, parking structures and liners.

[…]

(c) In T6-24, liners are optional. Structures without liners on primary and secondary frontages and facing Pirates Alley, shall ~~use green or vegetated walls on a minimum 20 percent of the garage structure. The remainder of the parking structures not utilizing liners shall be fully concealed by~~ fully conceal their parking structures with architectural screening or artwork approved by the Planning and Zoning Board. Structures without liners may conceal the garage structures' façade with green or vegetated walls (see also Chapter 9, Division 4, Landscaping).

(d) In T6-30, liners are optional. Liners facing Kennedy Causeway may encroach into the setback above a gallery. Structures without liners on primary and secondary frontages, including Kennedy Causeway and the waterfront and facing the view corridor, shall ~~utilize green or vegetated walls on a minimum 20 percent of the parking structure. The remainder of the parking structure not utilizing liners shall be fully concealed by~~ fully conceal their parking structures with architectural screening or artwork approved by the Planning and Zoning Board. Structures without liners may conceal the garage structures' façade with green or vegetated walls (see also Chapter 9, Division 4, Landscaping).

[…]

The Applicant proffers the following as reasons for the requested text amendment:

1) That the provision of a green or vegetated wall comes with certain difficulties including its establishment, maintenance, watering, and accessibility.
2) That in the long term green or vegetated walls may cause damage to the property as the result of root damage, moisture retention, and falling debris.
3) That these difficulties impose long term costs and obligations on the property owner or homeowners association and may ultimately create certain undesired conditions.

3. Background

On February 9, 2021, the City Commission adopted Ordinance No. 2021-004 Adding Chapter 15, "Form-Based Code," to the Unified Land Development Code including NBV100 form-based code for the Kennedy Boulevard District. Under Sub-section (5) Pedestals, parking structures and liners, a requirement was established to require green or vegetated walls on a minimum 20 percent of the garage structure in the T6-24 and T6-30 districts. The proposal that is part of this application would make the requirement optional while also mandating buildings to fully conceal parking structures with architectural screening or artwork where there are no liners.

4. Consistency with NBV100 Comprehensive Plan and NBV100 Master Plan

The proposed amendment is consistent with:

Objective 2.1 in the Future Land Use element of the Comprehensive Plan: Manage future growth and development by implementing and enforcing all existing plans and regulations and by preparing and adopting new regulations as needed; and

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.

The proposed amendment also generally continues to align with the vision and overarching goals 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 text amendment does not affect this pillar.

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 proposed text amendment does not affect this pillar.

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 proposed text amendment does not affect this pillar.

5. ULDC Text Amendment Approval Criteria

The ULDC does not have specific criteria for a text amendment to the Code but requires any changes be in general accord with sound comprehensive planning and zoning principles and consistency with the NBV Comprehensive Plan

.
Chapter 4 – Administration and Enforcement, Division 3. – Amendments and Changes to Unified Land Development Code and Comprehensive Plan
4.17 – Amendments to the Unified Land Development Code.

C. *Amendments that do not rezone property or substantially change uses permitted in zoning districts.* 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.

6. Compliance with Unified Land Development Code

The current requirement aligns with the Village's intent to promote greening of new and existing construction to support sustainability and resilience goals. Some key benefits of green walls include:

- insulating buildings
- increasing energy efficiency
- aiding in thermal control

In addition, the plants in green walls can filter air pollutants and create eco-friendly habitats for birds and insects, and even promote psychological well-being of those viewing or experiencing the green wall.

It is acknowledged, however, that green living walls can be expensive to install and to maintain, depending on the specifications of the system. Maintenance of a green wall's health can be particularly challenge in North Bay Village's exposed coastal environment. In some cases, buildings can be damaged by roots, soil moisture differentials, falling debris, or excessive moisture retention. And without proper maintenance, green walls could become breeding ground for pests.

The proposed amendment does not eliminate the provision of a green wall as screening for a parking garage but makes it one of three options. Green walls also would remain one of the options in the menu of techniques available to attain required points in the Village's Green Building Program.

