NORTH BAY VILLAGE
PLANNING & ZONING BOARD
PUBLIC MEETING NOTICE

North Bay Village Commission will hold a public meeting on:
Wednesday, November 15, 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: 823 7591 9425 Passcode: 525921
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: 823 7591 9425 Passcode: 525921
Wednesday, November 15, 2023
6:00 PM

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

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

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1. Call to Order/Roll Call

2. Approval of Meeting Minutes

2A. Approval of the September 14, 2023 Meeting Minutes

09.14.2023 DRAFT.docx

3. Public Hearings (Quasi-Judicial)

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

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

3A. A Resolution Considering a Request by S2 NBV, LLC for a Variance to Permit a Reduction of the Parking Requirement for a Project at Approximately 7913-7915 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 S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 177 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Approval with conditions as recommended by Staff.

It should be noted that, as presented, the accompanying Site Plan approval request depend on the approval of this variance.

7913 WDr _Variance Park Req Red._Staff Rep.pdf
Attachment 1_7913-15 Topo Survey (opt).pdf
Attachment 2_LOI and Parking Reduction Variance Application.pdf
Attachment_3_Reso - Park Red. 7913 WD PZ_111523 - TR edit.docx
Meeting Notice- DBR

3B. A Resolution to Renew a Use Exception for Temporary Sales/Marketing Offices to be Located at 7913 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 USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; AND PROVIDING FOR AN EFFECTIVE DATE.

Suggested Action: Forward to the Commission a recommendation to renew the approval, with conditions as presented by Staff, of the Use Exception granted on December 13, 2022, via Resolution No. 2022-100.

7913 W Drive_Renewal of Use Exception_Staff Report_PZB.pdf
Attachment A_Boundary Survey for 7913 W Drive Use Exception.pdf

Attachment B_Resolution No. 2022-100 UE 7913 W Dr.pdf
Attachment C_Renewal of Use Exception Application Packet.PDF
Attachment_D_Reso_for_Renewal_of_Use_Exception.docx
Meeting Notice - DBR

4. Applications

4A. A Resolution to Consider a Site Plan Application for Development of Village Hall and County Fire Station at 1335 79th Street Causeway (aka Sakura property) - 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 APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

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

Staff Report_Village Hall and Fire Safety Complex_PZB.pdf
Attachment 2_ NBV Safety Complex PZB Site Plan Submittal.pdf
Attachment 3_NBV Fire Station & Village Hall_Traffic Study.pdf
Attachment 4_ Safety Complex - Staff Review .pdf
Attachment 1_Ordinance 2021-013 (T6-24MU zoning).pdf
Attachment 5_Reso - Village Hall and Fire Safety Complex - .docx
Notice of Meeting - DBR

4B. A Resolution to Consider a Site Plan Application for a Multifamily Residential Project to Be Located at Approximately 7913-7915 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 S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Approval is contingent on meeting conditions recommended by Staff. This item is accompanied by a variance request submitted pursuant to Sec. 7.3.

Staff Report_7913 West Dr_111523.pdf
Attachment 1_LOI, Site Plan Application .pdf
Attachment 2_Topographic Survey and Plat.pdf
Attachment 3_Marina View Architectural Plans (updated)
Attachment 4_Marina View Landscape Plans (updated).pdf
Attachment 5_Civil Engineering Plans (new).pdf
Attachment 6_Marina View Traffic Study.pdf
Attachment 7_Marina Drive Supplement to TIS.pdf
Attachment 8_Marina View Shadow Study.pdf
Attachment_9_Reso_Site_Plan_Marina_View_PZB-111523.docx
Notice of Meeting - DBR

5. Ordinances

6. Discussion Items

7. Public Comments

8. Adjournment

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ITEM NO. 2A

North Bay Village
Recommendation Memorandum

DATE: November 15, 2023

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

FROM: Alba L. Chang, Village Clerk

SPONSORED BY:

SUBJECT: Approval of the September 14, 2023 Meeting Minutes

RECOMMENDATION

BACKGROUND AND ANALYSIS

A Meeting was held and Minutes have been provided for the Planning & Zoning Board consideration and approval for the following:

* September 14, 2023

It is recommended that the Board approve the meeting minutes, as presented.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

None

PERSONNEL IMPACT

None

ATTACHMENTS

09.14.2023 DRAFT.docx

NORTH BAY VILLAGE
PLANNING AND ZONING BOARD MEETING MINUTES
September 14, 2023, 6:00 PM
Village Chambers - 1666 Kennedy Causeway, #101 North Bay Village, FL 33141
Meeting ID: 881 2072 9718 Passcode: 236512

ROLL CALL

1. Call to Order/Roll Call

Chair Dennis called the meeting to order at 6:00 p.m.

In attendance:
Chair Timothy Dennis
Vice Chair Ryan Shaw
Board Member Ruslanas Byckovas
Board Member Paul Murphy

Absent
Board Member Jon Andras
Alternate Board Member Sherry Abramson

2. Approval of Meeting Minutes

2A. Approval of the Following Meeting Minutes - Village Clerk, Alba L. Chang, CMC
*** July 13, 2023 - Planning & Zoning Board Meeting**
*** July 27, 2023 - Planning & Zoning Board Meeting**

ACTION: Vice Chair Shaw made a motion to approve the meeting minutes. Board Member Murphy seconded the motion.

Upon roll call vote, the motion passed 4-0 with Vice Chair Shaw, Board Member Murphy, Board Member Byckovas, and Chair Dennis voting for.

Order of Business
The following order of business was established.
Item No. 3E, 3D, 3B, 3C, 3A, 4A and 5A.

ACTION: Vice Shaw made a motion to establish the order of business. Board Member Byckovas seconded the motion, and it passed by unanimous voice vote.

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

3E. A Resolution Regarding Variance Application Pursuant to Section 111.13 of the Village Code of Ordinances by Farina Contemporary Pizza Corp (DBA Petralunga) for 7601 East Treasure Drive #CU-21 - ***Village Manager Ralph Rosado, Ph.D., AICP, Village Planner Silvia E. Vargas, AICP***

A RESOLUTION OF THE MAYOR AND VILLAGE COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A VARIANCE APPLICATION PURSUANT TO SECTION 111.13 OF THE VILLAGE'S CODE OF ORDINANCES BY FARINA CONTEMPORARY PIZZA CORP (DBA PETRALUNGA), TO ALLOW AN ESTABLISHMENT LOCATED AT 7601 EAST TREASURE DRIVE, #CU-21, ON THE GRAND VIEW PALACE PROPERTY, TO VARY FROM SECTION 111.12(A)(1) OF THE CODE BY AUTHORIZING THE ISSUANCE OF A LICENSE TO SELL ALCOHOLIC BEVERAGES FOR OFF-PREMISES CONSUMPTION FROM A LOCATION LESS THAN 500 FEET FROM AN EXISTING SCHOOL AND TO VARY FROM SECTION 111.12(B)(3) OF THE CODE BY AUTHORIZING THE ISSUANCE OF A LICENSE TO SELL ALCOHOLIC BEVARAGES FOR OFF-PREMISES CONSUMTION FROM A LOCATION LESS THAN 1,000 FEET FROM AN EXISTING OFF-PREMISES LICENSEE; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Village Clerk Alba Chang read the resolution title into the record.

Village Planner Silvia Vargas introduced the applicant variance application for Farina Contemporary Pizza (DBA Petralunga). The applicant is requesting to expand their scope of sale of alcohol for their business. The variance would allow the sale of cocktails/alcohol via delivery services such as Uber Eats.

Alex Uribe clarified that the State made changes to the Statutes on local ratialers sale of alcohol.

ACTION: Member Murphy made a motion to approve. Vice Chair Shaw seconded the motion.

Upon roll call vote, the motion passed 4 - 0 with Board Member Murphy, Vice Chair Shaw, Member Byckovas, and Chair Dennis voting for.

3D. **A Resolution Relating to a Use Exception Pursuant to Section 8.11 of the Unified Land Development Code (ULDC) to Allow Village-Owned Property Located at 1851 Galleon Street to be Developed for Community-Serving Facilities and as a Training Center for AFA - *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 USE EXCEPTION PURSUANT TO SECTION 8.11 OF THE UNIFIED LAND DEVELOPMENT CODE (ULDC) TO ALLOW VILLAGE-OWNED PROPERTY LOCATED AT 1851 GALLEON STREET, NORTH BAY VILLAGE, AS LEGALLY DESCRIBED IN EXHIBIT "A", AND ZONED RM-40, TO BE DEVELOPED FOR A USE (TRAINING CENTER FOR THE ARGENTINE FOOTBALL ASSOCIATION (AFA) AND COMMUNITY-SERVING FACILITIES) WHICH PROVIDES A PUBLIC BENEFIT; AND PROVIDING FOR AN EFFECTIVE DATE.

Village Clerk Chang read the resolution title into the record.

Village Planner Vargas introduced the request for a use exception for village-owned property located at 1851 Galleon Street to develop a community-serving facility and as a training center for la Asociacion de Futbol de Argentina (AFA). She explained the request is to allow for the proposed use, as the proposed use is currently not listed in the Village Code. The request and approval will facilitate the review and is the contingency of staff review of the site plan application.

Chair Dennis asked what the proposed budget for the proposed project was. Village Manager Rosado responded the Village will budget $4 Million and AFA will contribute $7 Million toward the project.

ACTION: Board Member Murphy made a motion to approve the use exception. Vice Chair seconded the motion.

Upon roll call vote, the motion passed 4 - 0 with Board Member Murphy, Vice Chair Shaw, Board Member Byckovas, and Chair Board Member Dennis voting for.

At this Village Clerk Chang read the resolutions title for Items No. 3A, 3B, 3C, and 4A into the record.

Village Planner Vargas introduced the proposed variance applications and site plan application for the property located at 7938-7940 West Drive as follows:

- Variance for a use exception to allow up to 20% of parking spaces required to be designed specifically for compact vehicles.
- Variance to permit 135 parking spaces where 212 spaces would be required.
- Variance for a reduction of the required minimum aisle width.
- Request for site plan application.

Board Member Murphy asked if the applicant was seeking Transfer of Development Rights (TDRs). Village Planner Vargas responded that the applicant would seek TDRs. She elaborated that the parking aisle width reduction request was from 22 feet where 23 feet would be required by Code.

Attorney Graham Penn came forward and provided a detailed summary of the proposed development which included:

- Reduction of the scale of the pedestal as requested by the Village Commission.
- Allows for a continued Island Walk
- Proposing a smaller footprint
- The proposed project has met all of the Village Code requirements.
- Provided a detailed traffic study.
- Request for 16 TDRs.

Mikal Hamauwi, applicant/ owner of the project came forward and provided a detail perspective of the project. He provided an analysis of the parking reduction. He felt the proposed parking count would meet conformance with the new legislation.

Village Planner Vargas suggested a parking strategy on how many spaces will be allocated for the 2 and 3-bedroom units.

Mr. Hamauwi explained that there would be a mix of deed parking spaces with a combination of valet spaces. The project will also offer 24-hour valet parking of which 135 spaces will be for guest parking.

PUBLIC COMMENT

Mike Weinberg, 8000 West Drive

Shimon Weinman, 8000 West Drive
CLOSED PUBLIC COMMENT

DRAFT

At this time the Board took separate votes for each application.

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.

ACTION: Board Member Murphy made a motion to approve the proposed variance request to permit a reduction of parking. Vice Chair Shaw seconded the motion.

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

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.

ACTION: Board Member Murphy made a motion to approve the variance request to reduce the minimum aisle width. Vice Chair seconded the motion.

Upon roll call vote, the motion passed 4 - 0 with Board Member Murphy, Vice Chair Shaw, Board Member Byckovas, and Chair Board Member Dennis, voting for.

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.

ACTION: Board Member Murphy made a motion to approve the variance request to allow compact parking spaces. Vice Chair seconded the motion.

Upon roll call vote, the motion passed 4 - 0 with Board Member Murphy, Vice Chair Shaw Board Member Byckovas, and Chair Board Member Dennis, voting for.

4. Applications

4A. A Resolution to Consider a Site Plan Approval Application 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.

DRAFT

There was a brief discussion on parking around the development.

There was consensus for Village Staff to re-examine the access to the north side of the property prior to Village Commission Review.

PUBLIC COMMENT

Shimon Weinman, 8000 West Drive

CLOSED PUBLIC COMMENT

ACTION: Vice Chair Board Member Shaw made a motion to approve with the condition that the North side access be re-examined by Staff prior to the Village Commission review. Board Member Byckovas seconded the motion.

Upon roll call vote, the motion passed 4 - 0 with Vice Chair Shaw, Board Member Byckovas, Member Murphy, and Chair Board Member Dennis voting for.

5. Ordinances

5A An Ordinance Amending Section 15.3 of the Form-Based Code to Expand the Locations Where Temporary Structures are Allowed in the T6 Transect Zone ***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 ALLOW TEMPORARY STRUCTURES WITHIN THE T6-30 ZONING DISTRICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

Village Clerk Chang read the proposed ordinance title into the record.

Village Planner Vargas introduced the proposed ordinance that was privately initiated that deals with temporary structures and how they are allowed in the T-6 transit zone. The intent was to activate the private alley and Causeway. The applicant was proposing to expand the scope to permit temporary structures outside those districts.

Village Planner introduced into the records a revised version of the ordinance.

Attorney Christopher Penelas, 98 SE 7 Street, representing the applicant Continuum Group explained the proposed code amendment to allow temporary activation of vacant properties while developments undergo approval.

Vice Chair Shaw asked for clarification on the definition of a stand and suggested a longer approval timeline.

There was a detailed discussion on the timeline for approvals, the addition of Sales Centers to the list; and additional changes by Staff including adding amendments to the accessory signs as part of the temporary structure approval; all approval will be subject to all village standards.

ACTION: Vice Chair Board Member Shaw made a motion to approve the proposed ordinance as recommended by Staff and with the following Board's recommendations:

- Add the Sales Center to the list of temporary structures.
- Sales Center timeframe for extensions, should be in 12-month phases. Administrative approval can be granted twice, for a total maximum of 36 months.
- Provide a definition of a Stand.

Board Member Byckovas seconded the motion.

Upon roll call vote, the motion passed 4 - 0 with Vice Chair Shaw, Board Member Byckovas, Member Murphy, and Chair Board Member Dennis voting for.

At this time Village Manager Rosado asked for the Board to clarify their vote for item 3D.

He elaborated that the staff reports indicated a condition of approval of the use exception was contingent upon the successful completion of a joint use agreement with Miami-Dade County Public Schools. He asked the Board to remove the condition as stated on the staff report of the use exception as it was not contingent on the approval of the Joint Use Agreement.

Vice Chair Shaw made a motion to reconsider the vote taken for item #3D. Board Member Byckovas seconded the motion, and it passed by unanimous voice vote.

ACTION: Vice Chair Shaw made a motion to approve item 3D and remove condition #1 of the staff report on contingent completion of a Joint Use Agreement with Miami Dade County School Board. Board Member Byckovas seconded the motion.

Upon roll call vote, the motion passed 4-0 with Vice Chair Shaw, Board Member Byckovas, Member Murphy, and Chair Board Member Dennis voting for.

6. Discussion Items

7. Public Comments

8. Adjournment

DRAFT

There being no further business to discuss the meeting was adjourned at 8:27 p.m.

Accepted this 18th day of October 2023.

Timothy Dennis
Chair

Respectfully submitted,

Alba L. Chang
Village Clerk

DRAFT

ITEM NO. 3A

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: November 15, 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 S2 NBV, LLC for a Variance to Permit a Reduction of the Parking Requirement for a Project at Approximately 7913-7915 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 S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 177 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Approval with conditions as recommended by Staff.

It should be noted that, as presented, the accompanying Site Plan approval request depend on the approval of this variance.

BACKGROUND AND ANALYSIS

The Staff report is attached, and includes related attachments 1-4.

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

n/a

PERSONNEL IMPACT
n/a

ATTACHMENTS
7913 WDr _Variance Park Req Red._Staff Rep.pdf
Attachment 1_7913-15 Topo Survey (opt).pdf
Attachment 2_LOI and Parking Reduction Variance Application.pdf
Attachment_3_Reso - Park Red. 7913 WD PZ_111523 - TR edit.docx
Meeting Notice- DBR

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: **November 15, 2023**

To: **Planning and Zoning Board**

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

Subject: **STAFF REPORT – Review of Request for Variance from previous minimum required number of parking spaces for development project to be located at approximately 7913-7915 West Drive**

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1. General Information

Owner/Applicant:	S2 NBV, LLC
Applicant Address:	18851 NE 29th Avenue, Ste. 1011, Aventura, FL 33180
Site Address:	7913-7915 West Drive
Site Acreage	1.04 acres
Folio Numbers	23-3209-001-0013
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

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

(Refer to Topographic Survey, included as Attachment 1, for details).

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 (used as staging area for construction site)

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 (open space)
South	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential (surface parking)
West	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential (existing & under construction)

5. Background

On July 20th, 2023, applications were submitted by Applicant S2 NBV, LLC, to North Bay Village to initiate the review process of a proposed 94-unit multifamily residential condominium to be located at approximately 7913-7915 West Drive (Marina View Project). In addition to this application for a Variance under the provisions of Sec. 7.13 to allow the provision of 178 spaces, 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 190 feet pursuant to Sec. 8.12.B.1; and the transfer of density rights (TDRs) from Village-owned property, pursuant to Sec. 8.13.B., for twenty-two (22) additional units, equivalent a maximum of 30% density above the base maximum, as well as a related 30% of additional building height, resulting in a building that is 240 feet tall.

6. Description of Applicant's Request

On July 20, 2023, the Applicant submitted a request for a variance in accordance with Sec. 7.3 of the ULDC, to reduce the minimum number of parking spaces required for the Marina View project under the provisions of Sec. 9.3.D. of the ULDC in effect at the time from 245, including guest parking to 178 spaces. The variance request was submitted in conjunction with a site plan approval application, which the Applicant wished to have reviewed prior to the adoption of amendments proposed to the regulations pertaining to high-density multifamily residential development, and which would have rendered the variance request unnecessary. The most recent version of the site plan shows 177 spaces. If granted, the variance should be for this number of spaces.

Sec. 7.3 establishes the process for an applicant to seek approval for a hardship-based variance. Under the current version of the ULDC, no other procedure is 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. The administrative adjustment process established in Sec. 7.6, for example, is not applicable to multifamily residential properties, and the scope of administratively granted deviations is very limited, in any case. A waiver or reduction of the parking requirement, however, is possible via the provisions of Sec. 9.3.D.2., but it must be related to development characteristics found to decrease the need for parking.

The Applicant bases the hardship request on the irregular shape and narrow width of the property. The Applicant previously was granted variances from the rear and one internal side setback requirements by the Village Commission, to enable development on the property.

The Applicant is pursuing approval of a Site Plan, a bonus height, a transfer of density rights and related additional height. Refer to the letter of intent and application form included as Attachment 2.

8. Consistency with Comprehensive Plan

This Application is largely 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 finds that the request complies 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. in effect at the time of the application, which the Applicant timed to ensure review under the previous rules. With the adoption of Ordinance 2023-XXX, which replaces the *minimum required* number of spaces for multifamily residential uses in all areas of North Bay Village except the T6 Transect Zone, for a *recommended* number of spaces, based on the number of bedrooms in a dwelling unit: specifically, one and one-quarter (1.25) spaces for micro units, studios/efficiency units and one-bedroom units, one and three-quarter (1.75) parking spaces for two-bedroom units, and two and one quarter (2.25) parking spaces for three-bedroom units or larger, plus visitor parking in an amount equal to 10% of the number of spaces provided. Under the new provision, applicants may follow the recommendation, or may provide a lower number of spaces based on estimated demand.

Under the recently adopted regulations, the request is approximately twenty-three (23) spaces below the recommended number of spaces, rather than the sixty-seven (67) spaces that the proposal was below the previously required minimum.

The table below compares the number of spaces proposed to serve the development under the previous and new rules:

Unit size (in no. of bedrooms)	**Number of units proposed by Applicant**	**Required spaces**		**Spaces proposed by Applicant**
		Based on previous standard (min. req.)	**Based on adopted standard (recommended ratio)[1]**	
2 bedroom	60	120	105	159 or an average of 1.7 spaces per unit (after deducting visitor parking) *
3 bedroom	34	102	77	
Visitor	-	23	19	18 **
TOTAL	**94**	**245**	**201**	**177**

1 Per Ord. No. 2023-

* This calculation is general because no breakdown of the parking allocated per unit size has been provided by the applicant.

** This number is assumed based on a 10% share of the overall parking.

The Applicant states that the requested reduction will adequately accommodate the parking needs of the building residents. Regardless of whether it is calculated at 67 or 23, the reduced number of parking spaces will not be perceived from outside the building, as all the parking spaces are within the parking structure, which in turn is screened from external views.

The Applicant states that valet parking service will be provided; the service may be visible from the street and must be carefully managed to prevent overflow onto the public right of way. If the variance is approved, the valet service will be required and the Applicant will be asked to provide a Valet Operations Analysis as a condition of approval.

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: The unique shape of the Property creates circumstances that significantly limit the development opportunities on the Property unless the requested variance is granted.

Staff Analysis: The property, while sizable in area, is irregular in shape and significantly narrower than the rest of the properties to the north along West Drive due to a past severance of an approximately 40-foot strip of land along the waterfront of a regular shape. The same or similar combination of circumstances does not apply to any other lands, structures, or buildings in the RM-70 zoning district.

Staff Determination: Criterion met.

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

Applicant's Comment: The Applicant did not create the location and orientation of the lot, which is a product of the original Harbor Island plat. This lot orientation, as well as the development of the 40-foot strip by the adjacent property owner, inadvertently created a situation where a reasonable development of the Property is impossible without the requested variance. The Applicant further did not create the peculiar and excessive parking requirements of the ULDC.

Staff Analysis: The Village's (former) multifamily residential parking standards are not a special circumstance or condition peculiar to the land, structure or building involved. The variance request is to allow a deviation from the previous parking standards in a new project, which different design choices could have facilitated. Nevertheless, while the lack of waterfront and narrower lot depth were the result of a past sale of a portion of land from the Property to the 360 Degree Condominium, these special circumstances and conditions are not the result of the actions of the Applicant.

Staff Determination: Criterion 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 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.

Staff Analysis: The Applicant purposely and voluntarily designed a building that deviated from the previous parking requirements and similarly chose to submit the site plan application necessitating a variance under the previous multifamily residential regulations. The strict application of the parking requirement would not have deprived the applicant of the reasonable use of the land, structure or building for which the variance is sought, had different design choices been made. Further, applying for site plan approval under the newly adopted rules would have rendered the need for a variance moot.

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 variance 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: The ability to request a variance is open to all. The former parking requirements applied equally to all. Therefore, the Applicant was in no way uniquely impacted by the previous parking requirements. In fact, the same requirements applied to every property within the same zoning district as well as all property within the RM-40 zoning district. Many smaller properties were able to develop in compliance with the former requirements. Further, applying for site plan approval under the newly adopted rules would have rendered the need for a variance moot.

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 request represented a reduction of more than 27 percent of the previous requirement, however, under the recently adopted multifamily residential parking provisions, which only make a recommendation, there is no reduction to speak of.

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.

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 empty parking lot.

Staff Analysis: The granting of the variance under the former parking provisions would allow the development of a building with 27% less parking than the previous requirement. However, the proposed number of spaces will be consistent with the recently adopted amendments, and the reduction would not be perceptible to the eye, as the parking will be contained within a garage screened from external view.

Staff Determination: Criterion met.

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

Applicant's Comment: 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 variance will support a development that will be the highest and best use of an oddly shaped and dimensioned parcel.

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, would not comply with all the criteria of Sec. 7.3, as required by the same section. However, Staff acknowledges that the number of spaces proposed is consistent with the approach adopted on September 28, 2023, related to the parking regulations applicable to high density multifamily residential development, whereby a specific number of spaces per unit is recommended, but not required, based on unit sizes. If the site plan had been submitted following the adoption of these changes, the variance would not have been necessary. Therefore, Staff recommends either a) waiving or setting aside the variance; or 2) approving the variance based on a submittal under the previous regulations, with the following conditions, incorporated in the draft Resolution (included as Attachment 3).

Conditions

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

2. As a complement to the onsite parking, the Applicant shall provide valet parking services to residents in perpetuity. A Business Tax Receipt for valet parking services shall be obtained and renewed on an annual basis to demonstrate compliance with this condition.

3. Prior to the issuance of a Master Building Permit, the Applicant shall provide a Valet Operations Analysis. The arrival rate for any Valet parking queueing analysis shall be based on the sum of the peak hour entering and exiting trip generation estimates.

4. The Applicant shall provide the minimum number of valet runners during the site's peak hours of operation.

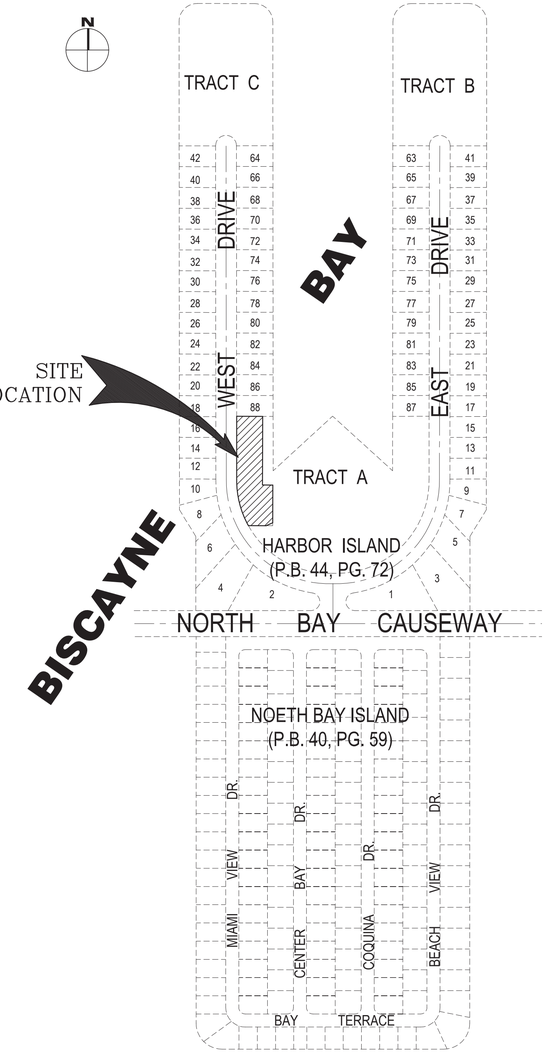
5. The Property to which the variance applies shall be in strict conformance with plans on file for the accompanying site plan approval application for the Project.

6. 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.

7. 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 – Topographic Survey
Attachment 2 – Letter of Intent and Variance Application
Attachment 3 – Draft Resolution Parking Req 7913-7915 West Drive

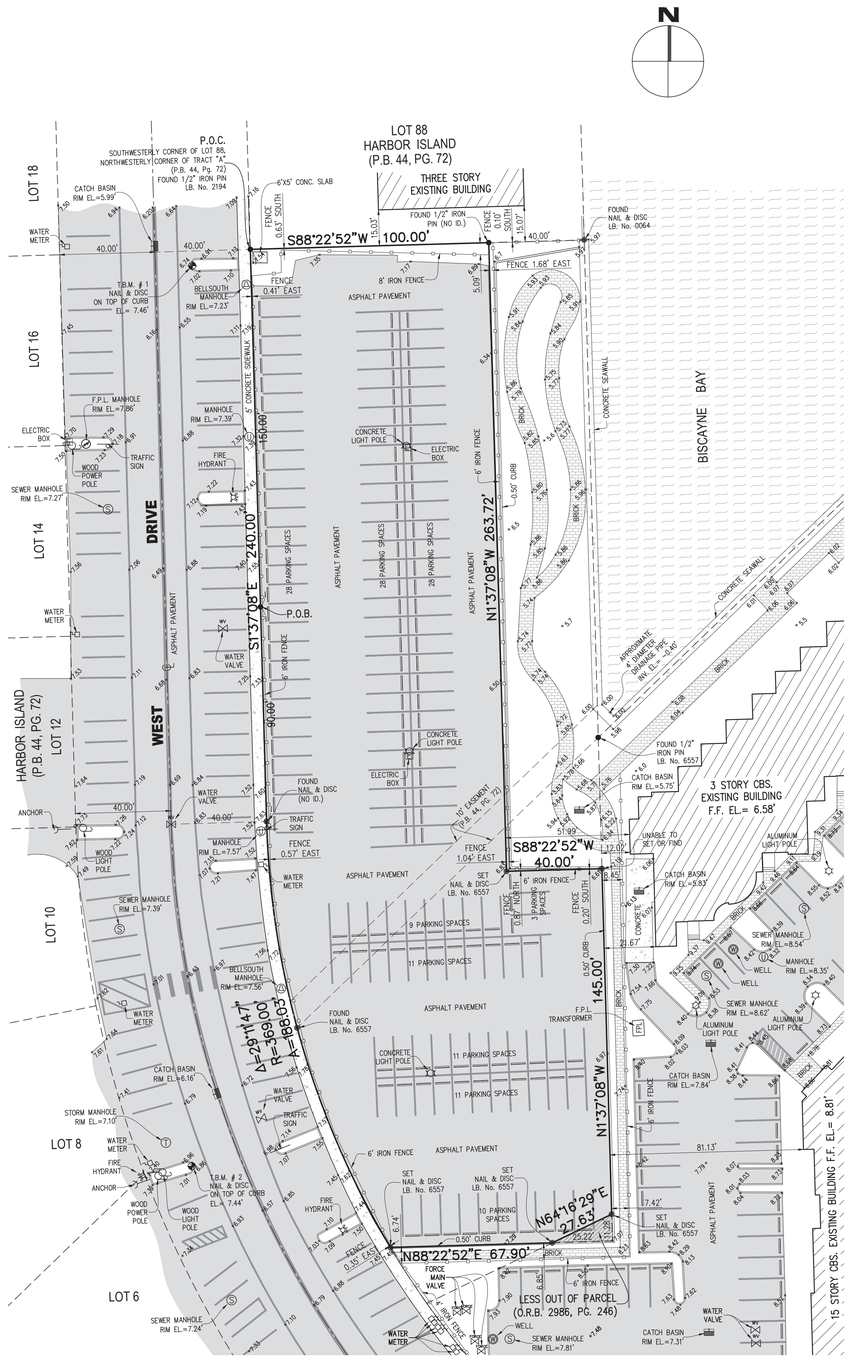


LOCATION MAP
(NOT TO SCALE')

GRAPHIC SCALE

−30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.



SYMBOL LEGEND

ABBREVIATION	SYMBOL	DEFINITION
		ALUMINUM LIGHT POLE
		BELLSOUTH MANHOLE
		BELLSOUTH TELEPHONE BOX
		BENCHMARK
		CABLE BOX
		CATCH BASIN
C/L		CENTERLINE
		CLEAN OUT VALVE
CLR.		CLEAR
C.L.F.		CHAIN LINK FENCE
CONC.		CONCRETE
C.B.S.		CONCRETE BLOCK STRUCTURE
		CONCRETE LIGHT POLE
		CONCRETE POWER POLE
		CONTROL VALVE
		DRAINAGE MANHOLE
		DRILL HOLE
		DUAL POLE SIGN
		ELECTRIC BOX
		ELECTRIC METER
E.W.O.H.		ELECTRIC WIRE OVERHEAD
ELEV.	6.00	ELEVATION (EXISTING)
ELEV.	6.00	ELEVATION (PROPOSED)
F.F.		FINISHED FLOOR
		FIRE HYDRANT
		FIRE MAIN VALVE
		FLORIDA POWER AND LIGHT COMPANY MANHOLE

ABBREVIATION	SYMBOL	DEFINITION
		FORCE MAIN VALVE
FND.		FOUND
GAR.		GARAGE
		GAS MANHOLE
		GAS METER
		GAS VALVE
		GUARD POST
I.F.		IRON FENCE
I.P.		IRON PIPE
L.A. R/W		LIMITED ACCESS RIGHT OF WAY
		MAIN SEWER VALVE
		MAIL BOX
		MANHOLE
MEAS.		MEASURED
		MONUMENT
		NAIL
N. & D.		NAIL AND DISC
O/L		ON LINE
P.B.		PLAT BOOK
P.C.		POINT OF CURVATURE
P.C.P.		PERMANENT CONTROL POINT
PG.		PAGE
P/L		PROPERTY LINE
P.R.M.		PERMANENT REFERENCE MONUMENT
		RAIL ROAD CROSSING SIGN
REC.		RECORDED INFORMATION
R/W		RIGHT OF WAY

ABBREVIATION	SYMBOL	DEFINITION
SEC.		SECTION
		SECTION CORNER
		SEWER MANHOLE
		SIGN
		SPRINKLER VALVE
		SQUARE CUT AND NAIL
		STORM MANHOLE
		STREET LIGHT BOX
		STREET SIGN
		TELEPHONE BOX
		TELEPHONE MANHOLE
		TRAFFIC SIGN
		TRAFFIC SIGNAL BOX
		2' EASEMENT
		6' UTILITY EASEMENT
		10' UTILITY EASEMENT
		12' UTILITY EASEMENT
		VALVE
		WATER METER
		WATER VALVE
W.F.		WELL
		WOOD FENCE
		WOOD POWER POLE
		ASPHALT
		BRICK
		CONCRETE
		TILE

LEGAL DESCRIPTION:

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

SURVEYOR'S NOTES:

1) The herein captioned Property was surveyed and described based on the Legal Description as shown on Exhibit "A" **of ORT File No.: 22030876, ORT File No.: 22030876, Policy Number: OXFL–09186986, prepared by OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, Policy Date: December 7, 2022 at 3:20:10 pm,** furnished by the Client.

2) There may be additional Restrictions not shown on this survey that may be found in the Public Records of this County, Examination of TITLE POLICY was made to determine recorded instruments, if any affecting this property.

3) Accuracy:
The accuracy obtained by field measurement and office calculation of a closed geometric figure meets and exceeds 1 foot in 10,000 feet.

The elevations as shown are based on a closed level between the two benchmark noted below. The calculated value of a closure in feet of plus or minus 0.05 feet times the square root of the distance in miles between the two control points being tested.

Elevations of well identified features as depicted on the Survey Map were measured to an estimated vertical position accuracy or 1/100 of a foot on hard surfaces and 1/10 of a foot on ground surfaces.

Well identified features as depicted on the Survey Map were measured to an estimated horizontal position accuracy of 1/10 of a foot.

4) Underground foundations and/or footings, if any, that may cross beyond the boundary lines of the subject property unto any other adjacent property are not shown hereon.

5) Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.

6) Contact the appropriate authority prior to any design work on the herein described parcel for Building and Zoning information.

7) Underground utilities are not depicted hereon, contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified as to any deviation from utilities shown hereon.

8) Area of Property: 45,371.71 Square Feet or 1.04 Acres more or less.

9) Ownership subject to OPINION OF TITLE.

10) Type of Survey: TOPOGRAPHIC SURVEY.

11) North arrow direction and Bearing shown hereon is based on assumed meridian of N88°41'24"E, along the Center Line of North Bay Causeway as shown in Plat Book 44 Page 72, of the Public Records of Miami–Dade County, Florida.

12) Elevations are based on: National Geodetic Vertical Datum of 1929 (N.G.V.D.29).

13) Miami–Dade Bench Mark Used:
CAUSE 2 Elevation= 16.89' (N.G.V.D.29)
Bench Mark Location:
N.E. 79th Street (North Bay Causeway) Bridge ––– 45' North of Center Line of Median.
Intracoastal Waterway ––– 2.6' North of South Edge of Walkway, 2.6' South of North Guardrail.
US C & G Brass Disc in N.W. Corner of Bridge in West end of Concrete Walkway.
Miami–Dade Bench Mark Used:
A–26 Elevation= 6.19' (N.G.V.D.29)
Bench Mark Location:
N.E. 79th Street (North Bay Causeway) ––– 43' North of Center Line.
Pelican Harbor Drive ––– 210' East of Center Line.
PK Nail and Aluminum Washer in Concrete Catch Basin.

14) Temporary Bench Mark (T.B.M.):
T.B.M. # 1 NAIL & DISC ON TOP OF CURB ON N.E. OF PROPERTY
ELEVATION: 7.46' (N.G.V.D.29)
T.B.M. # 2 NAIL & DISC ON TOP OF CURB ON S.E. OF PROPERTY
ELEVATION: 7.44' (N.G.V.D.29)

15) Property Address:
West Drive, Parking Lot,
North Bay Village, Florida 33141

16) Flood Zone: "AE"
Base Flood Elev.= 8.0'
AS PER FEMA Panel Number: 12086C0306L
Community Number: 120654 (CITY OF NORTH BAY VILLAGE)
Date: September 11, 2009.

17) This TOPOGRAPHIC SURVEY, has been prepared for the exclusive use of the entities named hereon. The Certificate does not extended to any unnamed party:
a. S2 NBV LLC.
b.
c.
d.

18) Field Book: A 466, Pg. 50–58 Project No.: 06A185–5800
Data Collector File: 360 POINTS.txt

19) This Map of Survey is intended to be displayed at a scales of One inch equals 20 feet or smaller.

SURVEYOR'S CERTIFICATE:

I Hereby Certify to the best of my knowledge and belief that this drawing is a true and correct representation of the TOPOGRAPHIC SURVEY of the real property described hereon.

I further certify that this survey was prepared in accordance with the applicable provisions of Chapter 5J–17.052 (Formerly 61G17–6), Florida Administrative Code, and conforms to the Standards of Practices set forth by the Florida Board of Land Surveyors and Mappers pursuant to Section 472.027, Florida Statutes.

FORD, ARMENTEROS & FERNANDEZ, INC., LB6557

Original Field Work Survey Date: 02–07–2022
Revision 1:
Revision 2:
Revision 3:

RICARDO RODRIGUEZ LICENSE No. 5936 STATE OF FLORIDA Professional Surveyor & Mapper

Digitally signed by Ricardo Rodriguez
Date: 2023.02.13 15:33:53 -05'00'

By: _____
Ricardo Rodriguez, P.S.M., For the Firm
Professional Surveyor and Mapper
State of Florida, Registration No.5936

FORD, ARMENTEROS & FERNANDEZ, INC.
1950 N.W. 94th AVENUE, 2nd FLOOR
DORAL, FLORIDA 33172
PH. (305) 477-6472
FAX (305) 470-2805
L.B. No. 6557

THESE DRAWINGS AND SPECIFICATIONS CONTAIN THE ORIGINAL AND CREATIVE AUTHORSHIP OF FORD, ARMENTEROS & FERNANDEZ (FAF) AND ARE ENTITLED TO PROTECTION UNDER FEDERAL COPYRIGHT LAWS. THEY REMAIN THE PROPERTY OF FAF AND CANNOT BE DUPLICATED, REVISED, ALTERED, REPURPOSED, INCORPORATED INTO OTHER DRAWINGS OR PLANS, OR USED FOR ANY PURPOSE OTHER THAN THE PROJECT FOR WHICH THEY WERE PREPARED. IF ANY PART OF THE PROJECT IS EVER EXECUTED, THEY CAN NOT BE USED ON OTHER PROJECTS EXCEPT BY PRIOR WRITTEN AGREEMENT FROM FAF AND APPROPRIATE COMPENSATION TO FAF.

RECORD OF REVISION

No.	DATE	DESCRIPTION	BY	APP.

S2 NBV LLC

TYPE OF PROJECT: TOPOGRAPHIC SURVEY
SHEET NAME: LOCATION MAP, SURVEYOR'S NOTES, LEGAL DESCRIPTION, SKETCH OF SURVEY AND SYMBOL LEGEND
CLIENT: S2 NBV LLC.
CLIENT ADDRESS: 18851 N.E. 29th Avenue, Suite 1011 Miami, Florida 33180
PROJECT LOCATION: SECTIONS 8 & 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST MIAMI-DADE COUNTY, FLORIDA.

SCALE: AS SHOWN
DRAWN BY: E.D.
CHK'D BY:
QUALITY CONTROL:
DATE: 02-07-2023
PROJECT No: 06A185-5800
SHEET: 1 OF 1 SHEETS

Q:\FORD COMPANIES\Engineering & Surveying\Survey\Topo Survey\06A185 S2NBV LLC\06A185-5800 S2 NBV LLC.dwg

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

September 21, 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: Letter of Intent for Site Plan, Transfer of Development Rights, and Related Variance Request for the "Marina View" Development Located at Approximately 7913 West Drive, North Bay Village, Florida (Folio number 23-3209-001-0013) -- NBV_SPA 7913 West Drive.

Dear Ms. Vargas:

This law firm represents S2 NBV, LLC (the "Applicant"), the owner of the property located at approximately 7913 West Drive in the City of North Bay Village (the "Village") and identified by Miami-Dade County Folio No. 23-3209-001-0013 (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 single related variance request to allow for a low impact and high quality residential development on the Property.

The Property. The Property is located on the east side of West Drive. The Property is approximately 45,371 square feet (1.04 acres) in size and is currently a parking lot. The Property is separated from Biscayne Bay by an approximately 40-foot strip of land belonging to the adjacent "360" condominium parcel. The 40-foot strip of the adjacent parcel separates the Property from Biscayne Bay and provides a public access easement as required by Section 8.10(D)(4)(g) of the ULDC.

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.

Recent Approval History. In 2022, the Village Commission approved a setback variance for the Property to allow for a zero (0) foot setback along the portions of the site that abut the adjacent 40-foot strip. The proposed Marina View development plan utilizes the approved variance.

Proposed Development. The proposed Marina View development contemplates up to ninety-four (94) residential units in a twenty-two (22) story building with an integrated parking pedestal. The plan has been designed to be consistent with the Comprehensive Plan and the RM-70 zoning designation. All units within the building are large, family-oriented, spaces, made up exclusively of two (2) bedroom (60 units) and three (3) bedroom (34 units) apartments. The smallest unit size is contemplated to be 1,720 square feet. Residents will have access to recreational amenities located at both the ground level and on the top of the parking pedestal.

The building has been oriented so that the tower element is located as far to the north as possible to both honor the Village's twenty (20) percent side setback requirement and limit the impact on residents of the "360" condominium.

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 that alternates between colored glass panels and openings.

The Village has recognized during the recent ordinance discussions regarding Harbor Island that the current ULDC regulations require far too much parking – especially in new buildings with larger units – with detrimental effects to Harbor Island.

The Village will soon be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. The submitted plan has been designed with the future in mind.

Loading. The Applicant is proposing to include three (3) loading spaces in the design, consistent with the requirements of Section 9.4(B)(2) of the ULDC. All of the loading spaces meet the dimensional requirements of the ULDC.

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 relevant maximum.

The Applicant is proposing to use twenty-two (22) 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.

Building Height. The Applicant is proposing a building height of 240 feet. In order to achieve the proposed height, the Applicant will rely on the following:

(1) Bonus building height pursuant to Section 8.12 of the ULDC to allow for 190 feet instead of 150 feet. This will require a payment the relevant community contribution fee for 40 feet of bonus building height ($3,000 per unit in the building).

(2) A 30% additional height available because of the use of TDRs in the project, resulting in a total of 240 feet (190 x 30% = 57 feet).

As you will note, the Applicant is not proposing to "maximize" height on the Property. The application of all available bonuses and TDR-based additional height would allow a potential 312 feet, over seventy (70) feet higher than the Applicant is proposing in the Marina View development.

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. The Applicant is committing to meet this requirement.

Variance Request. The Applicant has requested a variance to provide 178 spaces where 245 would be required. 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 have negative impacts, including excessively tall and bulky parking pedestals and increased local traffic.

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. The unique shape of the Property also has created the situation where there is simply no room for a "deeper" parking structure. The proposed parking structure will meet the needs of the Marina View residents and guests while allowing a building orientation that reduces impacts on our neighbors, including providing an eighty-four (84) foot side setback on the south.

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

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

The plan has been designed to buffer neighboring properties from the impacts of the use, most notably by locating green space on the south side adjacent to the "360" condominium parcel.

(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 proposed plan provides the required loading spaces and has sufficient parking to serve the residents and guests of the building.

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

The proposed plan meets all required setbacks, open space requirements, and landscaping standards. High quality landscaping is a focus of the design.

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

As demonstrated by the Applicant's submitted materials, the proposed development can be accommodated by the Village's existing infrastructure.

Satisfaction of Required Variance Criteria. The Applicant 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;

The unique shape of the Property creates circumstances that significantly limit the development opportunities on the Property unless the requested variance is granted.

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

The Applicant did not create the location and orientation of the lot, which is a product of the original Harbor Island plat. This lot orientation, as well as the development of the 40-foot strip by the adjacent property owner, inadvertently created a situation where a reasonable development of the Property is impossible without the requested variance. The Applicant further did not create the peculiar and excessive parking requirements of the ULDC.

(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 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 variance 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 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 variance 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 variance 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 empty parking lot.

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

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 variance will support a development that will be the highest and best use of an oddly shaped and dimensioned parcel.

Conclusion. We are excited to bring the Marina View development to this part of the Village. 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

DocuSign Envelope ID: 41109844-EBFE-4AA2-8C05-2EF37002619D

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: S2 NBV, LLC
c/o Graham Penn
2. Contact Phone: 305 377 6229 Email Address: gpenn@brzoninglaw.com
3. Mailing Address: 18851 NE 29 Avenue, Suite 1011
Aventura, FL 33180
Same as Owner
4. Applicant Name:
(If different from Owner)
5. Contact Phone: Same as Owner Email Address: Same as Owner
6. Mailing Address Same as Owner
7. Address of Property Covered by the Application: Approx. 7913 West Drive
8. Legal Description of Property Covered by the Application (add pages if needed):
See attached

DocuSign Envelope ID: 41109844-EBFE-4AA2-8C05-2EF37002619D

9. Folio Number(s): 23-3209-001-0013

10. Lot Size (square feet): 45,371.71

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

12. Section(s) of the North Bay Village ULDC form which the Applicant Seeks Relief: ULDC Section 9.3

13. Variance(s) Requested: Variance to permit 178 parking spaces where 245 would be required

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

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LEGAL DESCRIPTION:

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

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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 DocuSigned by: Marc Schmulian AECCB710C93F484... _____

Print Name Marc Schmulian, Manager

(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 Florida

Sworn to and subscribed to before me this _____ day of July, 20 23,

by M. Schmulian, who is personally known to

me or who has produced _____ as identification.