If the amendment is adopted any future development projects within the T6-24 and T6-30 districts would require compliance with the amended regulations found under Section 15.3A.2.b.(5)(c) and (d).

Recommendation

Staff finds that the proposed amendment to Section 15.3A.2.b.(5)(c) and (d) to make green or vegetated walls on garage structures optional is generally in keeping with the spirit and intent of the section of the ULDC.

Staff recommends the following alternative to the original proposal. The language proposed by staff is highlighted in yellow.

(5) Pedestals, parking structures and liners.

[…]

§. 15.3 – Specific to transect zones.

[…]

b. *Building Configuration.*

[…]

(5) Pedestals, parking structures and liners.

(a) The pedestal shall consist of no more than five stories and shall be a maximum of 100 feet.

(b) A parking structure shall not extend beyond the height of the pedestal. For building heights in a pedestal, see Section 15.3.A.2.b.(3).(b).iii.

~~(c)~~ In T6-24 and T6-30, ~~Liners are optional. Structures without liners on Primary and Secondary Frontages and facing Pirates Alley, shall use green or vegetated walls on a minimum 20% of the garage structure. The remainder of the~~ parking structures ~~not utilizing Liners~~ shall be fully concealed by habitable liners, architectural screening or artwork approved by the ~~Planning and Zoning Board~~ Village Commission, or with ~~(see also Ch. 9, Division 4 – Landscaping).~~

(d) ~~In the T6-24MU, Liners are optional. Structures without liners on Primary and Secondary Frontages shall use~~ green or vegetated walls ~~on a minimum 20% of the garage structure. The remainder of the parking structures not utilizing Liners shall be fully concealed by architectural screening or artwork approved by the Planning and Zoning Board (see also Ch. 9, Division 4 – Landscaping).~~ In this context, artwork shall mean tangible creations by artists exhibiting the highest quality of skill and aesthetic principles and includes all forms of the visual arts conceived in any medium, material, or combination thereof, including, but not limited to, paintings, sculptures, engravings, carvings, frescos, stained glass, mosaics, mobiles, tapestries, murals, photographs, video projections, digital images, bas-relief, high relief, fountains, kinetics, collages, drawings, monuments erected to commemorate a person or an event, functional furnishings, such as artist designed seating and pavers, architectural elements designed by an artist, and artist designed landforms or landscape elements.

~~(e) In T6-30, Liners are optional. Liners facing Kennedy Causeway may encroach into the Setback above a Gallery. Structures without liners on Primary and Secondary Frontages, including Kennedy Causeway and the Waterfront and facing the View Corridor, shall utilize green or vegetated walls on a minimum 20% of the parking structure. The remainder of the parking structure not utilizing Liners shall be fully concealed by architectural screening or artwork approved by the Planning and Zoning Board (see also Ch. 9, Division 4 – Landscaping).~~

[…]

Conditions

N/A

List of Attachments to Staff Report

Attachment 1 – Letter of Intent Requesting the Amendment to Section 15.3A.2.b.(5)(c) and (d), dated June 13, 2023
Attachment 2 – ULDC Text Amendment Application
Attachment 3 – Proposed Ordinance and Exhibit
Attachment 4 – Alternate Proposed Ordinance and Exhibit (Staff Recommended)

akerman

Christopher A. Penelas

Akerman LLP
Three Brickell City Centre
98 Southeast Seventh Street
Suite 1100
Miami, FL 33131

Tel: 305.982.5678

June 13, 2023

Silvia E. Vargas, FAICP, LEED AP
Village Planner
North Bay Village
1666 Kennedy Causeway, Suite 300
North Bay Village, FL 33141

Re: Letter of Intent to Amend the Unified Land Development Code – Section 15.3 Green or Vegetated Walls

Dear Ms. Vargas:

On behalf of 1755 JFK Owner, LLC ("Applicant"), owner of the property located at 1755 Kennedy Causeway ("Property") in North Bay Village ("Village"), please accept this letter of intent and application for a text amendment to section 15.3 of the Village's Unified Land Development Code ("ULDC") to make the provision of a green or vegetated wall optional when a garage structure does not have a liner.

Current Requirements

Section 15.3(b)(5)(c)&(d) of the ULDC requires that garage structures within the T6-24 and T6-30 zoning districts provide either: (a) an architectural or artistic treatment as well as a green or vegetated wall that covers at least 20% of the wall ; or (b) a liner.[1] However, the provision of a green or vegetated wall comes with certain difficulties including its establishment, maintenance, watering, and accessibility. Further, in the long term green or vegetated walls may cause damage to the property as the result of root damage, moisture retention, and falling debris. These difficulties impose long term costs and obligations on the property owner or homeowners association and may ultimately create certain undesired conditions.

[1] The ULDC defines "liner" as "[a] building or part of a building with habitable space specifically designed to enfront a public space, masking a function that lacks the capacity to monitor public space, such as a parking lot, parking garage or storage facility." *See* Section 15.4 of the ULDC.

Proposed Amendment

In order to provide more flexibility to developers in the T6-24 and T6-30 zoning districts, the Applicant is purposing to make the provision of green or vegetated walls optional. Under the proposed amendment, a developer would still be required to conceal garage structures with either: (a) a liner; or (b) an architectural or artistic treatment. Those developers opting to not provide a liner, would still have the option to pursue a green or vegetated wall as part of their façade treatment to conceal the garage structure.

Conclusion

The approval of Applicant's proposed amendment will allow developers flexibility in concealing their parking structures and determining future maintenance obligations for the development. We therefore respectfully request your favorable review of this application. Please do not hesitate to contact me should you have any questions related to this matter. Thank you for your consideration.

Sincerely,

Christopher A. Penelas

Christopher A. Penelas

cc: Dr. Ralph Rosado, Ph.D., AICP
Neisen O. Kasdin, Akerman LLP

Index of Documents

Exhibit "A"	ULDC Text Amendment Application
Exhibit "B"	Proposed Ordinance and its Exhibits

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** _____

ULDC Text Amendment X

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 Planning and Zoning Official. The application and all supplemental forms and data may be submitted electronically for review via svargas@cgasolutions.com. 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: Christopher Penelas, Esq. on Behalf of 1755 JFK Owner, LLC
   (If different from Owner)
2. Contact Phone: 3059825678 Email Address: Christopher.penelas@akerman.com
3. Mailing Address 98 Southeast Seventh Street Suite 1100 Miami, FL

For ULDC Text Amendment:

1. Proposed section to be changed and description of proposed change(s) (use separate page as needed)

Section 15.3(b)(5) - see attached letter of intent

2. Reason for Request: See attached letter of intent

For Zoning Map Amendment, including Special Area Plan:

1. Property Owner Name: _____
2. Contact Phone: _____ Email Address: _____
3. Mailing Address: _____
4. Site Address: _____
5. Legal Description of Property: _____
6. Folio Number(s): _____
7. Lot Size (Acres): _____
8. Existing Zoning Designation: _____ Zoning Requested: _____
9. Reason for Request: _____

APPLICANT AFFIDAVIT

I (We) the undersigned, am (are) the Attorney (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

Christopher A. Penelas, Attorney for Applicant

Title (if applicable)

Corporate Seal (affix if applicable)

Sworn to and subscribed to before me this 5th day of June, 2023.

MARTA ACOSTA
MY COMMISSION EXPIRES MAY 5, 2024
#GG 984593
Bonded thru Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

Notary

Public Commission expires: May 5, 2024

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: 06/05/2023

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

Attorney

Full Name: Christopher A. Penelas

Current Address: 98 SE Seventh Street

City: Miami State: FL Zip: 33131

Telephone: 3059825678 Email: Christopher.penelas@akerman.com

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

Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 5 DAY OF June, 2023

Notary Public, State of Florida at Large

MARTA ACOSTA
MY COMMISSION EXPIRES MAY 5, 2024
#GG 984593
Bonded thru Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

My Commission expires May 5, 2024.