Notary Public Signature

_____

Commission
Number/Expiration_____

DocuSign Envelope ID: 41109844-EBFE-4AA2-8C05-2EF37002619D

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: 7/19/23

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

Property Owner

Full Name: Marc Schmulian, Manager of S2 NBV, LLC

Current Address: 18851 NE 29 Avenue, Suite 1011

City: Aventura State: FL Zip: 33180

Telephone: 561 305 0470 Email: ms@s2development.com

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

DocuSigned by:
Marc Schmulian
AECCB710C93F484...
Signature

SWORN AND SUBSCRIBED BEFORE ME THIS _____ DAY OF July, 20 23

Notary Public, State of Florida at Large

My Commission expires _____, 20____.

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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.

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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.

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Office Use Only:

Date Submitted: _____ Total Paid: $_____

Date Paid: _____ Filing Fee: $_____

Cash or Check #_____ Cost Recovery Dep: $_____

RESOLUTION NO. 2023-____

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] AN APPLICATION BY S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 177 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, S2 NBV, LLC (the "Applicant") is proposing a site plan for the development of a 240-foot tall, 94-unit multifamily residential project with structured parking and ancillary amenities on an approximately 1.04-acre site zoned RM-70, identified by Folio No. 23-3209-001-0013, located at approximately 7913-7915 West Drive on Harbor Island (the "Project"), with a legal description as shown in Exhibit A (the "Property"); and

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

WHEREAS, the Applicant submitted the site plan application prior to the September 29, 2023 adoption of Ordinance No. 2023-XXX (which updated the RM-70 zoning regulations for high-density multifamily residential projects), for the purpose of being reviewed under the previous RM-70 regulations; and

WHEREAS, the Applicant concurrently requested a variance from the previous minimum parking requirement to permit the provision of 177 parking spaces where 245 were required under the prior RM-70 regulations; and

WHEREAS, Ordinance No. 2023-XXX replaced the minimum parking requirement for multifamily residential development with a set of *recommended*, rather than *required*, parking ratios based on unit size, to maximize flexibility to provide parking according to market demand, with such recommended parking ratios being lower than the previously required parking ratios; and

WHEREAS, the proposed number of parking spaces is within four (4) spaces of the number recommended (not required) by Ordinance No. 2023-XXX; and

WHEREAS, after a duly noticed public hearing held on _____, 2023, the Planning and Zoning Board recommended [approval/approval with conditions/denial] of the Variance [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/is not] 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 to allow the provision of 177 parking spaces for the Project where the version of the ULDC in effect at the time of application required 245 parking spaces, subject to other applicable requirements.

Section 3. Decision; Conditions. Pursuant to Section 7.3 of the ULDC, a Variance to permit the provision of 178 parking spaces, where 245 are required, to serve the needs of the residents for the Project is hereby [approved/approved with conditions/denied], [subject to the following conditions]:

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

2. As a complement to the onsite parking, the Applicant shall provide valet parking services to residents in perpetuity. A Business Tax Receipt for valet parking services shall be obtained and renewed on an annual basis to demonstrate compliance with this condition.

3. Prior to the issuance of a Master Building Permit, the Applicant shall provide a Valet Operations Analysis. The arrival rate for any Valet parking queueing analysis shall be based on the sum of the peak hour entering and exiting trip generation estimates.

4. During the site's peak hours of operation, the Applicant shall provide the minimum number of valet runners identified for peak operation in an approved Valet Operations Analysis.

5. 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.

6. 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.

7. 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: 7913-7915 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0013

Legal Description:

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

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 - NOV. 15, 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

11/02/2023

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
2 day of NOVEMBER, 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 NOVEMBER 15, 2023, AT 6:00 P.M. AT 1666 KENNEDY CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141, AND VIA ZOOM, OR AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, COMPREHENSIVELY UPDATING THE UNIFIED LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; 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 USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; 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 S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 178 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

11/15/2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

TO PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 823 7591 9425
PASSCODE: 525921
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.

ALBA L. CHANG, CMC
VILLAGE CLERK
11/2

23-124/0000692532M

2/2

ITEM NO. 3B

North Bay Village
Recommendation Memorandum

DATE: November 15, 2023

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

FROM: Silvia Vargas, Village Planner

SPONSORED BY:

SUBJECT: **A Resolution to Renew a Use Exception for Temporary Sales/Marketing Offices to be Located at 7913 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 USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; AND PROVIDING FOR AN EFFECTIVE DATE.

Suggested Action: Forward to the Commission a recommendation to renew the approval, with conditions as presented by Staff, of the Use Exception granted on December 13, 2022, via Resolution No. 2022-100.

BACKGROUND AND ANALYSIS

Staff report is attached separately, along with the report attachments.

Attachment A - Boundary Survey (Use Exception for 7913 W Dr)
Attachment B - Resolution No. 2022-100
Attachment C - Renewal of Use Exception Application Packet
Attachment C - Resolution for Renewal of Use Exception

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

None

PERSONNEL IMPACT

None

ATTACHMENTS

7913 W Drive_Renewal of Use Exception_Staff Report_PZB.pdf
Attachment A_Boundary Survey for 7913 W Drive Use Exception.pdf
Attachment B_Resolution No. 2022-100 UE 7913 W Dr.pdf
Attachment C_Renewal of Use Exception Application Packet.PDF
Attachment_D_Reso_for_Renewal_of_Use_Exception.docx
Meeting Notice - DBR

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: **November 15, 2023**

To: **Planning and Zoning Board**

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

Subject: **STAFF REPORT – Review of Use Exception Request for 7913 West Drive**

---

1. General Information

Owner/Applicant:	S2 NBV, LLC/Pacific & Orient Properties LLC
Applicant Address:	224 Commercial Blvd., Ste. 206, Lauderdale by the Sea, FL 33308
Site Address:	7913-7915 West Drive
Site Acreage	1.001 acres (43,901 sq ft)
Folio Number	23-3209-001-0013
Contact Person:	Brian S. Adler, Esq. (on behalf of Applicant)
Phone Number:	305.350-2351
E-mail Address	badler@bilzin.com

2. Legal Description of Subject Property

A PORTION OF TRACT "A", HARBOR ISLAND, ACCORDING TO THE THEREOF AS RECORDED IN PLAT BOOK 44, AT PAGE 72 OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF LOT 88, OR THE NORTHWESTERLY CORNER OF TRACT "A" AS SAME ARE SHOWN ON A PLAT ENTITLED HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, AT PAGE 72, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY, FLORIDA, RUN SOUTHERLY ALONG THE SOUTHERLY PRODUCTION OF THE WESTERLY LINE OF SAID LOT 88 OR THE WESTERLY LINE OF TRACT "A" AS SHOWN ON THE AFORESAID PLAT, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING CONTINUE SOUTHERLY ALONG THE EASTERLY LINE OF WEST DRIVE OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 90.00 FEET TO THE POINT OF CURVATURE (PC) OF A CIRCULAR CURVE, THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CIRCULAR CURVE DEFLECTING TO THE LEFT HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 29°11' 47" , A RADIUS OF 369.00 FEET, A DISTANCE OF 188.03 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THE LAST MENTIONED ARC WITH A LINE PARALLEL TO AND 420.00 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88; THENCE RUN EASTERLY ALONG A LINE PARALLEL TO AND 420 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF LOT 88 A DISTANCE OF 93.88 FEET TO A POINT THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00'00" TO THE LEFT; SAID LINE BEING PARALLEL TO AND 140.00 FEET DISTANT EASTERLY FROM THE EASTERLY LINE OF SAID WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" PRODUCED SOUTHERLY, A DISTANCE OF 156.28 FEET TO A POINT, THENCE RUN ALONG A LINE DEFLECTING 90°00' 00" TO THE LEFT, SAID LINE BEING PARALLEL TO AND 263.72 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 40.0 FEET, THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE RIGHT ALONG A LINE PARALLEL TO AND 100.00 FEET DISTANCE EASTERLY FROM THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A," A DISTANCE OF 263.72 FEET TO A POINT, THENCE RUN WESTERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 100.00 FEET, THENCE RUN SOUTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED;

LESS AND EXCEPT A TRIANGULAR PIECE OF LAND IN THE SOUTHEAST COMER WHICH WAS PREVIOUSLY CONVEYED TO THE WOLF CORP., A DELAWARE CORPORATION BY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2986, PAGE 246, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, AS THE SAME MAY BE AMENDED OR CORRECTED. .

Refer also to Attachment A, Boundary and Improvement Survey.

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	Temporary Construction/Sales Trailers & Staging Area

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)/Water
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential/water
South	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Parking
West	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Vacant (under development)

5. Background

On December 13, 2023, the Village Commission approved via Resolution No. 2022-100 (see Attachment B) a Use Exception request by Pacific & Orient Properties, LLC (the "Applicant") to place two construction/sales office trailers and a staging area on a vacant site located at approximately 7913-7915 West Drive (the "Property"). The aim of the Use Exception was to help facilitate construction of a multifamily residential project at 7918 West Drive (located across the street from the subject site).

In accordance with Sec. 8.11 of the Village's Unified Land Development Code (the "ULDC"), trailers were allowed to remain on site for a period not exceeding twelve (12) months, which concludes on December 13, 2023.

However, construction at 7918 West Drive is in progress. Consequently, the Applicant has obtained authorization from S2 NBV, LLC, owner of the property at 7913-7915 West Drive (the "Property Owner"), and has likewise submitted to the Village, a request to extend the duration of the Use Exception. (See Attachment C, Use Exception Application 2023).

Condition 1. in Resolution No. 2022-100 states that the Use Exception may be "renewed or otherwise extended" at the end of the stated period. At present Sec. 8.11 of the ULDC does not provide for a time extension. Thus, the Applicant's request is being treated as a renewal of the Use Exception request.

It is worth mentioning that the Property Owner –coincidentally as part of the same agenda as well– is seeking Site Plan approval for a multifamily residential development on the Property. This may or may not eventually impact the availability of the Property to accommodate the Use Exception; however, the terms of the Property lease are between the private parties and need not influence the PZB's recommendation. The original estimated timeframe for the development of the project at 7918 West Drive was 18 months from commencement. The project appears to be on track based on the progress of construction.

6. Description of Applicant's Request

The Applicant requests a renewal/extension of the Use Exception pursuant to the conditions of Resolution No. 2022-100. Approval would allow the Applicant to maintain the current use of the Property, including two 24-ft X 56-ft office trailers and a construction staging area, to support the ongoing construction of a 54-unit multifamily residential project to across the street at 7918 West Drive. The Property is fenced in and buffered as required. No changes to the terms of the original approval are being requested.

7. Consistency with Comprehensive Plan

The Comprehensive Plan does not directly address this topic. However, use exceptions are allowed under the Sec. 8.11 of the ULDC "to provide for adjustment in the relative locations of uses and buildings of the same or of different classifications; to promote the usefulness of these regulations as instruments for fact-finding, interpretation, application, and adjustment; and to supply the necessary flexibility to their efficient operation".

The proposed temporary use is approvable as an exception allowed by Sec. 8.11, provided that clear indication exists that the exception will not substantially affect adversely the uses permitted in these regulations of adjacent property. Therefore, if the application for temporary use exception demonstrates compliance with this condition, the proposal may be deemed consistent with the Comprehensive Plan.

8. Compliance with the ULDC and Compatibility with Adjacent Uses

The request to renew the Use Exception is consistent with a condition of approval stated in Resolution No. 2022-100. The uses and their placement must continue to comply with all other conditions of the Resolution for the duration of the renewal period and with all applicable provisions of the ULDC and the Code of Ordinances. This includes setbacks, parking, screening, and buffering, as well as provisions for the maintenance of construction sites, etc.

It should be noted that, as part of the ULDC "Clean-Up" item being presented to the Planning and Zoning Board (the "PZB") on this same agenda, Village Staff is proposing to amend Sec. 8.11 to streamline the approval of temporary sales office and construction trailers, including providing for an administratively approved extension of such uses. The proposed amendment is compatible with contemporary zoning practice regarding these types of uses and is also consistent with the amendment for temporary structures in the T6 transect zone which the Village Commission is scheduled to adopt on 2nd reading on November 9, 2023. Given a different schedule, the requested extension might have been granted administratively under new provisions, if approved.

Recommendation

Staff recommends renewing the Use Exception for an additional period of twelve (12) months, subject to the following conditions.

Conditions

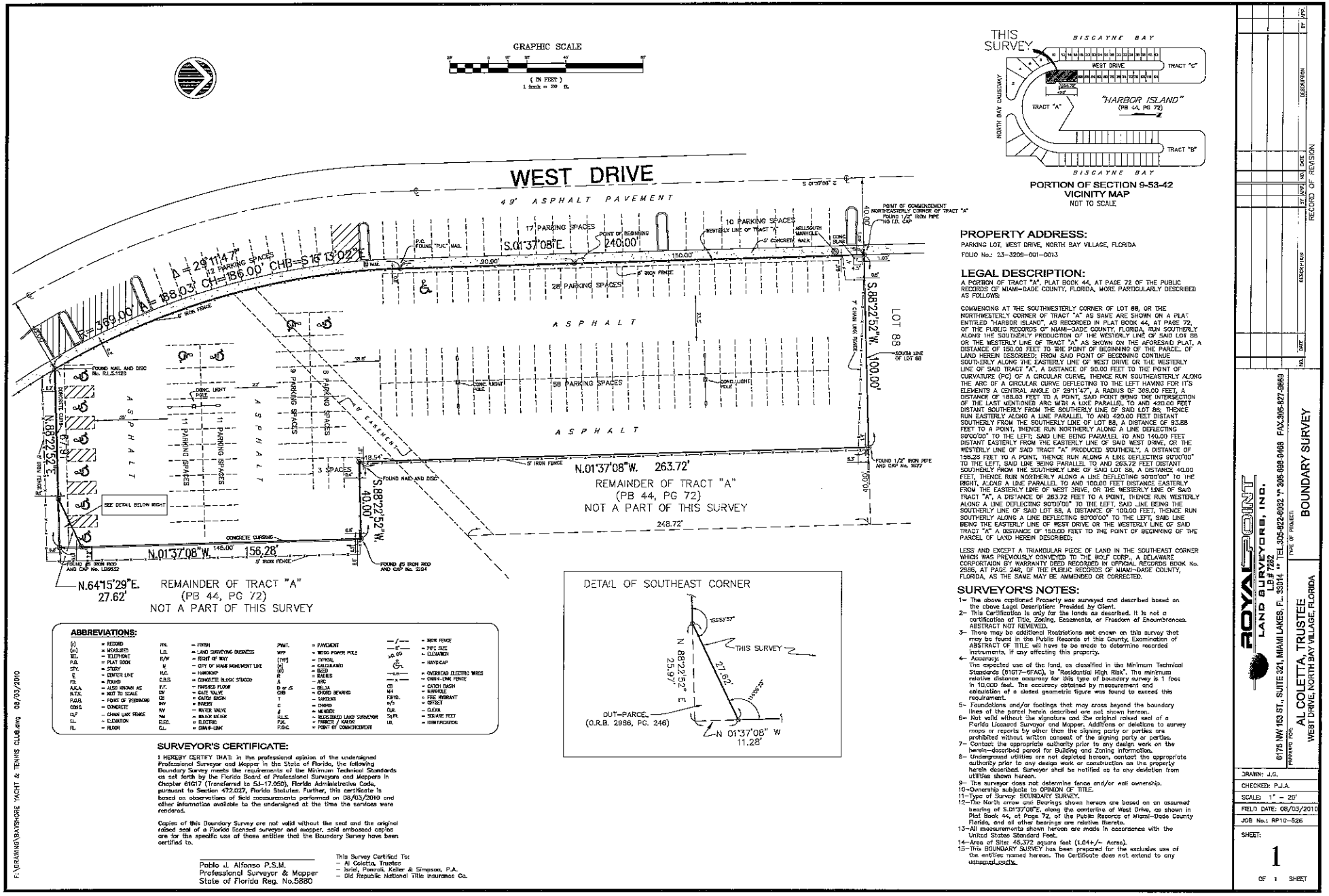
1. If approved, the temporary trailers may remain on the site only for an additional period not exceeding twelve (12) months from the date of the Village Commission action, extendable at the end of the period pursuant to the regulations in place at the time of request.
2. The trailers shall continue to meet the applicable setback requirements of Sec. 8.10.D.4.b. and those variance granted under Resolution No. 2022-058.
3. The trailers shall be maintained in good visual and operational condition throughout the duration of the use. The site shall continue to comply with the requirements of Sec. 04.01 of the Code of Ordinances, "Standards for maintenance and appearance of construction sites," and circulation between this site and the construction site at 7918 West Drive shall comply with the requirements of Sec. 104.02 of the Code of Ordinances, "Maintenance of roadway and public rights-of-way."
4. Required landscape buffering along the inner perimeter of the property along the north, west, and south property lines, and the outer perimeter along West Drive shall be maintained.
5. Security measures shall be continued per the conditions of the original approval.
6. All storm water drainage systems shall be maintained in working condition at all times. Parking is prohibited on top of any drainage inlet or drainage manhole.
7. Storage and operation of construction equipment shall continue to comply with OSHA requirements.
8. The Applicant must pay in full all cost recovery charges due prior to executing the renewed resolution.
9. 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.

List of Attachments to Staff Report

Attachment A – Boundary Survey (Use Exception for 7913 W Drive)
Attachment B – Resolution No. 2022-100

Attachment C – Renewal of Use Exception Application Packet
Attachment D – Resolution for Renewal of Use Exception

ATTACHMENT A - BOUNDARY SURVEY (USE EXCEPTION FOR 7913 W DRIVE)



PORTION OF SECTION 9-53-42
VICINITY MAP
NOT TO SCALE

PROPERTY ADDRESS:

PARKING LOT, WEST DRIVE, NORTH BAY VILLAGE, FLORIDA

FOLIO No.: 23-3209-001-0013

LEGAL DESCRIPTION:

A PORTION OF TRACT "A", PLAT BOOK 44, AT PAGE 72 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF LOT 88, OR THE NORTHWESTERLY CORNER OF TRACT "A" AS SAME ARE SHOWN ON A PLAT ENTITLED "HARBOR ISLAND", AS RECORDED IN PLAT BOOK 44, AT PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, RUN SOUTHERLY ALONG THE SOUTHERLY PRODUCTION OF THE WESTERLY LINE OF SAID LOT 88 OR THE WESTERLY LINE OF TRACT "A" AS SHOWN ON THE AFORESAID PLAT, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING CONTINUE SOUTHERLY ALONG THE EASTERLY LINE OF WEST DRIVE OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 90.00 FEET TO THE POINT OF CURVATURE (PC) OF A CIRCULAR CURVE, THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CIRCULAR CURVE DEFLECTING TO THE LEFT HAVING FOR IT'S ELEMENTS A CENTRAL ANGLE OF 29°11'47", A RADIUS OF 369.00 FEET, A DISTANCE OF 188.03 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THE LAST MENTIONED ARC WITH A LINE PARALLEL TO AND 420.00 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88; THENCE RUN EASTERLY ALONG A LINE PARALLEL TO AND 420.00 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF LOT 88, A DISTANCE OF 93.88 FEET TO A POINT, THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90°00'00" TO THE LEFT; SAID LINE BEING PARALLEL TO AND 146.00 FEET DISTANT EASTERLY FROM THE EASTERLY LINE OF SAID WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" PRODUCED SOUTHERLY, A DISTANCE OF 156.28 FEET TO A POINT, THENCE RUN ALONG A LINE DEFLECTING 90°00'00" TO THE LEFT, SAID LINE BEING PARALLEL TO AND 263.72 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE 40.00 FEET, THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90°00'00" TO THE RIGHT, ALONG A LINE PARALLEL TO AND 100.00 FEET DISTANCE EASTERLY FROM THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 263.72 FEET TO A POINT, THENCE RUN WESTERLY ALONG A LINE DEFLECTING 90°00'00" TO THE LEFT, SAID LINE BEING THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 100.00 FEET, THENCE RUN SOUTHERLY ALONG A LINE DEFLECTING 90°00'00" TO THE LEFT, SAID LINE BEING THE EASTERLY LINE OF WEST DRIVE OR THE WESTERLY LINE OF SAID TRACT "A" A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED;

LESS AND EXCEPT A TRIANGULAR PIECE OF LAND IN THE SOUTHEAST CORNER WHICH WAS PREVIOUSLY CONVEYED TO THE WOLF CORP., A DELAWARE CORPORTAION BY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK No. 2986, AT PAGE 246, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AS THE SAME MAY BE AMMENDED OR CORRECTED.

SURVEYOR'S NOTES:

1- The above captioned Property was surveyed and described based on the above Legal Description Provided by Client.
2- This Certification is only for the lands as described. It is not a certification of Title, Zoning, Easements, or Freedom of Encumbrances. ABSTRACT NOT REVIEWED.
3- There may be additional Restrictions not shown on this survey that may be found in the Public Records of this County. Examination of ABSTRACT OF TITLE will have to be made to determine recorded instruments, if any affecting this property.
4- Accuracy:
The expected use of the land, as classified in the Minimum Technical Standards (61G17-6FAC), is "Residential High Risk". The minimum relative distance accuracy for this type of boundary survey is 1 foot in 10,000 feet. The accuracy obtained by measurement and calculation of a closed geometric figure was found to exceed this requirement.
5- Foundations and/or footings that may cross beyond the boundary lines of the parcel herein described are not shown hereon.
6- Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to survey maps or reports by other than the signing party or parties are prohibited without written consent of the signing party or parties.
7- Contact the appropriate authority prior to any design work on the herein-described parcel for Building and Zoning information.
8- Underground utilities are not depicted hereon, contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified as to any deviation from utilities shown hereon.
9- The surveyor does not determine fence and/or wall ownership.
10-Ownership subjects to OPINION OF TITLE.
11-Type of Survey: BOUNDARY SURVEY.
12-The North arrow and Bearings shown hereon are based on an assumed bearing of S.01°37'08"E. along the centerline of West Drive, as shown in Plat Book 44, at Page 72, of the Public Records of Miami-Dade County Florida, and all other bearings are relative thereto.
13-All measurements shown hereon are made in accordance with the United States Standard Feet.
14-Area of Site: 45,372 square feet (1.04+/- Acres).
15-This BOUNDARY SURVEY has been prepared for the exclusive use of the entities named hereon. The Certificate does not extend to any unnamed party.

ABBREVIATIONS:

(r)	= RECORD	FIN.	= FINISH	PVMT.	= PAVEMENT	—/—	= IRON FENCE
(m)	= MEASURED	LB.	= LAND SURVEYING BUSINESS	WP	= WOOD POWER POLE	—E—	= PIPE SIZE
TEL.	= TELEPHONE	R/W	= RIGHT OF WAY			×xx.xx	= ELEVATION
P.B.	= PLAT BOOK	M.	= CITY OF MIAMI MONUMENT LINE	(TYP)	= TYPICAL	♿	= HANDICAP
STY.	= STORY	H.C.	= HANDICAP	(C)	= CALCULATED	—o.h.—	= OVERHEAD ELECTRIC WIRES
℄	= CENTER LINE	C.B.S.	= CONCRETE BLOCK STUCCO	(D)	= DEED	—x—x—	= CHAIN-LINK FENCE
FD.	= FOUND	A	= ARC	R	= RADIUS		
A.K.A.	= ALSO KNOWN AS	F.F.	= FINISHED FLOOR	Δ or ∆	= DELTA	CB	= CATCH BASIN
N.T.S.	= NOT TO SCALE	GV	= GATE VALVE	CHB	= CHORD BEARING	MH	= MANHOLE
P.O.B.	= POINT OF BEGINNING	CB	= CATCH BASIN	T	= TANGENT	F.HYD.	= FIRE HYDRANT
CONC.	= CONCRETE	INV	= INVERT	C	= CHORD	o/s	= OFFSET
℄	= CHAIN LINK FENCE	WV	= WATER VALVE	ℓ	= ARC LENGTH	CLR.	= CLEAR
EL.	= ELEVATION	WM	= WATER METER	RLS.	= REGISTERED LAND SURVEYOR	SQ.FT.	= SQUARE FEET
FL.	= FLOOR	ELEC.	= ELECTRIC	P.K.	= PARKER / KALON	I.D.	= IDENTIFICATION
		CL.	= CHAIN-LINK	P.O.C.	= POINT OF COMMENCEMENT		

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT: in the professional opinion of the undersigned Professional Surveyor and Mapper in the State of Florida, the following Boundary Survey meets the requirements of the Minimum Technical Standards as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 61G17 (Transferred to 5J-17.050), Florida Administrative Code, pursuant to Section 472.027, Florida Statutes. Further, this certificate is based on observations of field measurements performed on 08/03/2010 and other information available to the undersigned at the time the services were rendered.

Copies of this Boundary Survey are not valid without the seal and the original raised seal of a Florida licensed surveyor and mapper, said embossed copies are for the specific use of those entities that the Boundary Survey have been certified to.

Pablo J. Alfonso P.S.M.
Professional Surveyor & Mapper
State of Florida Reg. No.5880

This Survey Certified To:
- Al Coletta, Trustee
- Isrial, Pearrok, Keller & Simpson, P.A.
- Old Republic National Title Insurance Co.

DETAIL OF SOUTHEAST CORNER

NO.	DATE	DESCRIPTION	BY	APP'D
1	8/03/10	RECORD OF REVISION	JJG	PJA

ROYAL POINT LAND SURVEYORS, INC.
L.B.# 7282
6175 NW 153 ST., SUITE 321, MIAMI LAKES, FL. 33014 • TEL.:305-822-6082 • FAX:305-828-9468

TYPE OF PROJECT: BOUNDARY SURVEY

PREPARED FOR: AL COLETTA, TRUSTEE
WEST DRIVE, NORTH BAY VILLAGE, FLORIDA

DRAWN: J.G.
CHECKED: P.J.A.
SCALE: 1" = 20'
FIELD DATE: 08/03/2010
JOB No.: RP10-526

SHEET: 1 OF 1 SHEET

F:\DRAWING\BAYSHORE YACHT & TENNIS CLUB.dwg 08/03/2010

RESOLUTION NO. 2022-100

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, APPROVING WITH CONDITIONS A USE EXCEPTION PURSUANT TO SECTION 8.11 OF THE UNIFIED LAND DEVELOPMENT CODE (ULDC) FOR PACIFIC & ORIENT PROPERTIES, LLC, TO PLACE TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, on October 24, 2017, by Resolution No. R17-93, the Mayor and Commission of North Bay Village granted approval of a site plan for the development of a 240-foot tall, 54-unit multifamily residential project with structured parking and ancillary amenities on an approximately 1.01-acre site zoned RM-70, identified by Folio No. 23-3209-001-0160, located at 7918 West Drive in Harbor Island (the "7918 Project"); and

WHEREAS, the 7918 Project is commencing construction to fulfill conditions of the site plan approval and the building permits; and

WHEREAS, the construction of the 7918 Project necessitates the placement of temporary sales/marketing and construction trailers, with adjacent parking and storage of equipment and construction materials; and

WHEREAS, the construction site for the 7918 Project does not provide sufficient land to accommodate these uses without interfering with construction activities on the site; and

WHEREAS, a fenced-in, paved, unused surface parking lot located at 7913 West Drive across the street from the construction site for the 7918 Project, identified by Folio No. 23-3209-001-0013 and also zoned RM-70, is available as a potential convenient

location for the placement of the temporary trailers, parking and storage of equipment and construction materials; and

WHEREAS, temporary marketing and sales trailers are not a permitted principal or accessory use in the RM-70 zoning district, but are allowed by approval of a Use Exception pursuant to the provisions of Sec. 8.11 of the Unified Land Development Code (ULDC); and

WHEREAS, Sec. 8.11 restricts the life of such uses to a period not exceeding twelve (12) months from the date of Commission action on the Use Exception request; and

WHEREAS, the proposed principal use and accessory uses of parking, equipment storage and construction materials are consistent with the purpose and intent of Sec. 8.10.D.1; and

WHEREAS, after a duly noticed public hearing held on December 7, 2022, the Planning and Zoning Board by a vote of 4-0 recommended approval of the Use Exception subject to the conditions set forth and included below in Section 2; and

WHEREAS, the Village Commission conducted a duly noticed public hearing on December 13, 2022 in accordance with the law to hear the application; 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. Decision; Conditions. Pursuant to Section 8.11 of the ULDC, a Use Exception for placement of temporary marketing and sales trailers at 7913 West Drive to serve the construction site for the 7918 Project is hereby approved, subject to the following conditions:

1. If approved, this use exception 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 use exception was granted. However, the temporary trailers may remain on the site only for a period not exceeding twelve (12) months from the date of the Village Commission action, pursuant to Sec. 8.11(B)4, unless renewed or otherwise extended at the end of this period.
2. The trailers shall be repositioned to meet the setback requirements of Sec. 8.10.D.4.b. The variances granted under Resolution No. 2022-058 only apply to the rear setback along the rectangular portion of the Property which abuts and runs longitudinally to a 40-foot-wide ribbon of waterfront land belonging to the 360 Condominium Association; and to the interior property line running along the south side of the same green ribbon. Therefore, the placement of the trailers shall comply with a minimum 25-ft rear setback and a 15-ft side setback from the southern property line, at the proposed location.
3. The trailers shall be maintained in good visual and operational condition throughout the duration of the use. Although the parcel for which the Use Exception is proposed is not a construction site, the site shall comply with the requirements of Sec. 04.01 of the Code of Ordinances, “Standards for maintenance and appearance of construction sites,” and circulation between this site and the construction site at 7918 West Drive shall comply with the requirements of Sec. 104.02 of the Code of Ordinances, “Maintenance of roadway and public rights-of-way.”
4. The inner side of the north property line shall be landscaped with a densely vegetated strip at least 48 inches wide to provide additional visual and noise buffering for the adjacent multifamily residential complex.
5. The site must be fenced and access-controlled (card, hard key) and periodic patrols, inspections, intruder detection, cameras or other monitoring provided for the duration of the use.

6. Security lights shall be provided for the duration of the use, and which shall include shields restricting the projection of light rays outward to adjacent properties or upward projection into the night sky.
7. The perimeter fence along the front property line shall be covered in construction fence banner, with the Village's required design, pursuant to Ordinance No. 2022-006.
8. All storm water shall be retained inside the property. All storm water drainage systems shall be maintained in working order at all times to avoid localized flooding during and after a storm. Parking shall be prohibited on top of any drainage inlet or drainage manhole.
9. Any and all necessary approvals from external agencies must be obtained prior to the issuance of a building permit by the Village
10. A construction staging plan shall be submitted for review and approval prior to commencement of construction.
11. All construction equipment shall have appropriate emission control devices and be stored and operated in compliance with OSHA requirements.
12. The public right-of-way between the subject site and the construction site it serves, as well as the abutting areas that may be impacted by construction-related traffic, shall be maintained in a clean and orderly condition throughout the construction process.
13. 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.
14. 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.

Section 3. 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 4. Effective Date. This Resolution shall be in force and take effect immediately upon its passage and adoption.

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

Mayor Brent Latham	Absent
Vice Mayor Richard Chervony	Yes
Commissioner Rachel Streitfeld	Yes
Commissioner Goren Cuk	Yes
Commissioner Andrew Rotondaro	Yes

PASSED AND ADOPTED on this 13th day of December, 2022.

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

Exhibit "A"
LEGAL DESCRIPTION

Address: 7913 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0013

A PORTION OF TRACT "A", HARBOR ISLAND, ACCORDING TO THE THEREOF AS RECORDED IN PLAT BOOK 44, AT PAGE 72 OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF LOT 88, OR THE NORTHWESTERLY CORNER OF TRACT "A" AS SAME ARE SHOWN ON A PLAT ENTITLED HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, AT PAGE 72, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY, FLORIDA, RUN SOUTHERLY ALONG THE SOUTHERLY PRODUCTION OF THE WESTERLY LINE OF SAID LOT 88 OR THE WESTERLY LINE OF TRACT "A" AS SHOWN ON THE AFORESAID PLAT, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING CONTINUE SOUTHERLY ALONG THE EASTERLY LINE OF WEST DRIVE OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 90.00 FEET TO THE POINT OF CURVATURE (PC) OF A CIRCULAR CURVE, THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CIRCULAR CURVE DEFLECTING TO THE LEFT HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 29°11' 47" , A RADIUS OF 369.00 FEET, A DISTANCE OF 188.03 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THE LAST MENTIONED ARC WITH A LINE PARALLEL TO AND 420.00 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88; THENCE RUN EASTERLY ALONG A LINE PARALLEL TO AND 420 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF LOT 88 A DISTANCE OF 93.88 FEET TO A POINT THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00'00" TO THE LEFT; SAID LINE BEING PARALLEL TO AND 140.00 FEET DISTANT EASTERLY FROM THE EASTERLY LINE OF SAID WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" PRODUCED SOUTHERLY, A DISTANCE OF 156.28 FEET TO A POINT, THENCE RUN ALONG A LINE DEFLECTING 90°00' 00" TO THE LEFT, SAID LINE BEING PARALLEL TO AND 263.72 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 40.0 FEET, THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE RIGHT ALONG A LINE PARALLEL TO AND 100.00 FEET DISTANCE EASTERLY FROM THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A," A DISTANCE OF 263.72 FEET TO A POINT, THENCE RUN WESTERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 100.00 FEET, THENCE RUN SOUTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED;

LESS AND EXCEPT A TRIANGULAR PIECE OF LAND IN THE SOUTHEAST COMER WHICH WAS PREVIOUSLY CONVEYED TO THE WOLF CORP., A DELAWARE CORPORATION BY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2986, PAGE 246, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, AS THE SAME MAY BE AMENDED OR CORRECTED. .

S2 NBV LLC
18851 NE 29th Avenue, Suite 1011
Aventura, Florida 33180

October 5, 2023

Ms. Silvia E. Vargas, FAICP, LEED AP
Village Planner, North Bay Village
1666 Kennedy Causeway, 3rd Floor
North Bay Village, FL 33141

Re: Letter of Authorization to File Request for Extension of Time to Approved Use Exception

Dear Ms. Vargas:

As Manager of S2 NBV LLC, a Florida limited liability company, the owner of the property generally located at 7913 West Drive, North Bay Village, Florida, Folio: 23-3209-001-0013 (the "Property"), I do hereby designate and authorize Pacific & Orient Properties LLC through its attorney, Brian S. Adler, to file and process a request for an extension of time to its existing use exception approval. The use exception, which allows the temporary storage and staging of construction trailers, equipment and materials, and sales/marketing trailers on the Property in support of Pacific & Orient Properties LLC's multi-family development across the street at 7918 West Drive, expires in December and requires an extension of time.

For any questions you may have regarding the use exception application or any documentation relating thereto, please contact Brian S. Adler at (305) 350-2351 or badler@bilzin.com.

Sincerely,

Marc Schmulian
Manager

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 USE EXCEPTION APPROVAL

This application form is to be used to petition for a Use Exception from the regulations pursuant to Section 8.11. of the North Bay Village Unified Land Development Code. **This application may only be applied for by the owner of the property 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. Use Exceptions 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, 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 or make a wire transfer.

Pursuant to Sec. 4.4.A.6., notice of the date, time, place and nature of the hearing shall also be posted conspicuously at least ten (10) days prior to the hearing "on any property for which a petition for a variance, use exception, zoning district or future land use boundary change has been submitted."

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

1. Property Owner Name: S2 NBV LLC
2. Contact Phone: (305) 935-5050 Email Address: ms@s2development.com
3. Mailing Address: 18851 NE 29th Ave., Suite 1011
Aventura, Florida 33180
4. Applicant Name: Pacific & Orient Properties LLC through Brian S. Adler, Esq.
(If different from Owner)
5. Contact Phone: 305-350-2351 Email Address: badler@bilzin.com
6. Mailing Address Pacific & Orient Properties LLC: 224 Commercial Blvd., Suite 206
Brian S. Adler, Bilzin Sumberg: 1450 Brickell Ave., 23rd Floor, Miami, FL 33031
7. Address of Property Covered by the Application: 7913 West Drive,
North Bay Village, FL 33141

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

9. Folio Number(s): 23-3209-001-0013

10. Future Land Use and Zoning Designations: High Density Multi-Family Residential (

11. Current land use of the Property: Temporary storage and staging of construction/

12. Intended use of the Property (as requested): Extension of current use described

13. Reasons for the Request (add pages if necessary): See Letter of Intent

OWNERSHIP AFFIDAVIT FOR CORPORATION

Before me, the undersigned authority, personally appeared Marc Schmulian hereinafter the Affiant(s), who being first duly sworn by me, on oath, deposes and says:

1. Affiant is the president, vice-president, or CEO of the Corporation, or otherwise authorized to sign on behalf of the Corporation, doing business at the following address 18851 NE 29TH AVENUE, SUITE 1011, AVENTURA, FL 33180

2. The Corporation owns the property which is the subject of this request.

3. The subject property is legally described as: See Exhibit "A" to this Application.

4. Affiant is legally authorized to file this application, or the Affiant has authorized Pacific & Orient Properties LLC through Brian S. Adler, Esq. as the applicant/duly appointed agent to file this application and to receive all correspondence and represent the Affiant.

5. Affiant understands this affidavit is subject to the penalties of law for perjury and the possibility of voiding of any zoning action granted at public hearing.

WITNESSES:

Signature

Danilo Pardrao

Print Name

Signature

Print Name

Affiant's Signature

Marc Schmulian, Manager

Print Name

Sworn to and subscribed before me on the day of October 20, 2023.

Affiant is ~~personally known to me~~ or has produced as identification.

RICHARD J. COMISKY MY COMMISSION EXPIRES 09-20-2027 NOTARY PUBLIC COMM. # HH 446595 STATE OF FLORIDA

Notary

Commission Expires: 9-20-2027

CONSENT TO PUBLIC HEARINGS

All requests for Use Exceptions 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 Use Exception 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 Use Exception 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 Chapters 4 and 8. 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 Brian S. Adler, Bilzin Sumberg

(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 20th day of October, 2023,

by Brian Adler, who is personally known to

me or who has produced _____ as identification.

_____
Notary Public Signature

Commission
Number/Expiration _____

NOTARY PUBLIC STATE OF FLORIDA
ELIZABETH ORTIZ
Commission # HH 335104
Expires December 17, 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: October 20, 2023

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

Attorney for Pacific & Orient Properties, LLC

Full Name: Brian S. Adler, Bilzin Sumberg

Current Address: 1450 Brickell Ave., 23rd Floor

City: Miami State: FL Zip: 33131

Telephone: 305-350-2351 Email: badler@bilzin.com

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

Signature

SWORN AND SUBSCRIBED BEFORE ME THIS 20th DAY OF October 2023

Notary Public, State of Florida at Large

My Commission expires _____, 20____.

NOTARY PUBLIC STATE OF FLORIDA
ELIZABETH ORTIZ
Commission # HH 335104
Expires December 17, 2026

Office Use Only:

Date Submitted: _____ Total Paid: $_____

Date Paid: _____ Filing Fee: $_____

Cash or Check #_____ Cost Recovery Dep: $_____

EXHIBIT "A"

LEGAL DESCRIPTION

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami-Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29° 11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to the Wolf Corp., A Delaware Corporation by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

RESOLUTION NO. 2022-100

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, APPROVING WITH CONDITIONS A USE EXCEPTION PURSUANT TO SECTION 8.11 OF THE UNIFIED LAND DEVELOPMENT CODE (ULDC) FOR PACIFIC & ORIENT PROPERTIES, LLC, TO PLACE TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, on October 24, 2017, by Resolution No. R17-93, the Mayor and Commission of North Bay Village granted approval of a site plan for the development of a 240-foot tall, 54-unit multifamily residential project with structured parking and ancillary amenities on an approximately 1.01-acre site zoned RM-70, identified by Folio No. 23-3209-001-0160, located at 7918 West Drive in Harbor Island (the "7918 Project"); and

WHEREAS, the 7918 Project is commencing construction to fulfill conditions of the site plan approval and the building permits; and

WHEREAS, the construction of the 7918 Project necessitates the placement of temporary sales/marketing and construction trailers, with adjacent parking and storage of equipment and construction materials; and

WHEREAS, the construction site for the 7918 Project does not provide sufficient land to accommodate these uses without interfering with construction activities on the site; and

WHEREAS, a fenced-in, paved, unused surface parking lot located at 7913 West Drive across the street from the construction site for the 7918 Project, identified by Folio No. 23-3209-001-0013 and also zoned RM-70, is available as a potential convenient

location for the placement of the temporary trailers, parking and storage of equipment and construction materials; and

WHEREAS, temporary marketing and sales trailers are not a permitted principal or accessory use in the RM-70 zoning district, but are allowed by approval of a Use Exception pursuant to the provisions of Sec. 8.11 of the Unified Land Development Code (ULDC); and

WHEREAS, Sec. 8.11 restricts the life of such uses to a period not exceeding twelve (12) months from the date of Commission action on the Use Exception request; and

WHEREAS, the proposed principal use and accessory uses of parking, equipment storage and construction materials are consistent with the purpose and intent of Sec. 8.10.D.1; and

WHEREAS, after a duly noticed public hearing held on December 7, 2022, the Planning and Zoning Board by a vote of 4-0 recommended approval of the Use Exception subject to the conditions set forth and included below in Section 2; and

WHEREAS, the Village Commission conducted a duly noticed public hearing on December 13, 2022 in accordance with the law to hear the application; 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. Decision; Conditions. Pursuant to Section 8.11 of the ULDC, a Use Exception for placement of temporary marketing and sales trailers at 7913 West Drive to serve the construction site for the 7918 Project is hereby approved, subject to the following conditions:

1. If approved, this use exception 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 use exception was granted. However, the temporary trailers may remain on the site only for a period not exceeding twelve (12) months from the date of the Village Commission action, pursuant to Sec. 8.11(B)4, unless renewed or otherwise extended at the end of this period.
2. The trailers shall be repositioned to meet the setback requirements of Sec. 8.10.D.4.b. The variances granted under Resolution No. 2022-058 only apply to the rear setback along the rectangular portion of the Property which abuts and runs longitudinally to a 40-foot-wide ribbon of waterfront land belonging to the 360 Condominium Association; and to the interior property line running along the south side of the same green ribbon. Therefore, the placement of the trailers shall comply with a minimum 25-ft rear setback and a 15-ft side setback from the southern property line, at the proposed location.
3. The trailers shall be maintained in good visual and operational condition throughout the duration of the use. Although the parcel for which the Use Exception is proposed is not a construction site, the site shall comply with the requirements of Sec. 04.01 of the Code of Ordinances, "Standards for maintenance and appearance of construction sites," and circulation between this site and the construction site at 7918 West Drive shall comply with the requirements of Sec. 104.02 of the Code of Ordinances, "Maintenance of roadway and public rights-of-way."
4. The inner side of the north property line shall be landscaped with a densely vegetated strip at least 48 inches wide to provide additional visual and noise buffering for the adjacent multifamily residential complex.
5. The site must be fenced and access-controlled (card, hard key) and periodic patrols, inspections, intruder detection, cameras or other monitoring provided for the duration of the use.

6. Security lights shall be provided for the duration of the use, and which shall include shields restricting the projection of light rays outward to adjacent properties or upward projection into the night sky.
7. The perimeter fence along the front property line shall be covered in construction fence banner, with the Village's required design, pursuant to Ordinance No. 2022-006.
8. All storm water shall be retained inside the property. All storm water drainage systems shall be maintained in working order at all times to avoid localized flooding during and after a storm. Parking shall be prohibited on top of any drainage inlet or drainage manhole.
9. Any and all necessary approvals from external agencies must be obtained prior to the issuance of a building permit by the Village
10. A construction staging plan shall be submitted for review and approval prior to commencement of construction.
11. All construction equipment shall have appropriate emission control devices and be stored and operated in compliance with OSHA requirements.
12. The public right-of-way between the subject site and the construction site it serves, as well as the abutting areas that may be impacted by construction-related traffic, shall be maintained in a clean and orderly condition throughout the construction process.
13. 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.
14. 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.

Section 3. 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

EISINGER LAW

Dennis Eisinger, Esq.
Partner
deisinger@eisingerlaw.com
Phone: 954.894.8000
Fax: 954.894.8015

Board Certified in Condominium & Planned Development Law

October 20, 2023

Via Email
S2 NBV LLC
Attn: Marc Schmulian, Manager
18851 NE 29th Avenue, Suite 1011
Aventura, FL 33180

Re: Pacific and Orient Properties LLC / S2 NBV LLC – Lease Agreement dated December 21, 2021 (as amended)

Dear Marc:

As we telephonically discussed, please see four (4) documents attached hereto regarding North Bay Village's mandate for extension of that certain Exclusive, Temporary, and Revocable License Agreement for Street Parking and Extended Construction Hours dated April 20, 2023, regarding your Company's property located at 7913 West Drive, through December 31, 2024. The Renewal Letter of Authorization and the Use Exception Renewal Application require your execution. The Resolution and Letter of Intent are merely being provided to you for informational purposes.

Hopefully, you will have no problem in executing and returning the Renewal Letter of Authorization and the Use Exception Renewal Application to us for redelivery to North Bay Village. However, since the Lease Agreement does currently provide for an expiration date of June 30, 2024, and contains a 90 day cancellation provision in favor of S2 NBV LLC, as well as a possible Lease term extension, the purpose of this letter is to confirm to you that nothing contained within the documents which you are being asked to sign, nor any other documents, shall be deemed to extend, modify or alter the rights of S2 NBV LLC under the Lease Agreement as same relates to the expiration date, option rights, and lease cancellation provisions. Assuming that you agree, please countersign and return a copy of this letter to us.

As always, thank you very much for your anticipated assistance and cooperation with respect to this request.