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.

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 Planning and Zoning Official. Applicant must provide the following upon submittal of application:

- [x] 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).
- [x] 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:
    - Total acreage
    - Dwelling units per acre
    - Gross floor area
    - Building height
    - 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.
- [x] 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: $_____

ORDINANCE NO. 2023-_____

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE (ULDC) TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, North Bay Village ("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, on February 9, 2021, the Village Commission adopted Ordinance 2021-004, creating Chapter 15, “Form-Based Code,” to implement the vision and goals of the NBV100 Master Plan; and

WHEREAS, the ULDC currently requires that structures without liners on their primary and secondary frontages must provide at least 20% of its façade as a green or vegetated wall; and

WHEREAS, the Village Commission finds that a vegetated or green wall may be difficult to establish and maintain as a result of the intense maintenance and irrigation needed to sustain the vegetation, and that green walls can in some cases cause damage to buildings; and

WHEREAS, the Village consequently chooses to make the provision of a vegetated or green wall optional; and

WHEREAS, green walls also remain one of the options in the menu of techniques available to attain required points in the Village’s Green Building Program; and

WHEREAS, the ULDC and the modifications provided herein are consistent with the NBV100 Master Plan, the Village’s Comprehensive Plan, and the Florida Community Planning Act; and

WHEREAS, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, has reviewed this Ordinance and has recommended approval to the Mayor and the Village Commission; 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_____; and

WHEREAS, the Mayor and Commission find that this Ordinance is in the best interest of the community.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AS FOLLOWS:[1]

Section 1. Recitals. That each of the above recitals are true and correct and incorporated herein by this reference.

Section 2. Amending Chapter 15 of the Village's ULDC. That Chapter 15, entitled "Form-Based Code" of the Unified Land Development Code of North Bay Village, Florida is hereby amended to read as provided in **Exhibit "A**,**"** which is incorporated herein and made a part hereof by this reference.

Section 3. 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 4. 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 re-lettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

Section 5. 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 6. Effective Date. That this Ordinance shall become effective immediately upon final adoption on second reading.

PASSED on first reading on the ____ day of _____, 2023.

PASSED AND ADOPTED on second reading on the ____ day of _____, 2023.

[1] Coding: ~~Strikethrough words~~ are deletions to the existing text. Underlined words are additions to the existing text. Changes between first and second reading are indicated with a ~~double strikethrough~~ and double underline.

Brent Latham, Mayor

ATTEST:

_____
Alba L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Weiss Serota Helfman Cole & Bierman, PL
Village Attorney

First Reading:
Moved By: _____
Seconded By: _____

Second Reading:
Moved By: _____
Seconded By: _____

Vote on Final Adoption:

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

Exhibit A

AMENDING CHAPTER 15 OF THE ULDC

[…]

§. 15.3 – Specific to transect zones.

[…]

b. *Building Configuration.*

[…]

(5) Pedestals, parking structures and liners.

(a) The pedestal shall consist of no more than five stories and shall be a maximum of 100 feet.

(b) A parking structure shall not extend beyond the height of the pedestal. For building heights in a pedestal, see Section 15.3.A.2.b.(3).(b).iii.

(c) In T6-24, liners are optional. Structures without liners on primary and secondary frontages and facing Pirates Alley, shall ~~use green or vegetated walls on a minimum 20 percent of the garage structure. The remainder of the parking structures not utilizing liners shall be fully concealed by~~ fully conceal their parking structures with architectural screening or artwork approved by the Planning and Zoning Board. Structures without liners may conceal the garage structures' façade with green or vegetated walls (see also Chapter 9, Division 4, Landscaping).

(d) In T6-30, liners are optional. Liners facing Kennedy Causeway may encroach into the setback above a gallery. Structures without liners on primary and secondary frontages, including Kennedy Causeway and the waterfront and facing the view corridor, shall ~~utilize green or vegetated walls on a minimum 20 percent of the parking structure. The remainder of the parking structure not utilizing liners shall be fully concealed by~~ fully conceal their parking structures with architectural screening or artwork approved by the Planning and Zoning Board. Structures without liners may conceal the garage structures' façade with green or vegetated walls (see also Chapter 9, Division 4, Landscaping).

[…]

ORDINANCE NO. 2023-_____

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, North Bay Village ("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, on February 9, 2021, the Village Commission adopted Ordinance 2021-004, creating Chapter 15, "Form-Based Code," to implement the vision and goals of the NBV100 Master Plan; and

WHEREAS, the ULDC currently requires that structures without liners on their primary and secondary frontages must provide at least 20% of its façade as a green or vegetated wall; and

WHEREAS, the Village Commission finds that a vegetated or green wall may be difficult to establish and maintain as a result of the intense maintenance and irrigation needed to sustain the vegetation, and that green walls can in some cases cause damage to buildings; and

WHEREAS, the Village consequently chooses to make the provision of a vegetated or green wall optional; and

WHEREAS, green walls also remain one of the options in the menu of techniques available to attain required points in the Village's Green Building Program; and

WHEREAS, the ULDC and the modifications provided herein are consistent with the NBV100 Master Plan, the Village's Comprehensive Plan, and the Florida Community Planning Act; and

WHEREAS, the Planning and Zoning Board, sitting in its capacity as the Local Planning Agency, has reviewed this Ordinance and has recommended _____ to the Mayor and the Village Commission; 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_____; and

WHEREAS, the Mayor and Commission find that this Ordinance is in the best interest of the community.

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Section 3. 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 4. 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 re-lettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

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Section 6. Effective Date. That this Ordinance shall become effective immediately upon final adoption on second reading.

PASSED on first reading on the ____ day of _____, 2023.

PASSED AND ADOPTED on second reading on the ____ day of _____, 2023.

[1] Coding: ~~Strikethrough words~~ are deletions to the existing text. Underlined words are additions to the existing text. Changes between first and second reading are indicated with a ~~double strikethrough~~ and double underline.

Brent Latham, Mayor

ATTEST:

_____
Alba L. Chang, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Weiss Serota Helfman Cole & Bierman, PL
Village Attorney

First Reading:
Moved By: _____
Seconded By: _____

Second Reading:
Moved By: _____
Seconded By: _____

Vote on Final Adoption:

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

Exhibit A

AMENDING CHAPTER 15 OF THE ULDC

[…]

§. 15.3 – Specific to transect zones.

[…]

b. *Building Configuration.*

[…]

(5) Pedestals, parking structures and liners.

(a) The pedestal shall consist of no more than five stories and shall be a maximum of 100 feet.

(b) A parking structure shall not extend beyond the height of the pedestal. For building heights in a pedestal, see Section 15.3.A.2.b.(3).(b).iii.

~~(c)~~ In T6-24 and T6-30, ~~Liners are optional. Structures without liners on Primary and Secondary Frontages and facing Pirates Alley, shall use green or vegetated walls on a minimum 20% of the garage structure. The remainder of the~~ parking structures ~~not utilizing Liners~~ shall be fully concealed by habitable liners, architectural screening or artwork approved by the ~~Planning and Zoning Board~~ Village Commission, or with ~~(see also Ch. 9, Division 4 – Landscaping).~~

(d) ~~In the T6-24MU, Liners are optional. Structures without liners on Primary and Secondary Frontages shall use~~ green or vegetated walls on a minimum 20% of the garage structure. ~~The remainder of the parking structures not utilizing Liners shall be fully concealed by architectural screening or artwork approved by the Planning and Zoning Board (see also Ch. 9, Division 4 – Landscaping).~~ In this context, artwork shall mean tangible creations by artists exhibiting the highest quality of skill and aesthetic principles and includes all forms of the visual arts conceived in any medium, material, or combination thereof, including, but not limited to, paintings, sculptures, engravings, carvings, frescos, stained glass, mosaics, mobiles, tapestries, murals, photographs, video projections, digital images, bas-relief, high relief, fountains, kinetics, collages, drawings, monuments erected to commemorate a person or an event, functional furnishings, such as artist designed seating and pavers, architectural elements designed by an artist, and artist designed landforms or landscape elements.