Very truly yours,

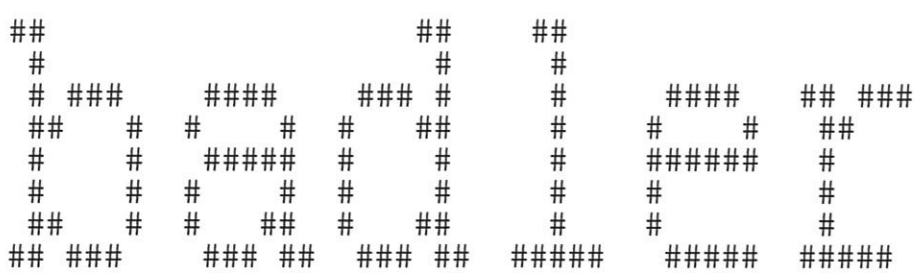
DENNIS J. EISINGER, ESQ.
For the Firm

DJE/gr
cc: Client
Brian Adler, Esq.

Read, Accepted and Agreed

By: _____
Marc Schmulian, Manager

Username: NT_DOMAIN\badler



Job : 45
Date: 10/20/2023
Time: 2:17:58 PM

RESOLUTION NO. 2023-____

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on December 13, 2022, by Resolution No. 2022-100, the Mayor and Commission of North Bay Village granted approval of a Use Exception for the placement of temporary sales/marketing and construction trailers, with adjacent parking and storage of equipment and construction materials on a site located at approximately 7913 West Drive, with conditions; and

WHEREAS, the Use Exception was granted to support the ongoing development of a 240-foot tall, 54-unit multifamily residential project with structured parking and ancillary amenities on an approximately 1.01-acre site zoned RM-70, identified by Folio No. 23-3209-001-0160, located at 7918 West Drive in Harbor Island (the "7918 Project"); and

WHEREAS, Resolution No. 2022-100 restricted the life of the Use Exception to a period not exceeding twelve (12) months from the effective date of the Resolution; and

WHEREAS, Resolution No. 2022-100 provided that the Use Exception may be renewed or otherwise extended at the end of the 12-month period; and

WHEREAS, the Applicant has, in a timely fashion, submitted a request to renew or extend the Use Exception in accordance with the conditions of Resolution No. 2022-100; and

WHEREAS, after a duly noticed public hearing held on _____, 2023, the Planning and Zoning Board voted to recommend [approval/approval with conditions/denial] of the renewal of the Use Exception, 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, the Mayor and Village Commission find the proposed Use Exception [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. Decision; Conditions. Pursuant to Resolution No. 2022-100, the renewal of the Use Exception that allowed the placement of temporary marketing and sales trailers at 7913 West Drive to serve the construction site for the 7918 Project is hereby approved, subject to the following conditions:

1. If approved, the temporary trailers may remain on the site only for an additional period not exceeding twelve (12) months from the date of the Village Commission action, extendable at the end of the period pursuant to the regulations in place at the time of request.

2. The trailers shall continue to meet the applicable setback requirements of Sec. 8.10.D.4.b. and those variance granted under Resolution No. 2022-058.

3. The trailers shall be maintained in good visual and operational condition throughout the duration of the use. The site shall continue to comply with the requirements of Sec. 04.01 of the Code of Ordinances, "Standards for maintenance and appearance of construction sites," and circulation between

this site and the construction site at 7918 West Drive shall comply with the requirements of Sec. 104.02 of the Code of Ordinances, “Maintenance of roadway and public rights-of-way.”

4. Required landscape buffering along the inner perimeter of the property along the north, west, and south property lines, and the outer perimeter along West Drive shall be maintained.

5. Security measures shall be continued per the conditions of the original approval.

6. All storm water drainage systems shall be maintained in working condition at all times. Parking is prohibited on top of any drainage inlet or drainage manhole.

7. Storage and operation of construction equipment shall continue to comply with OSHA requirements.

8. The Applicant must pay in full all cost recovery charges due prior to executing the renewed resolution.

9. 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.

Section 3. 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 4. 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 _____
Commissioner Richard Chervony _____
Commissioner Goren Cuk _____
Commissioner Andy 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: 7913 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0013

A PORTION OF TRACT "A", HARBOR ISLAND, ACCORDING TO THE THEREOF AS RECORDED IN PLAT BOOK 44, AT PAGE 72 OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF LOT 88, OR THE NORTHWESTERLY CORNER OF TRACT "A" AS SAME ARE SHOWN ON A PLAT ENTITLED HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, AT PAGE 72, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY, FLORIDA, RUN SOUTHERLY ALONG THE SOUTHERLY PRODUCTION OF THE WESTERLY LINE OF SAID LOT 88 OR THE WESTERLY LINE OF TRACT "A" AS SHOWN ON THE AFORESAID PLAT, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING CONTINUE SOUTHERLY ALONG THE EASTERLY LINE OF WEST DRIVE OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 90.00 FEET TO THE POINT OF CURVATURE (PC) OF A CIRCULAR CURVE, THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CIRCULAR CURVE DEFLECTING TO THE LEFT HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 29°11' 47" , A RADIUS OF 369.00 FEET, A DISTANCE OF 188.03 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THE LAST MENTIONED ARC WITH A LINE PARALLEL TO AND 420.00 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88; THENCE RUN EASTERLY ALONG A LINE PARALLEL TO AND 420 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF LOT 88 A DISTANCE OF 93.88 FEET TO A POINT THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00'00" TO THE LEFT; SAID LINE BEING PARALLEL TO AND 140.00 FEET DISTANT EASTERLY FROM THE EASTERLY LINE OF SAID WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" PRODUCED SOUTHERLY, A DISTANCE OF 156.28 FEET TO A POINT, THENCE RUN ALONG A LINE DEFLECTING 90°00' 00" TO THE LEFT, SAID LINE BEING PARALLEL TO AND 263.72 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 40.0 FEET, THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE RIGHT ALONG A LINE PARALLEL TO AND 100.00 FEET DISTANCE EASTERLY FROM THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A," A DISTANCE OF 263.72 FEET TO A POINT, THENCE RUN WESTERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 100.00 FEET, THENCE RUN SOUTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED;

LESS AND EXCEPT A TRIANGULAR PIECE OF LAND IN THE SOUTHEAST COMER WHICH WAS PREVIOUSLY CONVEYED TO THE WOLF CORP., A DELAWARE CORPORATION BY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2986, PAGE 246, OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA, AS THE SAME MAY BE AMENDED OR CORRECTED. .

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 - NOV. 15, 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

11/02/2023

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
2 day of NOVEMBER, 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 NOVEMBER 15, 2023, AT 6:00 P.M. AT 1666 KENNEDY CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141, AND VIA ZOOM, OR AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, COMPREHENSIVELY UPDATING THE UNIFIED LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; 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 USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; 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 S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 178 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

11/15/2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

TO PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 823 7591 9425
PASSCODE: 525921
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.

ALBA L. CHANG, CMC
VILLAGE CLERK
11/2

23-124/0000692532M

2|2

ITEM NO. 4A

North Bay Village
Recommendation Memorandum

NORTH BAY VILLAGE
EST. 1945

DATE: November 15, 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 Application for Development of Village Hall and County Fire Station at 1335 79th Street Causeway (aka Sakura property) - *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 APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

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

BACKGROUND AND ANALYSIS

Staff report is attached separately, along with the report attachments.

Attachment 1 – Ordinance No. 2021-013 (establishing the T6-24MU zoning district)
Attachment 2 – NBV Safety Complex PZB Site Plan Submittal
Attachment 3 – Traffic Impact Study
Attachment 4 – Staff Review Comments and Responses
Attachment 5 – Resolution – Site Plan for Village Hall and Safety Complex

BUDGETARY/FINANCIAL IMPACT (Finance Dept.)

N/a

PERSONNEL IMPACT
N/A

ATTACHMENTS
Staff Report_Village Hall and Fire Safety Complex_PZB.pdf
Attachment 2_ NBV Safety Complex PZB Site Plan Submittal.pdf
Attachment 3_NBV Fire Station & Village Hall_Traffic Study.pdf
Attachment 4_ Safety Complex - Staff Review .pdf
Attachment 1_Ordinance 2021-013 (T6-24MU zoning).pdf
Attachment 5_Reso - Village Hall and Fire Safety Complex - .docx
Notice of Meeting - DBR

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: **November 15, 2023**

To: **Planning and Zoning Board**

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

Subject: **Site Plan for North Bay Village Hall, 1335 NE 79th Street Causeway**

1. General Information

Owner/Applicant:	North Bay Village
Applicant Address:	1666 Kennedy Causeway, Ste 300
Site Address:	1335 NE 79th St Cswy
Site Acreage	0.75 acres (32,938 sf)
Folio Number	23-3209-001-0060; 23-3209-001-0061
Contact Person/Owner Representative:	Maurizio Bravo
Phone Number:	727.266.5193
E-mail Address	Maurizio.Bravo@wjarc.com

2. Legal Description of Subject Property

All of Lot 2 of "HARBOR ISLAND", according to the Plat thereof, as recorded in Plat Bok 44, Page 72, of the Public Records of Miami-Dade County, Florida. (See Sketch of Survey as part of the submitted plan set, included as Attachment 2)

3. Property Future Land Use Map and Zoning Designations

Future Land Use	Commercial
Zoning District	T6-24MU
Existing Land Use	Municipal Parking Lot

4. Adjacent Land Use Map Classifications and Zoning District

North	Future Land Use	High-Density Multi-Family Residential
	Zoning District	RM-70
	Existing Land Use	Multifamily Residential
East	Future Land Use	Commercial
	Zoning District	General Commercial
	Existing Land Use	Service Station
South	Future Land Use	Single-Family Residential
	Zoning District	RS-1
	Existing Land Use	Single Family Residential
West	Future Land Use	Commercial
	Zoning District	General Commercial
	Existing Land Use	Mixed-Use (Condominium + ground floor Commercial)

5. Background

Prior to relocating to its current, leased office space in an office building on Treasure Island, North Bay Village's Village Hall facility was housed inside a structure located on what today is the site of Civic Park. The former Village Hall, along with the attached Miami-Dade County Fire Rescue Station 27, was condemned and subsequently demolished due to environmental concerns 13 years ago. Since then, North Bay Village has been the only city in Miami-Dade County without its own seat of government, undergoing at least five (5) moves and incurring approximately $4 million in rent, relocation, and demolition costs.

During the same period, the Miami-Dade Fire Rescue Department (MDFRD) has operated from temporary trailers at Pelican Harbor Marina. The potential risk to Village residents and businesses should a fire or health emergency occur when the bridge is raised is of great concern, but more troubling still is the threat of redevelopment of the fire station's portion of the marina at Pelican Harbor, which could result in the relocation of the station to the North Miami area within the next 2-3 years.

With the acquisition of the former Sakura property in 2018, the Village began a process to finally find a permanent home, and to accommodate a new Fire Rescue Station 27 within Village boundaries to maintain an acceptable level of service to residents of the Village.

In 2021, the Village amended the Unified Land Development Code via Ordinance No. 2021-013 (Attachment 1) to establish a T6-24 Municipal Use (T6-24MU) zoning, while simultaneously rezoning the property to the new zoning classification. The amendment added a purpose to "...[f]acilitate economic development of Village-owned property to provide, emphasize, and

maximize civic amenities that improve the overall livability of the community." The amendment also conferred authority to the Village Commission to grant exemptions from transect regulations pertaining to Building Disposition and Building Configuration within the T6-24MU transect zone the during site plan approval process, based on specific criteria.

6. Description of Applicant's Request

The request is for Site Plan approval for a development consisting of a 5-story building which will house a new Village Hall, North Bay Village Police Department, and Miami-Dade Fire Rescue Station #27, along with accessory parking for each of these uses. Entry and exit from the parking garage are provided on the north side of the site (West Drive), while circulation through the Fire Station's apparatus bay is south to north (i.e., in from Kennedy Causeway/out from West Drive).

Due to site-specific conditions and constraints, the following exemptions are being requested pursuant to Sec. 15.3.A.1.b(3):

1. **Primary Front Setback (JFK/79th Street Causeway) Reduction:** One (1) foot-four (4) inches setback is proposed where a 20-foot continued setback is required. Current site conditions do not provide sufficient space to accommodate the structure required for a garage providing the necessary amount of parking, while simultaneously serving the needs of MDFRD. The proposed solution entails the construction of a colonnade with parking above extending to the outer edge of the colonnade.

   The integration of a gallery or arcade is consistent with the pattern of development proposed in the T6 zone on Treasure Island, with the aim of creating a cohesive and harmonious environment that adds value to the Village while effectively meeting the parking needs of the Village Hall, Fire Rescue, and the Police Department. In addition, this design choice will allow for the provision of an increased setback on the east frontage, allowing the introduction of an entry plaza space on that side of the building.

2. **Arcade Modification:** A 14-foot-deep arcade is being proposed (at its narrowest) where a 20-foot gallery is required, and for the arcade to not have to overlap the public sidewalk. Sec. 15.3.A.2.b(6)(b) states that in T6-24MU, a gallery should be constructed on the primary frontage of Kennedy Causeway over the sidewalk easement, and that the gallery must encroach the entire twenty (20) foot setback and shall not extend into the right-of-way. Per Sec. 15.6.A – Frontage Types Table, a gallery is defined as "a frontage wherein the facade is aligned at the frontage line with an attached lightweight colonnade overlapping a sidewalk."

   Instead, the building is designed with an arcade, defined as "a frontage wherein the façade is aligned at the frontage lines with an open colonnade overlapping the sidewalk" with habitable space found above the entirety of the arcade "for floors two through five." An arcade must also not be less than 20 feet deep. In addition to using an arcade rather than a gallery design, an exemption is being requested to reduce the arcade depth from 20 feet to 14 feet at ground level and to place the arcade entirely within the property line and not overlapping the public sidewalk.

3. **Frontage at Front Setback Reduction:** A primary frontage reduction to provide sixty-three percent (63%) or 201 feet, where seventy percent (70%), or 223 feet, is required per Sec.

15.7.B. A secondary frontage reduction exemption is not being requested but it is necessary to provide 37 feet at ground level, where 48 feet would be required.

4. **Curb Cut Distance Reduction:** North Bay Village Public Works requires a minimum distance of 60 feet from the curb cut to the intersection of West Drive with Harbor Island Drive, whereas a minimum distance of approximately 34 feet is being proposed to accommodate a loading zone. This is not a zoning requirement; however, a statement may be added to the conditions of approval regarding traffic, parking and circulation requirements.

In addition to these exemptions, the proposed development would require a waiver to reduce the required first story height, which (per Sec. 15.2.A.2(b)(3)(a)(i)) must be 20 feet measured from Base Flood Elevation (BFE) plus freeboard to the finished floor of the second story, to 19 feet. While a waiver can be granted administratively, the Village Commission might choose to include this reduction in their consideration of the requested exemptions.

7. Consistency with NBV100 Comprehensive Plan and NBV100 Master Plan

The proposed institutional building is consistent with the NBV100 Master Plan Vision of sensitive infill of vacant sites to capitalize on existing resources. The former Village Hall, located on Harbor Island, was demolished after storm damage, and during the charette process, it was suggested that a new Village Hall be erected on a nearby Village-own lot. This location is said to be ideal for a new fire station that needs access to the Causeway and would also serve as an iconic civic structure signalizing the arrival to North Bay Village.

As suggested in the Master Plan, the ground floor would feature a glass-fronted commission chamber enveloped in a grand portico at the most prominent corner across from North Bay Island. Behind the chamber, the firehouse opens to both the Causeway and West Drive. Lastly, if deemed desirable, this building configuration could host a public-private partnership with mixed-uses.

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: This project is considered critical as a factor to maintaining levels of service for

the safety and welfare of Village residents, businesses, and visitors, and will therefore will greatly contribute to raising quality of life and refreshing the Village's identify, as envisioned in the NBV100 Master Plan.

Resiliency
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: This development does not front Biscayne Bay. However, the project is being designed according to the Village's Green Building Program requirements and will exceed the minimum number of green building points required. Approval will be conditioned on attaining certification through one of the available green building options.

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: By integrating the Village Hall, Police Department, and Fire Station into a single complex, the Village will be capitalizing on a Village-owned land asset, maximizing the usefulness and value of its property and optimizing parking.

8. Site Plan Approval Criteria

Section 5.8.(B)(10)(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.

The project, which was originally conceptualized as a mixed-use development, has been greatly reduced and internalized as much as possible to minimize the potential visual impact on the neighboring properties.

(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.

As presented, the site plan provides 91 parking spaces within the parking garage, which is more than the minimum parking requirement (40) for the proposed square footage and mix of uses. This should ensure that the Village Administration, the Police Department and the MDFRD have more than enough parking on site to accommodate their needs, as well as the needs of visitors. The number of spaces provided should also give the Village the option to lease out some spaces to serve the needs of nearby legacy buildings, if necessary.

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

Due to the shape and lot constraints, the site plan has been proposed with certain deviations from the minimum setback requirements, as described in the previous section. However, the project must mitigate possible negative effects,

Applicant is proposing a 14' arcade via exemption to be facing JFK Causeway, and an entry plaza facing Harbor Island Drive. Also, Applicant is exceeding the 10% minimum open space requirements. Overall, Staff considers that these proposals will protect and enhance the appearance and character of the neighborhood.

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

A Traffic Impact Study was prepared by Richard Garcia & Associates. Staff has reviewed the TIS and has recommended mitigation and/or optimization of the signal timings at the intersection of 79th Street / John F Kennedy Causeway and Harbor Island Drive to ensure an overall level of service (D) or better is maintained for the individual approaches. Coordination between Miami Dade County Traffic Engineering Department and the Village will be required to develop modified and acceptable signal timing plans.

Documentation of compliance with the applicable Level of Service (LOS) requirements, including those pertaining to 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 must be submitted prior to issuance of a building permit.

9. Compliance with Unified Land Development Code

The proposed development is mixed use, with the Village Hall portion encompassing primarily office space, as well as assembly space in the Commission chambers. Per Sec. 15.4.A.3, the broader Office building function includes government uses within the transect zone. The Police Department and the Fire Station are considered Civil Support Facilities, per Sec. 15.4.A.6.

There is no residential or commercial use in the land use mix of the project, and the building is well below the maximum building height allowed in the T6-24 zoning district. There are no density or height incentives being used, nor density rights being transferred into the development. No development agreement is required.

As stated in section 6 of this report, approval of several exemptions from applicable regulations within Chapter 15 is being requested as part of the Site Plan approval, pursuant to the provisions

and criteria of Sec. 15.3.A.1.b(3).

Sec. 15.7.B. – Summary table and illustrations – T6-24 and T6-24MU (Municipal Use)

1. BUILDING DISPOSITION		
	Required	**Provided**
i. LOT OCCUPATION		
a. Lot Area	10,000 sf min.	32,938 sf
b. Lot Width	100 ft. min.	Up to 383 ft
c. Lot Coverage	90% max. 32,938 x 90% = 29,644.2 ft	24,159 ft per plans 24,159 / 32,938 = 73%
d. Floor Lot Ratio	13.0 max = 428,194 sf	112,884 sf (3.43 FLR)
e. Frontage at Front Setback	JFK Cswy 70% x (+/-318 ft) = 223 ft	63% = 201' (via exemption)
	Harbor Island Dr 70% x (+/-68 ft) = 48 ft	54% = 37'-4" @ ground level (via exemption) 56 feet Levels 2-5 (82%)
f. Open Space Requirement	10% Lot Area min. 32,938 ft x 10% = 3,294 ft	4,861 (14%)
g. Density with Bonus (1)	120 du/acre (see also Sec. 15.2.H) †	N/A
h. Density with Bonus (2)	150 du/acre (see also Sec. 15.2.H.)	N/A
ii. BUILDING SETBACK		
a. Primary Front – Kennedy Cswy.	20 ft.	1 ft-4 in (via exemption)
b. Primary Front – Waterfront	25 ft. min.	N/A
c. Secondary Front – Harbor Island Dr	10 ft. min.	35 ft @ Level 1 28 ft @ Levels 2-5
d. Side B – Bayshore Yacht & Tennis Club Condo	0 ft. min	6'-8"
e. Rear – West Dr	5 ft. min	6 ft min Due to curved property line: 27 ft (NW) & 11.5 ft (NE)
f. Stepback 1 (All Sides)	10 ft. min. above 5th Story	N/A
g. Stepback 2 (All Sides)	5 ft. min. above 15th Story	N/A
2. BUILDING CONFIGURATION		
i. FRONTAGE		
a. Common Lawn	Prohibited	N/A
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	Via exemption instead of Gallery and only 14 ft deep
ii. BUILDING HEIGHT		
a. Min. Building Height	2 Stories	5 stories - 72 feet-8 inches (level 1 NGVD 10')
b. Max. Pedestal Height	5 Stories	
c. Max. Building Height	24 Stories or 240 feet	

Sec. 15.7.A. – Building function (use) and parking requirements table – T6 Transect Zone

USE		PARKING REQUIREMENTS	
		Required	**Provided**
a. **Common to all Uses listed below**			
Electric Vehicle (EV) charging stations (220V) per Sec. 8.23.		5% of the total number of required parking spaces 65 x 5% = 4 EVCS	20 EVCS
Bicycle parking and storage per Sec. 8.24. Village Hall 14,786 sf Police Department 11,004 sf Fire Station 12,467 sf **Total Floor Area 38,257 sf**		Minimum of 6 bicycle parking / storage spaces for each 50,000 sf = 5 bicycle spaces NOTE: If the requirement is per individual use, then 18 bs would be required	6 bicycle spaces
On-street parking along any frontage shall be counted towards the overall parking requirement.		N/A	3 ps
Loading Berth Standards – See Section15.6.D.		1 loading berth for office uses between 25,000 – 50,000 sf Berth size 420 sf	1 on street (may need to be approved via exemption)
	Proposed Area or Capacity	**Required**	**Provided**
d. **Office**			
Village Hall (office use)	8,600 sf approx.	3 spaces/1,000 sf = 26 ps	50
g. **Civil Support Facility**			
Village Hall – Commission Chambers	Up to 65 seats	1 space per every 5 seats = 13 ps	13 ps
Police Department	10,000 sf	1 space/1,000 sf = 10 ps	13 ps
Fire Department	At least 15 ps		15 ps including 2 tandem parking spaces
TOTAL		**65 ps 4 EVCS 6 bicycle ps**	**91 ps 20 EVCS 6 bicycle ps**

Sec. 8.20 establishes that Civic Uses shall achieve a minimum of 20 points in the Village's Green Building Program.

GREEN BUILDING PROGRAM		
Regulation		
Standard / Requirement	**Response Provided**	**Points Received**
ELECTRIC VEHICLE CHARGING STATIONS (evcs) – Sec. 8.21		
2 points for each station installed above the baseline number required pursuant to § 8.23.A and B. – Sec. 8.21	Provided stations: 20 evcs Stations above baseline: 20 evcs – 4 evcs = 16 evcs	32 points
WHITE ROOF / COOL ROOF – Sec. 8.21		
The entire roof surface must be covered in white/reflective covering and provide an initial and 3-year aged 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 points
100% NATIVE PLANTS IN LANDSCAPING		
Meet all landscaping requirements with 100% native vegetation		TBD
ENERGYSTAR RATING FOR ALL APPLIANCES/EQUIPMENT		
All appliances/equipment associated with the building are EnergyStar rated		TBD
FGBS GOLD CERTIFICATION		
Obtain FGBC Gold Certification		TBD
	TOTAL POINTS	36 points

Recommendation

Staff finds that the project largely meets the Site Plan approval criteria and the current provisions of the ULDC, except for those items that are the subject of requests for exemptions as provided for in Sec. 15.3.A.1.b(3):

1. Primary Front Setback (JFK/79th Street Causeway) reduction from a continuous 20-feet minimum to one (1) foot-four (4) inches minimum.
2. Provision of an Arcade instead of a Gallery.
3. Minimum required Arcade depth reduced from 20 feet to a minimum of 14 feet.
4. Relief from the requirement that an Arcade overlap the whole width of the Kennedy Causeway setback up to the property line.
5. Frontage at Front Setback reduced from seventy percent (70%), or 223 feet to sixty-three percent (63%) or 201 feet.
6. Secondary Frontage at ground level reduced from 48 feet to 37 feet.
7. Required first story height, measured from Base Flood Elevation (BFE) plus freeboard to the finished floor of the second story, reduced from 20 feet to 19 feet.
8. Loading area within the right-of-way or exemption from providing a loading zone.

Staff has evaluated the requested exemptions, individually and together, against the above-referenced criteria. Detailed descriptions of each request and their potential ramifications have been provided elsewhere in this staff report for the consideration of the PZB and Village Commission. Based on Staff's evaluation, the following findings are offered in support of the exemptions:

a) The requests are justified by the functional requirements of the project, including the space needs and design specifications of the proposed civil support functions, relative to the constraints posed by the site configuration.
b) The exemptions requested are the smallest possible deviations that allow the development to achieve the necessary functionality of the uses.
c) The exemptions do not interfere with the project's consistency with the purpose and intent of the transect and of this zoning district specifically.
d) The exemptions comply with the Design Review Criteria established in Sec. 15.7.1.

If accepted, the exemptions may be approved as part of the Site Plan process, and the Site Plan may be approved subject to the recommended conditions listed below.

Approval of the 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.

Recommended Conditions

General:

1. The Project Approval shall be valid for two (2) years, commencing on the effective date of the Approval Resolution, within which time the Master Building Permit shall be obtained, except as provided in 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 good faith efforts have been made 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 at least thirty (30) days prior to the end of the then-current Project Validity Period.
2. 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.
3. Unity of title or covenant in lieu of unity of title shall be provided 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 Village.
4. The Site Plan shall incorporate and be developed in substantial conformance with the following documents:
   A. Sketch of Survey and Route Survey prepared by Royal Point Land Surveyor, Inc., dated 5.11.23, drawn by Jacob Gomis, P.S.
   B. Tree Survey prepared by Royal Point Land Surveyor, Inc., dated 6.21.23, drawn by Jacob Gomis, P.S.
   C. Specific Purpose Survey prepared by Longitude Surveyors, dated 4.24.23, drawn by G.P.
   D. Architectural plans prepared by Wannemacher Jensen Architects, Inc., and Wolfberg Alvarez, with revisions dated 10.11.23:
      1) PZ-A000 and PZ-A001: Cover Sheet and Index of Drawings
      2) PZ-A002: Zoning Data

3) PZ-A003: Zoning Diagrams
4) PZ-A004: Building Areas
5) PZ-A005 - PZ-A008: Renderings
6) PZ-A100: Site Plan
7) PZ-A101 - PZ-A106: Individual Floor Plans (Ground to Roof Level)
8) PZ-A107 - PZ-A108: Exterior Elevations
9) PZ-A109: Ground Floor Plan (Copy 1)
10) PZ-A310: Building Sections
11) PZ-A701: Wall Sections

E. Landscape Plans prepared by Curtis + Rogers Design Studio, dated 8.25.23 and revised 10.11.23:
   1) L-100 and L-101: Tree Disposition Plan and Tree Disposition Notes
   2) L-200: Planting Plan
   3) L-201: Landscape Legend
   4) L-202: Planting Notes and Details
   5) L-300: Irrigation Plan

F. Civil Engineering Plans prepared by A.D.A. Engineering, Inc., dated 8.25.23 and revised 9.29.23:
   1) PZ-C00, PZ-C01 and PZ-C02: Cover Sheet, General Notes and Summary of Pay Items
   2) PZ-C03: Demolition Plan
   3) PZ-C04: Grading Plan
   4) PZ-C05: Pavement Marking
   5) PZ-C06: Drainage Storm Plan
   6) PZ-C07: Water and Sewer Plan
   7) PZ-C08 – PZ-C09: Auto-turn (left and right bay)

G. Photometrics Sheet PZ-E100 prepared by SDM Consulting Engineers, Inc, dated 8.25.23 and revised 9.29.23.

H. Traffic Impact Analysis prepared by Richard Garcia and Associates, dated 5.25.23; signed by Carlos X. Valentin, P.E.; and revised X.X.XX.

Prior to the Village Commission's Public Hearing on the Proposed Site Plan:

A. All the tables providing calculations and plans in the project's plan set (including Landscape and Civil Engineering Plans) shall be verified against each other for accuracy and internal consistency. Notes and labels shall be added where appropriate to improve clarity.

B. An updated Traffic Impact Analysis shall be submitted addressing Village Staff comments.

Prior to issuance of a Building Permit:

Landscape and Public Realm:

1. Any blank walls over 25' in length and other unattractive areas of the site or building shall be heavily screened with landscaping. Rooflines 25 feet or greater in length shall be broken by vertical landscaping materials. Shade and accent trees planted at 20-foot minimum intervals shall be used to achieve this screening.
2. Landscape screening shall be utilized around dumpsters, FPL transformers, propane tanks, A/C units, generators, above ground utilities, and irrigation pumps.
3. Palms shall not exceed a maximum of thirty percent (30%) of the total proposed trees, parking trees and street trees.
4. The principles of Florida Friendly Landscape shall be followed on this project.
5. The following items shall be added to, addressed, or verified on the planting plans:
   a) Tree Barricade locations in plan view where existing trees will be preserved.
   b) Final irrigation plan, notes, and details.
   c) Labels indicating proposed or existing stop/yield signs demonstrating proper visibility.

d) Proposed and existing site lighting, demonstrating a separation of 15 feet between the lights and large trees or 7.5 feet between the lights and small trees.
e) Plant list with the specifications for all plant materials.

6. Average lighting levels measured at the Building Frontage shall not exceed twenty foot-candles (20 fc).
7. Lighting of the building and contingent open spaces shall be compatible with street lighting of abutting public spaces.
8. The garage shall be screened from view from the adjacent rights-of-way by an art treatment, to be approved by the Village Manager. Interior garage lighting fixtures shall not be visible from streets, view corridors or the water.
9. The lighting fixtures of exposed rooftop parking shall be concealed by a parapet wall and shall not be seen from surrounding streets.
10. The project shall seek to attain no less than 20 points from the North Bay Village Green Building Program, which shall include pursuing FGBC Gold certification for the project.

Infrastructure/Drainage:

1. All pending general and site-specific Engineering Review comments by Village staff shall be addressed.
2. Compliance with the applicable Level of Service (LOS) requirements shall be documented at the time of application for any building permit.
3. The final design shall accommodate all existing and proposed utility easements, services, and appurtenances. 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.
4. The Village shall obtain 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, prior to issuance of the Master Building Permit.
5. Fixture unit count shall be documented to support water meter sizing.
6. Specifications of the permeability coefficient of proposed pervious paving materials shall be completed prior to Master Building Permit approval.
7. A signed and sealed drainage report shall be 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.
8. To the extent the Property's area allows under generally accepted engineering standards, additional injection wells shall be installed to meet stormwater retention calculations based on the updated NOAA Atlas 14 data set.

Traffic/Circulation/Parking:

1. The proposed development shall be reviewed and found in compliance for access management consideration by all agencies having jurisdiction.
2. The Village shall coordinate with Miami Dade County Traffic Engineering Department to develop modified and acceptable signal timing plans for the junction of 79th Street Causeway and Harbor Island Drive to ensure the effectiveness of the proposed signal timing optimization.
3. The minimum distance from the curb cut to the intersection of West Drive with Harbor Island Drive shall be approximately 34 feet.
4. A loading area to serve the project shall be allowed to be designated within the right-of-way. If the loading zone is so provided, the Village shall ensure that loading/unloading and deliveries do not interfere with traffic flow on the public right-of-way or with ingress into or egress from the building.
5. 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).

6. Sidewalk/grass strip restoration shall be performed according to North Bay Village core requirements.
7. Village staff shall ensure that garbage collection occurs during off-peak hours.

Other:

1. All signage shall comply with the restrictions of Chapter 11.

List of Attachments to Staff Report

Attachment 1 – Ordinance No. 2021-013 (establishing the T6-24MU zoning district)
Attachment 2 – NBV Safety Complex PZB Site Plan Submittal
Attachment 3 – Traffic Impact Study
Attachment 4 – Staff Review Comments and Responses
Attachment 5 – Resolution – Site Plan for Village Hall and Safety Complex

NORTH BAY VILLAGE SAFETY COMPLEX

1335 79TH CAUSEWAY
NORTH BAY VILLAGE, FL 33141



PLANNING & ZONING BOARD
REVISION 1 SUBMITTAL
2023.10.11

PREPARED FOR:

NORTH BAY VILLAGE PLANING & ZONING BOARD

"The proposed work has been designed in accordance with all applicable Federal, State, County and City Codes and regulations having jurisdiction. If any discrepencies exist between the plans/specifications prepared by the designer and the City Code and/or the City standard details, the later shall govern or the most stringent."

10/11/2023 8:57:22 PM

ARCHITECTURE

Wannemacher Jensen
Architects, Inc.

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Miami,FL 33126
Unites States

AA94244

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75 Valencia Ave, Suite 1050
Coral Gables, FL 33134
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CIVIL
A.D.A Engineering Inc
8550 NW 33 Street, Suite 202 Doral, FL 33122

ELECTRICAL / PHOTOMETRICS
SDM Consulting Engineers, Inc
135 Almeria Avenue, Coral Gables, FL 33134

GEOTECHNICAL
Nutting Engineers of Florida, Inc.
1310 Neptune Drive, Boynton Beach, FL 33426

LANDSCAPE
Curtis + Rogers Design Studio
7520 S. Red Road, Suite M South Miami, FL 33143

LAND SURVEYOR
Royal Point Land Surveyor, Inc.
6175 NW 153rd Street Suite 321 Miami Lakes, FL 33014

SUSTAINABILITY
Intergrative Sustainability Solutions
Delray Beach, FL 33483

SURVEYOR
Longitude Surveyors, LLC
7700 N. Kendall Drive, Suite 705 Miami, FL 33175

TRAFFIC / SIGNALIZATION
RGA Richard A Garcia & Associates, Inc.
8065 NW 98th Street, Hialeah Gardens, FL 33016

DRAWING INDEX PZB

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1..	ROUTE SURVEY	■	
1....	SPECIFIC PURPOSE SURVEY	■	
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PZ-A003	ZONING DIAGRAMS	■	■
PZ-A004	BUILDING AREAS	■	■
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PZ-A310	BUILDING SECTIONS	■	■
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L-200.	PLANTING PLAN	■	■
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L-202.	PLANTING NOTES & DETAILS		■
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PZ-C01	GENERAL NOTES		■
PZ-C02	SUMMARY OF PAY ITEMS		■
PZ-C03	DEMOLITION PLAN		■
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PZ-C07	WATER & SEWER PLAN		■
PZ-C08	AUTOTURN - LEFT BAY		■
PZ-C09	AUTOTURN - RIGHT BAY		■
PZ-E100	SITE PLAN PHOTOMETRICS		■

1

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Jason Jensen
AR 94244

NORTH BAY VILLAGE SAFETY COMPLEX

CLIENT: NORTH BAY VILLAGE

10/11/2023 8:57:24 PM

Project number
2312

DISTRIBUTION

MILESTONE	DATE
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	10.11.23

INDEX OF DRAWINGS

PZ-A001

PZ REV.1 - OCT.11.2023

SKETCH OF SURVEY

LEGEND

- Overhead Wire Line
- Wood Fence
- Chain Link Fence
- Iron Fence
- Monument Line
- Centerline
- Property Line

A = Arc
BRG = Bearing
CH = Chord
Δ = Delta
L = Length
R = Radius
T = Tangent
Ø = Diameter

x 0.00' = Existing Elevations
CB = Catch Basin
W = Water Meter
E = Electric Box
S = Sanitary Manhole
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M = Manhole
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A/C = Air Conditioner
Conc. = Concrete
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(D) = Deed
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(M) = Measured
(P) = Platted
P.O.B. = Point of Beginning
P.O.C. = Point of Commencement
(R) = Record
Res. = Residence
S/IPR = Set Iron Pin/Rebar
S = Spread
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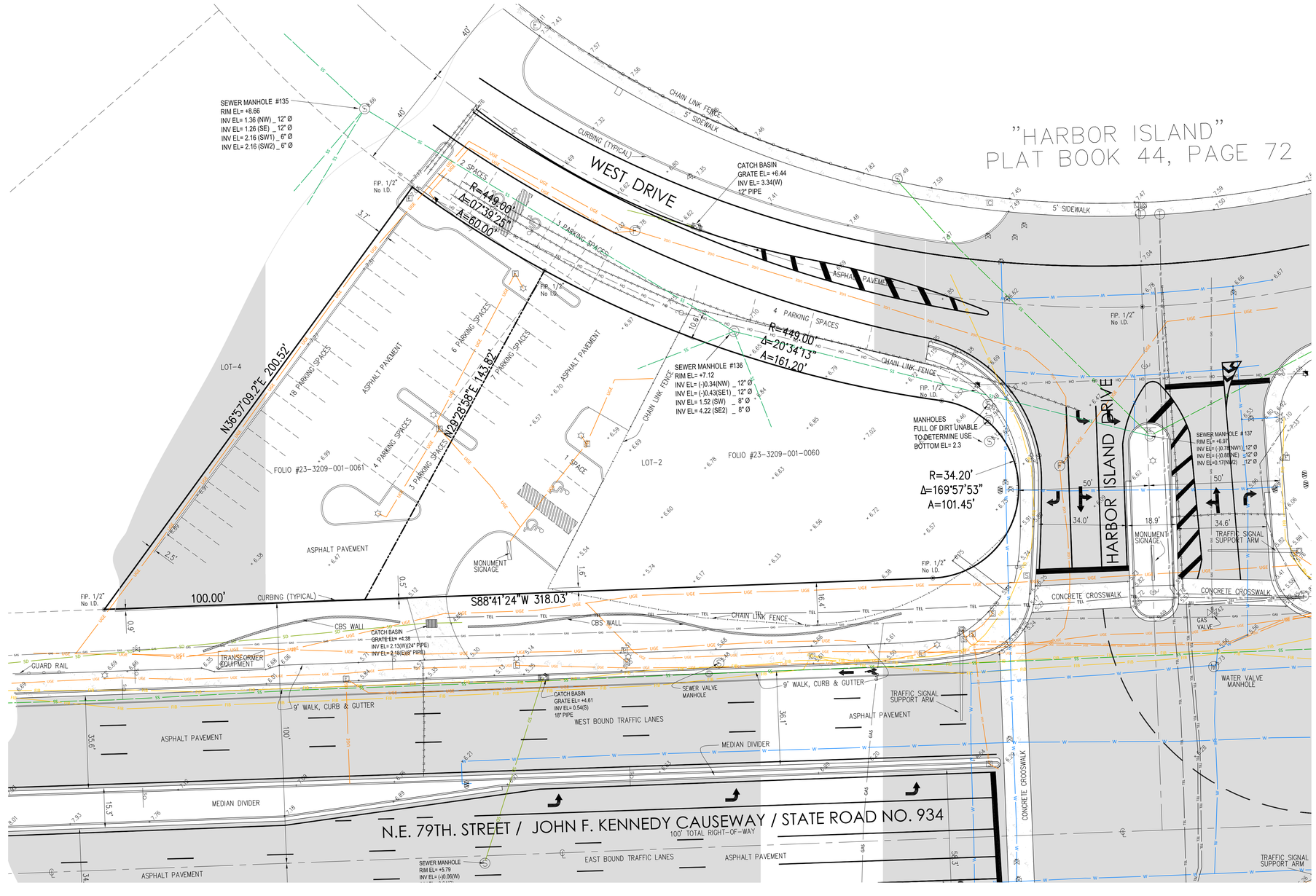
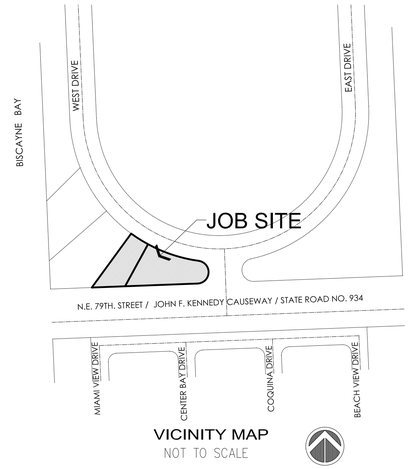
GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.





VICINITY MAP
NOT TO SCALE

PROPERTY ADDRESS:

1335 - 79th. STREET CAUSEWAY, NORTH BAY VILLAGE, FLORIDA
Folio# 23-3209-001-0060 & 23-3209-001-0061

LEGAL DESCRIPTION

All of Lot 2 of "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 Legal Description was provided by the Client from most recent County Records available.
2- This is not a Certification of Title, Zoning, Easements, or Freedom of Encumbrances. ABSTRACT NOT REVIEWED.
3- There may be additional Restrictions not shown on this survey that may be found in the Public Records of this County. Examination of ABSTRACT OF TITLE will have to be made to determine recorded instruments, if any affecting this property.
4- No attempt was made by this firm to locate underground utilities, foundations and/or footings of buildings, walls or fences, except as shown hereon, if any.
5- Underground utility **lines depicted hereon are based on Survey provided by the client and field paint marks,** contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified as to any deviation from utilities shown hereon.
6- Contact the appropriate authority prior to any design work on the herein - described parcel for Building and Zoning information.
7- The surveyor does not determine fence and/or wall ownership.
8- Accuracy:
The **Horizontal** positional accuracy of well-defined improvement on this survey is +/-0.2'.
The **Vertical** accuracy of elevations of well-defined improvement on this survey is +/-0.1'
9- All measurements shown hereon are made in accordance with the United States Standard Feet.
10- Type of survey SKETCH OF SURVEY.
11- North arrow direction and/or Beannys are as shown on the aforementioned Plat.
12- Elevations shown hereon are relative to **National Geodetic Vertical Datum (1929 Mean Sea Level)**
13- **Benchmark Used:** Miami-Dade County Benchmark **#Q-313.** Elevation = **+4.14'.**
14- **Flood Zone Data:** Community/ Panel **#120654/0306/L** Dated: **9/11/09**
Flood Zone: "AE" Base Flood Elevation = **+8'**
15- This SURVEY has been prepared for the exclusive use of the entities named hereon.
The Certificate does not extend to any unnamed party:
- NORTH BAY VILLAGE

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY:
That this Survey meets the intent of the required Standards of Practice as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

Printed copies are Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Digital Copies are Not valid without an electronic authorized signature of a Florida Licensed Surveyor and Mapper. Additions or deletions to this survey by other than the signing party are prohibited without written consent of the signing party.