~~(e) In T6-30, Liners are optional. Liners facing Kennedy Causeway may encroach into the Setback above a Gallery. Structures without liners on Primary and Secondary Frontages, including Kennedy Causeway and the Waterfront and facing the View Corridor, shall utilize green or vegetated walls on a minimum 20% of the parking structure. The remainder of the parking structure not utilizing Liners shall be fully concealed by architectural screening or artwork approved by the Planning and Zoning Board (see also Ch. 9, Division 4 – Landscaping).~~

[…]

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 - JUL. 27, 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

07/13/2023

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
13 day of JULY, 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 JULY 27, 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:

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN BY 7940 NBV PARTNERS, LLC, PURSUANT TO SECTIONS 5.2 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC"), FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT ON AN APPROXIMATELY 0.77-ACRE SITE LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 70 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 16 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY PURSUANT TO SEC. 8.13.; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES AVAILABLE PURSUANT TO SEC. 8.12, UP TO A MAXIMUM HEIGHT OF 312 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING/APPROVING WITH CONDITIONS/DENYING] A REQUEST BY 7940 NBV PARTNERS, LLC FOR A SPECIAL USE EXCEPTION PURSUANT TO SECTIONS 8.11 AND 9.3.E. OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC"), TO ALLOW UP TO TWENTY PERCENT (20%) OF PARKING SPACES REQUIRED FOR A PROJECT AT 7938-7940 WEST DRIVE TO BE DESIGNED SPECIFICALLY FOR COMPACT VEHICLES; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR VIOLATION OF CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

July 27, 2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC, TO PERMIT THE PROVISION OF 135 SPACES WHERE 212 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER PURSUANT TO SECTION 9.3.D. OF PARKING REQUIREMENTS PROVIDED IN SECTION 9.3.C. OF THE ULDC; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; 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 7940 NBV PARTNERS, LLC CONCERNING PROPERTY LOCATED AT 7938-7940 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE PURSUANT TO SECTION 7.3 OF THE UNIFIED LAND DEVELOPMENT CODE ("ULDC") OF MINIMUM AISLE WIDTH REQUIREMENTS PROVIDED IN SECTION 9.3.E. OF THE ULDC, TO PERMIT A PARKING AISLE WIDTH OF 22 FEET WHERE 23 FEET WOULD BE REQUIRED; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO CREATE SECTION 8.10.2, "PAYMENT IN SATISFACTION OF WORKFORCE HOUSING REQUIREMENTS FOR CONDOMINIUM DEVELOPMENTS," TO ESTABLISH A PAYMENT-IN-LIEU-OF MECHANISM FOR DEVELOPERS OF FOR-SALE RESIDENTIAL DEVELOPMENTS TO SATISFY WORKFORCE HOUSING REQUIREMENTS, AS WELL AS TO CREATE A TRUST FUND FOR THE USE OF SUCH PAYMENTS TO SUPPORT CERTAIN WORKFORCE HOUSING INITIATIVES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING SECTION 15.3 OF CHAPTER 15 OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE ("ULDC") TO MAKE THE PROVISION OF A GREEN WALL WITHIN THE T6-24 AND T6-30 ZONING DISTRICTS OPTIONAL; PROVIDING SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTS; 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

PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 869 7009 2320
PASSCODE: 842751