For the Firm Royal Point Land Surveyors, Inc LB# 7282

☐ JACOB GOMIS, PROFESSIONAL SURVEYOR AND MAPPER LS# 6231 STATE OF FLORIDA
☐ PABLO J. ALFONSO, PROFESSIONAL SURVEYOR AND MAPPER LS# 5880 STATE OF FLORIDA

This Document is not full and complete without all Sheets, Containing a total of (1) Sheets

NO. | DATE | DESCRIPTION | BY | APP. | NO. | DATE | DESCRIPTION | BY | APP.
RECORD OF REVISION

ROYAL POINT
LAND SURVEYORS, INC. L.B.# 7282
6175 NW 153rd STREET, SUITE 321, MIAMI LAKES, FL. 33014 *** TEL: 305-822-6062 *** FAX.305-827-9669
info@RoyalPointLS.com

PREPARED FOR: 1335 79 STREET CAUSEWAY, NORTH BAY VILLAGE, FL
TYPE OF SURVEY: SKETCH OF SURVEY
NORTH BAY VILLAGE

DRAWN: J.G.
CHECKED: P.J.A.
SCALE: AS NOTED
FIELD DATE: 5/11/2023
JOB No.: RP23-0584
SHEET: 1
OF 1 SHEET

F:\DRAWING\1335 79 STREET CSWY NORTH BAY VILLAGE\1335 79 STREET CSWY NORTH BAY VILLAGE_RP23-0584.dwg 6/12/2023

TREE SURVEY

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PROPERTY ADDRESS:

1335 - 79th. STREET CAUSEWAY, NORTH BAY VILLAGE, FLORIDA
Folio# 23-3209-001-0060 & 23-3209-001-0061

LEGAL DESCRIPTION

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VICINITY MAP
NOT TO SCALE

LEGEND

- OH — OH — Overhead Wire Line
- // — // — Wood Fence
- x — x — Chain Link Fence
- Iron Fence
- ME — Monument Line
- CL — Centerline
- PL — Property Line

A = Arc
BRG = Bearing
CH = Chord
Δ = Delta
L = Length
R = Radius
T = Tangent
Ø = Diameter

x 6.00' = Existing Elevations
CB = Catch Basin
W = Water Meter
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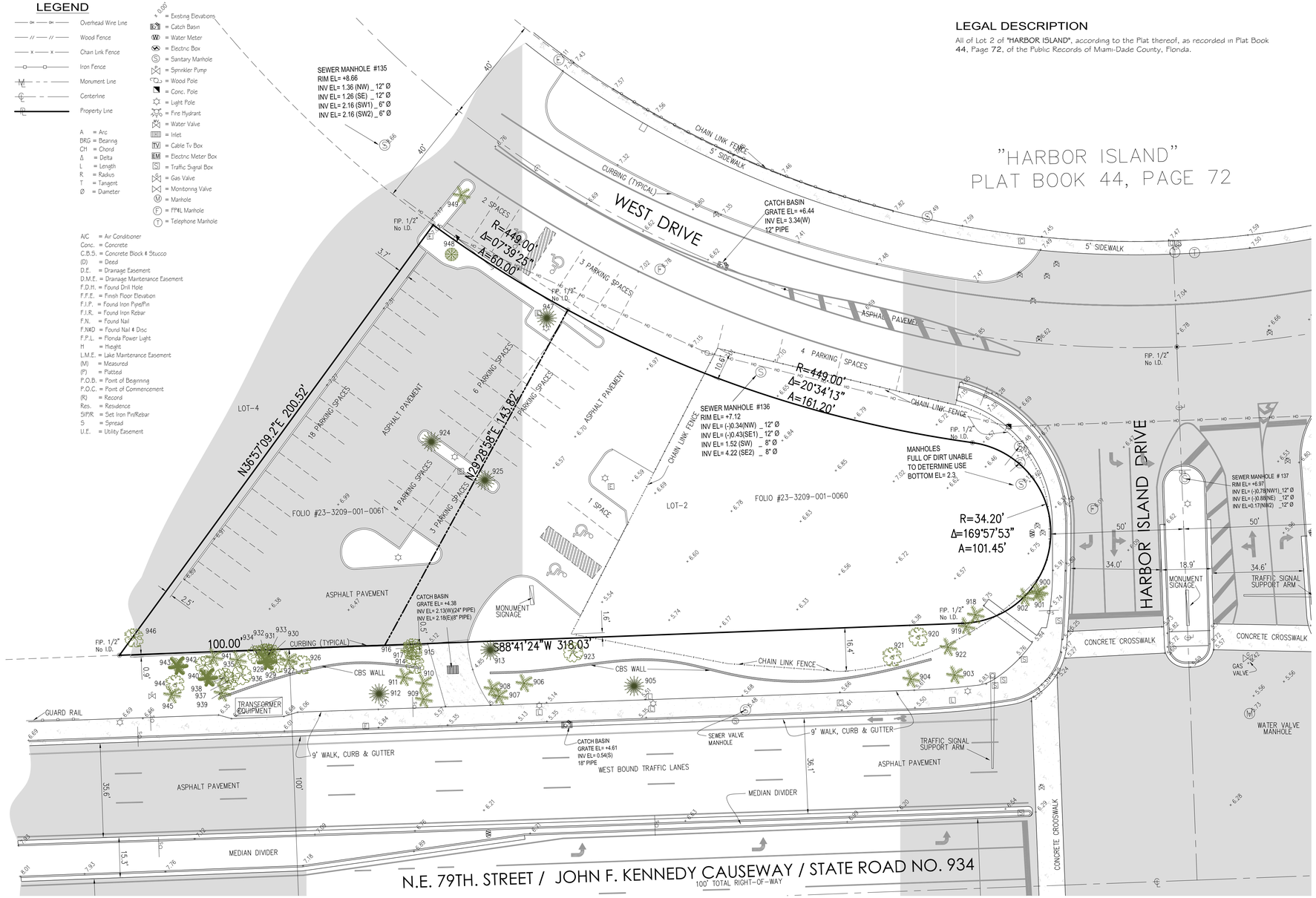

TREE TABULATION:

TREE ID #	TYPE (COMMON NAME)	DIAMETER (IN.) @ 4.5' (BREAST HEIGHT)	HEIGHT (OAH) FT	SPREAD (FT)
900	PALM	10	15	10
901	PALM	9	15	10
902	PALM	12	18	10
903	PALM	16	20	15
904	PALM	15	20	15
905	OAK	13	20	25
906	PALM	16	20	15
907	PALM	4	8	5
908	PALM	4	8	5
909	PALM	4	8	5
910	PALM	4	8	5
911	PALM	5	8	5
912	OAK	15	20	20
913	PALM	17	20	15
914	UMBRELLA	6	18	5
915	UMBRELLA	4	15	5
916	UMBRELLA	3	12	5
917	PALM	16	20	15
918	PALM	7	20	5
919	PALM	7	20	5
920	TREE	9	12	10
921	TREE	8	15	10
922	PALM	6	12	5
923	GUMBO LIMBO	8	12	15
924	OAK	8	15	15

TREE ID #	TYPE (COMMON NAME)	DIAMETER (IN.) @ 4.5' (BREAST HEIGHT)	HEIGHT (OAH) FT	SPREAD (FT)
925	OAK	7	15	10
926	TREE	6	12	15
927	PALM	15	20	15
928	COCO	8	18	15
929	UMBRELLA	4	15	5
930	UMBRELLA	3	10	5
931	UMBRELLA	3	10	5
932	UMBRELLA	3	10	5
933	UMBRELLA	4	15	5
934	UMBRELLA	4	15	5
935	PALM	5	8	5
936	GUMBO LIMBO	7	12	10
937	UMBRELLA	6	15	5
938	GUMBO LIMBO	7	12	10
939	PALM	8	12	10
940	COCO	9	18	15
941	PALM	8	10	10
942	UMBRELLA	4	15	5
943	COCO	7	18	15
944	TREE	4	10	10
945	PALM	8	12	15
946	UMBRELLA	9	18	15
947	OAK	11	15	20
948	MAHOGANY	18	25	35
949	PALM	10	15	10

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info@RoyalPointLS.com

PREPARED FOR:
NORTH BAY VILLAGE
1335 79 STREET CAUSEWAY, NORTH BAY VILLAGE, FL

TYPE OF SURVEY:
SKETCH OF SURVEY

DRAWN: J.G.
CHECKED: P.J.A.
SCALE: AS NOTED
FIELD DATE: 6/21/2023
JOB No.: RP23-0794

SHEET:
1
OF 1 SHEET

F:\DRAWING\1335 79 STREET CSWY NORTH BAY VILLAGE\1335 79 STREET CSWY NORTH BAY VILLAGE TREE SURVEY RP23-0794.dwg 6/24/2023

ROUTE SURVEY

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

SEWER MANHOLE #135
RIM EL= +8.66
INV EL= 1.36 (NW) _ 12" Ø
INV EL= 1.26 (SE) _ 12" Ø
INV EL= 2.16 (SW1) _ 6" Ø
INV EL= 2.16 (SW2) _ 6" Ø

"HARBOR ISLAND"
PLAT BOOK 44, PAGE 72

WEST DRIVE
EAST DRIVE
HARBOR ISLAND DRIVE
CURBING (TYPICAL)
5' SIDEWALK
CHAIN LINK FENCE
ASPHALT PAVEMENT
CATCH BASIN
GRATE EL= +6.44
INV EL= 3.34(W)
12" Ø PIPE
2 SPACES
3 PARKING SPACES
4 PARKING SPACES
6 PARKING SPACES
7 PARKING SPACES
16 PARKING SPACES
4 PARKING SPACES
3 PARKING SPACES
1 SPACE
R=449.00'
Δ=07°39'25"
A=60.00'
R=449.00'
Δ=20°34'13"
A=161.20'
R=34.20'
Δ=169°57'53"
A=101.45'
N36°57'09.2"E 200.52'
N29°28'58"E 143.82'
S88°41'24"W 318.03'
100.00'
LOT-4
LOT-2
FOLIO #23-3209-001-0061
FOLIO #23-3209-001-0060
SEWER MANHOLE #136
RIM EL= +7.12
INV EL= (-0.34)(NW) _ 12" Ø
INV EL= (-0.43)(SE1) _ 12" Ø
INV EL= 1.52 (SW) _ 8" Ø
INV EL= 4.22 (SE2) _ 8" Ø
MANHOLES
FULL OF DIRT UNABLE
TO DETERMINE USE
BOTTOM EL= 2.3
SEWER MANHOLE #137
RIM EL= +6.97
INV EL= (-0.78)(NW1) 12" Ø
INV EL= (-0.88)(NE) 12" Ø
INV EL=(5.17)(NW2) 12" Ø
MONUMENT SIGNAGE
TRAFFIC SIGNAL SUPPORT ARM
TRAFFIC SIGNAL BOXES
BUS SHELTER
CONCRETE CROSSWALK
DRIVEWAY
GAS VALVE
9' WALK, CURB & GUTTER
CBS WALL
GUARD RAIL
TRANSFORMER EQUIPMENT
CATCH BASIN
GRATE EL= +4.38
INV EL= 2.13(W)(24" PIPE)
INV EL= 2.31(E)(18" PIPE)
CATCH BASIN
GRATE EL= +4.61
INV EL= 0.54(S)
18" PIPE
SEWER VALVE MANHOLE
WEST BOUND TRAFFIC LANES
MEDIAN DIVIDER
ASPHALT PAVEMENT
N.E. 79TH. STREET / JOHN F. KENNEDY CAUSEWAY / STATE ROAD NO. 934
100' TOTAL RIGHT-OF-WAY
EAST BOUND TRAFFIC LANES
SEWER MANHOLE
RIM EL= +5.79
INV EL= (-0.09)(W)
INV EL= 0.04(S)
INV EL= 0.04(E)
CATCH BASIN
GRATE EL= +4.41
INV EL= 0.27(N)
18" PIPE
WATER VALVE MANHOLE
CONCRETE CROSSWALK
CBS WALL
MAIL BOX
GUARD HOUSE
GATE ARM
79th STREET PARKWAY
ASPHALT PAVEMENT
CATCH BASIN
GRATE EL= +4.19
INV EL= 1.99(E)
SEWER MANHOLE
RIM EL= +4.43
INV EL= (-3.07)(E)12" Ø PIPE
INV EL= (-)2.82(S)
INV EL= (-)2.82(W)
"NORTH BAY ISLAND"
PLAT BOOK 40, PAGE 59
MIAMI VIEW DRIVE
CENTER BAY DRIVE
COQUINA DRIVE
25'

LEGEND (UNDERGROUND)
CBL — COMUNICATION LINE
TEL — TELEPHONE LINE
FIB — FIBER OPTICAL CABLE
UGE — ELECTRIC LINE
SD — STORM DRAINAGE
GAS — GAS LINE
W — WATER LINE
N — UNKNOWN LINE
SS — SEWER UNDERGROUND

LEGEND

- Overhead Wire Line
- Wood Fence
- Chain Link Fence
- Iron Fence
- Monument Line
- Centerline
- Property Line

- 4.00' = Existing Elevations
- CB = Catch Basin
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11- North arrow direction and/or Bearings are as shown on the aforementioned Plat.

12- Elevations shown hereon are relative to National Geodetic Vertical Datum (1929 Mean Sea Level)

13- Benchmark Used: Miami-Dade County Benchmark #Q-313. Elevation = +4.14'.

14- Flood Zone Data: Community Panel #120654/0306/L Dated: 9/11/09
Flood Zone: "AE" Base Flood Elevation = +8'

15- This SURVEY has been prepared for the exclusive use of the entities named hereon. The Certificate does not extend to any unnamed party:

- NORTH BAY VILLAGE

VICINITY MAP
NOT TO SCALE
BISCAYNE BAY
WEST DRIVE
EAST DRIVE
JOB SITE
N.E. 79TH. STREET / JOHN F. KENNEDY CAUSEWAY / STATE ROAD NO. 934
MIAMI VIEW DRIVE
CENTER BAY DRIVE
COQUINA DRIVE
BEACH VIEW DRIVE

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY:
That this Survey meets the intent of the required Standards of Practice as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

Printed copies are Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Digital Copies are Not valid without an electronic authorized signature of a Florida Licensed Surveyor and Mapper. Additions or deletions to this survey by other than the signing party are prohibited without written consent of the signing party.

For the Firm Royal Point Land Surveyors, Inc LB# 7282

☐ JACOB GOMIS, PROFESSIONAL SURVEYOR AND MAPPER LS# 6231 STATE OF FLORIDA

☐ PABLO J. ALFONSO, PROFESSIONAL SURVEYOR AND MAPPER LS# 5880 STATE OF FLORIDA

This Document is not full and complete without all Sheets, Containing a total of (1) Sheets

NO.	DATE	DESCRIPTION	BY	APP.

RECORD OF REVISION

ROYAL POINT
LAND SURVEYORS, INC. LB# 7282
info@RoyalPointLS.com
6175 NW 153rd STREET, SUITE 321, MIAMI LAKES, FL. 33014 *** TEL: 305-822-6062 *** FAX:305-827-9669

PREPARED FOR: NORTH BAY VILLAGE
1335- 79th. STREET CAUSEWAY, NORTH BAY VILLAGE, FL

TYPE OF SURVEY: ROUTE SURVEY

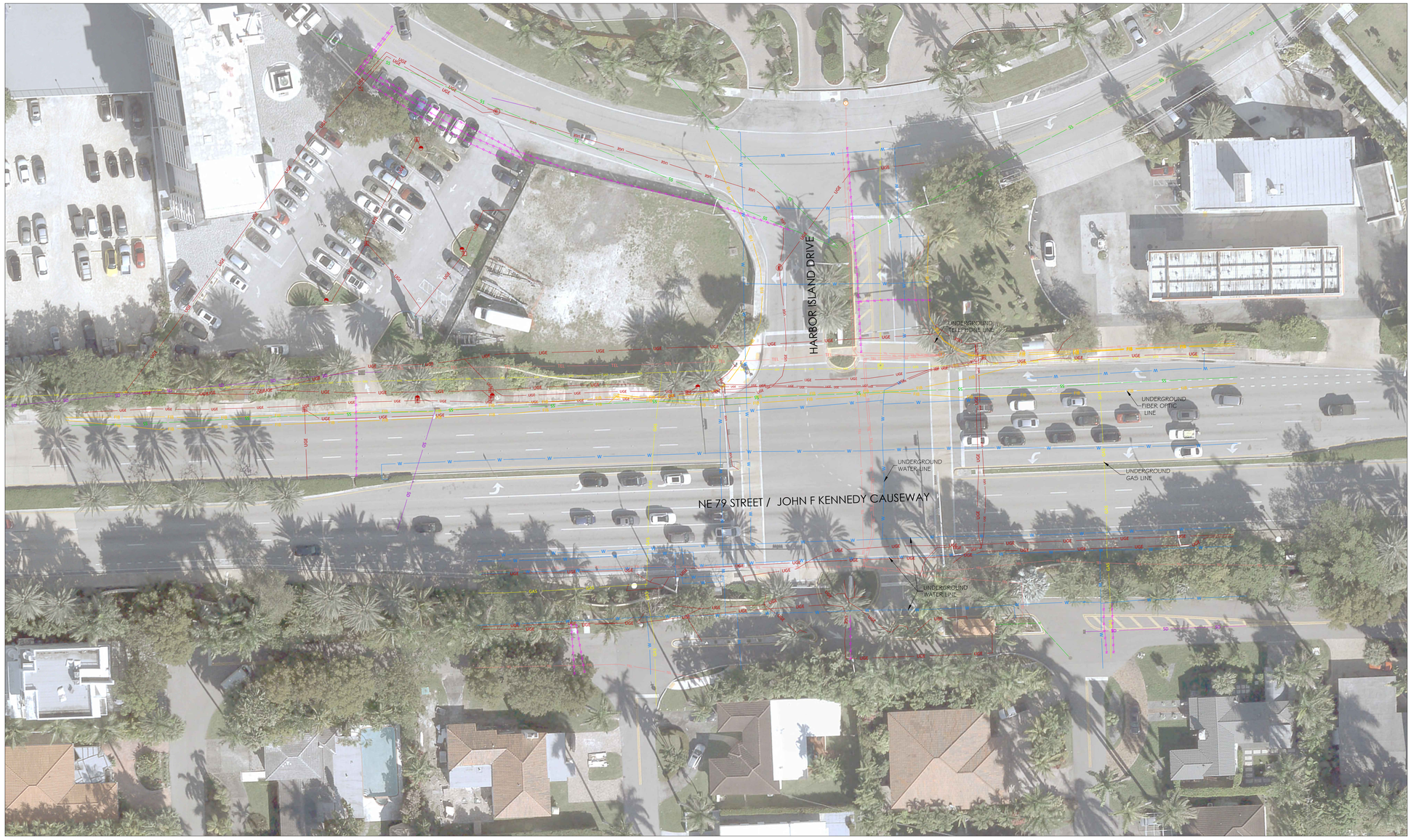
DRAWN: J.G.
CHECKED: P.J.A.
SCALE: 1" = 20'
FIELD DATE: 05/11/2023
JOB No.: RP23-0592
SHEET: 1
OF 1 SHEET

F:\SURVEY\1335 79 STREET CSWY NORTH BAY VILLAGE\1335 79 STREET CAUSEWAY ROUTE SURVEY_RP23-0592.dwg 6/12/2023

SPECIFIC PURPOSE SURVEY

N
W E
S

1 Inch = 30 Feet



LEGEND (UNDERGROUND)

- CBL — COMUNICATION LINE
- TEL — TELEPHONE LINE
- FIB — FIBER OPTICAL CABLE
- UGE — ELECTRIC LINE
- SD — STORM DRAINAGE
- GAS — GAS LINE
- W — WATER LINE
- UNKNOWN LINE
- SS — SEWER UNDERGROUND

LONGITUDE SURVEYORS
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Miami, FL 33156
PH: (305) 463-0912
FAX: (305) 513-5680
FLORIDA CERTIFICATE OF AUTHORIZATION LB 7335
WWW.LONGITUDESURVEYORS.COM

RECORD OF REVISION

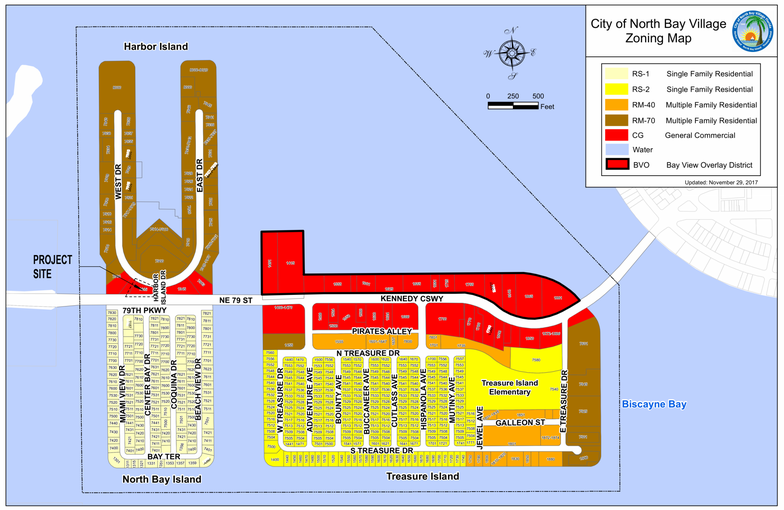
No.:	Date:	Description	By:

Project Name:

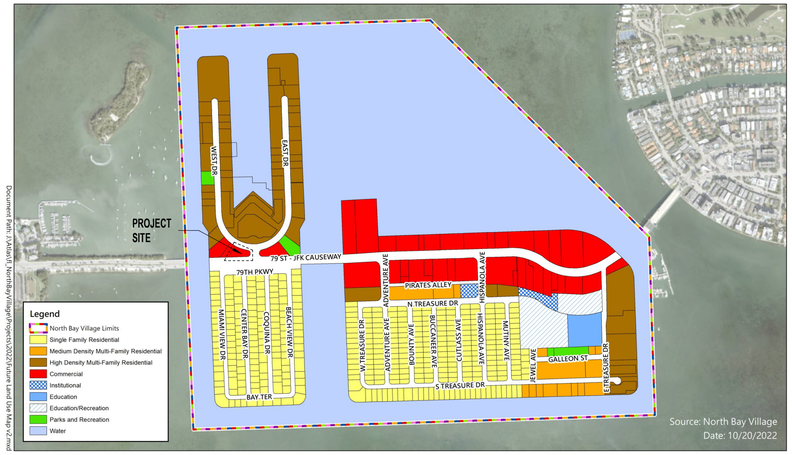
NORTH BAY VILLAGE
FIRE STATION AND CITY HALL

Scale:	AS SHOWN
Drawn By:	GP
Checked By:	EMS
Managed By:	GP
Drawing Date:	April 24, 2023
Project No.:	23072.0.01

Sheet 1 of 1



CURRENT ZONING MAP



NBV100 - Future Land Use Map

1 inch = 600 feet

FUTURE LAND USE MAP



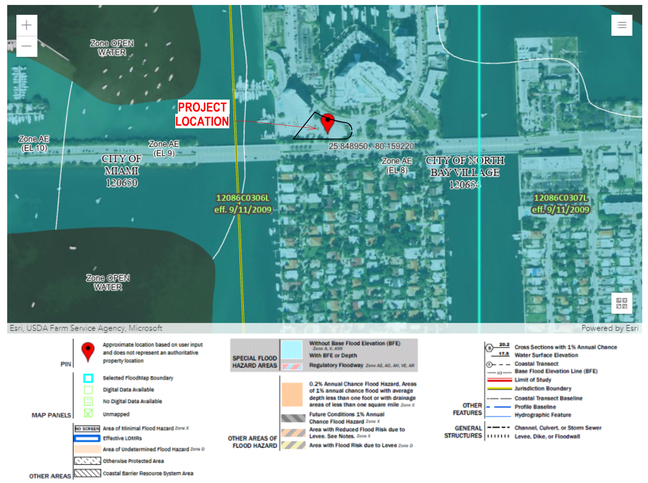
AERIAL MAP

8.33 – GREEN BUILDING DEVELOPMENT OPTIONS AND POINTS.

Based on Section 8.32, Commercial and Office projects shall achieve a minimum of 20 points.
This development plans to achieve a minimum of 20 points via 1 or more options listed below:

a. Green Design Option			
Option	Possible Points	Description	Proposed Points
Electric Vehicle Charging Station(s)	2+	All other (Besides SFH) project types: 2 points for each station installed above the baseline number required pursuant to § 8.23.A and B.	Per § 8.21 Total EVC required = 6 Total Proposed = 20 Total Points = (14 x 2) = 28
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	Initial SRI 82 and 3-year aged SRI of 64 4
100% native plants in landscaping	2	Meet all landscaping requirements with 100% native vegetation	TBD
Energy star rating for all appliances/equipment	4	all appliances/equipment associated with the building are Energy Star rated	TBD
FGBC Gold Certification	16	Obtain FGBC gold certification	TBD
Total	**28**		**32**

FEMA FLOOD MAP



FLOOD ZONE

FEMA FLOOD ZONE: FLOOD ZONE AE
BASE FLOOD ELEVATION (BFE): 8'-0"
LOWEST FFE IN PROPOSED PROJECT: 10'-0" NGVD

WIND LOADS

RISK CATEGORY (FBC TABLE 1604.5): II
ULTIMATE DESIGN WIND SPEED: 135 MPH

§ 15.7.B Summary Table and Illustrations—T6-24MU.

T6-24 SUMMARY TABLE			
1. ***Building disposition.***			
i. *Lot occupation.*			
	Allowed/Required		**Proposed / Provided**
a. Lot Area	10,000 sf min.		32,938 sf (**0.75 acres**)
b. Lot Width	100 ft. min.		Up to 383 ft
c. Lot Coverage	90% max.	= 29,645 sf	**23,818 (72%)**
d. Floor Lot Ratio	13.0	= 428,194 sf	**112,884 sf**
e. Frontage at Front Setback	@Kennedy Cswy +/-318 ft	223 ft. 70% min	**201 ft.** **63% via Exemption**
	@Harbor Island Dr. +/-52 ft	48 ft. 70% min	**37 ft** @ Level 01 (**56% via Exemption**) **56 ft** @ Levels 02-05 (83%)
f. Open Space Requirement	10% Lot Area min.	= 3,294 sf	4,861 (14%)
g. Density with Bonus (1)	120 du/acre (see also Sec. 15.2.H)	90 du	N/A
h. Density with Bonus (2)	150 du/acre (see also Sec. 15.2.H)	112 du	
ii. *Building setback.*			
a. Primary Front Kennedy Cswy.	20 ft.		**1 ft – 4 in** See Exemption #1a
b. Secondary Front/Side A Harbor Island Dr	10 ft. min.		**35 ft** @ Level 01 **28 ft** @ Levels 02-05
c. Side B Bayshore Yacht & Tennis Club Condo	0 ft. min.		**6 ft – 8 in**
d. Rear West Dr. / Larry Paskow Way	5 ft. min.		**6 ft min.** Rear concave Property Line allows: up to **27 ft** on northwest up to **11.5 ft** on northeast
e. Stepback 1 (All Sides)	10 ft. min. above 5th story		n/a
f. Stepback 2 (All Sides)	Additional 5 ft. min. above 15th story		n/a
2. ***Building configuration.***			
i. *Frontage.*			
h. Arcade	Prohibited		**14 ft.** via Exemption
ii. *Building height.*			
a. Min. Building Height	2 stories		5 stories
b. Max. Pedestal Height	5 stories		
c. Max. Building Height	24 stories or 240 feet		

PARKING REQUIRMENT MATRIX PER SEC.15.7.A TABLE T6:

Use	AREA (net SF)/ CAPACITY	RATIO	REQUIRED (PS)	Proposed / Provided
a. Common to all Uses				
• Electric Vehicle (EV) charging stations (220V) per Sec. 8.35(B).		**Provide 5% of total required EV charging station (77 x 5%) = 4 EV-PS**		**20 EV-PS**
• Bicycle parking and storage per **Sec. 8.36** A. Nonresidential development shall provide a minimum of 6 secure bicycle parking / storage spaces for each 50,000 sf. of floor area or part thereof		**Village Hall – 14,786 sf** **Police Department – 11,004 sf** **Fire Station – 12,467 sf** **Total Floor Area 38,257 sf** **Required Bicycle Parking/Storage = 6**		**6**
• On-street parking along any frontage shall be counted towards the overall parking requirement.				**3**
• Parking may be provided by ownership or lease offsite within 1,000 feet. if the distance is found to be reasonable by the Village Commission, per Section 9.3.D.				**n/a**
• Parking requirement may be reduced according to the Shared Parking Standards, Section15.6.C and Section15.6.D.				**n/a**
• Parking ratio may be reduced by thirty percent (30%) due to proximity to a Transit Corridor after review and approval by Village Commission.				**n/a**
• Loading Berth Standards – See Section15.6.D.		**Office, Commercial** **(1) 420 sf berth for 25k-50k sf**		**0 via exemption**
d. Office				
(d - Office) Village Hall & Police Department All Business-related uses on Levels 1-5	**16,203 net sf**	**3 PS for every 1,000 SF**	**49**	**51**
g. Civic				
Village Hall – (g - Civic) (Commission Chambers)		**Up to 65 seats** **Minimum of one parking space for every five seats of assembly uses.**	**13**	**13**
Fire Department – (see RFP)		**No less than 15 parking spots reserved for the Fire District Station - Exhibit A (Pg.14)**	**15**	**15**
		TOTALS	**77**	**95**

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Jason Jensen
AR 94244

NORTH BAY VILLAGE SAFETY COMPLEX

CLIENT: NORTH BAY VILLAGE

10/11/2023 8:57:24 PM

Project number
2312

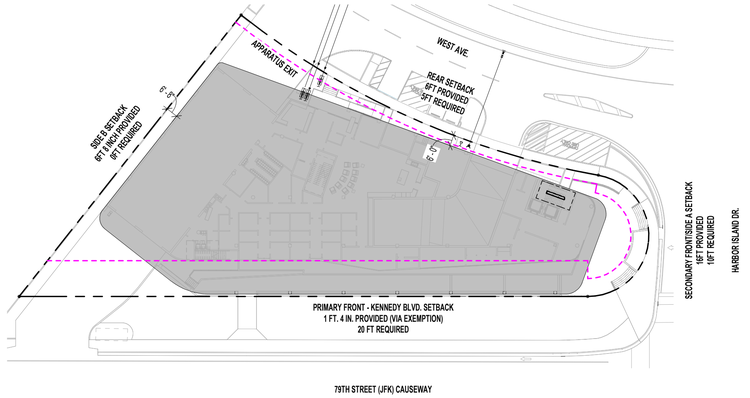
DISTRIBUTION

MILESTONE	DATE
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	10.11.23

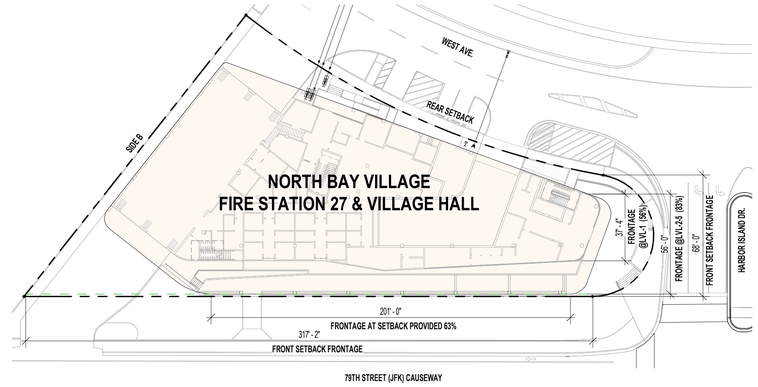
PZ REV.1 - OCT.11.2023

ZONING DATA

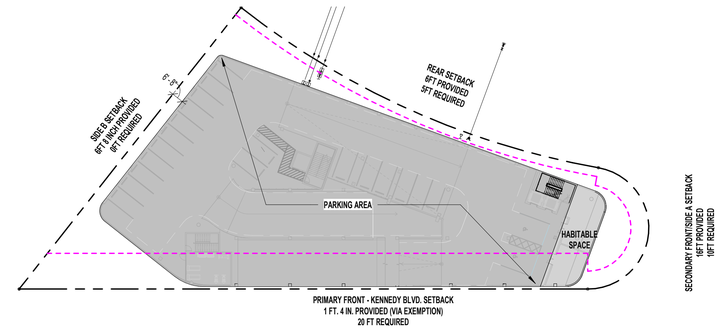
PZ-A002



4 SETBACK DIAGRAM
1" = 40'-0"



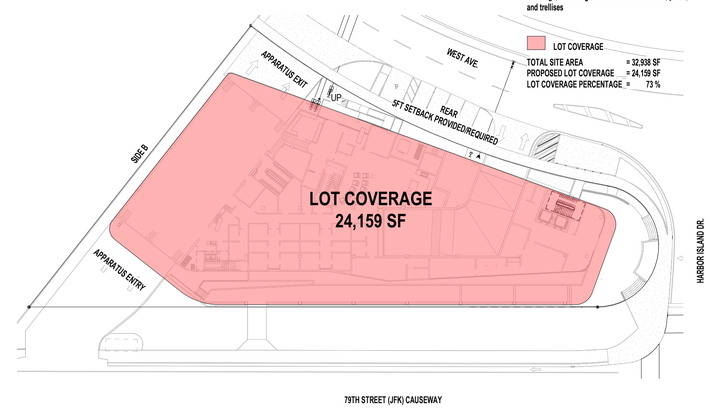
1 FRONTAGE DIAGRAM
1" = 40'-0"



5 PARKING DIAGRAM
1" = 40'-0"

LOT COVERAGE: The area of the Lot occupied by all Buildings, excluding Structures such as decks, poola, and trellises

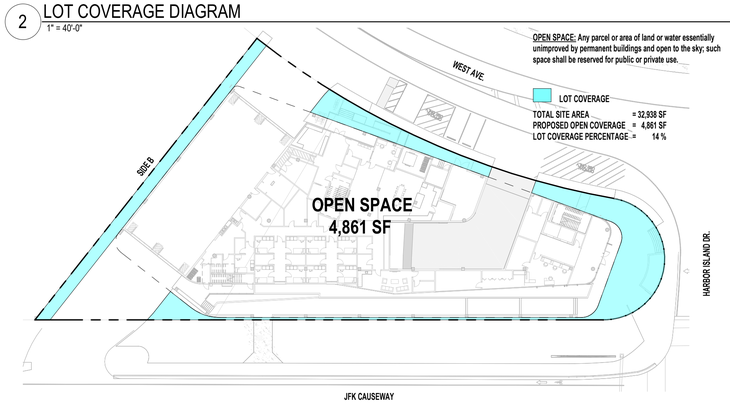
LOT COVERAGE
TOTAL SITE AREA = 32,938 SF
PROPOSED LOT COVERAGE = 24,159 SF
LOT COVERAGE PERCENTAGE = 73 %



2 LOT COVERAGE DIAGRAM
1" = 40'-0"

OPEN SPACE: Any parcel or area of land or water essentially unimproved by permanent buildings and open to the sky; such space shall be reserved for public or private use.

LOT COVERAGE
TOTAL SITE AREA = 32,938 SF
PROPOSED OPEN COVERAGE = 4,861 SF
LOT COVERAGE PERCENTAGE = 14 %



3 OPEN SPACE DIAGRAM
1" = 40'-0"

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NORTH BAY VILLAGE
SAFETY COMPLEX

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DISTRIBUTION

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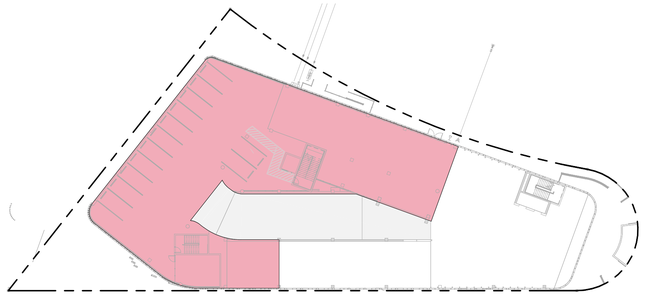
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	10.11.23

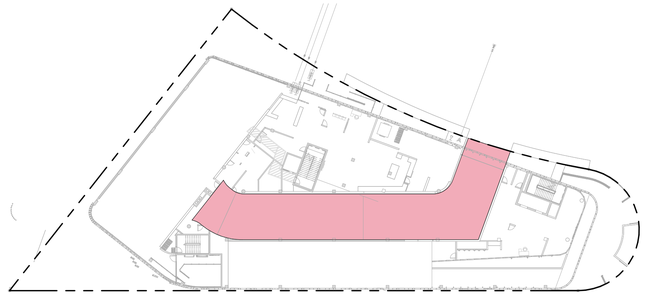
ZONING DIAGRAMS

PZ-A003

PZ REV.1 - OCT.11.2023



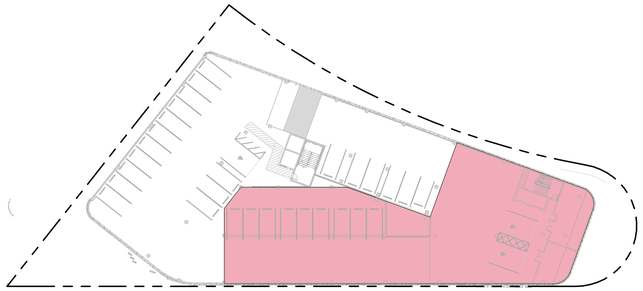
3 PARKING LEVEL 02
1" = 40'-0"



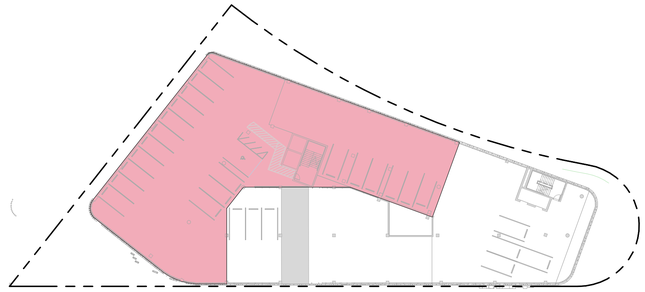
2 SPEED RAMP
1" = 40'-0"



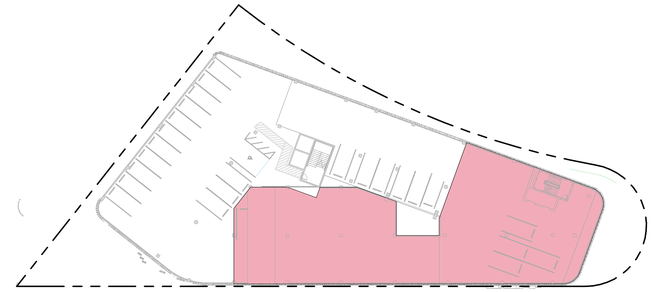
1 GROUND FLOOR
1" = 40'-0"



4 PARKING LEVEL 02B
1" = 40'-0"



5 PARKING LEVEL 03
1" = 40'-0"



6 PARKING LEVEL 03B
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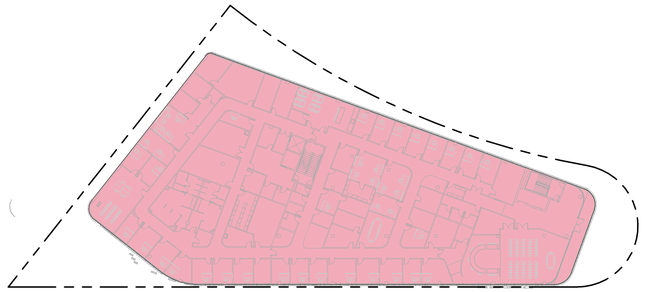
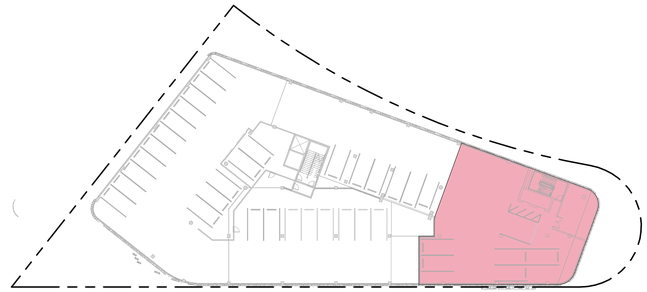
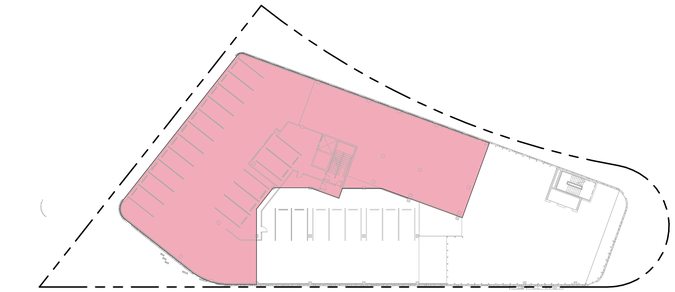


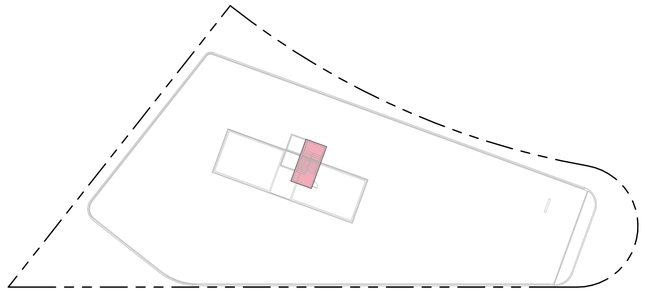
9 PD & VH LEVEL
1" = 40'-0"



8 PARKING LEVEL 04B
1" = 40'-0"



7 PARKING LEVEL 04
1" = 40'-0"



10 ROOF TOP
1" = 40'-0"

LEVEL 01	16,525 SF
SPEED RAMP	4,797 SF
LEVEL 02	13,344 SF
LEVEL 02B	11,325 SF
LEVEL 03	12,835 SF
LEVEL 03B	10,919 SF
LEVEL 04	12,897 SF
LEVEL 04B	5,773 SF
LEVEL 05	24,160 SF
LEVEL ROOF	309 SF
TOTAL: 112,884 SF	

FLOOR AREA: THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE OUTSIDE WALLS OF THE BUILDING INCLUDING HALLWAYS STAIRS,CLOSETS,THICKNESS OF WALLS, COLUMNS AND OTHER FEATURES, AND PARKING AND LOADING AREAS.

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NORTH BAY VILLAGE SAFETY COMPLEX

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PZB REV.1 SUBMITTAL	10.11.23

BUILDING AREAS

PZ REV.1 - OCT.11.2023

PZ-A004

SOUTHWEST VIEW

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AR 94244

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RENDERINGS

PZ-A005

PZ REV.1 - OCT.11.2023

SOUTH EAST VIEW

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AR 94244

NORTH BAY VILLAGE SAFETY COMPLEX

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RENDERINGS

PZ-A006

PZ REV.1 - OCT.11.2023



EAST VIEW



SOUTH FACADE



GREEN WALL

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ALL DESIGNS AND PLANS ARE PREPARED IN ACCORDANCE WITH CHAPTERS 553 AND 633 OF THE FLORIDA STATUTES.

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AR 94244

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RENDERINGS

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PZ-A007

NORTH EAST VIEW

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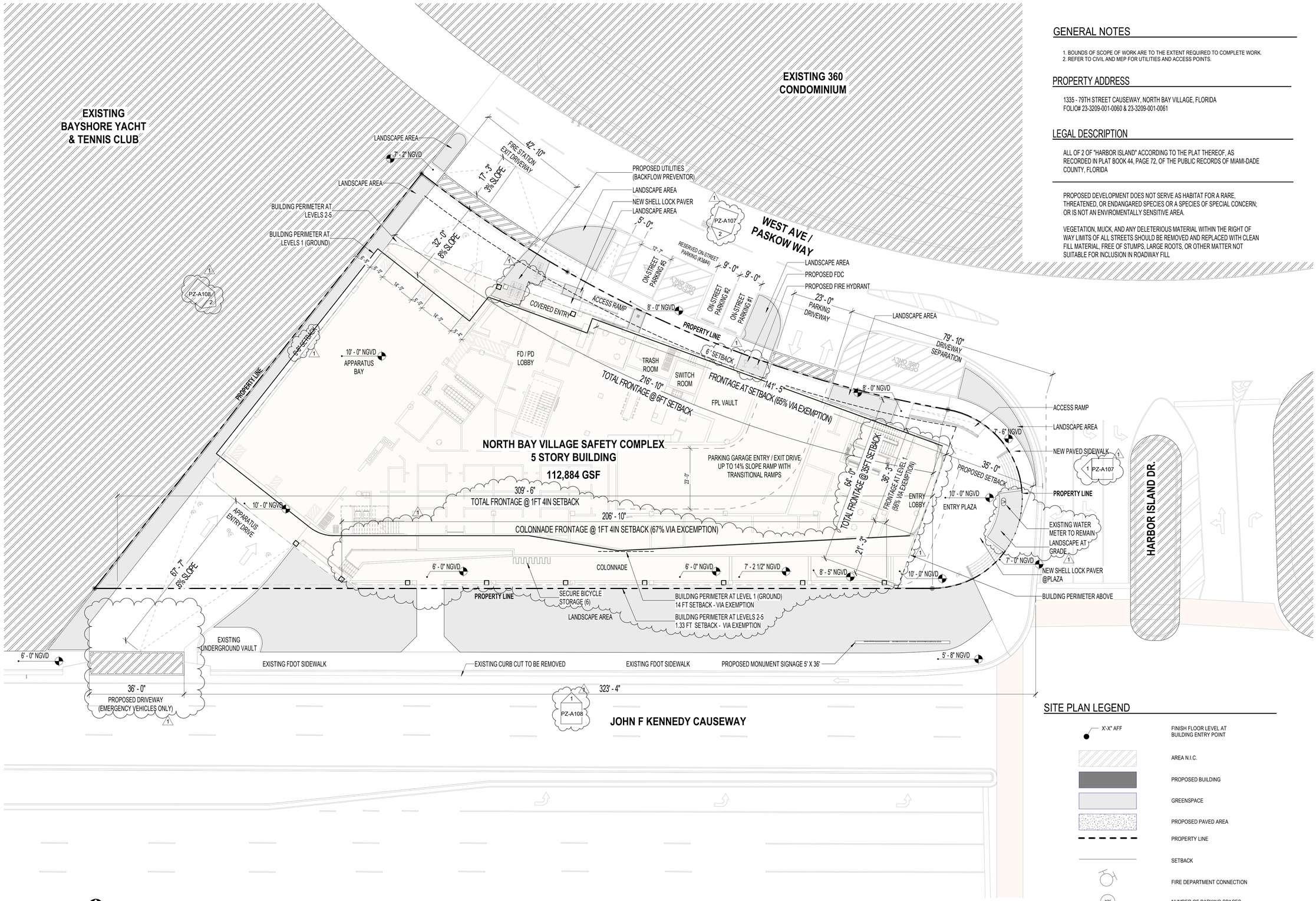
RENDERINGS

PZ-A008



GENERAL NOTES

1. BOUNDS OF SCOPE OF WORK ARE TO THE EXTENT REQUIRED TO COMPLETE WORK.
2. REFER TO CIVIL AND MEP FOR UTILITIES AND ACCESS POINTS.

PROPERTY ADDRESS

1335 - 79TH STREET CAUSEWAY, NORTH BAY VILLAGE, FLORIDA
FOLIO# 23-3209-001-0060 & 23-3209-001-0061

LEGAL DESCRIPTION

ALL OF 2 OF "HARBOR ISLAND" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 44, PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

PROPOSED DEVELOPMENT DOES NOT SERVE AS HABITAT FOR A RARE, THREATENED, OR ENDANGARED SPECIES OR A SPECIES OF SPECIAL CONCERN; OR IS NOT AN ENVIROMENTALLY SENSITIVE AREA.

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

SITE PLAN LEGEND

- X'-X" AFF — FINISH FLOOR LEVEL AT BUILDING ENTRY POINT
- AREA N.I.C.
- PROPOSED BUILDING
- GREENSPACE
- PROPOSED PAVED AREA
- PROPERTY LINE
- SETBACK
- FIRE DEPARTMENT CONNECTION
- XX — NUMBER OF PARKING SPACES

1 SITE PLAN - PZB
1/16" = 1'-0"

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NORTH BAY VILLAGE
SAFETY COMPLEX

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SITE PLAN

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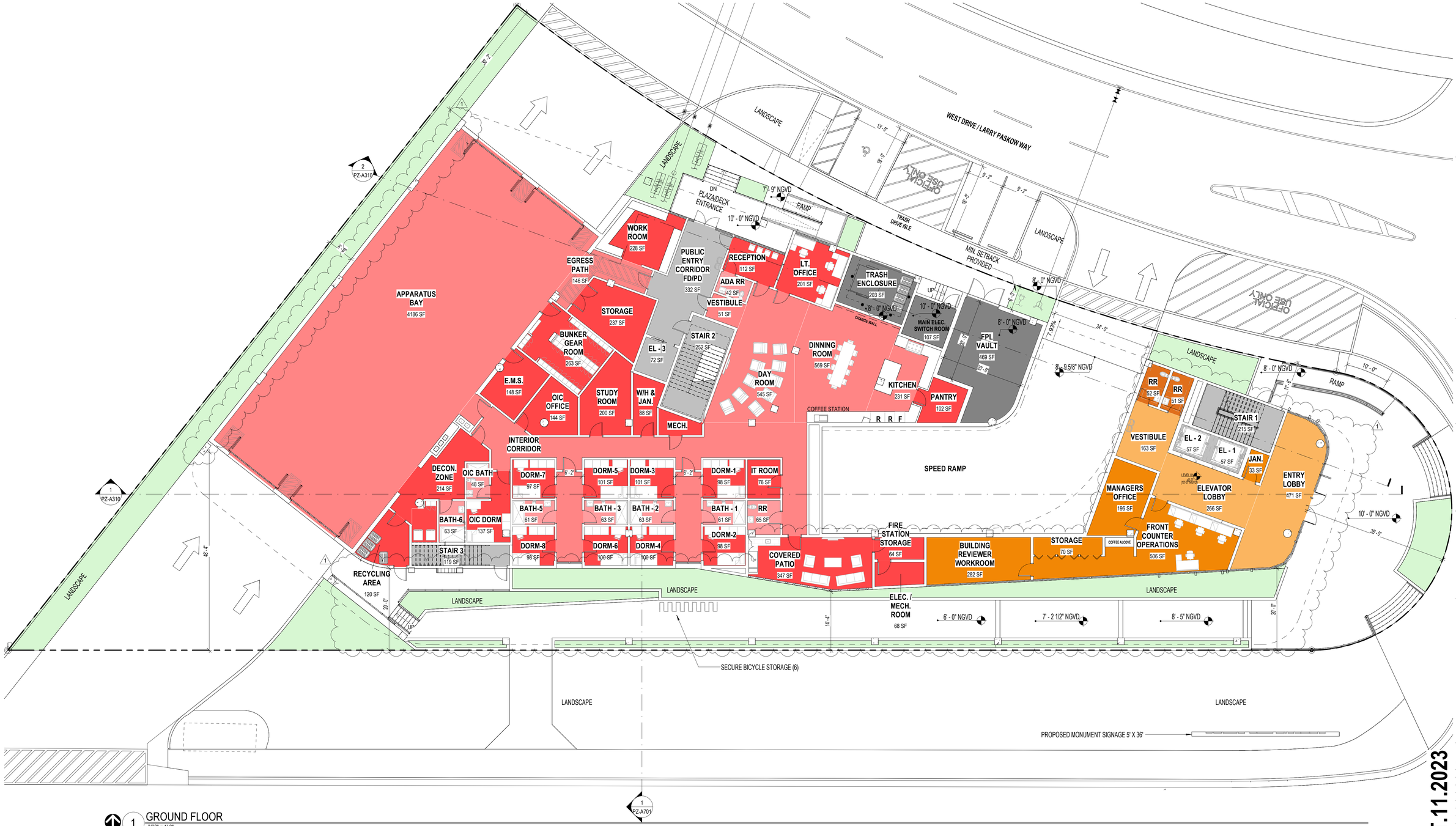
PZ-A100



1 GROUND FLOOR
3/32" = 1'-0"

AREA MATRIX

VILLAGE HALL	4,128 SF
MDFR FIRE STATION 27	12,968 SF
PARKING GARAGE	2,468 SF
TOTAL AREA	**19,759 SF**

PARKING COUNT

PUBLIC PARKING	3
OFFICIAL USE	2
ADA PARKING	1
TOTAL PARKING	**5**

* DESIGNATED OFFICIAL USE PARKING HOURS TO NOT CONFLICT WITH RECYCLING AND WASTE PICK UP AND WILL NOT COUNT TOWARDS PROVIDED PARKING COUNT

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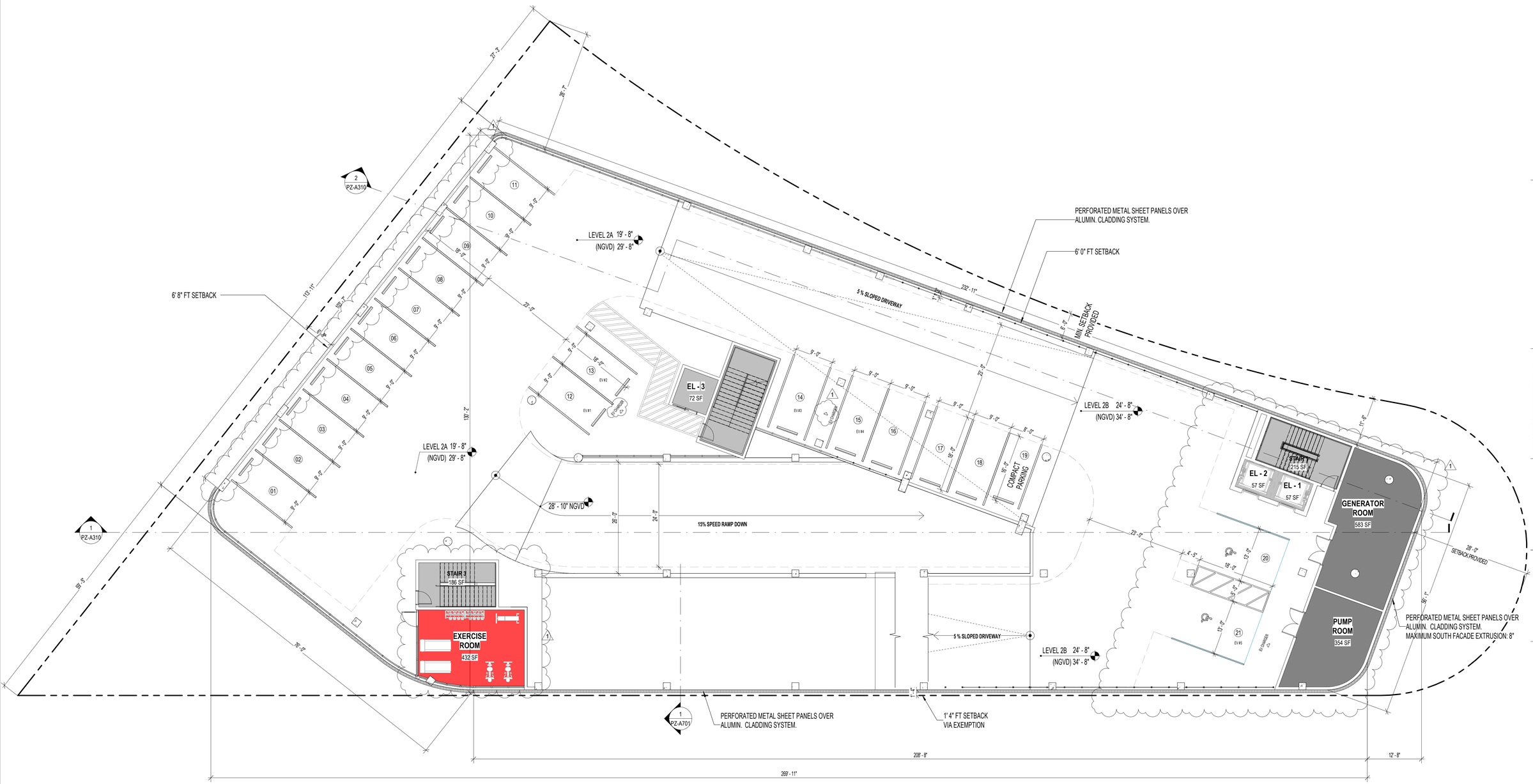
LEVEL 1 - GROUND FLOOR PLAN

PZ-A101



1 SECOND FLOOR
3/32" = 1'-0"

AREA MATRIX

MDFR FIRE STATION 27	446 SF
PARKING GARAGE	24,223 SF
TOTAL AREA	24,669 SF

PARKING COUNT

PUBLIC PARKING	6
ADA PARKING	2
TOTAL PARKING	**21**

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LEVEL 2 - FLOOR PLAN

PZ-A102

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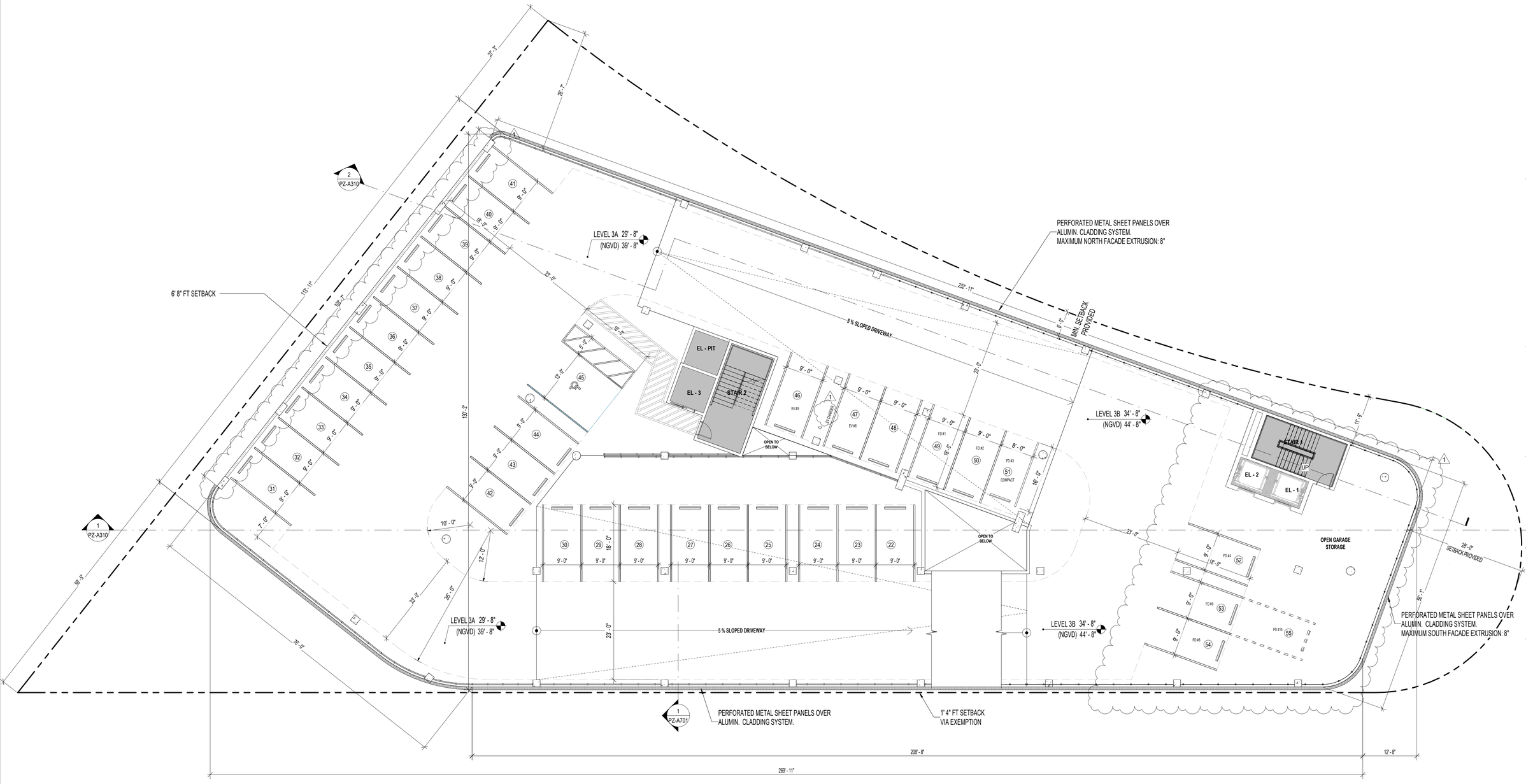

1 THIRD FLOOR
3/32" = 1'-0"

AREA MATRIX

PARKING GARAGE	23,754 SF
TOTAL AREA	23,754 SF

PARKING COUNT

FIRE DEPARTMENT	6*
PUBLIC PARKING	32
DESIGNATED PARKING	2
TOTAL PARKING	34

* TANDEM PARKING #53 & 55 FOR FIRE DEPARTMENT

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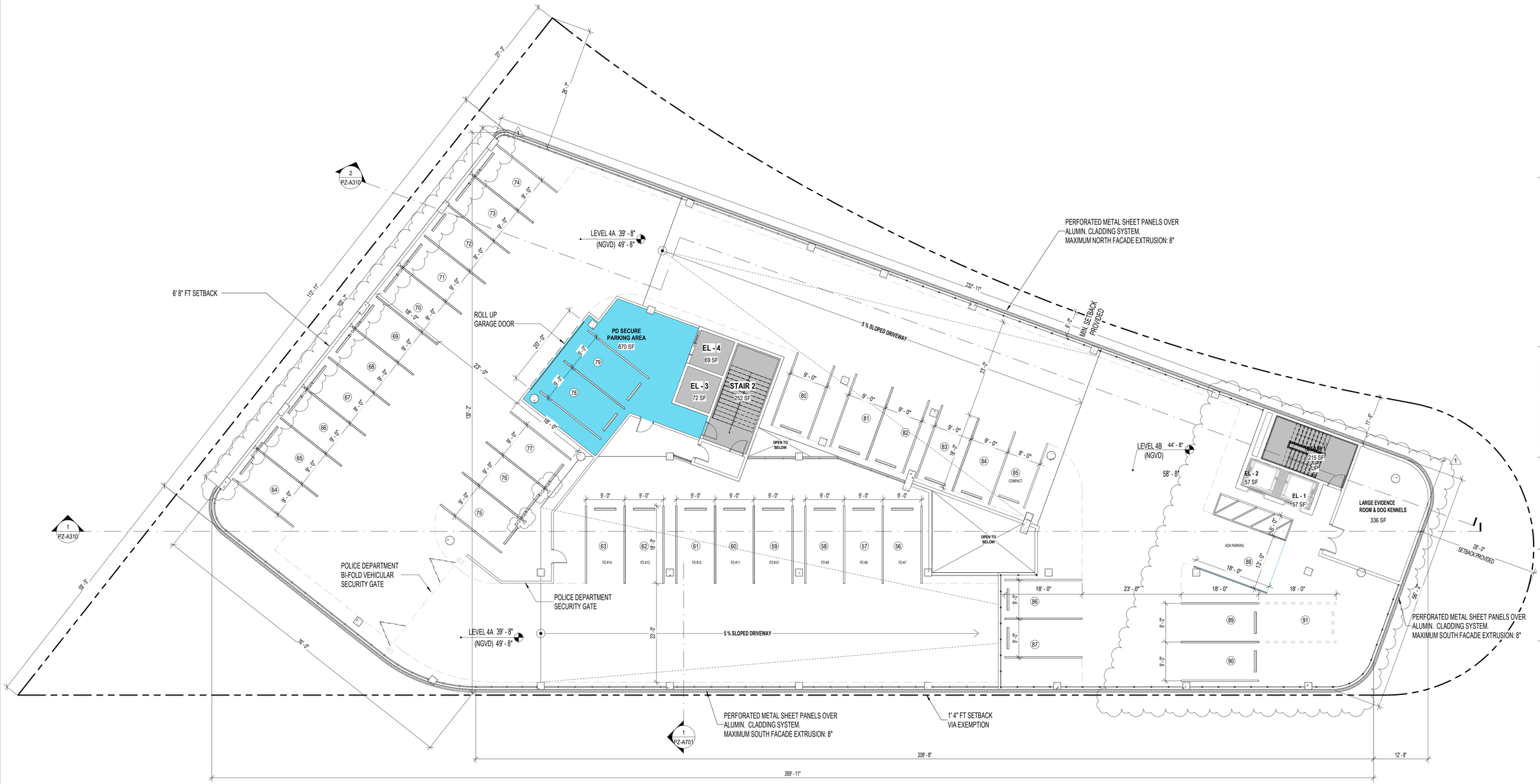
LEVEL 3 - FLOOR PLAN

PZ-A103



1 FOURTH FLOOR
3/32" = 1'-0"

AREA MATRIX

PARKING GARAGE	18,670 SF
TOTAL AREA	18,670 SF

PARKING COUNT

FIRE DEPARTMENT	8
POLICE DEPARTMENT	29
VILLAGE HALL	8
TOTAL PARKING	**37**

* DESIGNATED POLICE DEPARTMENT TANDEM PARKING SPACES

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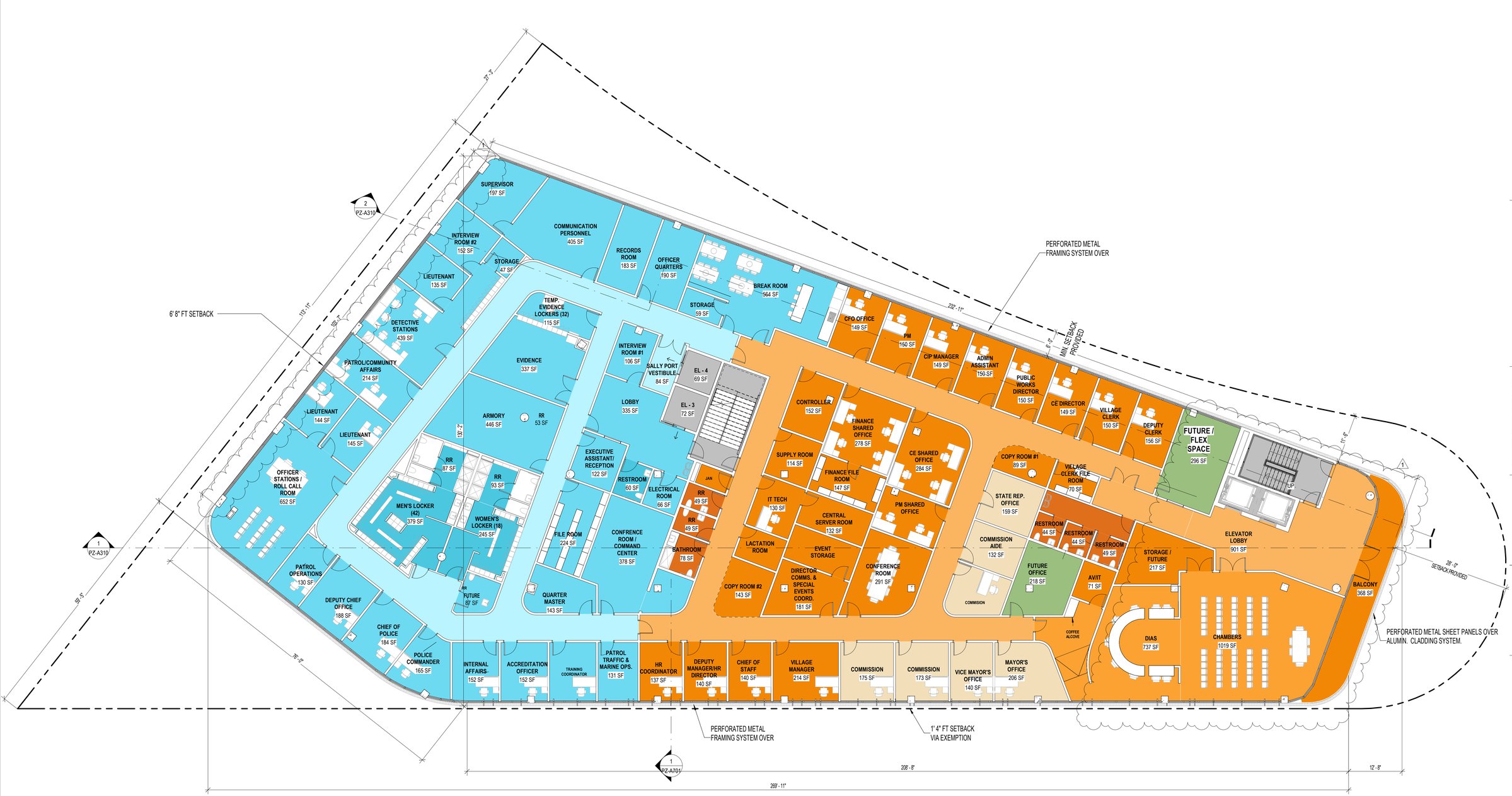
LEVEL 4 - FLOOR PLAN

PZ-A104



1 FIFTH FLOOR
3/32" = 1'-0"

AREA MATRIX

VILLAGE HALL	12,040 SF
BALCONY	363 SF
POLICE DEPARTMENT	11,004 SF
TOTAL AREA	**23,407 SF**

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LEVEL 5 - FLOOR PLAN

PZ-A105

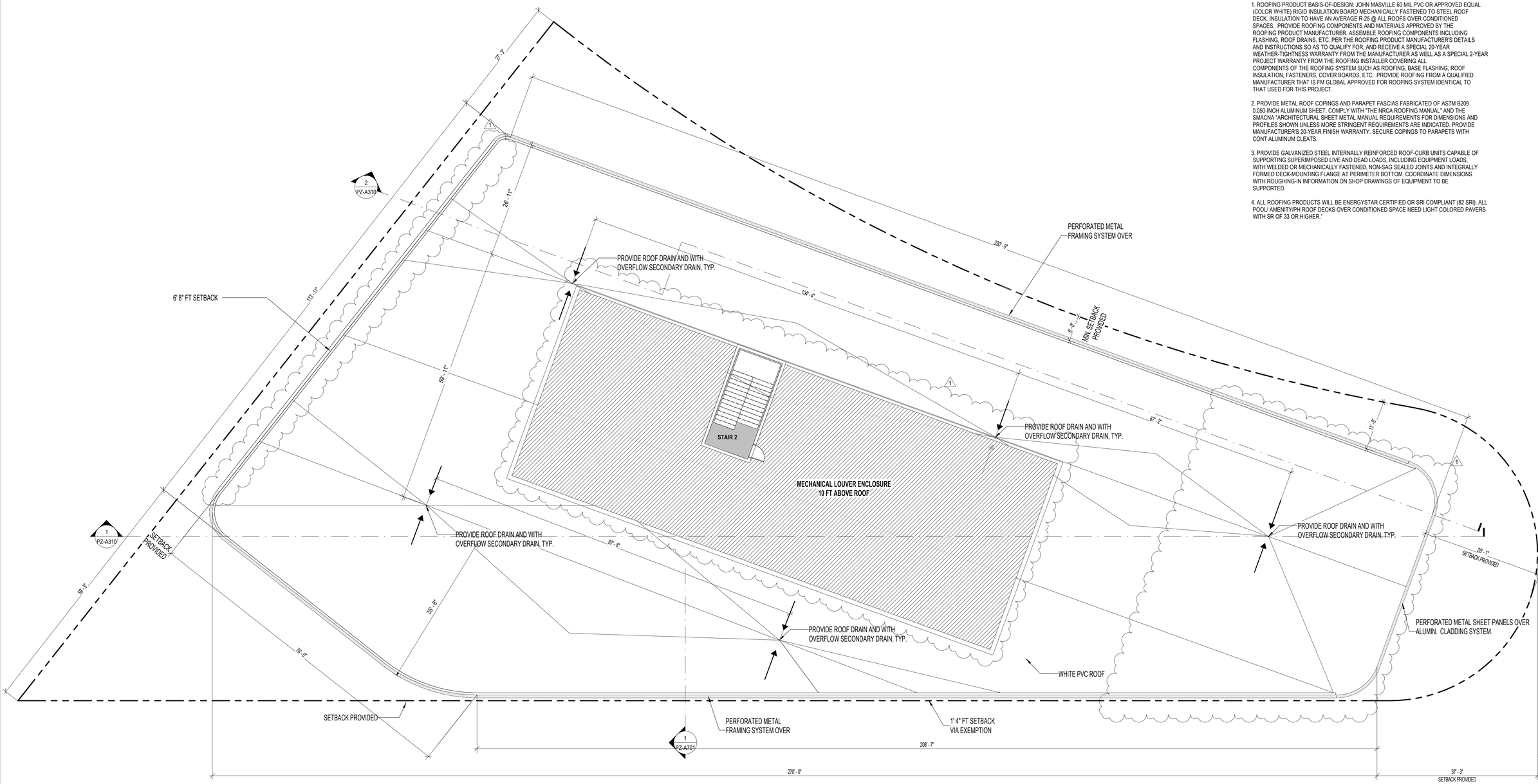
GENERAL NOTES

1. ROOFING PRODUCT BASIS-OF-DESIGN: JOHN MASVILLE 60 MIL PVC OR APPROVED EQUAL (COLOR WHITE) RIGID INSULATION BOARD MECHANICALLY FASTENED TO STEEL ROOF DECK. INSULATION TO HAVE AN AVERAGE R-25 @ ALL ROOFS OVER CONDITIONED SPACES. PROVIDE ROOFING COMPONENTS AND MATERIALS APPROVED BY THE ROOFING PRODUCT MANUFACTURER. ASSEMBLE ROOFING COMPONENTS INCLUDING FLASHING, ROOF DRAINS, ETC. PER THE ROOFING PRODUCT MANUFACTURER'S DETAILS AND INSTRUCTIONS SO AS TO QUALIFY FOR, AND RECEIVE A SPECIAL 20-YEAR WEATHER-TIGHTNESS WARRANTY FROM THE MANUFACTURER AS WELL AS A SPECIAL 2-YEAR PROJECT WARRANTY FROM THE ROOFING INSTALLER COVERING ALL COMPONENTS OF THE ROOFING SYSTEM SUCH AS ROOFING, BASE FLASHING, ROOF INSULATION, FASTENERS, COVER BOARDS, ETC. PROVIDE ROOFING FROM A QUALIFIED MANUFACTURER THAT IS FM GLOBAL APPROVED FOR ROOFING SYSTEM IDENTICAL TO THAT USED FOR THIS PROJECT.

2. PROVIDE METAL ROOF COPINGS AND PARAPET FASCIAS FABRICATED OF ASTM B209 0.050-INCH ALUMINUM SHEET. COMPLY WITH "THE NRCA ROOFING MANUAL" AND THE SMACNA "ARCHITECTURAL SHEET METAL MANUAL REQUIREMENTS FOR DIMENSIONS AND PROFILES SHOWN UNLESS MORE STRINGENT REQUIREMENTS ARE INDICATED. PROVIDE MANUFACTURER'S 20-YEAR FINISH WARRANTY. SECURE COPINGS TO PARAPETS WITH CONT ALUMINUM CLEATS.

3. PROVIDE GALVANIZED STEEL INTERNALLY REINFORCED ROOF-CURB UNITS CAPABLE OF SUPPORTING SUPERIMPOSED LIVE AND DEAD LOADS, INCLUDING EQUIPMENT LOADS, WITH WELDED OR MECHANICALLY FASTENED, NON-SAG SEALED JOINTS AND INTEGRALLY FORMED DECK-MOUNTING FLANGE AT PERIMETER BOTTOM. COORDINATE DIMENSIONS WITH ROUGHING-IN INFORMATION ON SHOP DRAWINGS OF EQUIPMENT TO BE SUPPORTED.

4. ALL ROOFING PRODUCTS WILL BE ENERGYSTAR CERTIFIED OR SRI COMPLIANT (82 SRI). ALL POOL/ AMENITY/PH ROOF DECKS OVER CONDITIONED SPACE NEED LIGHT COLORED PAVERS WITH SR OF 33 OR HIGHER."



1 ROOF
3/32" = 1'-0"

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AR 94244

NORTH BAY VILLAGE SAFETY COMPLEX

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10/11/2023 8:58:51 PM

Project number
2312

DISTRIBUTION

MILESTONE	DATE
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PZB REV.1 SUBMITTAL	10.11.23

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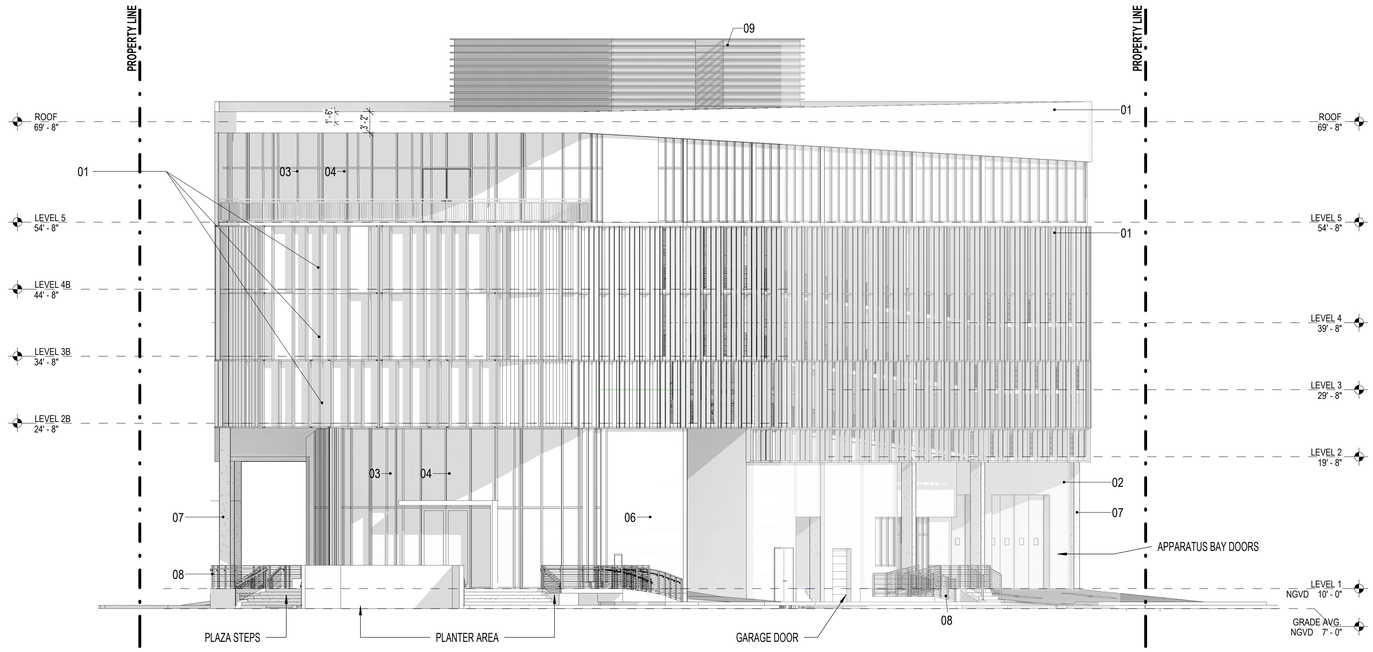
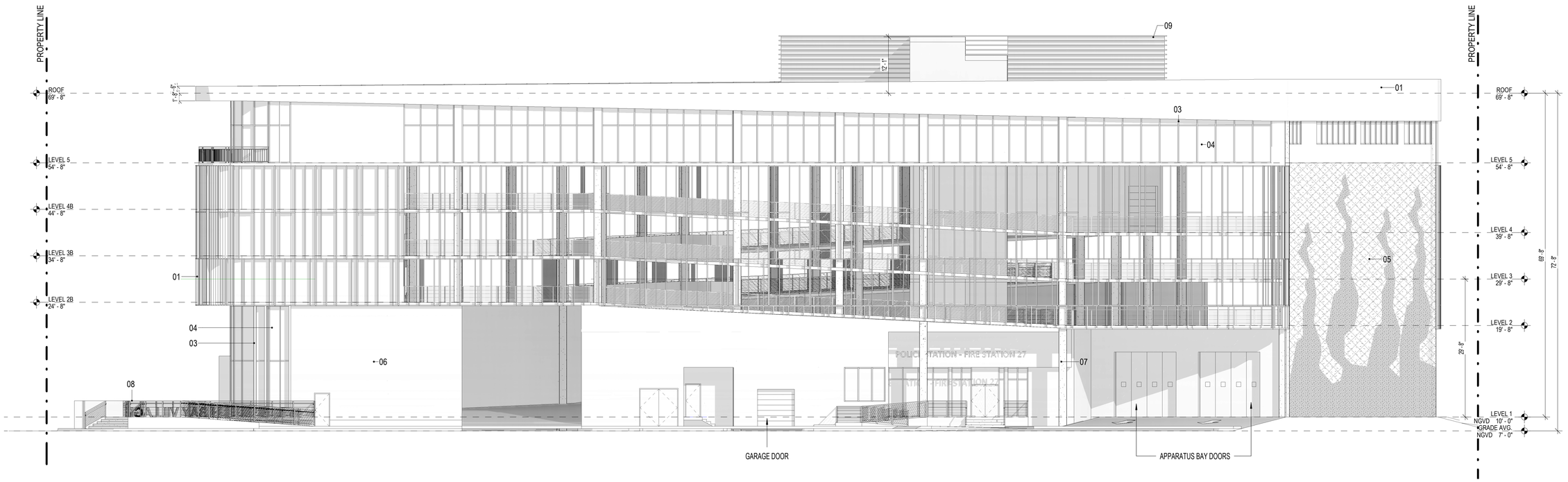
ROOF LEVEL

PZ-A106



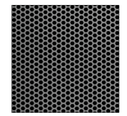
1 EAST ELEVATION
3/32" = 1'-0"



2 NORTH ELEVATION
3/32" = 1'-0"

MATERIAL LEGEND

01	METAL FRAMING SYSTEM WITH PERFORATED AND/OR SOLID INFILL PANELS
02	STUCCO WITH VERTICAL REVEALS
03	INSULATED AND IMPACT RESISTANT STOREFRONT SYSTEM
04	INSULATED GLAZING
05	GREEN WALL
06	SMOOTH STUCCO FINISH - GRAY
07	SMOOTH STUCCO FINISH - WHITE
08	ALUMINUM RAILING
09	LOUVERED MECHANICAL ENCLOSURE


01


02

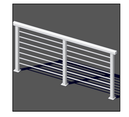

03


04


05


06


07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09

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Jason Jensen
AR 94244

NORTH BAY VILLAGE SAFETY COMPLEX

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Project number
2312

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PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	10.11.23

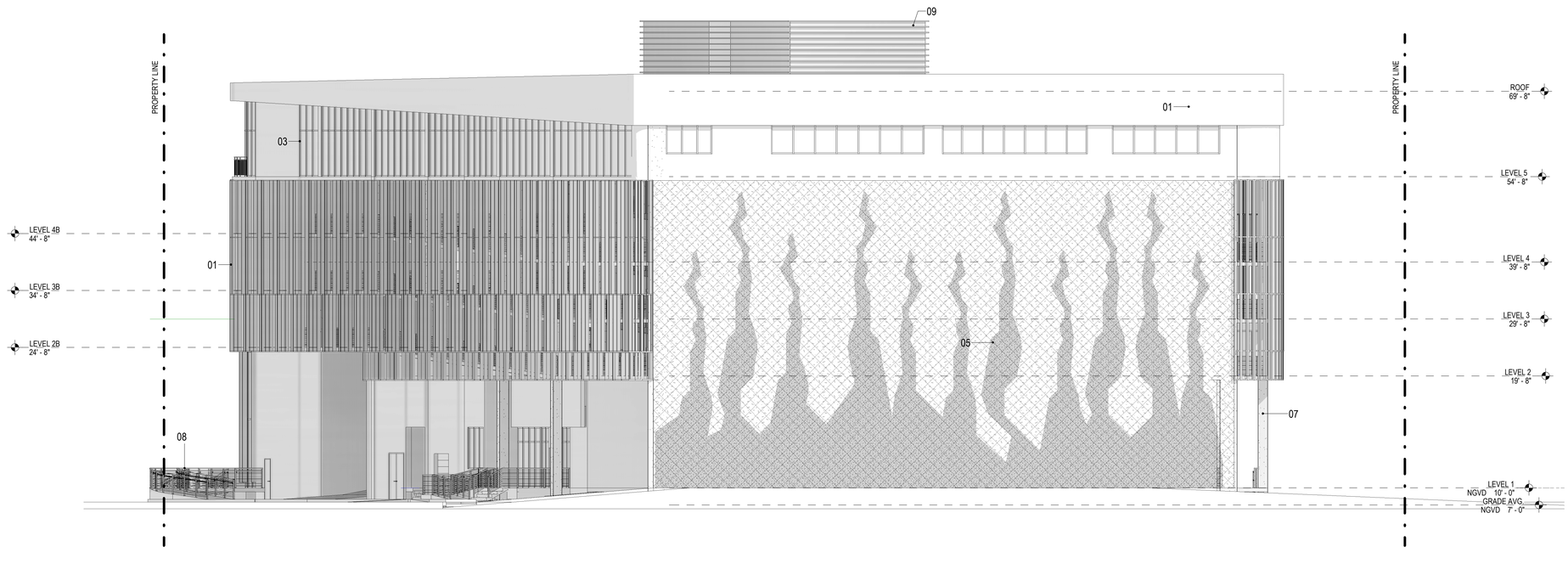
EXTERIOR ELEVATIONS

PZ REV.1 - OCT.11.2023

PZ-A107



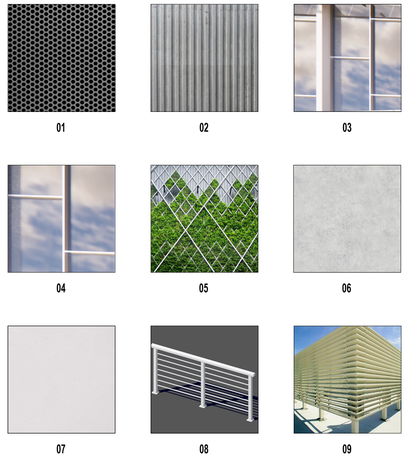
1 SOUTH ELEVATION - PZB
3/32" = 1'-0"



2 WEST ELEVATION - PZB
3/32" = 1'-0"

MATERIAL LEGEND

01	METAL FRAMING SYSTEM WITH PERFORATED AND/OR SOLID INFILL PANELS
02	STUCCO WITH VERTICAL REVEALS
03	INSULATED AND IMPACT RESISTANT STOREFRONT SYSTEM
04	INSULATED GLAZING
05	GREEN WALL
06	SMOOTH STUCCO FINISH - GRAY
07	SMOOTH STUCCO FINISH - WHITE
08	ALUMINUM RAILING
09	LOUVERED MECHANICAL ENCLOSURE



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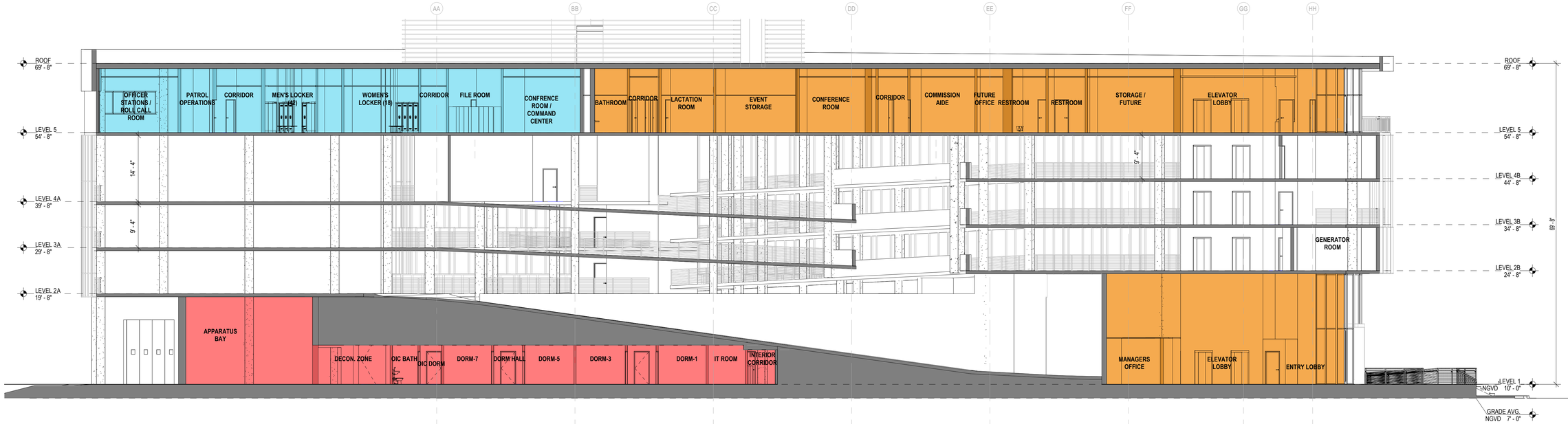
EXTERIOR ELEVATIONS

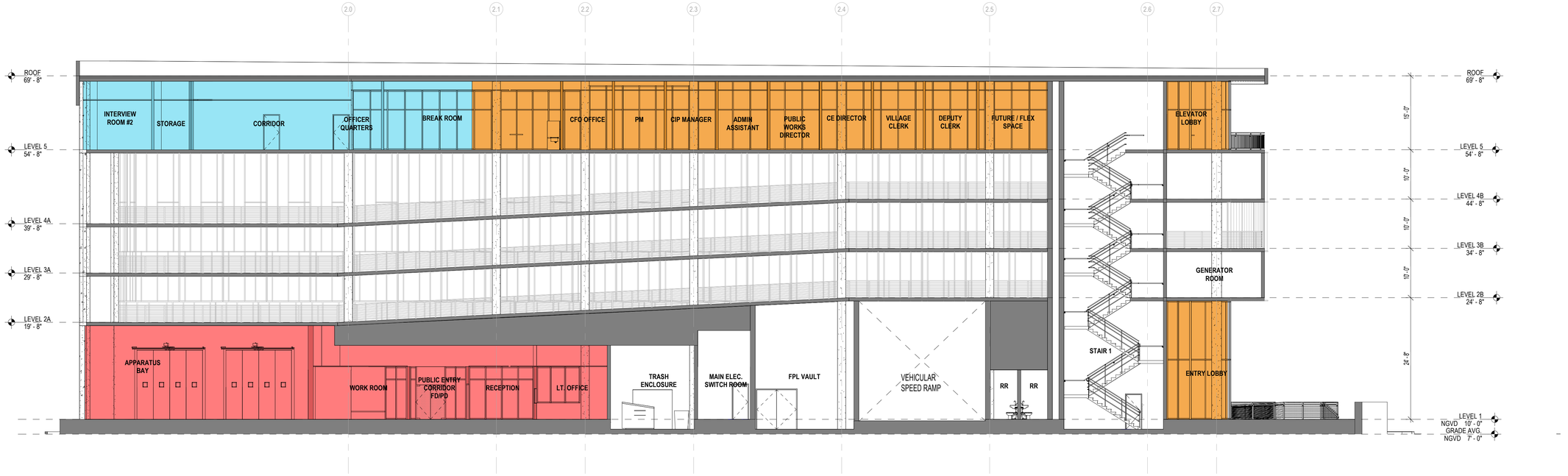
PZ-A108

PZ REV.1 - OCT.11.2023



1 SECTION 1 -AT SPEED RAMP

3/32" = 1'-0"



2 SECTION 2 - AT NORTH RAMP

3/32" = 1'-0"

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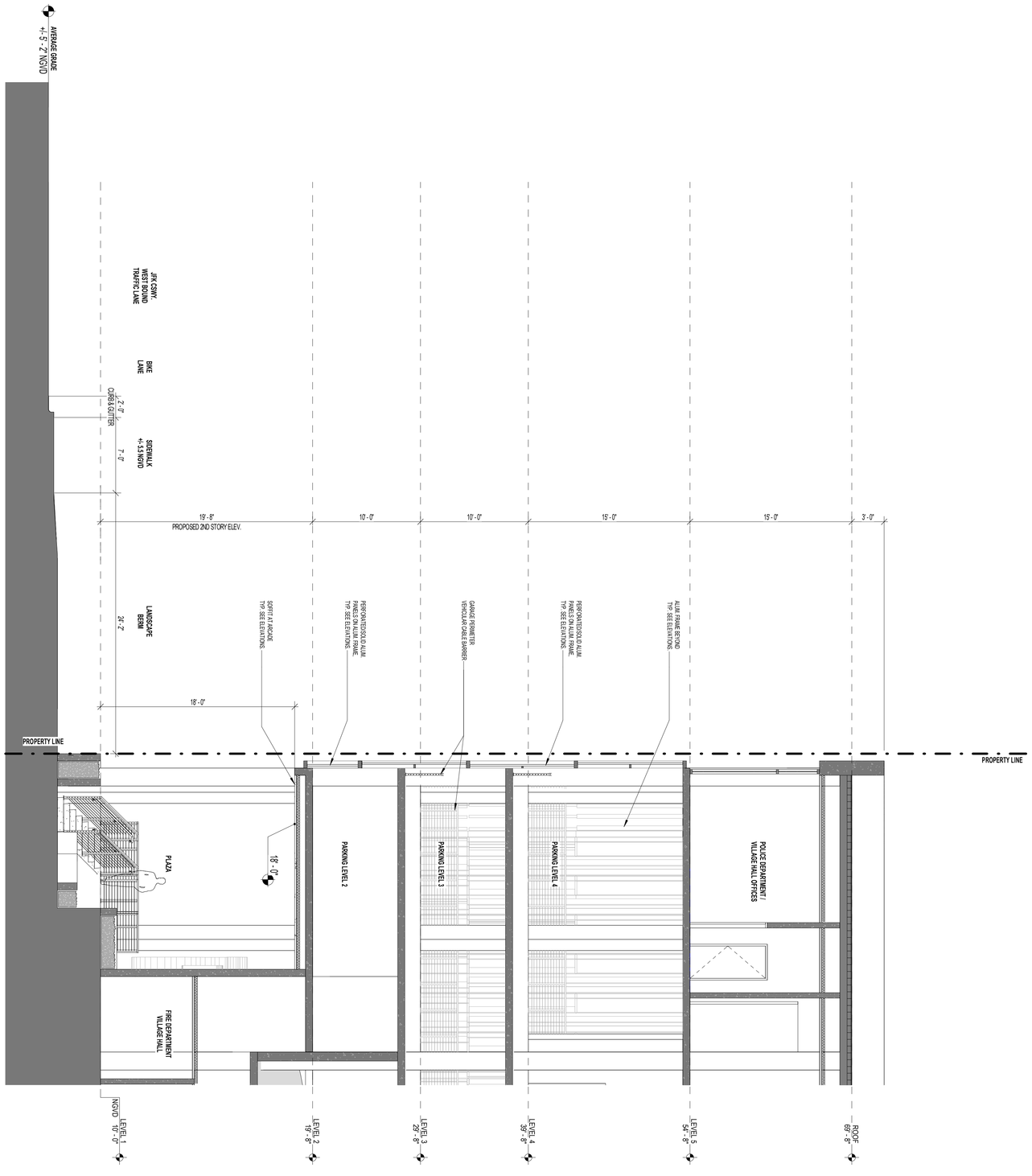
PZB REV.1 SUBMITTAL	10.11.23

BUILDING SECTIONS

PZ REV.1 - OCT.11.2023

PZ-A310

1 SOUTH FRONTAGE SECTION
3/16" = 1'-0"



PZ REV.1 - OCT.11.2023

PZ-A701

WALL SECTIONS

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	PZ0 SUBMITTAL	08.25.23
	PZ0 REV.1 SUBMITTAL	10.11.23