WATCH THE VIRTUAL PUBLIC MEETING:
HTTPS://NORTHBAYVILLAGE-FL.GOV/VIDEOS
TV CHANNEL 661
FACEBOOK LIVE

LISTEN VIA TELEPHONE TO THE VIRTUAL PUBLIC MEETING:
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
7/13 23-24/0000673396M

2|2

ITEM NO. 5C

North Bay Village
Recommendation Memorandum

DATE: July 27, 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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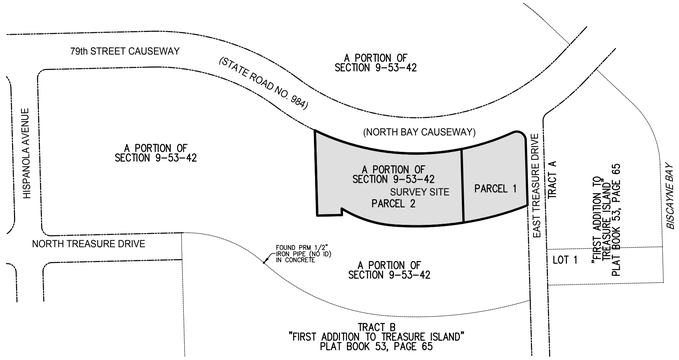

VICINITY MAP
NOT TO SCALE

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

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

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

NO.	REVISIONS	BY
5		
4	#69962 UPDATE SURVEY–6/1/22	BB/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'

S01°37'08"E
181.89'

N01°37'08"W 238.39'

A PORTION OF SECTION 9-53-42

3 STORY BULDING

PARCEL 2

PARCEL 1

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

S01°37'08"E 205.71'

CA=12°57'47"
A=193.28'

CA=12°26'49"
A=185.52'

R=324.98'
CA=27°40'09"
A=156.95'

R=853.98'
CA=25°24'36"
A=378.73'

S88°41'24"W
68.95'

18.18'
S01°37'08"E

1 STORY BULDING

ZONE AE-8'
ZONE AE-9'

EAST TREASURE DRIVE
(NE 79th STREET)
(PUBLIC RIGHT-OF-WAY VARIES)

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

BENCHMARK
ELEVATION=6.65
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

LEGEND

	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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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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1872 NE 79th STREET CAUSEWAY
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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

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.

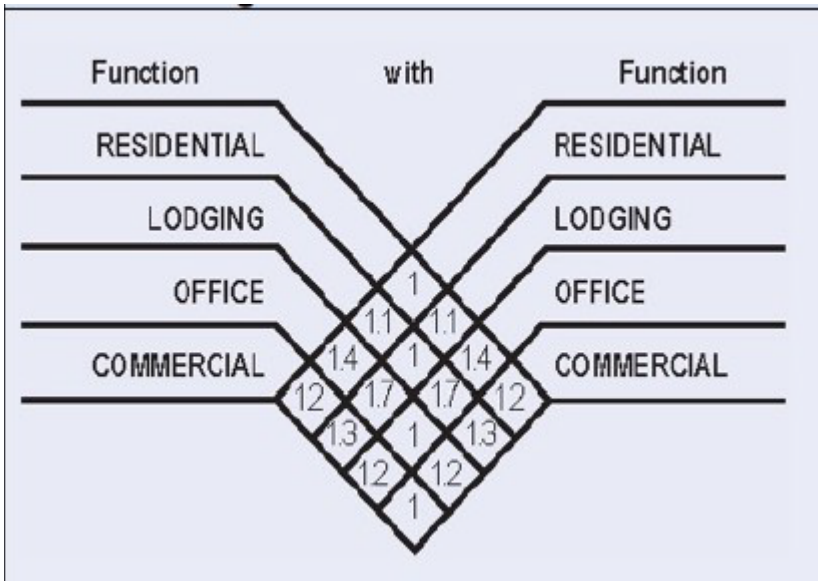
a. A minimum of ~~1.5~~ 1 parking ~~spaces are~~ space is required per dwelling unit.

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.

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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

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