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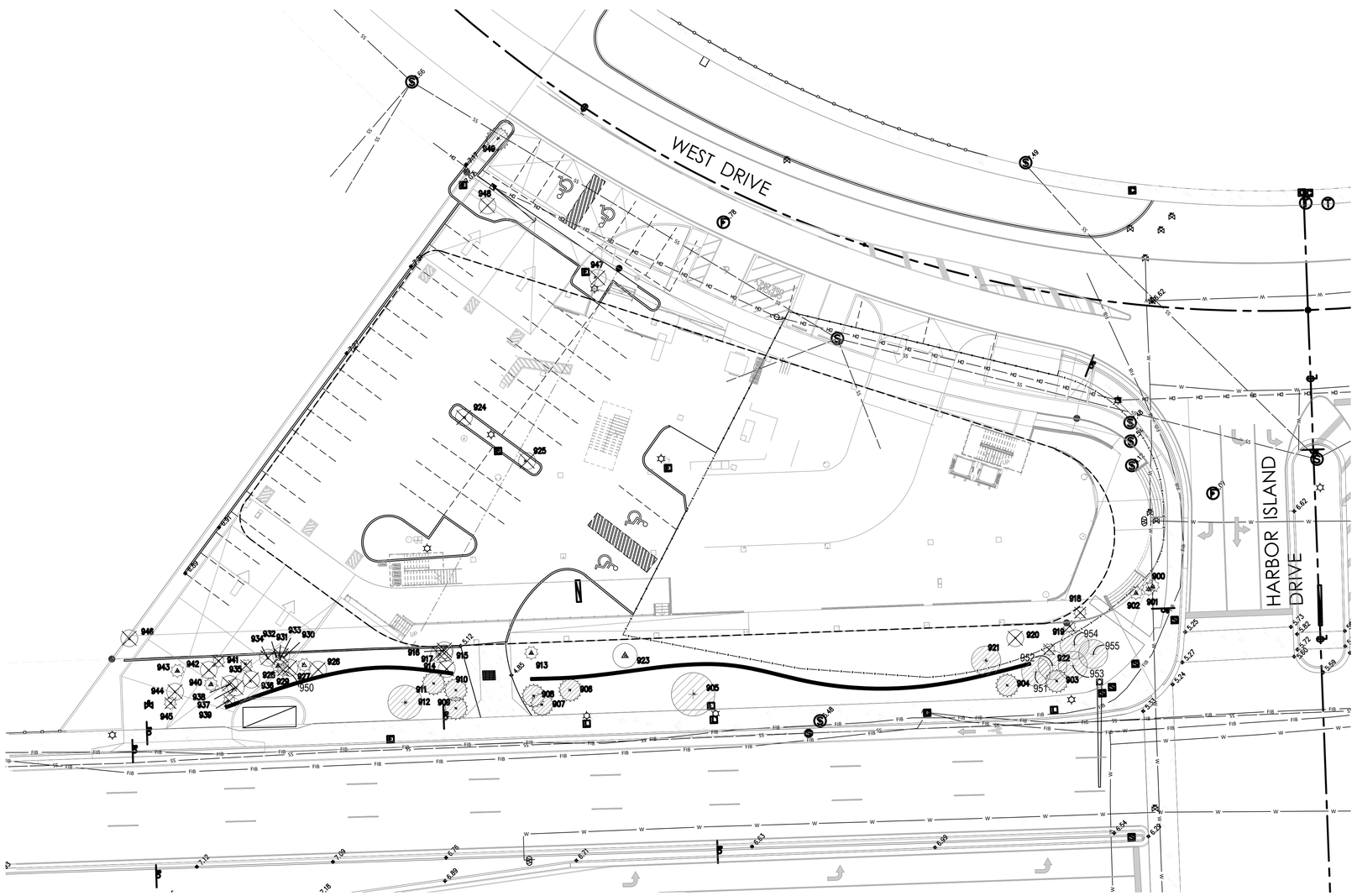

1 TREE DISPOSITION PLAN

Scale: 1" = 20'-0"

0 10 20 40 60

SCALE IN FEET

NORTH

TREE DISPOSITION LEGEND

TREE/PALM TO REMAIN

TREE/PALM TO REMOVE

TREE/PALM TO RELOCATE

Totals		
Trees to relocate	1	
Palms to relocate	8	
Trees to remove	21	(13 invasive)
Palms to remove	8	

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Tree Disposition Plan

L-100

TREE DISPOSITION LIST

NUMBER	Scientific name	Common Name	DBH (")	Height (')	Spread (' DIA)	Condition	Notes	Action	Mitigation Required
900	**Sabal palmetto**	Cabbage Palm	10	15	10	Good		***Relocate***	
901	**Sabal palmetto**	Cabbage Palm	9	15	10	Good		***Relocate***	
902	**Sabal palmetto**	Cabbage Palm	12	18	10	Good		***Relocate***	
903	Phoenix dactylifera	Date Palm	16	20	15	Good		Remain	
904	Phoenix dactylifera	Date Palm	15	20	15	Good		Remain	
905	Quercus virginiana	Live Oak	13	20	25	Good		Remain	
906	Phoenix dactylifera	Date Palm	16	20	15	Good		Remain	
907	Phoenix roebellini	Pygmy Date Palm	4	8	5	Good		Remain	
908	Phoenix roebellini	Pygmy Date Palm	4	8	5	Good		Remain	
909	Phoenix roebellini	Pygmy Date Palm	4	8	5	Good		Remain	
910	Phoenix roebellini	Pygmy Date Palm	4	8	5	Good		Remain	
911	Phoenix roebellini	Pygmy Date Palm	5	8	5	Good		Remain	
912	Quercus virginiana	Live Oak	15	20	20	Good		Remain	
913	**Phoenix dactylifera**	Date Palm	17	20	15	Good		***Relocate***	
914	Schefflera arboricola	Umbrella Tree	6	18	5	Good	Invasive	REMOVE	No
915	Schefflera arboricola	Umbrella Tree	4	15	5	Good	Invasive	REMOVE	No
916	Schefflera arboricola	Umbrella Tree	3	12	5	Good	Invasive	REMOVE	No
917	Phoenix dactylifera	Date Palm	16	20	15	Good		Remain	
918	Ptychosperma elegans	Solitaire Palm	7	20	5	Good		REMOVE	78.5
919	Ptychosperma elegans	Solitaire Palm	7	20	5	Good		REMOVE	78.5
920	Ceiba speciosa	Silk Floss Tree	9	12	10	Poor	Toppled	REMOVE	314
921	Ceiba speciosa	Silk Floss Tree	8	15	10	Good		Remain	
922	Ptychosperma elegans	Solitaire Palm	6	12	5	Good		REMOVE	78.5
923	**Bursera simaruba**	Gumbo Limbo	8	12	15	Good		***Relocate***	
924	Quercus virginiana	Live Oak	8	15	15	Good	Stunted growth -confined roots	REMOVE	706.5
925	Quercus virginiana	Live Oak	7	15	10	Good	Stunted growth -confined roots	REMOVE	314
926	Schinus terebinthifolia	Brazilian Pepper	6	12	15	Good	Invasive	REMOVE	No
927	**Phoenix dactylifera**	Date Palm	15	20	15	Good		***Relocate***	
928	**Cocos nucifera**	Coconut Palm	8	18	15	Good		***Relocate***	
929	Schefflera arboricola	Umbrella Tree	4	15	5	Good	Invasive	REMOVE	No
930	Schefflera arboricola	Umbrella Tree	3	10	5	Good	Invasive	REMOVE	No
931	Schefflera arboricola	Umbrella Tree	3	10	5	Good	Invasive	REMOVE	No
932	Schefflera arboricola	Umbrella Tree	3	10	5	Good	Invasive	REMOVE	No
933	Schefflera arboricola	Umbrella Tree	4	15	5	Good	Invasive	REMOVE	No
934	Schefflera arboricola	Umbrella Tree	4	15	5	Good	Invasive	REMOVE	No
935	Roystonea elegans	Royal Palm	5	8	5	Fair	Too young to relocate well	REMOVE	78.5
936	Bursera simaruba	Gumbo Limbo	7	12	10	Good	Growing close to wall	REMOVE	314
937	Schefflera arboricola	Umbrella Tree	6	15	5	Good	Invasive	REMOVE	No
938	Bursera simaruba	Gumbo Limbo	7	12	10	Good	Growing close to wall	REMOVE	314
939	Roystonea elegans	Royal Palm	8	12	10	Fair	Too young to relocate well	REMOVE	314
940	**Cocos nucifera**	Coconut Palm	9	18	15	Good		***Relocate***	
941	Roystonea elegans	Royal Palm	8	10	10	Good	Too young to relocate well	REMOVE	314
942	Schefflera arboricola	Umbrella Tree	4	15	5	Good	Invasive	REMOVE	No
943	**Cocos nucifera**	Coconut Palm	7	18	15	Good		***Relocate***	
944	Coccoloba uvifera	Seagrape	4	10	10	Good	Overgrown shrub -Not considered a tree by MDC	REMOVE	No
945	Roystonea elegans	Royal Palm	8	12	15	Fair	Too young to relocate well	REMOVE	706.5
946	Schefflera arboricola	Umbrella Tree	9	18	15	Good	Invasive	REMOVE	No
947	Quercus virginiana	Live Oak	11	15	20	Good	Stunted growth -confined roots	REMOVE	1256
948	Sweitenia mahagoni	Mahogany	18	25	35	Good	3 leaders -in confined space next to pole. Not good relocation candidate	REMOVE	3846.5
949	Sabal palmetto	Cabbage Palm	10	15	10	Good		Remain	
950	Washingtonia robusta	Mexican Fan Palm	8	8	10	Good		REMOVE	314
951	Pandanus utilis	Screw Pine	6	12	12	Good		Remain	
952	Pandanus utilis	Screw Pine	6	12	12	Good		Remain	
953	Pandanus utilis	Screw Pine	6	12	12	Good		Remain	
954	Pandanus utilis	Screw Pine	6	12	12	Good		Remain	
955	Pandanus utilis	Screw Pine	6	12	12	Good		Remain	
							Total Mitigation Required =		9027.5
							Total Replacement trees required =		18

Tree Protection Notes

1.0 A Tree Protection Zone (TPZ) shall be established around all trees which are to be retained. The TPZ shall include all such trees in a single cluster, with protective fencing around the perimeter of the cluster.

2.0 The TPZ fencing shall be 4 feet high min., with wood posts spaced max. 10 feet o.c., with 2 x 2 mesh. Orange construction mesh shall be securely attached to posts and rails.

3.0 The area within the TPZ shall be maintained in its current condition. There shall be no grade changes, bulldozing, scarifying or any other type of soil disturbance within this area. No new utilities shall be installed in this area.

4.0 The area within the TPZ shall be kept free of heavy equipment operation. There shall be no movement of heavy equipment within these areas.

5.0 The area within the TPZ shall not be used for any type of materials storage or dumping (including wash water).

6.0 There shall be no damage, wounding, or other types of physical injury made to the tree trunks, buttress roots, surface roots, limbs, branches, or other exposed parts of the trees. No signage shall be attached to the trees and no work stations set up beneath the trees.

7.0 Prior to construction activities, any tree limbs which may interfere with, or are at risk of damage or injury from, construction activities, shall be pruned following the guidelines in the most recent edition of the American National Standards Institute A-300 document. All trees to be retained shall be pruned to clean their crowns, as defined in the ANSI A-300 document (remove dead, diseased, or broken branches).

8.0 Any tree roots which are at risk of being cut, damaged or exposed during excavation activities shall be pruned beforehand using appropriate pruning tools (saws, loppers or clippers) and techniques, leaving clean, smooth cuts at a maximum distance allowable from the tree trunks. When digging trenches using trenchers, backhoes or similar equipment, tree roots shall be cut by hand, using appropriate pruning tools, at least 2 to 4 inches further back, toward the tree, from the edge of the trench and behind the equipment-damaged roots. Trenches shall then be backfilled with sand or existing soil.

9.0 Heavy equipment shall be routed around all TPZ's. Heavy equipment routes shall have gravel or mulch maintained at a minimum depth of 3 to 4 inches at all times to help disperse weight loads and minimize soil compaction and root damage.

TREE RELOCATION NOTES

1.01 PERMITS AND CODES

A. The Contractor shall procure all necessary permits to accomplish all of the work.

B. The Contractor shall be responsible for performing all work in accordance with all applicable regulations, ordinances and code requirements from the appropriate city, county, state and/or federal jurisdiction the project is located in.

C. All Contractors shall be responsible for providing all labor and materials needed to completely and accurately perform the work outlined in these specifications. Equipment and materials furnished shall be of the appropriate type, size and quantity needed to adequately accomplish the specified work.

D. All Contractors shall be responsible for regularly inspecting all equipment to be used on the job site and for providing scheduled preventative maintenance, so as to prevent any damage or injury to landscaping, structures or the environment.

2.0 PREPARATION PRIOR TO TRANSPLANTING

A. Crown Pruning

1. Hardwood tree crowns shall be pruned to remove dead or damaged branches, and to raise or reduce them only as needed to facilitate handling, as directed by the Consulting Arborist. All pruning shall be performed following the latest revision of the American National Standards Institute A-300 pruning standards (ANSI A-300), with the following exceptions:
2. Palms shall have their lower fronds removed up to, but not any more than, the horizontal plane. All inflorescences and fruits shall be removed prior to relocation. Crowns shall be tied-up during the move to prevent damage.

B. Watering and Fertilization

1. Clear the root ball area of all foreign material, trash, etc. to expose undisturbed soil.
2. Trees shall be deep injection fertilized within 24 hours after crown pruning, a minimum of 8 days prior to root pruning. Fertilizer shall be "Micro Mix" liquid as produced by Lesco, Inc., to be diluted at a rate of 1 gallon per 100 gallons of water.
3. Inject into root zone within the limits of proposed rootball at the rate of 50 gallons fluid per 1,000 square feet of tree canopy, using only approved spray equipment.
4. Trees to be root pruned shall be watered two weeks prior to root severance. During this period, the soil moisture in the root zone shall be maintained at an optimum level for growth. This is interpreted to mean that two (2) to three (3) inches shall be applied to the root zone each week to achieve deep watering of the area.

C. Root Pruning

1. Beginning at least 8 to 12 weeks prior to tree relocation all hardwood trees to be relocated shall have their roots pruned.
2. Hardwood trees with trunk diameters (DBH) of 18 inches or greater shall have their roots pruned in two separate operations beginning with two opposite sides of the tree, followed by the other two opposite sides of the tree 8 to 12 weeks later. The trees can typically be moved 8 to 12 weeks after the second root pruning operation. Contractor shall verify this with the tree permit requirements.
3. Palms do not require root pruning prior to digging and moving. They can be pruned the same day as relocation.
4. Rootball sizes for hardwood trees shall be based upon ANSI A-300 Guidelines (8" diameter per 1" DBH), with some variations due to tree- and site-specific conditions.
5. Rootball sizes for Bismarck palms and dwarf sugar palms shall be 36 to 48 inches in diameter. Rootball sizes for latan palms, coconut palms, hurricane palms, and pygmy date palms shall be 24 to 36 inches in diameter. Rootball sizes for cabbage palms shall be 12 to 18 inches in diameter.
6. Rootball depth for all trees and palms to be relocated shall be at least 18 to 24 inches, greater if soil conditions permit.
7. There shall be some allowance for field adjustments in rootball sizes and depths depending on tree and site conditions, as directed by the Consulting Arborist.
8. Root pruning shall be performed using a stump-grinder or more refined equipment such that cuts are clean, smooth and thorough without cuts or tears in the bark, wood or cambium.
9. Following root pruning, the edges of the rootballs of hardwood trees and palms shall be backfilled with 70:30 landscape soil mix, then wrapped with burlap and secured with wire. The trenches shall also be backfilled with 70:30 landscape mix.
10. If cabbage palms and coconut palms are moved the same day they are root-pruned, the rootballs shall not require backfilling and wrapping.
11. Backfilling Trench:
12. All trenches are to be backfilled with planting soil consisting of a mixture 25 % allgrow compost (or approved equal) 60 % sand and 15 % muck. Trenches shall be flooded to remove air pockets. Fill entire trench.
13. Re-establish a 6" berm, 12" outside the root pruning trench using excavated soil.
14. Mulching: Spread Florimulch -shredded maleleuca mulch, 3" thick within the bermed area.
15. Watering After Root Pruning
16. Watering after root pruning shall be three times per week.
17. Watering shall be accomplished by a water truck, or by on-site water supply as required to provide sufficient quantity and pressure. It is the contractor's responsibility to pay for any fees for water use.
18. Watering shall continue until the root generation period is over.
19. Root Regeneration Period shall be 60 days, unless otherwise specified.

2.01 DIGGING AND MOVING

A. The trees and palms shall be dug manually or with the usage of a backhoe and lifted using cranes, loaders, backhoes or other equipment which is appropriate for the size and weight of the trees. They shall be carried directly to the site of relocation and installed.

B. The trees and palms shall be lifted using fiber rope tree slings or other appropriate materials. During lifting the trees and palms shall be balanced in an upright position with their rootballs intact. Tree trunks and branches shall be heavily padded with burlap beneath the braces or lifting straps such that damage to the bark, wood or cambium is prevented. If using a fiber rope lifting strap, it shall be double-wrapped around the burlap and fastened in such a manner as to prevent slippage and subsequent wood, bark or cambium damage.

C. The trees and palms shall not be "pinned" using steel dowels through their trunks or branches, unless otherwise directed by the Consulting Arborist.

D. The rootballs shall be cradled with lifting straps, cables, or within a loader bucket such that the bulk of the tree's weight rests on the rootball, not on the lifting straps attached to the trunks or branches.

E. Once lifting begins, any uncut roots which become apparent around or under the rootball shall be immediately severed with the appropriate pruning tools (saws, loppers, pruning clippers) so as to minimize tearing.

F. The trees and palms shall be set in pre-dug pits, which are slightly wider and approximately the same depth as the rootball. The trees shall be set at or slightly above (no more than 2 inches) final grade. The trees shall be backfilled using a 1:1 mixture of existing soil and 70:30 topsoil mix (70% coarse grade sand and 30% Everglades muck), thoroughly incorporated together. The trees shall be watered in during installation to prevent the formation of air pockets, which could cause settling.

G. Organic wood mulch shall be layered to a depth of 2 to 3 inches over the top and surrounding 6 to 8 inches of the rootballs. Mulch shall not be applied to, or allowed to accumulate directly against the tree trunks

2.02 BRACING AND STAKING

A. The trees and single-trunked palms shall be braced and staked, using a minimum per tree of 3 4"x 4" wooden stakes, attached to 2" x 4" wood battens, double-banded around the burlap-wrapped trunks and branches. Nails shall be driven into the wood battens, not into tree trunks or branches. Damage or injury to trunks or branches shall be avoided.

B. Stakes shall be properly anchored and remain in place for at least 6 to 8 months, or until the trees show adequate signs of healthy new growth

3.00 MAINTENANCE

A. IRRIGATION

1. Beginning at least two weeks prior to root pruning and continuing until the time of root pruning, the trees to be relocated shall be irrigated one time each two to three days using a high volume of water to thoroughly moisten the root zones.
2. Following root pruning and until the time of relocation, the trees to be relocated shall be watered daily at high volume.
3. For at least the first month after relocation, the relocated trees shall be irrigated daily at high volume. After that time, irrigation rates shall be reduced to three times per week, continuing at high rates, for at least three more months.
4. There shall be some allowance for field adjustments in irrigation rates and frequencies due to site, weather, or tree conditions, as directed by the Consulting Arborist.

3.01 FERTILIZATION

A. The trees to be relocated shall be fertilized by Contractor prior to root pruning using a chelated micronutrient mix, mixed at label rates, drenching at least 10 gallons of mixture around the root zone of each tree. Biostimulants and other supplements may also be used if approved by Consulting Arborist.

B. Approximately 6 weeks after relocation, following the trees' first flush of new growth, the contractor shall fertilize the trees at standard rates, as per tree size, using a granular "Palm Special" 8-2-12 product, broadcast on the soil surface beneath the canopy of each tree.

C. During the remainder of the project, the trees shall be fertilized with "Palm Special" 8-2-12 and a chelated micronutrient mix one time each three months, at the rates specified in 3.7 A and B, above.

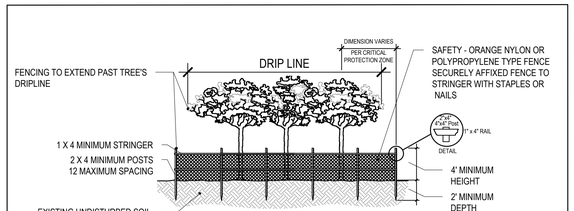
3.01 CLEAN-UP & DEBRIS REMOVAL

A. Contractor shall be responsible for the timely clean-up and removal of all debris generated by the activities specified in this document. All debris shall be collected and properly disposed of at authorized dumping or recycling sites.

3.02 GUARANTEE

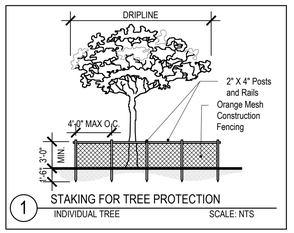
A. The trees shall be guaranteed for a period of eighteen (18) months.

B. If the trees are damaged or die during the relocation process they shall be mitigated at no cost to Owner. Contractor shall replace the dead/damaged tree with new trees as needed to satisfy the City of Coral Gables mitigation requirements found in the Tree Protection and Preservation Ordinance.



NOTES: TREE PROTECTION ZONE (TPZ): THE AREA SURROUNDING A TREE WITHIN A CIRCLE DESCRIBED BY A RADIUS OF ONE FOOT FOR EACH INCH OF THE TREE TRUNK DIAMETER AT 54" ABOVE FINISHED GRADE. FOR GROUPS OF TREES, PLACE BARRICADES BETWEEN TREES AND CONSTRUCTION ACTIVITY. TREE PROTECTION BARRICADES SHALL BE LOCATED TO PROTECT A MINIMUM OF 75% OF THE CRITICAL PROTECTION ZONE.

1 TREE PROTECTION DETAIL
TREE GROUPINGS SCALE: NTS



1 STAKING FOR TREE PROTECTION
INDIVIDUAL TREE SCALE: NTS

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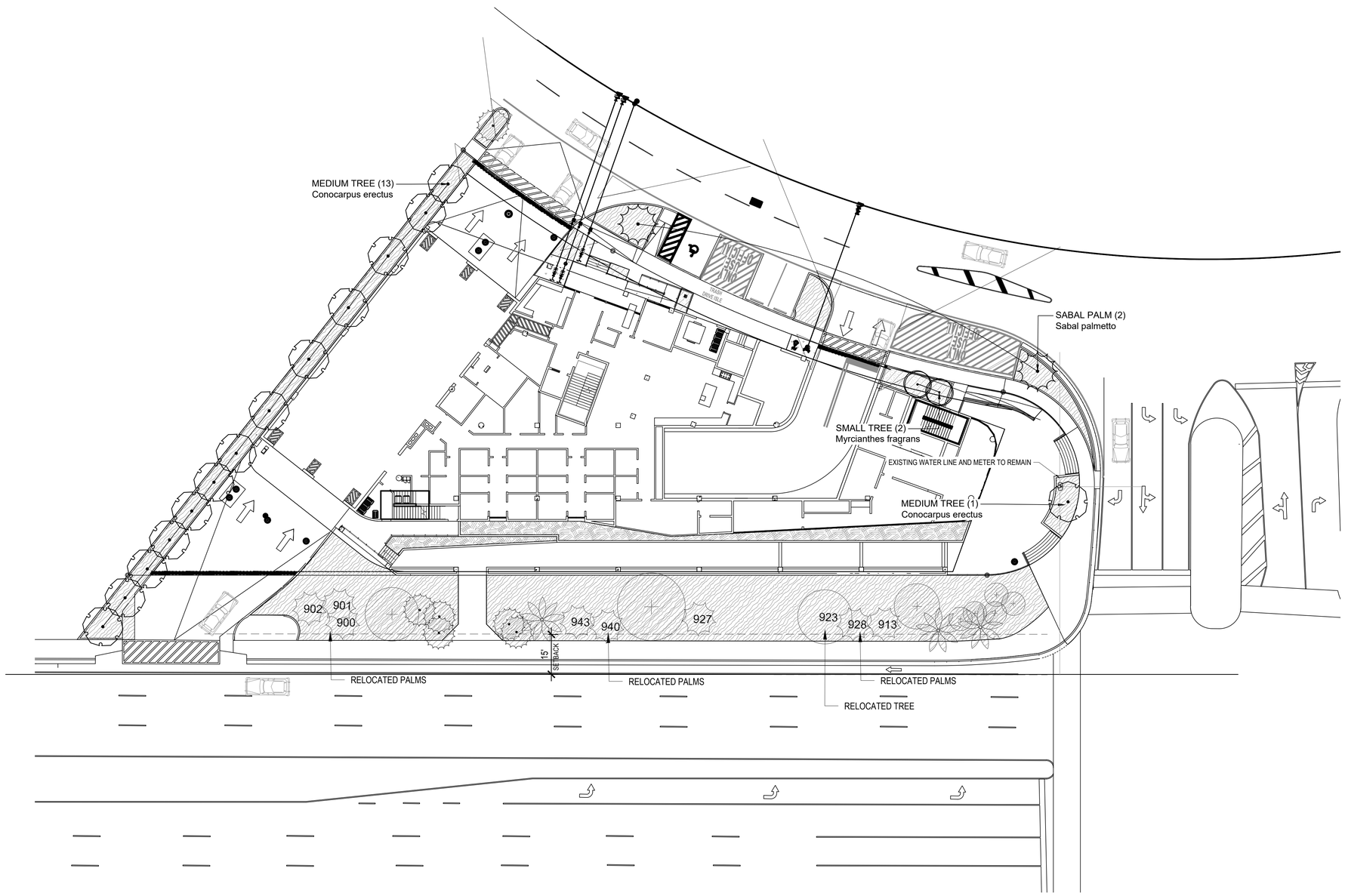
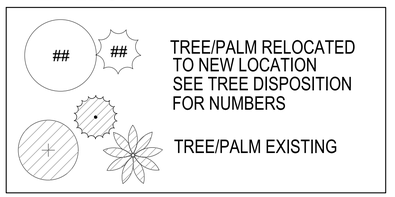


TREE LEGEND



PLANT SCHEDULE

	MEDIUM TREE Conocarpus erectus / Green Buttonwood	14
	SABAL PALM Sabal palmetto / Cabbage Palmetto	2
	SMALL TREE Myrcianthes fragrans / Simpson's Stopper	2
	SALT TOLERANT GROUNDCOVERS Ernodea littoralis / Golden Creeper Ilex vomitoria 'Nana' / Dwarf Yaupon Holly Ipomoea pes-caprae / Beach Morning Glory Juniperus conferta / Shore Juniper Lantana involucrata / Buttonsage Mimosa strigillosa / Sunshine Mimosa Muhlenbergia capillaris / Pink Muhly Grass Myrcianthes fragrans / Simpson's Stopper Myrica cerifera / Wax Myrtle Psychotria nervosa 'Little Psycho' / Little Psycho Wild Coffee Scaevola plumieri / Inkberry Trachelospermum asiaticum / Asiatic Jasmine	7,433 sf
	SHADE TOLERANT GROUNDCOVERS Liriope muscari / Lilyturf Psychotria nervosa / Wild Coffee Trachelospermum asiaticum / Asiatic Jasmine	319 sf
	INTERIOR PLANTING Aspidistra elatior / Cast Iron Plant Begonia rex 'Cool White' / Shadow King® Cool White Rex Begonia Sanchezia nobilis / Zebra Plant Strobilanthes dyerianus / Persian Shield	1,046 sf
	SOD Paspalum vaginatum / Seashore Paspalum	212 sf

1 PLANTING PLAN

Scale: 1" = 20'-0"

0 10 20 40 60

SCALE IN FEET

NORTH

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NORTH BAY VILLAGE SAFETY COMPLEX

CLIENT: NORTH BAY VILLAGE

10/11/2023 1:35:38 PM

Project number
2312

DISTRIBUTION

MILESTONE	DATE
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	10.11.23

PZ REV.1 - OCT.11.2023

Planting Plan

L-200

MIAMI-DADE COUNTY - LANDSCAPE LEGEND

Zoning District T6-24MU | Net Lot Area (Acres): 0.76 | Square Feet: 32,938

	REQUIRED/ALLOWED	PROVIDED
OPEN SPACE		
A. Square feet Open Space required by Chapter 33, as indicated on Site Plan: Net Lot Area = 32,938 s.f. x 10 % = 3,294 s.f.	3,294	4,861
B. Square feet of parking lot open space required by Chapter 18A, as indicated on site plan: Number of parking Spaces 0 x 10 s.f. per parking space =	0	0
C. Total Square feet of landscaped open space required by Chapter 33= A+B=	3,294	4,861
LAWN AREA CALCULATION		
A. Square feet of landscaped open space as required by Chapter 33=	3,294	4,861
B. Maximum lawn area (St. Augustine sod) permitted = 0 % x 0 sf	N/A	N/A
TREES		
A. Number of trees required per net lot acre		
less existing number of trees meeting minimum requirements = Minus	0	
28 trees x 0.76 net lot acres - number of existing trees = 21	21	20
B. 30 % Palms trees allowed (two palms = one tree)Palms provided = 0	0	0
C. Percentage of Natives required: Number of trees provided x 30% =	0	20
D. Street trees (maximum average spacing of 35' o.c.):		
linear feet along street/35 =	0	0
NE 79th Street/SR 934: 300 LF (All existing or relocated)	9	15
Palms as Street trees (maximum average spacing of 25' o.c.):		
linear feet along street/25 =		
West Drive: 175 LF (One existing palm to remain)	7	2
Harbor Island Drive: 75 LF	3	1
E. Street trees located directly beneath power lines (max. avg. spacing 25' o.c.)		
linear feet along street/25 = 13	0	0
F. Total number of trees provided =	40	38
SHRUBS		
A. Number of shrubs required: Number of trees required x 10 =	400	400
B. % Native shrubs required: Number of Shrubs provided x 30% =	120	200
IRRIGATION PLAN		
Required by Chapter 33 Auto Irrigation or Hose Bib		Auto

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NORTH BAY VILLAGE SAFETY COMPLEX

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Project number 2312

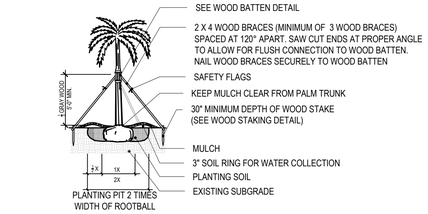
DISTRIBUTION

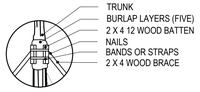
WILESTONE	DATE
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	10.11.23

PZ REV.1 - OCT.11.2023

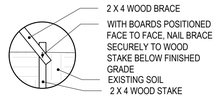
Landscape Legend

L-201





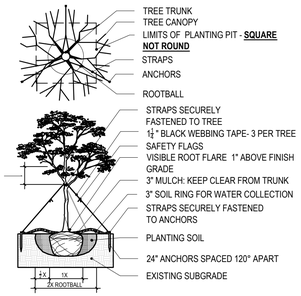
WOOD BATTEN DETAIL



WOOD STAKING DETAIL
NOTE: STAKE INTO FIRM EXISTING SOIL

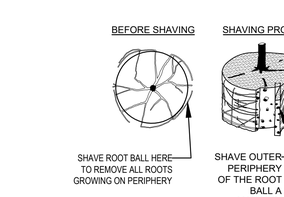
1 PALM PLANTING DETAIL

1/8" = 1'-0"



2 MEDIUM TREE PLANTING DETAIL

1/8" = 1'-0"

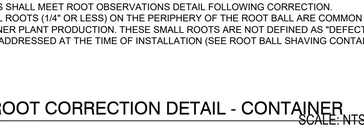


NOTES:
1- SHAVING TO BE CONDUCTED USING A SHARP BLADE OR HAND SAW ELIMINATING NO MORE THAN NEEDED TO REMOVE ALL ROOTS ON THE PERIPHERY OF ROOT BALL.
2- SHAVING CAN BE PERFORMED JUST PRIOR TO PLANTING OR AFTER PLACING IN THE HOLE.

3 ROOTBALL SHAVING CONTAINER DETAIL

3/16" = 1'-0"

STEP 1 - REMOVE SUBSTRATE OVER ROOT COLLAR



TREE PLANTED TOO DEEPLY IN ROOT BALL. REMOVE EXCESS SUBSTRATE AND ROOTS TO MEET ROOT INSPECTION DETAIL.

STEP 2 - REMOVE DEFECTS

FIVE STRUCTURAL (LARGE) ROOTS SHOWN IN BLACK. REMOVE STRUCTURAL ROOT (WHITE) WRAPPING ROOT COLLAR.

FOUR STRUCTURAL ROOTS SHOWN IN BLACK. REMOVE ROOT (WHITE) GROWING OVER STRUCTURAL ROOTS.

SIX STRUCTURAL ROOTS SHOWN IN BLACK. REMOVE ROOTS (WHITE) GROWING OVER ROOT COLLAR BY CUTTING THEM JUST BEFORE THEY MAKE AN ABRUPT TURN.

SEVEN STRUCTURAL ROOTS SHOWN IN BLACK. REMOVE STRUCTURAL ROOTS (WHITE) GROWING AROUND OR OVER ROOT COLLAR BY CUTTING THEM JUST BEFORE THEY MAKE AN ABRUPT TURN.

CUT STRUCTURAL ROOT JUST BEFORE IT MAKES ABRUPT TURN. PRUNING CUT SHOULD BE MADE TANGENT (PARALLEL) TO THE TRUNK.

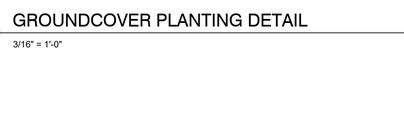
CUT STRUCTURAL ROOTS JUST BEFORE THEY MAKE ABRUPT TURN BY CUTTING TANGENT (PARALLEL) TO THE TRUNK (TWO CUTS SHOWN).

NOTES:
1- ALL TREES SHOWN ARE REJECTABLE UNLESS THEY UNDERGO RECOMMENDED CORRECTION.
2- FIRST STEP 1, THEN STEP 2. ROOTS AND SOIL MAY BE REMOVED DURING THE CORRECTION PROCESS; SUBSTRATE/SOIL SHALL BE REPLACED AFTER CORRECTION HAS BEEN COMPLETED.
3- TREES SHALL MEET ROOT OBSERVATIONS DETAIL FOLLOWING CORRECTION.
4- SMALL ROOTS (1/4" OR LESS) ON THE PERIPHERY OF THE ROOT BALL ARE COMMON WITH CONTAINER PLANT PRODUCTION. THESE SMALL ROOTS ARE NOT DEFINED AS "DEFECTS" AND CAN BE ADDRESSED AT THE TIME OF INSTALLATION (SEE ROOT BALL SHAVING CONTAINER DETAIL).

4 ROOT CORRECTION DETAIL - CONTAINER

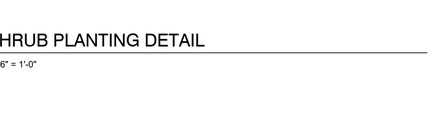
3/16" = 1'-0"

SCALE: NTS



5 SOD ADJACENT TO ASPHALT DETAIL

3/16" = 1'-0"



6 SOD ADJACENT TO CONCRETE DETAIL

3/16" = 1'-0"

NOTE:
TOP OF MULCH TO BE 1/2" BELOW PAVEMENT OR SOD

7 GROUNDCOVER PLANTING DETAIL

3/16" = 1'-0"

8 SHRUB PLANTING DETAIL

3/16" = 1'-0"

LANDSCAPE SPECIFICATIONS

1. GENERAL

1.01 The contractor shall obtain and pay for all permits related to this section of work unless previously excluded.
1.02 Before changes or substitutions can be made due to unavailability of plant material, submit evidence of having undertaken methods of locating plant material that is acceptable to the Landscape Architect.
1.03 In the case of discrepancy in the plant quantities between the plan drawings, plant call outs, plant list or plant schedule, the number of plants or square footage of the planting bed actually drawn on the plan drawings shall be deemed correct and prevail.
1.04 Evidence of inadequate protection following digging, carelessness in transit, or improper storage or handling shall be cause for rejection.
1.05 Submittals: Contractor to submit all product submittals 8 weeks prior to installation of plantings.
a) Product Data: submit manufacturer product data and literature describing all products required by this section to the Landscape Architect for approval.
b) Samples: submit samples of each product and material where required, to the Landscape Architect for approval. Label samples to indicate product, characteristics and locations in the work. Samples will be reviewed for appearance only. Compliance with other requirements is the responsibility of the Contractor.
c) Plant sources: submit sources of plants to the Landscape Architect for approval.
1.06 Pre-Construction Conference: Contractor shall schedule a pre-construction conference with the Landscape Architect at least seven (7) days before beginning the work, to review any questions the Contractor may have regarding the work, administrative procedures during construction and project work schedule.
1.07 The Landscape Architect shall be informed of the progress of the work so that the work may be observed at the following key times in the construction process.
a) Site Conditions Prior to Start of Planting - to review soil and drainage conditions
b) Completion of Plant layout staking- review of plant layout
c) Plant Quality- Review of plant quality at time of delivery and prior to installation. The Landscape Architect reserves the right to select and observe all plants at the nursery prior to delivery. If a particular defect or substandard element can be corrected at the nursery as determined by the landscape architect, the agreed upon remedy may be applied by the nursery or contractor provided that the correction allows the plant to meet the requirements stipulated in this section. Any work to correct defects shall be at the contractor's expense.
The landscape architect may choose to attach their seal to each plant or a representative sample. Viewing or sealing of plants by the Owner's representative at the nursery does not preclude the landscape architect to reject the plant material while on site.
d) Completion of the Planting- review the completed planting.
1.08 The Landscape Architect shall inspect all work for Substantial Completion upon notice of completion. Upon completion and re
-inspection of all repairs or renewals necessary in the judgement of the Landscape Architect, the Landscape Architect will recommend to the Owner the Acceptance of the work.
1.09 Following Acceptance, maintenance of the plant material shall become the Owners responsibility. The Contractor shall provide the Owner with a typewritten recommended maintenance program at the time of Acceptance. Make periodic inspections of the Owners maintenance during the guarantee period. Submit written report to the Owner of any corrective measures required to keep the guarantee valid.
1.10 It is the responsibility of the contractor to be aware of all surface and subsurface conditions, and to notify the Landscape Architect, in writing of any circumstances that would negatively impact the health of plantings. Do not proceed with work until satisfactory conditions have been corrected.
1.11 All plant material shall be guaranteed for a period of one (1) year from the time of Acceptance.
1.12 Sod shall be guaranteed for a period of 90 days from the time of Acceptance. Replacement sod under this guarantee shall be guaranteed for an additional 90 days from the date of installation. Repair any damage caused by sod replacement at no cost to the Owner.
1.13 Plants shall be healthy, free of pests and disease, and in flourishing condition at the end of the guarantee period. Plants shall be free of dead and dying branches and branch tips, and shall bear foliage of normal density, size and color.
1.14 Replace dead plants and all plants not in a vigorous, thriving condition, as determined by the Landscape Architect, during and at the end of the guarantee period, without cost to Owner, as soon as weather conditions permit and within the specified planting period.
Replacements shall closely match adjacent specimens of the same species. Replacements shall be subject to all requirements stated in these specifications.
a. Make all necessary repairs caused by plant replacement activities.
b. The guarantee of all replacement plants shall extend for an additional one year period from the date of their acceptance after replacement. In the event that a replacement plant is not acceptable during or at the end of the said extended guarantee period, the Owner may elect either one more replacement, without guarantee, or credit for each item.
1.15 At the end of the guarantee period, the Landscape Architect will inspect the work for Final Acceptance. Upon completion of all repairs or replacements necessary, in the judgement of the Landscape Architect, the work will be recommended for Final Acceptance by the Owner.
II PRODUCTS
2.01 All plant material shall be Florida No. 1, as specified in the Grades and Standards for Nursery Plants, 2015 or latest edition unless otherwise noted.
2.02 All plant material shall meet or exceed the size requirements as specified in the plant list. No substitutions shall be accepted without the Landscape Architect's approval. If a range of size is given, no plant shall be less than the minimum size and not less than 50 percent of the plants shall be as large as the maximum size specified.
2.03 Contractor shall schedule with Landscape Architect a time in which to view plant material in the nursery prior to installation.
2.04 Planting soil shall consist of a mixture of 60% sand and 40% muck with a PH between 6.5 and 7.5.
2.05 Mulch shall be shredded Grade "A" Eucalyptus as manufactured by AACTION Nursery Products or approved equal. Submit suppliers product specification data sheet and a one gallon sample for approval.
2.06 Fertilizer for planting shall be Agriform planting tablets 20-10-5 formula, 21 gram. Fertilizer for palms shall be "Palm Special" - from AFEC 8-4-12. Submit suppliers product specification data sheet.
2.07 Fertilizer for sod shall be granular fertilizer having a 12-6-8 analysis. Submit suppliers product specification data sheet.
2.08 Weed control fabric shall be Pro5 Weed barrier by Dewitt or approved equal. Submit suppliers product specification data sheet.
2.09 Sod shall be free of weeds and the roots shall be thoroughly knit to the soil. At Substantial Completion all areas shall show a uniform stand of the specified grass in a healthy condition with no visible gaps or joints. Roll sod, except on pegged areas, with roller weighing no more than 150 lbs. per foot of roller width to eliminate air pockets. Sod shall be irrigated immediately before and/or after rolling. Topdressing to fill cracks and low spots shall be repeated throughout the guarantee period as needed.
2.10 Tree guying and staking material shall be as shown in the details. Submit manufacturer's product data for approval.
2.11 Watering Bags: Plastic watering bags holding a minimum of 25 gallons of water and with a slow drip hole water release system, specifically designed to water establishing trees. Water should release over a several day period, not within a few hours. Watering bags shall be Treegator Irrigation Bags sized to appropriate model for the requirements of the plant, as manufactured by Spectrum Products, Inc,. Youngsville, NC. 27596, or approved equal. Submit suppliers product specification data sheet and a 2 bag- samples for approval.
III EXECUTION
3.01 Contractor is responsible for verifying all underground utilities and obtaining the necessary clearances prior to planting.
3.02 Contractor shall examine subgrade and rough grade before planting and alert Landscape Architect of any unacceptable subgrade or rough grade. The Contractor shall notify the Landscape Architect, in writing, of all soil or drainage conditions that he/she considers detrimental to growth of plant material. If the contractor fails to notify the Landscape Architect of such conditions, he/she shall remain responsible for the plant material through the guarantee period.
3.03 Volumetric soil moisture level, in both the planting soil and the root balls of all plants, prior to, during and after planting shall be above permanent wilting point and below field capacity for each type of soil texture within the following ranges.

Soil Type	Permanent Wilting Point	Field Capacity
Sand, Loamy sand, Sandy Loam	5-8%	12-18%
Loam, Sandy Clay, Sandy Clay Loam	14-25%	27-36%

Volumetric soil moisture shall be measured with a digital moisture meter. The meter shall be the Digital Soil Moisture Meter, DSMM500 by General Specialty Tools and Instruments, or approved equivalent.
The Contractor shall confirm the soil moisture levels with a moisture meter. If the moisture is too high, suspend planting operations until the soil moisture drains to below field capacity.

3.04 Subgrade of planting areas shall be loosened or scarified to a minimum depth of 6 inches prior to spreading planting soil. Subgrade shall be brought to true and uniform grade and shall be cleared of stones greater than 2 inch, sticks and other extraneous material.
3.05 Excavation of the Planting Space: Using hand tools or tracked mini-excavator, excavate the planting hole into the existing soil to the depth of the root ball measured after any root ball modification to correct root problems, and wide enough for working room around the root ball or to the size indicated on the drawing or as noted below.
1. For trees and shrubs planted in soil areas that are NOT tilled or otherwise modified to a depth of at least 12 inches over a distance of more than 10 feet radius from each tree, or 5 feet radius from each shrub, the soil around the root ball shall be loosened as defined below or as indicated on the drawings.
a. The area of loosening shall be a minimum of 3 times the diameter of the root ball at the surface sloping to 2 times the diameter of the root ball at the depth of the root ball.
b. Loosening is defined as digging into the soil and turning the soil to reduce the compaction. The soil does not have to be removed from the hole, just dug, lifted and turned. Lifting and turning may be accomplished with a tracked mini excavator, or hand shovels.
2. If an auger is used to dig the initial planting hole, the soil around the auger hole shall be loosened as defined above for trees and shrubs planted in soil areas that are NOT tilled or otherwise modified.
3. The measuring point for root ball depth shall be the average height of the outer edge of the root ball after any required root ball modification.
4. If motorized equipment is used to deliver plants to the planting area over exposed planting beds, or used to loosen the soil or dig the planting holes, all soil that has been driven over shall be tilled to a depth of 6 inches.
3.06 For trees to be planted in prepared planting soil that is deeper than the root ball depth, compact the soil under the root ball using a mechanical tamper to assure a firm bedding for the root ball. If there is more than 12 inches of planting soil under the root ball excavate and tamp the planting soil in lifts not to exceed 12 inches.
3.07 Backfill the space around the root ball with the same planting soil or existing soil that was excavated for the planting space. See Planting Soil- above, for requirements to modify the soil within the planting bed.
A. When the planting hole has been backfilled to three quarters of its depth, water shall be poured around the root ball and allowed to soak into the soil to settle the soil. Do not flood the planting space. If the soil is above field capacity, allow the soil to drain to below field capacity before finishing the planting. Air pockets shall be eliminated and backfill continued until the planting soil is brought to grade level.
B. Where indicated on the drawings, build a 4 inch high, level berm of planting soil around the outside of the root ball to retain water. Tamp the berm to reduce leaking and erosion of the saucer.
C. Thoroughly water the planting soil and root ball immediately after planting.
3.08 All areas to receive shrub planting shall be prepared with planting soil.
3.09 All areas to receive sod shall have a minimum of 2" of planting soil.
3.10 New trees, palms, shrubs and groundcovers shall be fertilized in accordance with manufacturers recommendations.
3.11 Sodded areas shall be fertilized with granular fertilizer at a rate of 12 lbs per 1000 S.F. of lawn and in accordance with the manufacturer's recommendations.
3.12 After planting, smooth out all grades between plants before mulching. Separate the edges of planting beds and lawn areas with a smooth, formed edge cut into the turf with the bed mulch level slightly lower, 1 and 2 inches, than the adjacent turf sod or as directed by Landscape Architect. Bed edge lines shall be a depicted on the drawings.
3.13 All planted areas are to receive a 2" layer of mulch.
3.13 Weed control fabric shall be installed as per manufacturer's recommendations.
3.14 Do not stake or guy trees unless specifically required by the Contract Documents, or in the event that the Contractor feels that staking is the only alternative way to keep particular trees plumb.
1. The Landscape Architect shall have the authority to require that trees are staked or to reject staking as an alternative way to stabilize the tree.
2. Trees that required heavily modified root balls to meet the root quality standards may become unstable. The Landscape Architect may choose to reject these trees rather than utilize staking to temporarily support the tree.
A. Trees that are guyed shall have their guys and stakes removed after one full growing season or at other times as required by the Landscape Architect.
B. If tree guying is necessary, Contractor shall utilize the tree staking and guying materials specified.
3.15 The contractor shall be fully responsible to ensure that adequate water is provided to all plants from the point of installation until the date of substantial completion acceptance. The contractor shall adjust the automatic irrigation system, if available, and apply additional or adjust for less water using hoses as required.
3.16. Contractor shall maintain all plant material including sod until acceptance. Maintenance shall consist of mowing, edging, pruning, watering, weeding, mulching, removal of dead material, maintaining plants in a plumb position, resetting plants to proper grades and upright position, and furnishing and applying such sprays as are necessary to keep plants free of insects and disease, and in a healthy growing condition.

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NORTH BAY VILLAGE SAFETY COMPLEX

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Project number
2312

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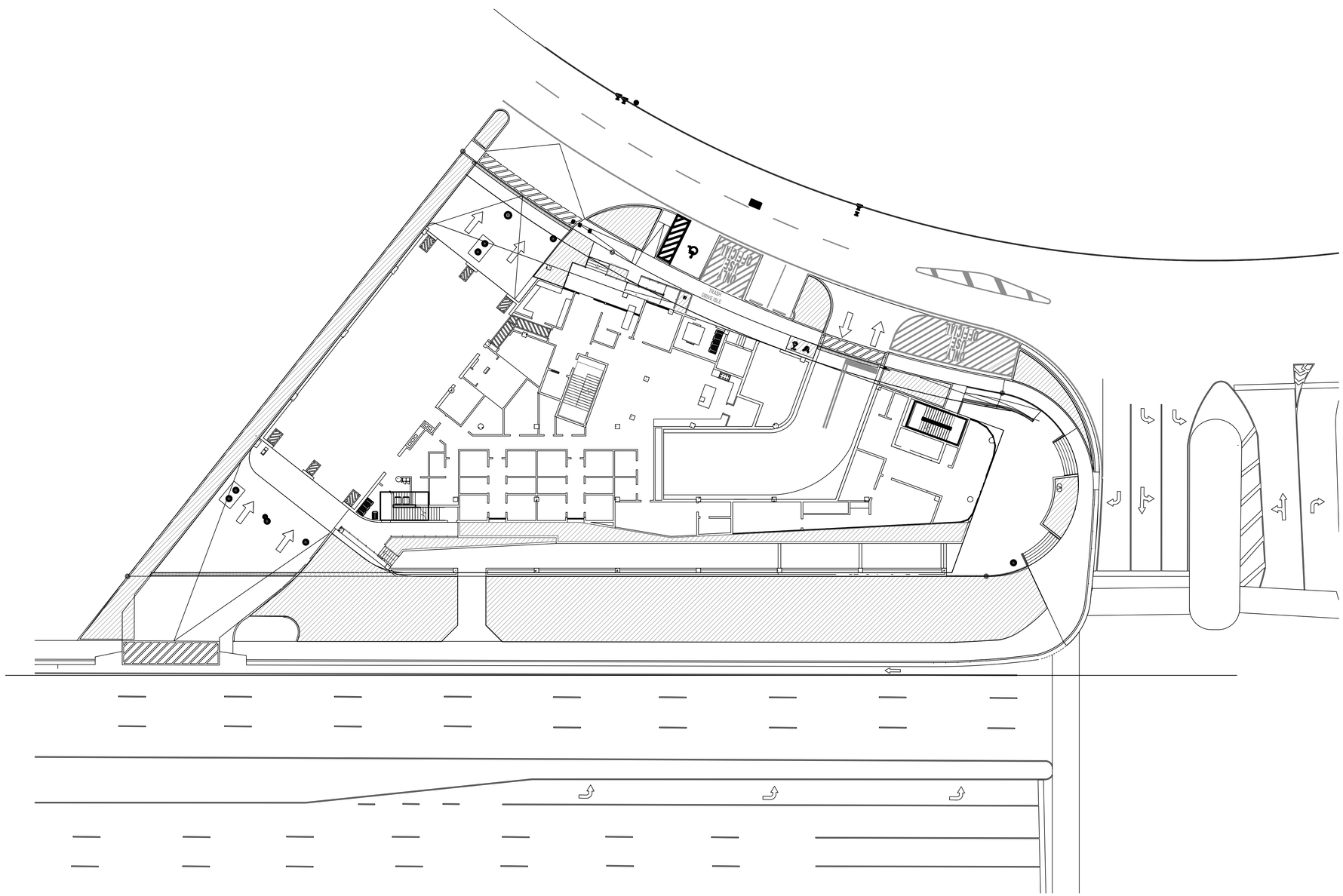
WILESTONE	DATE
PZB-SUBMITTAL	08.25.23
PZB-REV.1 SUBMITTAL	10.11.23

PZ REV.1 - OCT.11.2023

Planting Notes & Details

L-202



1 PLANTING PLAN

Scale: 1" = 20'-0"

IRRIGATION NARRATIVE

The at-grade portion of the project will be irrigated with an automatic irrigation system. This system will be designed to meet the FGBC requirements. This means that it will be utilizing highly water conserving heads, and design the zones, in accordance with watering needs. A rain sensor shall be provided which would automatically override automatic controllers should rainfall have occurred. A multiple program controller shall be provided. Because of the location of the site, utilizing well water is not an option and there is no reclaimed water to utilize. Therefore we will need to use potable water.
The above grade planters on the building will not have permanent irrigation, but a hose bib will be required for watering. Should the budget allow, we would recommend planters with integral automatic irrigation tanks.

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ACCORDANCE WITH CHAPTERS 553 AND 633 OF THE FLORIDA STATUTES.

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NORTH BAY VILLAGE
SAFETY COMPLEX

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WILESTONE	DATE
PZB SUBMITTAL	06.25.23
PZB REV.1 SUBMITTAL	10.11.23

PZ REV.1 - OCT.11.2023

Irrigation Plan

L-300

CITY OF NORTH BAY VILLAGE

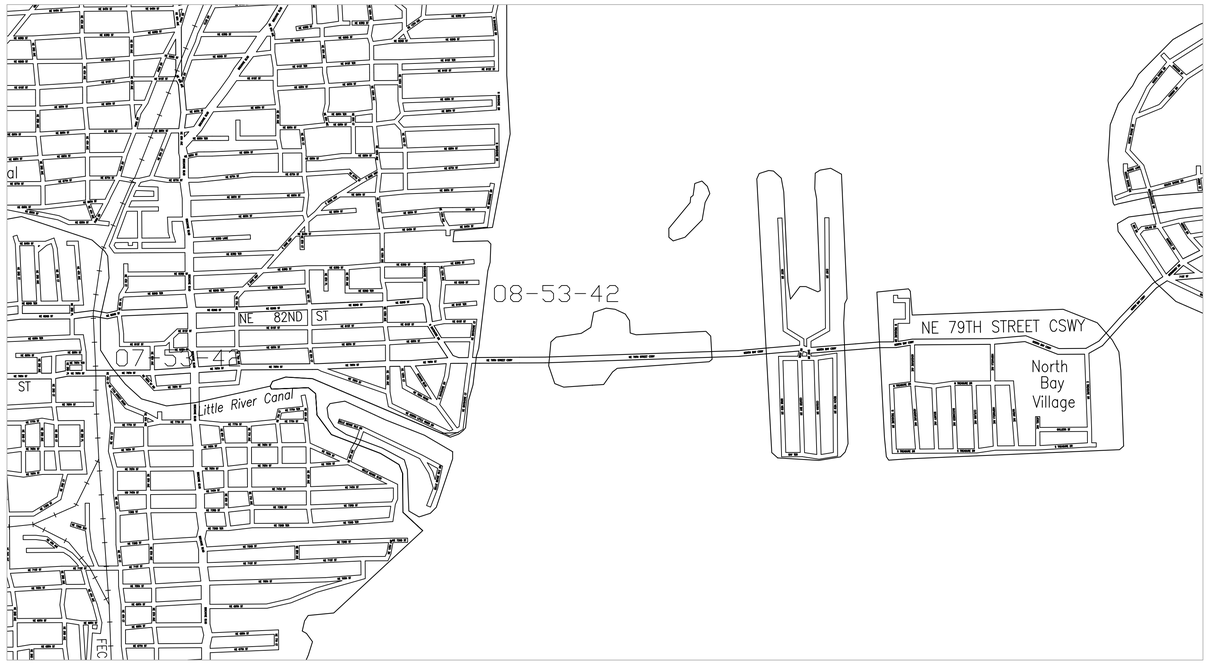
CAPITAL IMPROVEMENTS PROGRAM

NAME, PE. DIRECTOR

1335 79TH STREET CAUSEWAY
CITY HALL

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
C00	COVER SHEET
C01	GENERAL NOTES
C02	SUMMARY OF PAY ITEMS
C03	DEMOLITION PLAN
C04	PAVING GRADING & DRAINAGE PLAN
C05	PAVEMENT MARKING PLAN
C06	STORM PLAN
C07	WATER & SEWER PLAN
C08	AUTOTURN - LEFT BAY
C09	AUTOTURN - RIGHT BAY



LOCATION MAP
SCALE: 1" = 1000'

CITY OF NORTH BAY VILLAGE PROJECT MANAGER: _ _ _ _ _ _ _

CITY OF NORTH BAY VILLAGE CONSTRUCTION MANAGER: _ _ _ _ _ _

GOVERNING STANDARDS AND SPECIFICATIONS:

- FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS DATED 2023, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JULY 2023, AS AMENDED BY CONTRACT DOCUMENTS.
- MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS (2009) (MUTCD)
- CITY OF MIAMI ENGINEERING STANDARDS FOR DESIGN AND CONSTRUCTION DATED NOVEMBER 2021.

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October 2023

PREPARED BY:

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NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

ROADWAY PLANS
ENGINEER OF RECORD: WADDIE RUIZ, P.E.

P.E. NO.: 62714

WADDIE D. RUIZ-RIVERA — No. 62714 — STATE OF FLORIDA — PROFESSIONAL ENGINEER
Waddie D. Ruiz-Rivera, P.E.
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NORTH BAY VILLAGE SAFETY COMPLEX

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Project number
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PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	09.29.23

PZ REV.1 - SEP.29.2023

AUTOTURN - RIGHT BAY

PZ-C00

GENERAL NOTES

1. B.M. DATA IS NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.–29).

2. ANY N.G.V.D. BENCH MARK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED AND PROPERLY REFERENCED BY A REGISTERED–LAND SURVEYOR IN ACCORDANCE WITH THE MINIMUM TECHNICAL STANDARDS OF THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS PRIOR TO BEGINNING WORK AT THE SITE. IF ANY MONUMENT IS IN DANGER OF DAMAGE, THE PROJECT ENGINEER SHALL NOTIFY RON TAYLOR, FLORIDA DEPT. OF ENVIRONMENTAL PROTECTION (FDEP) SURVEYING AND MAPPING, 3900 COMMONWEALTH BLVD., MAIL STATION 105, TALLAHASSEE, FLORIDA 32399–3000 TELEPHONE (850) 245–2606.

3. ALL PUBLIC LAND CORNERS AND MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE PROTECTED BY THE CONTRACTOR AS FOLLOWS: CORNERS AND MONUMENTS IN CONFLICT WITH THE WORK AND IN DANGER OF BEING DAMAGED, DESTROYED, OR COVERED SHALL BE PROPERLY REFERENCED BY A REGISTERED–LAND SURVEYOR IN ACCORDANCE WITH THE MINIMUM TECHNICAL STANDARDS OF THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS PRIOR TO BEGINNING WORK AT THE SITE. THE CONTRACTOR SHALL RETAIN THE LAND SURVEYOR TO REFERENCE, AND RESTORE UPON COMPLETION OF THE WORK, ALL SUCH CORNERS AND MONUMENTS, AND SHALL FURNISH TO MIAMI–DADE COUNTY PUBLIC WORKS DEPARTMENT A SIGNED AND SEALED COPY OF THE LAND SURVEYOR'S REFERENCE DRAWING.

4. ALL STATIONS AND OFFSETS REFER TO CENTERLINE AND BASELINE OF CONSTRUCTION, UNLESS OTHERWISE STATED.

5. ALL GRADES SHOWN IN PLAN ARE FINISHED GRADES.

6. THE CONTRACTOR SHALL PAINT ALL STATIONS WITH STENCILED NUMBERS ON THE FACE OF CURB:
   A. FROM THE BEGINNING OF THE PROJECT WHERE THE CURB IS TO REMAIN.
   B. AT NEW CURB NOT LATER THAN 72 HOURS AFTER BEING POURED.
   C. WHERE CURB DOES NOT EXIST AND SHALL NOT BE CONSTRUCTED,
   THE CONTRACTOR SHALL MAINTAIN STATIONING WITH SURVEYING STAKES.
   CONTRACTOR SHALL MAINTAIN THE STATION MARKS VISIBLE UNTIL FINAL INSPECTION.

7. ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE MIAMI–DADE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER STATE OR LOCAL AGENCY WITH JURISDICTION. IT IS THE INTENT OF THESE PLANS TO BE IN ACCORDANCE WITH APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION. ANY DISCREPANCIES BETWEEN THESE PLANS AND APPLICABLE CODES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.

8. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE EPA AND THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES).

9. THE LOCATION AND SIZE OF THE UTILITIES SHOWN IN THE PLANS SHOULD BE CONSIDERED APPROXIMATE ONLY. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL UTILITIES BY ELECTRONIC METHODS AND BY PRE–TRENCHING IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATION. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS MUST BE RESOLVED BY THE ENGINEER AND THE OWNER. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

10. BASELINE CONTROL SURVEY CONDUCTED BY MIAMI–DADE COUNTY. PLEASE CALL MR. MIKE WHITLING AT 305–375–2655 CONCERNING SURVEY RELATED QUESTIONS.

11. EXISTING TOPOGRAPHIC INFORMATION WAS OBTAINED FROM SURVEY PREPARED BY J. BONFILL & ASSOCIATES, INC., DATED 03/05/06, BY WEIDENER SURVEYING AND MAPPING PA, DATED 10/15/04, AND BY PULICE ENG. DURING YEAR 2007.

12. CONTRACTOR SHALL CONTACT SUNSHINE STATE ONE–CALL AT 1–(800)–432–4770 AT LEAST 48 HOURS PRIOR TO PERFORMING ANY DIGGING TO VERIFY THE EXACT LOCATION OF EXISTING UTILITIES. A CONTRACTOR'S REPRESENTATIVE MUST BE PRESENT WHEN UTILITY COMPANIES LOCATE THEIR FACILITIES.

13. THE CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD AND UNDERGROUND UTILITIES.

14. MIAMI–DADE WATER AND SEWER DEPARTMENT REQUIRES THAT ACCESS TO ALL WATER AND SEWER VALVES, SANITARY MANHOLES, AND OTHER CONTROL MECHANISMS BE MAINTAINED THROUGHOUT CONSTRUCTION IN THE EVENT OF AN EMERGENCY TO ENSURE THE PUBLIC HEALTH AND SAFETY. COVERING VALVE BOXES AND MANHOLES CAN BE CONSIDERED UNAUTHORIZED OBSTRUCTION OF AND TAMPERING WITH DEPARTMENT UTILITIES. ALL REQUESTS FOR UTILITY ADJUSTMENTS MUST BE MADE IN WRITING AT LEAST TWO (2) WEEKS IN ADVANCE. FOR MANHOLE AND VALVES, CONTACT THE CONSTRUCTION MANAGEMENT SECTION, PUMP STATIONS UNIT, 3071 SW 38 AVENUE, FAX NO. 305–668–3626. THE DEPARTMENT WILL MAKE ONE FINAL AND PERMANENT ADJUSTMENT AT NO COST TO THE REQUESTING AGENCY. FOR THE ADJUSTMENT OF WATER METERS, CONTACT THE CHIEF OF METER OPERATIONS AND MAINTENANCE, FAX NO. 305–545–3482. FOR ANY FIRE HYDRANTS THAT ARE DAMAGED OR BUMPED DURING CONSTRUCTION, CONTACT THE MDWASD HYDRANT SHOP AT 305–805–4575 BEFORE POURING CONCRETE FOR THE SIDEWALK. IN THE EVENT OF A WATER OR SEWER EMERGENCY, CONTACT MIAMI DADE WATER AND SEWER DEPARTMENT AT 305–274–9272. THIS LINE IS OPEN 24 HOURS, 7 DAYS A WEEK.

15. KNOWN UTILITY COMPANIES IN THE PROJECT LIMITS INCLUDE, BUT ARE NOT LIMITED TO:
   FPL – MR. BYRON A. SAMPLE (305) 442–5128
   COMCAST – MR. LEONARD MAXWELL–NEWBOLD – (954) 538–9394
   MDWASD – MR. SERGIO GARCIA – (786) 268–5242
   AT&T – MR. STEVEN B. MASSIE – (305) 222–8745
   FL CITY GAS CO. OF FLORIDA – MR. DEXTER PINKNEY – (305) 835–3632

16. THE CONTRACTOR IS ADVISED THAT PROPERTIES ADJACENT TO THE PROJECT HAVE ELECTRIC, TELEPHONE, GAS, WATER, AND/OR SEWER SERVICE LATERALS WHICH MAY NOT BE SHOWN IN PLANS. THE CONTRACTOR MUST REQUEST THE LOCATION OF THESE LATERAL SERVICES FROM THE UTILITY COMPANIES. THE ADDITIONAL COST OF EXCAVATING, INSTALLING, BACKFILLING, AND COMPACTING AROUND THESE LATERAL SERVICES MUST BE INCLUDED IN THE BID RELATED ITEM FOR THE WORK BEING DONE.

17. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY SHALL BE RESTORED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

18. ANY ENCROACHMENT WITHIN THE LIMITS OF CONSTRUCTION SHALL BE RELOCATED OR PROTECTED BY THE ADJACENT PROPERTY OWNER AT THEIR EXPENSE, UNLESS OTHERWISE SHOWN ON THE PLANS.

19. CLEARING AND GRUBBING, GRADING AND OTHER INCIDENTAL WORK NECESSARY FOR HARMONIZATION OUTSIDE R/W SHALL BE INCLUDED IN RELATED BID ITEMS.

20. ALL GRASS AREAS AFFECTED BY CONSTRUCTION SHALL BE RE–SODDED AT NO ADDITIONAL COST TO THE COUNTY.

21. THE CONTRACTOR SHOULD TAKE SPECIAL NOTE OF SOIL CONDITIONS THROUGHOUT THIS PROJECT. ANY SPECIAL SHORING, SHEETING OR OTHER PROCEDURES NECESSARY TO PROTECT ADJACENT PROPERTY, PUBLIC OR PRIVATE, DURING THE EXCAVATION OF SUBSOIL MATERIAL AND EXFILTRATION TRENCH, OR FILLING OF ANY AREA, OR FOR ANY OPERATION DURING CONSTRUCTION, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

22. IF SHEETING, SHORING, OR DEWATERING, INCLUDING WELL POINTS ARE NECESSARY, THE CONTRACTOR MUST MONITOR AND CONTROL ALL WORK THAT MAY CAUSE CRACKING TO ANY ADJACENT BUILDING, STRUCTURE, OR PROPERTY AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES CAUSED BY THESE OPERATIONS. COST OF SHEETING, SHORING, OR DEWATERING SHALL BE INCLUDED IN THE RELATED BID ITEM FOR THE WORK BEING DONE.

23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE DEWATERING PERMIT. COST OF THE PERMIT AND DEWATERING SHALL BE INCLUDED IN THE RELATED BID ITEM FOR THE WORK BEING DONE.

24. THE CONTRACTOR WILL RESTRICT PERSONNEL, THE USE OF EQUIPMENT, AND THE STORAGE OF MATERIALS TO AREAS WITHIN THE LIMITS OF CONSTRUCTION AND DESIGNATED STAGING AREA.

25. EXPLORATORY OR PRE–TRENCHING IN THE ALIGNMENT AND GRADE OF PROPOSED PIPES STRUCTURES, FRENCH DRAINS, CONDUITS, POLE FOUNDATIONS AND/OR SUB–GRADE SHALL BE PERFORMED SEVEN DAYS IN ADVANCE OF ITS CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE UNDERGROUND UTILITY OWNERS AND THE DEPARTMENT WITH IMMEDIATE NOTIFICATION OF ANY CONFLICT WITH PROPOSED CONSTRUCTION. THIS NOTIFICATION SHALL PROVIDE SURVEY INFORMATION ABOUT EXISTING UTILITY ALIGNMENT, GRADE AND POSSIBLE CONFLICTS. PAYMENT FOR EXPLORATORY OR PRE–TRENCHING, SURVEY AND BACKFILLING SHALL BE INCLUDED IN THE COST OF THE RELATED BID ITEM FOR THE WORK BEING DONE.

26. ALL DITCH EXCAVATIONS SHALL BE PERFORMED IN FULL COMPLIANCE WITH THE PROVISIONS OF THE TRENCH SAFETY ACT.

27. ALL EXCESS MATERIAL, AS DESIGNATED BY THE ENGINEER, IS TO BE DISPOSED BY THE CONTRACTOR IN AREAS PROVIDED BY HIM WITHIN 72 HOURS OF BEING DEPOSITED IN THE CONSTRUCTION AREA AND AT THE CONTRACTOR'S EXPENSE.

28. ALL DISPOSAL OF MATERIALS, RUBBISH, AND DEBRIS SHALL BE MADE AT A LEGAL DISPOSAL SITE OR BY OTHER PRIOR APPROVED MANNER. MATERIAL CLEARED FROM THE SITE AND DEPOSITED ON ADJACENT OR NEARBY PROPERTY WILL NOT BE CONSIDERED AS HAVING BEEN DISPOSED OF SATISFACTORILY.

29. ANY KNOWN OR SUSPECTED HAZARDOUS MATERIAL FOUND ON THE PROJECT BY THE CONTRACTOR SHALL BE IMMEDIATELY REPORTED TO THE PROJECT ENGINEER, WHO SHALL DIRECT THE CONTRACTOR TO PROTECT THE AREA OF KNOWN OR SUSPECTED CONTAMINATION FROM FURTHER ACCESS. THE ENGINEER WILL ARRANGE FOR INVESTIGATION, IDENTIFICATION, AND REMEDIATION OF THE HAZARDOUS MATERIAL. THE CONTRACTOR SHALL NOT RETURN TO THE AREA OF CONTAMINATION UNTIL APPROVAL IS PROVIDED BY THE PROJECT ENGINEER.

30. EXISTING ABOVE GROUND FEATURES ARE SHOWN ACCORDING TO THE BEST AVAILABLE DATA AND MAY NOT ACCURATELY REFLECT PRESENT CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIMSELF WITH CURRENT SITE CONDITIONS, AND SHALL REPORT DISCREPANCIES TO THE ENGINEER PRIOR TO STARTING WORK.

31. CONTRACTOR IS TO VERIFY THE EXACT LOCATION OF ALL EXISTING TREES, STRUCTURES AND UTILITIES, WHICH MAY NOT BE SHOWN ON PLANS. ANY STRUCTURE, PAVEMENT, TREES OR OTHER EXISTING IMPROVEMENT NOT SPECIFIED FOR REMOVAL WHICH IS TEMPORARY DAMAGED, EXPOSED OR IN ANY WAY DISTURBED BY CONSTRUCTION PERFORMED UNDER THIS CONTRACT, SHALL BE REPAIRED, PATCHED OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.

32. CONTRACTOR TO RELOCATE TREES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL AVOID DAMAGE TO ANY EXISTING TREES TO REMAIN. EXISTING TREES SHALL BE REMOVED ONLY IF REQUIRED FOR CONSTRUCTION. THOSE TREES NOT INTERFERING WITH CONSTRUCTION SHALL BE PROTECTED IN PLACE.

33. THE CONTRACTOR SHALL USE A STREET SWEEPER (USING WATER) OR OTHER EQUIPMENT CAPABLE OF CONTROLLING AND REMOVING DUST. APPROVAL OF THE USE OF SUCH EQUIPMENT IS CONTINGENT UPON ITS DEMONSTRATED ABILITY TO DO THE WORK.

34. THE CONTRACTOR SHALL PREPARE AND SUBMIT SHOP DRAWINGS FOR ALL ITEMS USED IN THIS PROJECT.

35. WHEN DISSIMILAR MATERIAL CONNECTIONS ARE MADE, SUCH AS CONCRETE TO METAL, THE DISSIMILAR MATERIAL SHALL BE SEPARATED BY COATING THE CONTACT SURFACE WITH BITUMASTIC MATERIAL.

36. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING EXISTING AND NEW INLETS CLEAN OF MILLING MATERIAL, LIMEROCK, DEBRIS, ETC. DURING THE CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER. ALL LINES AND STRUCTURES SHALL BE CLEANED PRIOR TO FINAL INSPECTION AND ACCEPTANCE.

37. CAST IRON PRODUCTS: HEAVY–DUTY CLASSIFICATION SUITABLE FOR HIGHWAY TRAFFIC LOADS OR 16,000 LBS WHEEL LOADS.

38. STEEL GRATING AND COVERS: TRAFFIC CLASSIFICATION H–20; 16,000 LBS OVER 8"X20" AREA.

39. EXISTING DRAINAGE STRUCTURES AND PIPES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE REMOVED UNLESS OTHERWISE NOTED.

40. EXISTING MANHOLES AND INLETS SCHEDULED TO REMAIN SHALL BE THOROUGHLY CLEANED BY REMOVING ALL DEBRIS AND SEDIMENTS, AND THE INTERIOR SHALL BE SEALED WITH AN APPROVED NON–TOXIC BITUMASTIC SEALANT.

41. PRIOR TO CONSTRUCTION THE CONTRACTOR WILL INSPECT ALL EXISTING STRUCTURES WHICH ARE TO REMAIN AND NOTIFY THE ENGINEER OF ANY OBVIOUS STRUCTURAL DEFICIENCIES.

42. CONTRACTOR SHALL ADJUST ALL EXISTING CATCH BASINS, GRATES, AND STORM MANHOLE COVERS TO MEET NEW GRADES WHERE APPLICABLE.

43. ELEVATIONS AND OFFSETS SHOWN AT DRAINAGE STRUCTURES REFER TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

44. RADII ON CURB RETURNS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

45. PRIOR TO CONSTRUCTION THE CONTRACTOR WILL VERIFY INVERT ELEVATIONS OF ALL PIPES WHICH ARE TO REMAIN AND NOTIFY THE ENGINEER OF ANY ELEVATION DEVIATIONS.

46. THERE SHALL BE NO MORE THAN THREE LATERAL DRAINAGE INSTALLATIONS WITHOUT BACKFILLING. BACKFILLING OF LATERAL DRAINAGE SHALL NOT LAG MORE THAN 72 HOURS BEHIND THE START OF EXCAVATION.

47. SPECIAL ATTENTION IS DIRECTED TO THE FACT THAT PORTIONS OF SOME DRAINAGE STRUCTURES EXTEND INTO THE STABILIZED PORTION OF THE ROADBED AND EXTREME CAUTION SHOULD BE USED IN THE STABILIZING OPERATIONS AT THESE LOCATIONS.

48. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION, INSTALLATION, AND MAINTENANCE OF ALL TRAFFIC CONTROL AND SAFETY DEVICES, IN ACCORDANCE WITH SPECIFICATIONS OUTLINED IN THE PUBLIC WORKS DEPARTMENT MANUAL, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND THE FDOT DESIGN STANDARDS.

49. WHERE NEW PAVEMENT MEETS EXISTING, CONNECTION SHALL BE MADE IN A NEAT STRAIGHT LINE AND FLUSH WITH THE EXISTING PAVEMENT.

50. THE LOCATION OF SOME DRIVEWAYS IS APPROXIMATE. VERIFICATION OF EXACT LOCATION AND DIMENSIONS IS RECOMMENDED.

51. EXISTING DRIVEWAYS WITHIN THE LIMITS OF THIS PROJECT ARE TO BE REPLACED AT THE SAME LOCATION AND WIDTH, UNLESS OTHERWISE SHOWN IN PLANS.

52. WHERE CONNECTIONS TO EXISTING SIDEWALKS AND DRIVEWAYS ARE NOT INDICATED ON PLANS, PROPER CONNECTIONS ARE TO BE MADE AS DIRECTED BY THE ENGINEER. DROP CURB AND DRIVEWAY CONNECTIONS SHALL BE PROVIDED FOR ACCESS TO ALL PRIVATE PROPERTIES ADJACENT TO THE PROJECT. PAYMENT SHALL BE INCLUDED IN THE COST OF RELATED BID ITEMS.

53. CONTRACTOR TO INSTALL ½" PREFORMED EXPANSION JOINT WHEN PROPOSED SIDEWALK IMPROVEMENTS IS IMMEDIATELY ADJACENT TO EXISTING CONCRETE SLAB, CBS/ CONCRETE WALL, AND/OR BUILDING.

54. THE SIDEWALK AT DRIVEWAY TURNOUTS SHALL BE 6" THICK CONCRETE.

55. ALL BUS STOP SIGNS TO BE FURNISHED BY MIAMI–DADE TRANSIT. ENGINEER TO CONTACT MIAMI–DADE COUNTY TRANSIT AT (305)637–3753 ONE (1) WEEK PRIOR TO POURING SIDEWALKS AND COORDINATE THE REMOVAL AND REPLACEMENT OF BUS STOP SIGNS AND BENCHES. REFER TO NOTE 72 ON THIS SHEET.

56. COMPLETE AS–BUILT INFORMATION RELATIVE TO LOCATION AND DEPTH OF PIPES, MANHOLES, ETC. SHALL BE ACCURATELY RECORDED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE WORK. ALL ELEVATIONS SHALL BE TAKEN BY A FLORIDA REGISTERED SURVEYOR AND SHOWN ON THE RECORD DRAWINGS.

57. DESIGN WATER TABLE ELEVATION IS THE AVERAGE OCTOBER GROUND WATER ELEVATION CORRESPONDING TO 3.5 FEET NGVD.

58. MIAMI–DADE COUNTY FLOOD CRITERIA ELEVATION: 6.60 FEET NGVD FOR THE SOUTH END OF THE PROJECT AND 6.80 FEET NGVD FOR THE NORTH END, THIS SECTION OF NW 87 AVE. IS LOCATED WITHIN FLOOD ZONE "AE" WITH A BASE FLOOD ELEVATION OF 6.00' AT THE SOUTH END OF THE PROJECT AND ELEVATION 7.00' AT THE NORTH END.

59. THE INFORMATION PROVIDED IN THESE DRAWINGS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF CONDITIONS WHICH WILL BE ENCOUNTERED DURING THE COURSE OF WORK. THE CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSION REGARDING THE ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED, AND UPON WHICH BIDS WILL BE BASED.

60. COORDINATION FOR RELOCATION OF TREES WILL FOLLOW.

61. FOR CONNECTION TO EXISTING ROADS REFER TO SHEETS 21 AND 22.

62. DRIVEWAY CONNECTIONS SHALL BE PROVIDED FOR ACCESS TO ALL PRIVATE PROPERTIES ADJACENT TO THE PROJECT CONSTRUCTION. FINAL LOCATION TO DRIVEWAY ACCESS TO BE DETERMINED AND ADJUSTED BY THE ENGINEER IN THE FIELD.

63. FOUR FEET CLEAR PATH TO BE PROVIDED ON ALL CONCRETE SIDEWALKS, INCLUDING TO STREET LIGHT POLES AND/OR UTILITY POLES.

64. ALL FENCES ALONG THE PROJECT PROPERTY LINE ARE TO REMAIN UNLESS OTHERWISE SHOWN IN PLANS.

UTILITY NOTES:

65. ANY NEW LIGHTING AND SIGNAL TRAFFIC POLE SHOULD BE LOCATED 5 FT. MINIMUM (FROM POLE'S CENTER TO PIPE'S FACE) FROM ANY UTILITIES (MANHOLES & PIPES) TO AVOID A POSSIBLE DAMAGE TO THE UTILITIES AND ALLOW SPACE FOR POLE'S EXCAVATION AND INSTALLATION.

66. ANY NEW STORM PIPE SHOULD BE A MINIMUM OF 6" INCHES OF VERTICAL DISTANCE FROM ANY EXISTING WATER MAIN WHEN CROSSING UNDER THE WM AND 12" MINIMUM IF CROSSING OVER THE WATERMAIN.

67. ANY NEW STRUCTURE SHOULD BE A MINIMUM OF 3 FT. HORIZONTAL DISTANCE FROM UTILITY LINES AND MANHOLES ALLOWING THE APPROPRIATE SPACE DURING NEW STRUCTURES EXCAVATION AND INSTALLATION. THE UTILITIES MUST BE PROTECTED. .

68. ANY NEW STORM PIPE SHOULD BE A MINIMUM OF 5 FT. HORIZONTAL DISTANCE (BETWEEN PIPE'S SIDEWALL) FROM ANY UTILITY LINE(S) WHEN THE STORM PIPES ARE RUNNING PARALLEL TO UTILITY LINES.

69. PROTECT UTILITIES FOR EXCAVATION AND INSTALLATION OF NEW STORM STRUCTURES ADJACENT TO SEWER UTILITIES; ALTHOUGH A MINIMUM DISTANCE IS NOT ESTABLISHED, LEAVE THE APPROPRIATE SPACE (MIN. 3 FT.) TO ALLOW THE STRUCTURES INSTALLATION WITHOUT DAMAGE TO THE UTILITIES LINES. SPECIAL MEASURES SHOULD BE TAKEN.

70. IN ADDITION TO THE TOP OF PIPE AND INVERT ELEVATIONS SHOWN IN THE ASBUILTS AND REVIEW COMMENTS, THE DESIGNER SHOULD COORDINATE HIS/HER DESIGN WITH ANY PIPING PROTECTIVE SLAB SHOWN IN THE ASBUILTS AND THE UTILITY PIPES THICKNESS FOR LARGE PIPES.

71. GUARDRAILS AND GUARDRAILS POSTS SHOULD BE LOCATED 5 FT. (RECOMMENDED) OR MINIMUM 3 FT. AWAY FROM ANY UTILITY PIPE'S FACE TO AVOID DAMAGE TO UTILITIES DURING EXCAVATION AND INSTALLATION OF POSTS.

BUS STOPS, BENCHES AND SHELTERS

72. THE CONTRACTOR IS ADVISED THAT THE FOLLOWING CONTACT INFORMATION IS PROVIDED FOR NECESSARY COORDINATION WITH THE RELOCATION AND/OR REMOVAL OF BUS BENCHES, BUS SHELTERS AND BUS ROUTE SIGNS. CONTACT MR. RICARDO AQUILAR AT 305–889–6743 FOR MDT SIGNS OR BENCHES. CONTACT MR. GLENN LEBLANC AT 786–469–5364 AND/OR SHELTER CONTRACTOR CEMUSA, MIAMI LTD. RAONEL RODRIGUEZ AT 305–500–9993 EXT. 110 FOR BUS SHELTERS LOCATED WITHIN UNINCORPORATED MIAMI–DADE COUNTY. CONTACT MS. ARELYS GUZMAN AT 305–416–1227 AND/ OR FUEL OUTDOOR, MARCELO TOUCHEDA OR PABLO CREMASCHI AT 866–685–3835 CONTRACTOR FOR BUS BENCH/ SHELTER LOCATED WITHIN THE CITY OF MIAMI.

ADA COMPLIANCE NOTES:

73. PEDESTRIAN CURB–CUTS AND SIDEWALK CONNECTORS TO BE CONSTRUCTED ACCORDING TO THE FOLLOWING MANDATES:
   FDOT DESIGN STANDARDS INDEX 0304, 310 AND 515
   DOJ CODE OF FEDERAL REGULATIONS 28 CRF PART 36
   DWS MUST BE PER MIAMI–DADE COUNTY POLICY – SAFETY YELLOW.

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NORTH BAY VILLAGE SAFETY COMPLEX

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Project number
2312

DISTRIBUTION

MILESTONE	DATE
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	09.29.23

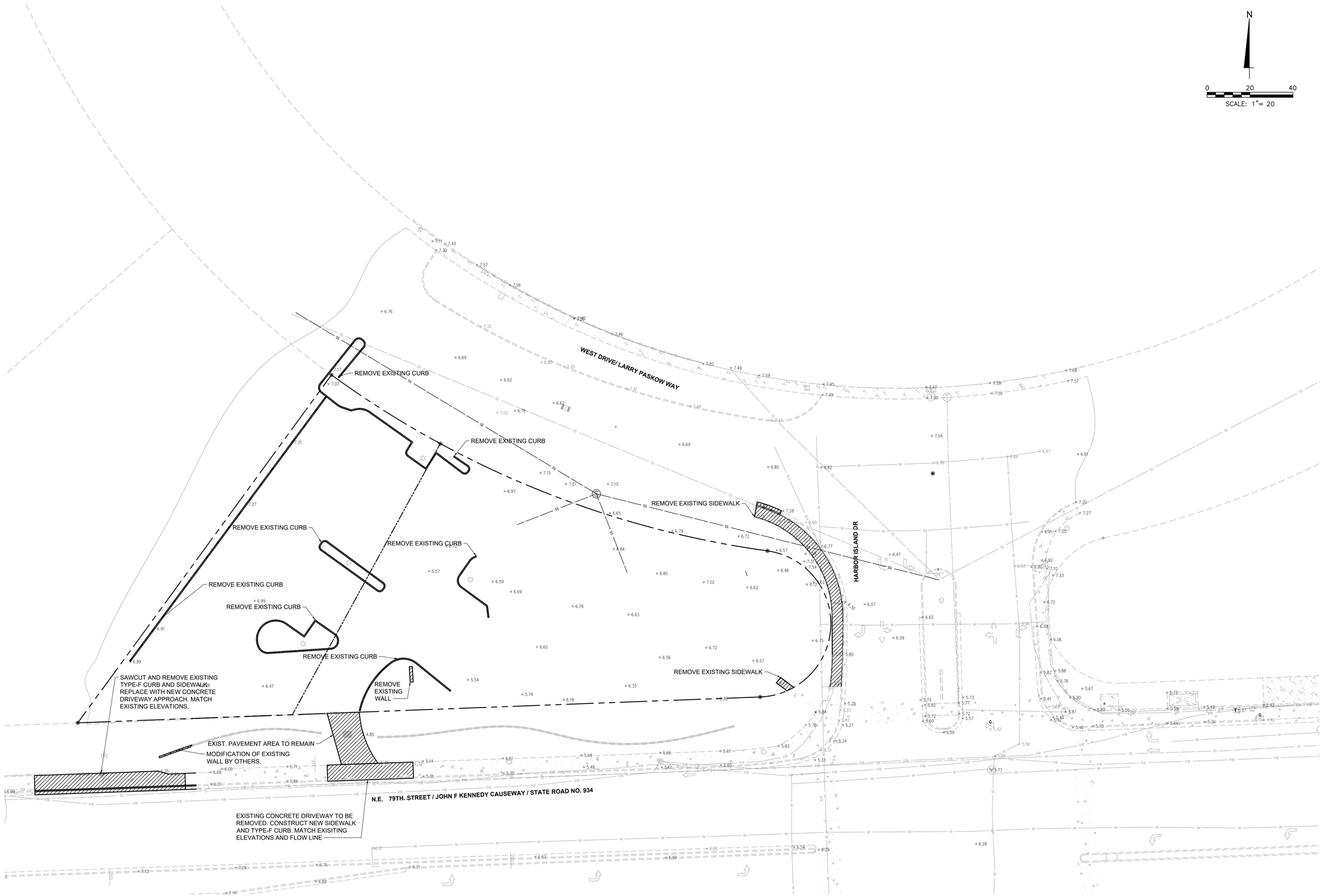
PZ REV.1 - SEP.29.2023

GENERAL NOTES

PZ-C01

SUMMARY OF QUANTITIES

PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	* ADDITIONAL QUANTITY



1 DEMOLITION PLAN
1" = 20'

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NORTH BAY VILLAGE SAFETY COMPLEX

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Project number
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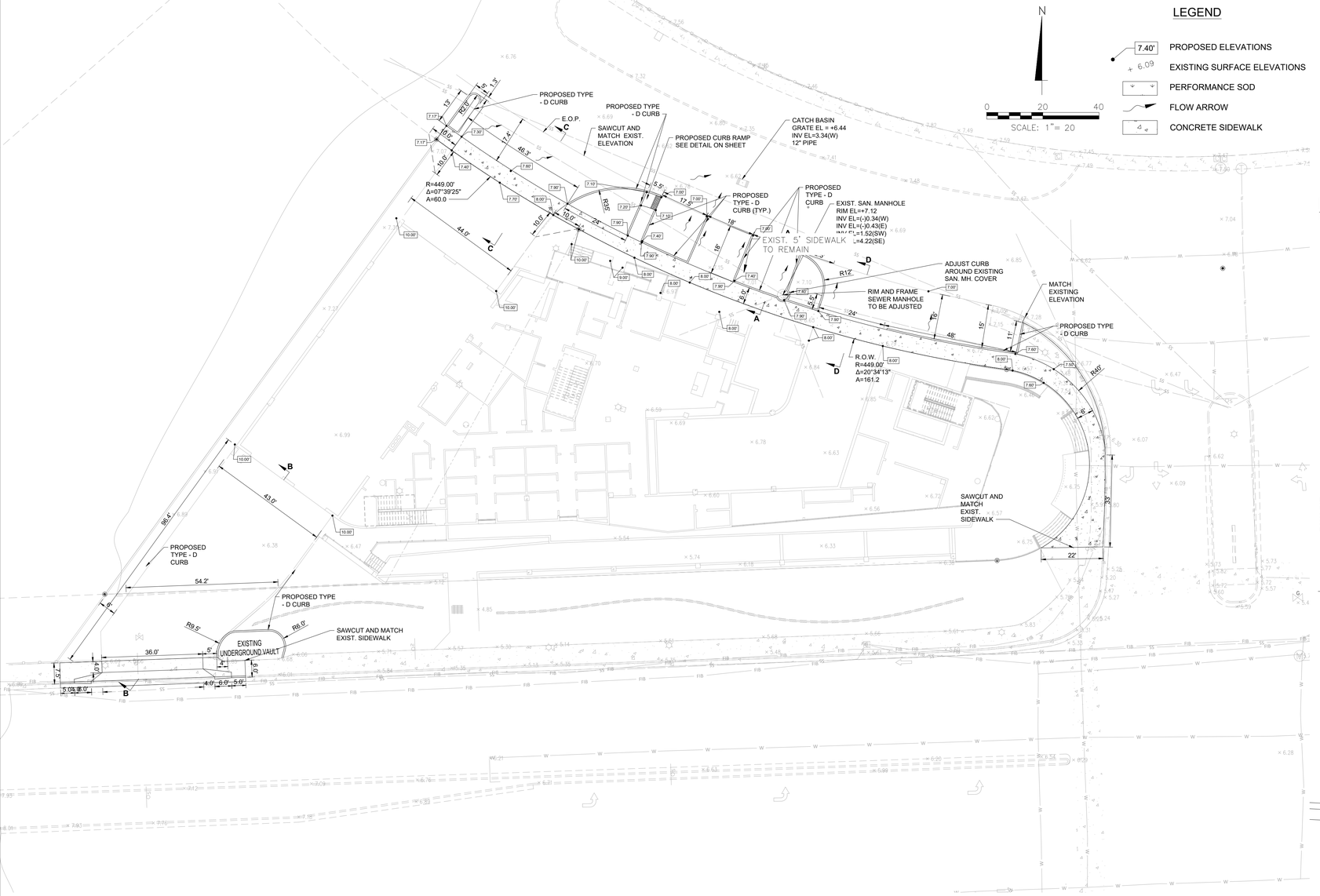
PZB SUBMITTAL	08.25.23
PZB REV 1 SUBMITTAL	09.29.23

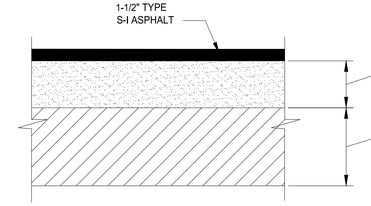
PZ REV.1 - SEP.29.2023

DEMOLITION PLAN

PZ-C03



PLAN VIEW
SCALE : 1" = 20'



PAVEMENT RECONSTRUCTION DETAIL
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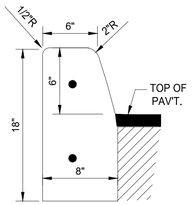
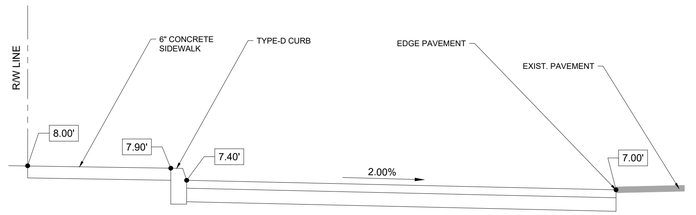


CURB & GUTTER OR CURB SHALL BE CONSTRUCTED IN SECTIONS NOT TO EXCEED 50' IN LENGTH WITH 1/8" TO 1/4" OPEN EXPANSION JOINT BETWEEN EACH SECTION, AND CONTRACTION JOINTS AT 10' INTERVALS.

6" CURBS (TYPE "D")
N.T.S.



SECTION A-A
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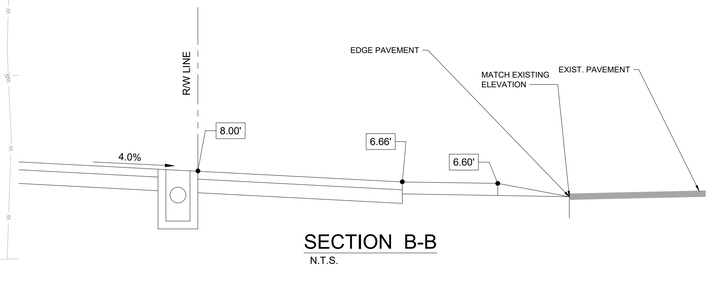

SECTION B-B
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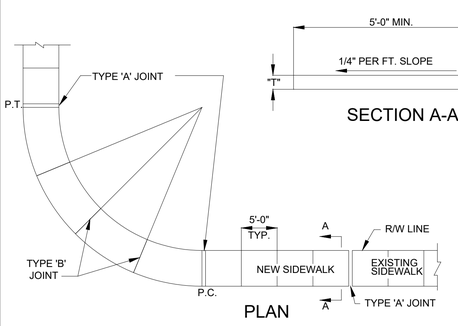
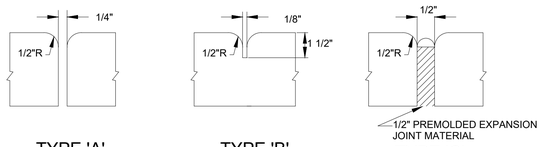


PLAN

SECTION A-A

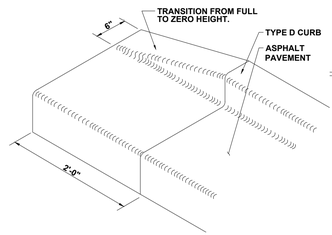


TYPE 'A' TYPE 'B' TYPE 'C'

SIDEWALK JOINTS

TABLE OF SIDEWALK THICKNESS-'T'	
LOCATION	'T'
RESIDENTIAL AREAS	4"
AT DRIVEWAYS & OTHER AREAS	6"

TABLE OF SIDEWALK JOINTS	
TYPE	LOCATION
'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.



CURB TRANSITION DETAIL
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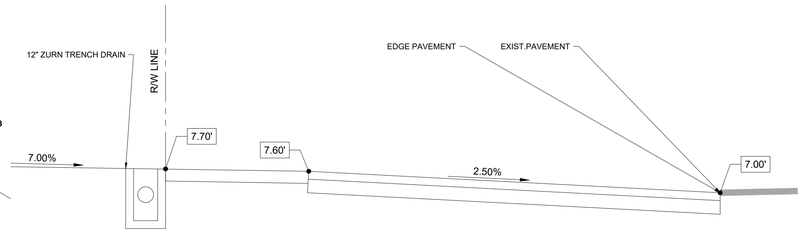
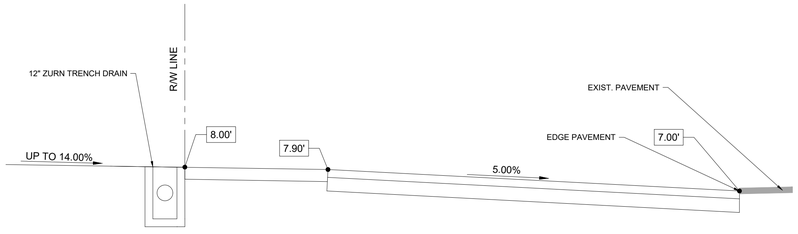


SECTION C-C
N.T.S.



SECTION D-D
N.T.S.

SIDEWALK CONSTRUCTION
N.T.S.

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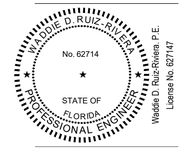

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NORTH BAY VILLAGE SAFETY COMPLEX

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Project number
2312

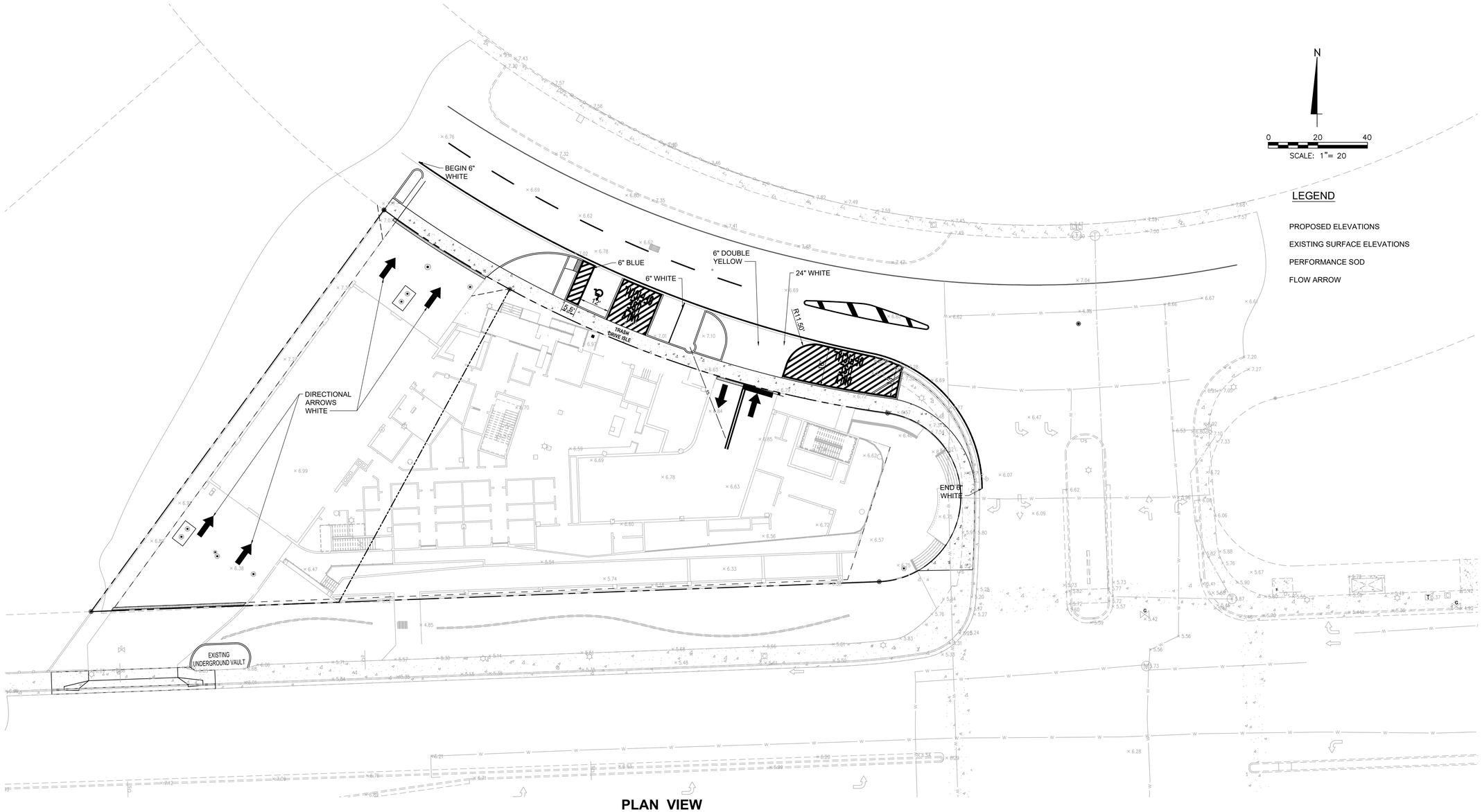
DISTRIBUTION

WILESTONE	DATE
PZB SUBMITTAL	08.25.23
PZB REV.1 SUBMITTAL	09.29.23

PZ REV.1 - SEP.29.2023

PAVING GRADING & DRAINAGE PLAN

PZ-C04



LEGEND

PROPOSED ELEVATIONS

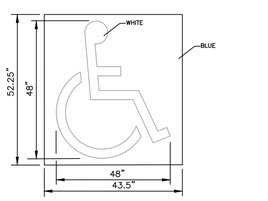
EXISTING SURFACE ELEVATIONS

PERFORMANCE SOD

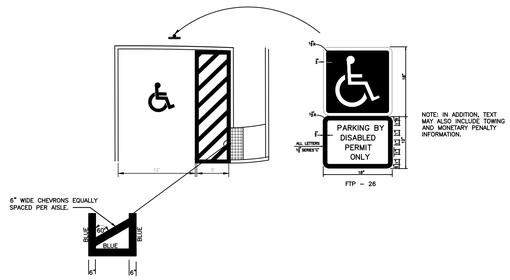
FLOW ARROW

PLAN VIEW

SCALE : 1"=20'



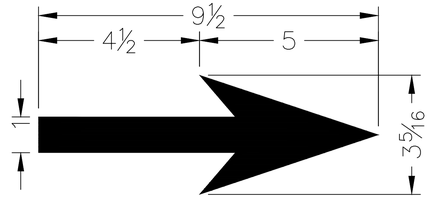
HANDICAP PAVEMENT MARKING SYMBOL
N.T.S.



NOTES:

1. DIMENSIONS ARE TO THE CENTERLINE OF MARKINGS.
2. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH SHADE 15180 OF FEDERAL STANDARDS 595a.
3. THE FTP-55 PANEL SHALL BE MOUNTED BELOW THE FTP-26 SIGN

PAVEMENT MARKING DETAIL FOR HANDICAP PARKING AREA
N.T.S.



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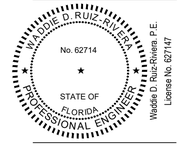

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NORTH BAY VILLAGE SAFETY COMPLEX

CLIENT: NORTH BAY VILLAGE

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Project number
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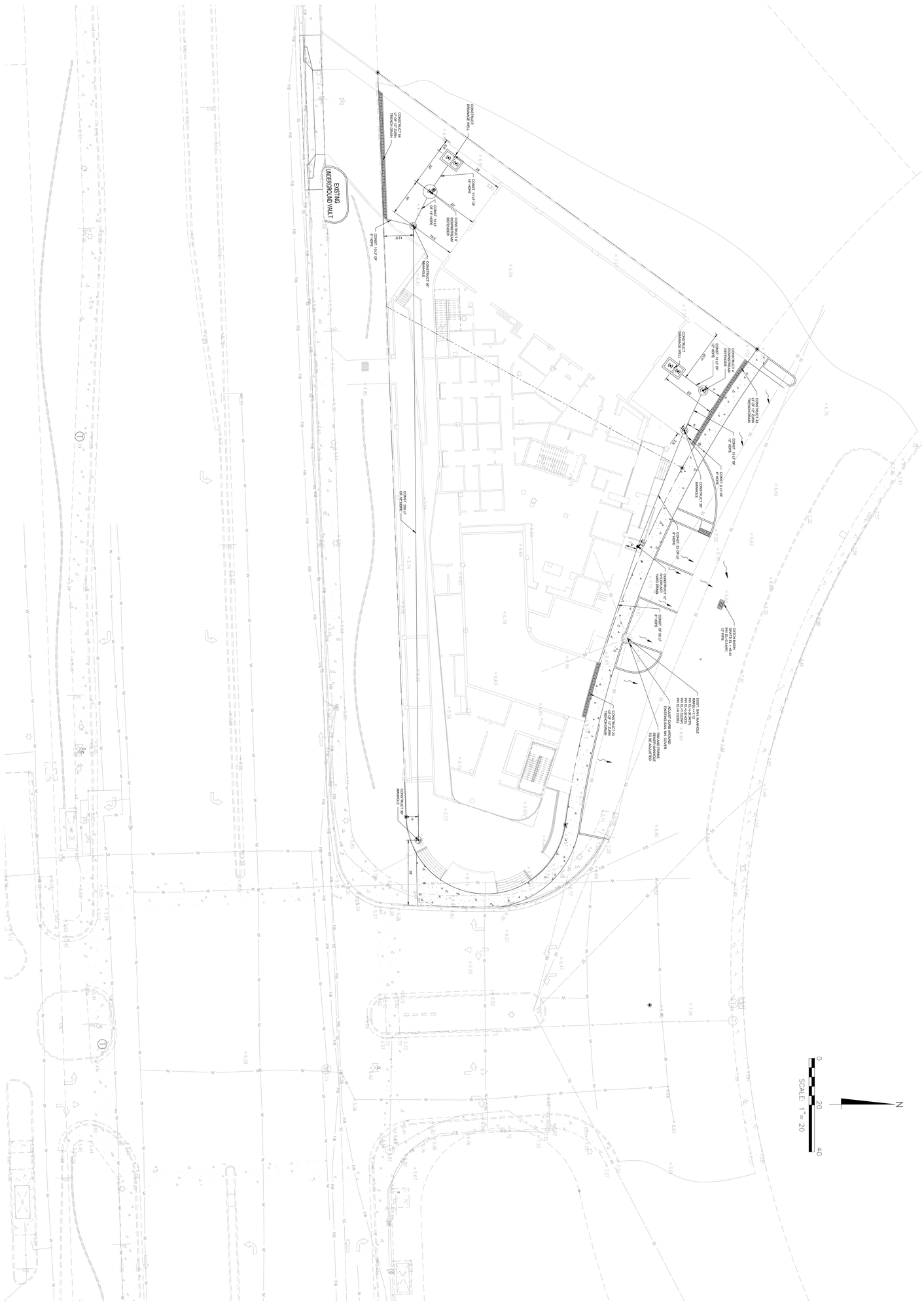
PZB REV.1 SUBMITTAL	09.29.23

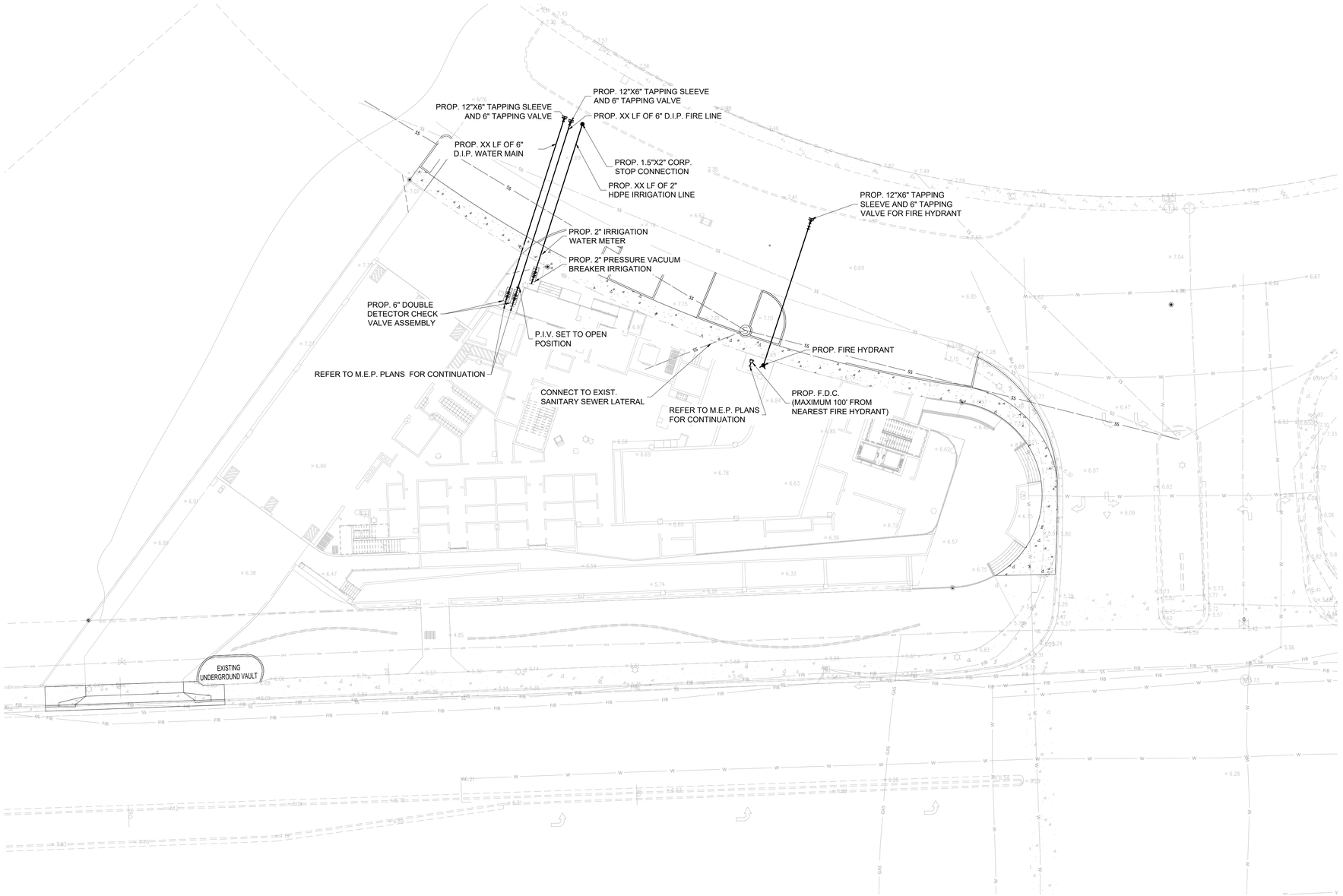
PAVEMENT MARKING PLAN

PZ-C05

PZ REV.1 - SEP.29.2023

1 STORM PLAN
1" = 20'


EXISTING UNDERGROUND VAULT
CONSTRUCT 12" HDPE
CONSTRUCT DRAINAGE WELL
CONSTRUCT 18" HDPE
CONSTRUCT 24" HDPE
CONSTRUCT CONCRETE HEADWALL
CONSTRUCT 24" HDPE
CONSTRUCT 18" HDPE
CONSTRUCT 12" HDPE
CONSTRUCT 24" HDPE
CONSTRUCT 24" HDPE
CONSTRUCT 24



1 WATER & SEWER PLAN
1" = 20'

N

0 20 40
SCALE: 1"= 20

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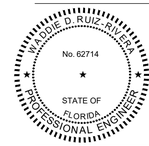

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NORTH BAY VILLAGE SAFETY COMPLEX

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WATER & SEWER PLAN

PZ REV.1 - SEP.29.2023

PZ-C07



Pumper Fire Truck	
Overall Length	**40.000ft**
Overall Width	**8.167ft**
Overall Body Height	**7.745ft**
Min Body Ground Clearance	**0.656ft**
Track Width	**8.167ft**
Lock-to-lock time	**5.00s**
Max Wheel Angle	**45.00°**

LEGEND:

CHASSIS OUTLINE

BODY OUTLINE

EXIST. VALVE TO BE ADJUSTED AND FLUSH WITH NEW PAVEMENT

EXIST. GUARDRAIL TO REMAIN

EXIST. PEDESTRIAN LIGHT POLE TO BE RELOCATED

36.00'

5.00'

EXISTING UNDERGROUND VAULT

SPEED LIMIT SIGN TO BE RELOCATED

N

0 20 40

SCALE: 1"= 20

1 AUTOTURN - LEFT BAY
1" = 20'

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No. 62714
STATE OF FLORIDA
PROFESSIONAL ENGINEER
Waddie D. Ruiz-Rivera P.E.
License No. 62714

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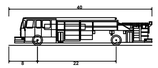
PZ REV.1 - SEP.29.2023

AUTOTURN - LEFT BAY

PZ-C08



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

LEGEND:

CHASSIS OUTLINE

BODY OUTLINE

EXIST. VALVE TO BE ADJUSTED AND FLUSH WITH NEW PAVEMENT

EXIST. GUARDRAIL TO REMAIN

EXIST. PEDESTRIAN LIGHT POLE TO BE RELOCATED

36.00'

5.00'

EXISTING UNDERGROUND VAULT

SPEED LIMIT SIGN TO BE RELOCATED

N

0 20 40

SCALE: 1"= 20

1 AUTOTURN - RIGHT BAY
1" = 20'

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PROFESSIONAL ENGINEER

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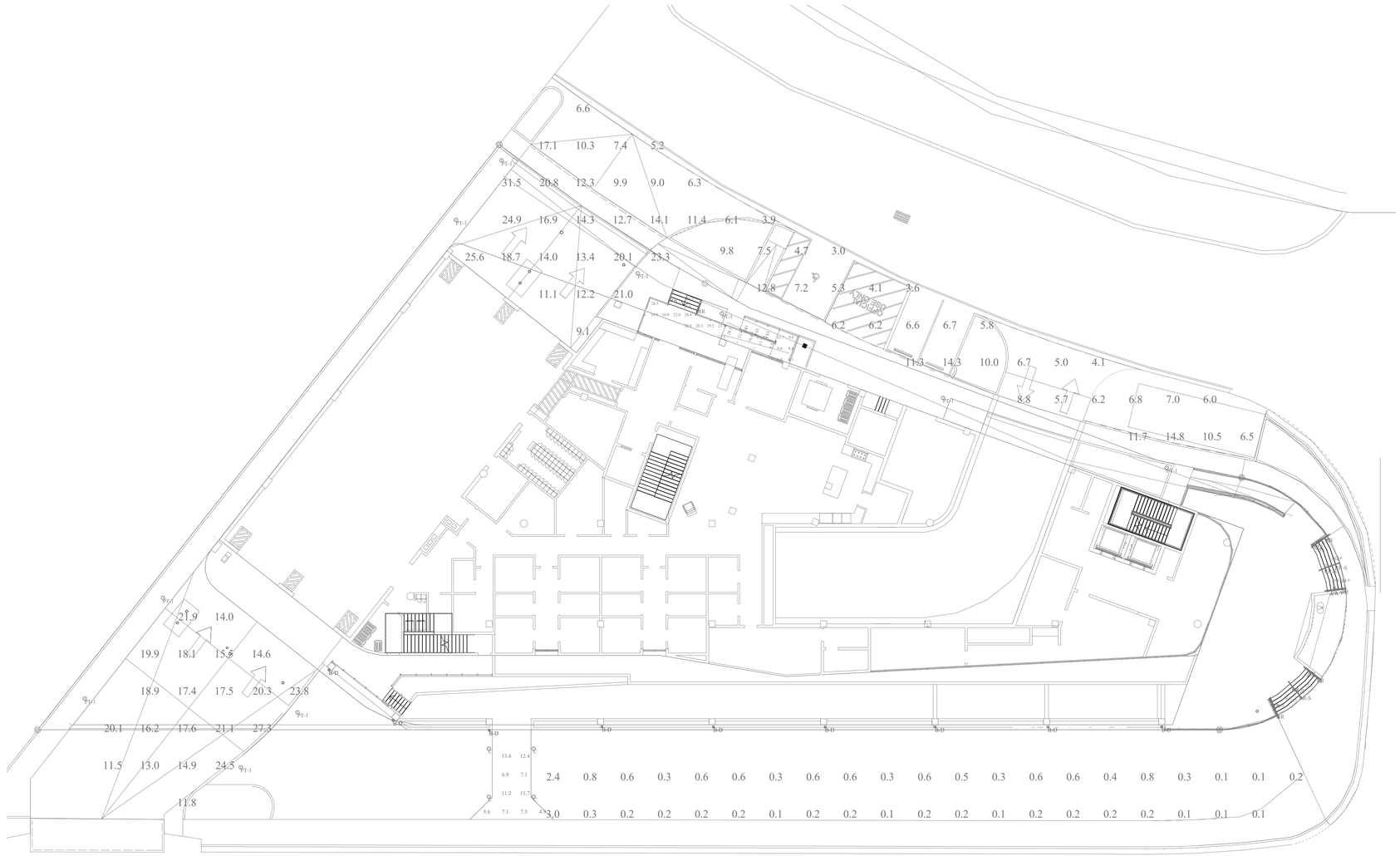
AUTOTURN - RIGHT BAY

PZ-C09



Luminaire Schedule NORTH BAY VILLAGE SAFETY COMPLEX REV4

Symbol	Qty	Label	[MANUFAC]	Description	Lumens/Lamp	LLF	Lum. Watts	Total Watts
	16	A	FC Lighting	FCSL308-120V-4K @ 1.5FT AFG	N.A.	1.000	34.729	555.664
	10	PT-1	Visionaire Lighting LLC	LSO-M_T4L_25L_4K_PTS @ 12FT POLE AFG	N.A.	1.000	199.5	1995
	9	B-D	FC Lighting	F002447FCC6004K50LFL @ 7.5FT AFG	N.A.	0.900	34	306
	9	B-U	FC Lighting	F002448FCC6004K50LNFL @ 7.5FT AFG	N.A.	1.000	34	306
	10	RR	INTENSE	IVR248-H040-30ASYM	N.A.	1.000	21.8	218
	4	C	Visionaire Lighting LLC	LSO-B_T2_20LC_1_4K @ 3.5FT AFG	N.A.	0.900	16	64
	4	RR-S	INTENSE	IVR248-H040-60SYM @ 3.5FT AFG	N.A.	1.000	21.8	87.2

Calculation Summary

Label	Units	Avg	Max	Min	Avg/Min	Max/Min
N PARKING	Fc	7.1	14.8	3.0	2.4	4.9
NW ENTRANCE DRIVE	Fc	14.1	31.5	3.9	3.6	8.1
STAIR EAST	Fc	24.6	44.3	12.4	2.0	3.6
STAIR EAST_1	Fc	31.9	47.4	16.9	1.9	2.8
SW ENTRANCE DRIVE	Fc	18.1	27.3	11.5	1.6	2.4

1 PHOTOMETRY PLAN - PZB
1/16" = 1'-0"

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Jason Jensen
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SITE PLAN

PZ-E100

PZ REV.1 - SEP.29.2023

Traffic Impact Study

North Bay Village Fire Station 27 and Village Hall



1335 79th Street Causeway
North Bay Village, Florida

Richard Garcia & Associates, Inc.

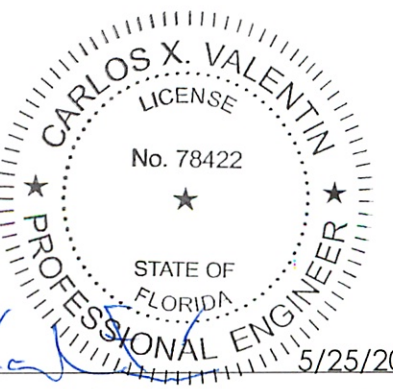
May 25th, 2023

Engineer's Certification

I, Carlos X. Valentin, P.E. # 78422, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: North Bay Village Fire Station 27 and Village Hall - Traffic Impact Study

PROJECT LOCATION: 1335 79th Street Causeway
North Bay Village, Florida



Florida Registration No. 78422 5/25/2023 Date

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Appendix 2: Trip Distribution / Assignment
Appendix 3: Signal Timing, Background Growth and Adjustment Factor
Appendix 4: Traffic Counts (TMC's) & Site Plan
Appendix 5: Intersection Capacity / LOS Analysis

Executive Summary

The purpose of this study is to evaluate the traffic impacts associated with the proposed project. The analysis documented herewith evaluates the existing traffic condition and future condition with and without project traffic during the adjacent roadway's AM and PM peak hour.

The subject site is located on the northwest corner of 79th Street Causeway (John F. Kennedy Causeway) and Harbor Island Drive in North Bay Village, Florida. This site is currently vacant and will be developed as a fire station with 13,940 square feet and a government office building (city hall) with 27,800 square feet. The estimated build-out year is slated for 2026. For vehicular access, the subject project will provide two (2) driveways for the fire station (i.e. fire truck); one (1) entrance only on 79th Street Causeway and one (1) exit only on West Drive. Also, there will two (2) additional driveways (one ingress and one exit only) on West Drive for the proposed parking garage.

The trip generation analysis for the subject project was performed consistent with the methodology described in the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition* while the trip generation characteristics were obtained from *ITE's Trip Generation Manual, 11th Edition*. This analysis was performed for a typical weekday's AM and PM peak hour. Please note, both rates and equations were evaluated when available while Equations with an R-squared less than 0.75 or outside the data cluster were not used as per ITE. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Proposed Uses:

LU 575: Fire and Rescue Station - 13,940 Square Feet
LU 730: Government Office Building - 27,800 Square Feet

As a result, the trip generation calculations yielded 94 gross external trips (71 trips-in & 23 trips-out) for the AM peak hour and 55 gross external trips (14 trips-in & 41 trips-out) for the PM peak hour. Note, this gross trips are likely to be less based on the extent of multimodal trips since it was not accounted for in the analysis as a conservative approach. The peak hour trips were distributed to the studied intersections and assigned to the site's access points consistent with the traffic distribution percentages for the project's Traffic Analysis Zone (TAZ) 624 as assigned by the Transportation Planning Organization (TPO) on the Miami-Dade Long Range Transportation Plan (2045 LRTP) Directional Trip Distribution Report, September 2019.

Manual Turning Movement Counts (TMC's) were collected at the intersections identified in Table 1. These counts were performed on Thursday, April 13th, 2023

during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM). The traffic volumes for the AM and PM peak hour were determined, adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF) and utilized in the traffic operational analysis for the existing condition. As a result, the studied intersections as a whole yielded LOS C or better during the AM and PM peak hour.

Based on historical trends and using traffic data from the Florida Department of Transportation (FDOT Count Stations 0142 & 0533), a regression analysis was performed for each count station and using the ten (10) years of available data in an effort to estimate any potential background traffic. The averaged growth rate resulted in a reasonable 1.36 percent. As such, this growth rate was compounded and applied to the existing traffic volumes in order to determine the background traffic for the year 2026 (project build-out year)

The traffic volumes for the future condition without project in 2026 include the existing traffic volumes and background traffic. Similarly, the traffic volumes for the future condition with project include the existing traffic, background traffic and this project gross trips. The resulting AM and PM peak hour traffic volumes were evaluated for Level of Service. Based on our analysis, the studied intersections will maintain the existing LOS C or better for the future AM and PM peak hour conditions (with & without project). Additionally, the project driveways were evaluated and yielded LOS A. Table 1 summarizes the LOS results.

In conclusion, the subject project will generate a total of 94 and 55 gross trips during the AM and PM peak hour, respectively. The studied intersections, as a whole, will maintain an acceptable LOS C or better for the future conditions. Therefore, sufficient capacity exists to support the subject project since the new trips added by this project will not increase the LOS beyond the acceptable threshold (LOS E).

Table 1: Intersection LOS Summary - AM & PM Peak Hour

	Intersection	Traffic Control	Peak Hour	Overall		Intersection Approach							
						EB		WB		NB		SB	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Existing Condition (2023)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	20.1	B	12.9	B	15.4	E	68.9	E	63.1
			PM	C	27.0	B	16.5	C	31.0	E	68.8	D	54.5
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	A	9.4	A	9.3	A	9.9	A	9.2	A	9.4
			PM	A	9.8	A	9.5	A	9.9	A	9.9	A	9.1
Future Condition without Project (2026)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	20.5	B	13.3	B	16.1	E	69.0	E	62.8
			PM	C	28.7	B	16.7	C	34.2	E	69.0	D	53.6
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	A	9.5	A	9.4	A	10.0	A	9.3	A	9.5
			PM	A	9.9	A	9.7	A	10.0	B	10.1	A	9.2
Future Condition with Project (2026)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	22.4	B	13.6	C	21.4	E	69.0	E	58.4
			PM	C	30.4	B	16.8	D	37.1	E	69.0	D	52.2
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	B	10.4	B	10.1	B	10.5	B	10.7	A	9.8
			PM	B	10.3	B	10.3	B	10.2	B	10.5	A	9.4
3	Parking Garage Entrance (DW1 IN) & West Drive	Two-Way Stop	AM	A	1.7	A	0.0	A	3.6	-	-	-	-
			PM	A	0.3	A	0.0	A	0.6	-	-	-	-
4	Parking Garage Exit (DW2 OUT) & West Drive	Two-Way Stop	AM	A	0.6	A	0.0	A	0.0	A	9.3	-	-
			PM	A	1.1	A	0.0	A	0.0	A	9.3	-	-
5	Fire Station Entrance (DW3) & 79 Street Causeway	Two-Way Stop	AM	A	0.0	A	0.0	A	0.0	-	-	-	-
			PM	A	0.0	A	0.0	A	0.0	-	-	-	-
6	Fire Station Exit (DW4) & 79 Street Causeway	Two-Way Stop	AM	A	0.1	A	0.0	A	0.0	A	9.2	-	-
			PM	A	0.0	A	0.0	A	0.0	A	9.1	-	-

Introduction

The purpose of this study is to evaluate the traffic impacts associated with the proposed mixed-use project. The analysis documented herewith evaluates the existing traffic condition and future condition with and without project during the adjacent roadway's AM and PM peak hour.

Project Location / Description

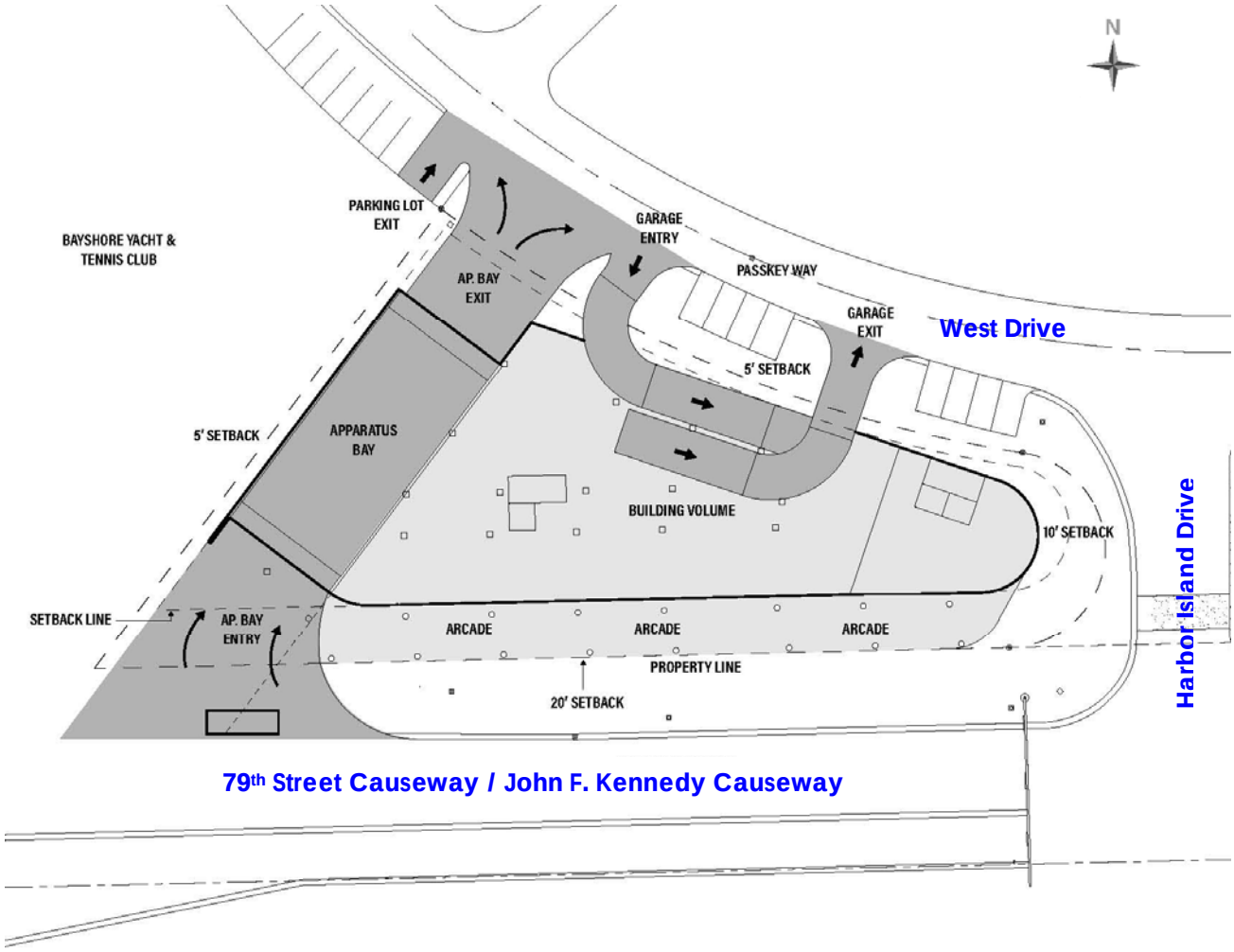
The subject site is located on the northwest corner of 79th Street Causeway (John F. Kennedy Causeway) and Harbor Island Drive in North Bay Village, Florida. This site is currently vacant and will be developed as a fire station with 13,940 square feet and a government office building (city hall) with 27,800 square feet. The estimated build-out year is slated for 2026.

For vehicular access, the subject project will provide two (2) driveways for the fire station (i.e. fire truck); one (1) entrance only on 79th Street Causeway and one (1) exit only on West Drive. Also, there will two (2) additional driveways (one ingress and one exit only) on West Drive for the proposed parking garage. Figure 1 depicts the location of the subject project while Figure 2 is the site plan provided for illustrative purposes only.

Figure 1: Location Map



Figure 2: Site Plan



Existing Condition (2023)

The purpose of this section is to identify the current operational and geometric characteristics at the intersections and roadways within the study area in order to provide a comparison to future conditions.

Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) were collected at the intersections identified below. These counts were performed on Thursday, April 13th, 2023 during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM). The traffic volumes for the AM and PM peak hour were determined, adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF) and utilized in the traffic operational analysis for the existing condition.

Figures 3 and 4 depict the existing seasonally adjusted traffic volumes for the AM and PM peak hour, respectively. Appendix 4 contains the raw data and the tables utilized to develop the seasonally adjusted turning movement counts. Traffic counts and operational characteristics were gathered at the following intersections:

- 79th Street Causeway (SR 934) & Harbor Island Drive (Signalized)
- East / West Drive & Harbor Island Drive (All-Way Stop)

Existing Intersection Capacity / Level of Service (LOS) Analysis

The existing traffic volumes shown in Figures 3 and 4 were utilized to perform an intersection capacity and LOS analysis. This analysis was performed using the Synchro software and follows the latest Highway Capacity Manual (HCM) methodology. Moreover, this analysis includes the traffic operational characteristics at the time data collection took place (i.e. lane geometry, traffic control, etc). As a result, the studied intersections as a whole yielded LOS C or better during the AM and PM peak hour. Table 2 summarizes the LOS and vehicle delay results while Appendix 5 contains the printout sheets that include other outputs such as LOS by approach and movement, volume to capacity ratio (V/C) and 95th Percentile Queue.

Table 2: Existing Condition LOS & Delay - AM & PM Peak

Existing Condition (2023)													
Intersection		Traffic Control	Peak Hour	Overall		Intersection Approach							
						EB		WB		NB		SB	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	**C**	**20.1**	B	12.9	B	15.4	E	68.9	E	63.1
			PM	**C**	**27.0**	B	16.5	C	31.0	E	68.8	D	54.5
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	**A**	**9.4**	A	9.3	A	9.9	A	9.2	A	9.4
			PM	**A**	**9.8**	A	9.5	A	9.9	A	9.9	A	9.1

Figure 3: Existing Seasonally Adjusted TMC's - AM Peak Hour

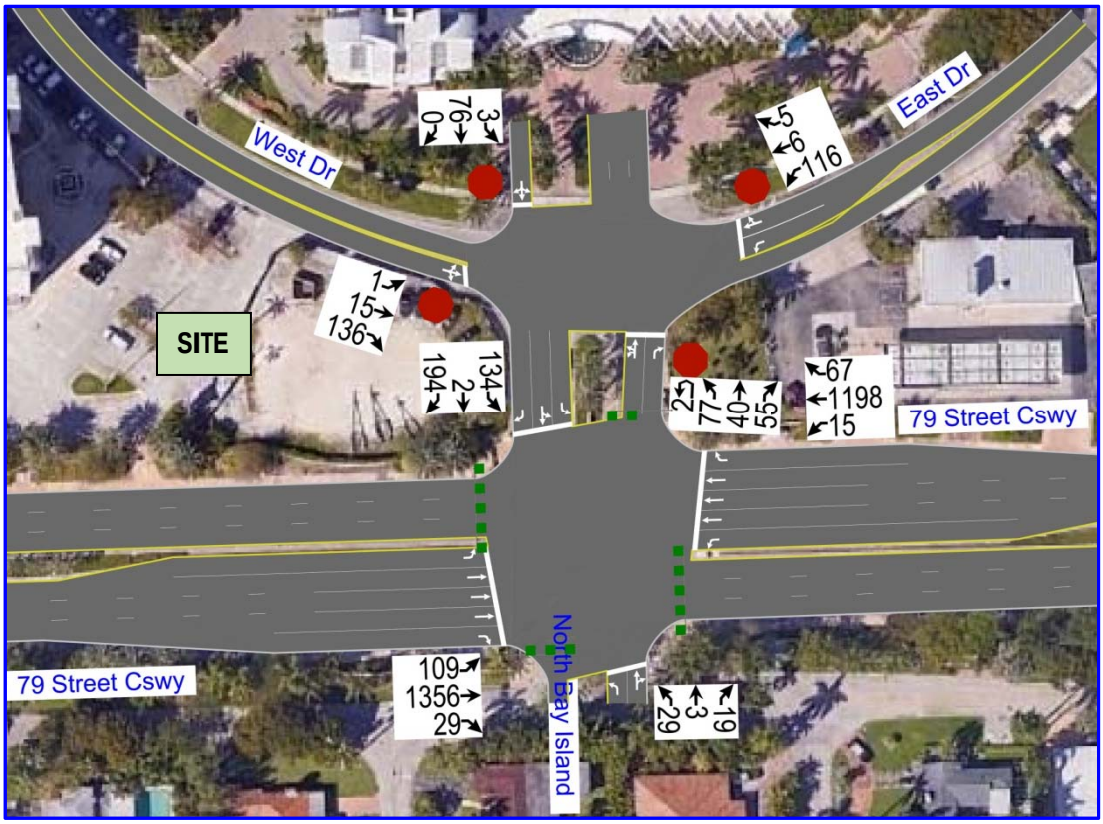
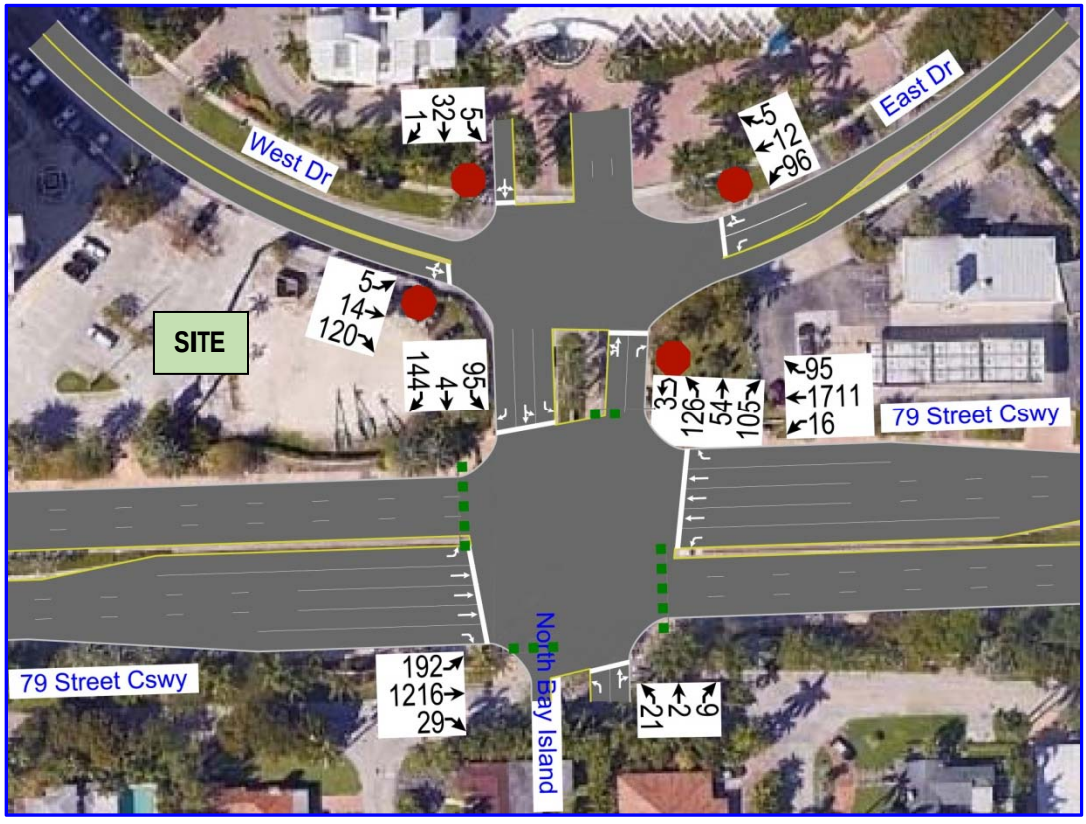


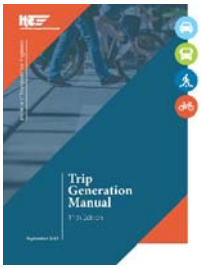
Figure 4: Existing Seasonally Adjusted TMC's - PM Peak Hour



Project Traffic

This section of the report describes the analysis for estimating the trip generation and trip distribution associated with the subject project.

Trip Generation



The trip generation analysis for the subject project was performed consistent with the methodology described in the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition* while the trip generation characteristics were obtained from *ITE's Trip Generation Manual, 11th Edition*. This analysis was performed for a typical weekday's AM and PM peak hour. Please note, both rates and equations were evaluated when available while Equations with an R-squared less than 0.75 or outside the data cluster were not used as per ITE. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Proposed Uses:

LU 575: Fire and Rescue Station - 13,940 Square Feet
LU 730: Government Office Building - 27,800 Square Feet

As a result, the trip generation calculations yielded 94 gross external trips (71 trips-in & 23 trips-out) for the AM peak hour and 55 gross external trips (14 trips-in & 41 trips-out) for the PM peak hour. Note, this gross trips are likely to be less based on the extent of multimodal trips since it was not accounted for in the analysis as a conservative approach. The ITE rates and percentages for the AM and PM peak hour are included in Appendix 1. Tables 3 and 4 summarize the trip generation calculations and results for the AM and PM peak hour, respectively.

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Proposed						
Fire and Rescue Station	13.940 Th.SF.	575	0.05 *	1	0	1
Government Office Bldg. (City Hall)	27.800 Th.SF.	730	3.34 Fitted Curve Eqn: Not Given	70	23	93
Proposed Site Gross Trips				**71**	**23**	**94**

Notes:
Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*
1 Th.SF.= 1,000 Square Feet
* ITE does not provide AM data for LU 575 and therefore, a 10% of the PM peak hour rate (0.48*10%=0.05) was assumed to estimate the AM peak hour trips.

Table 4: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Proposed						
Fire and Rescue Station	13.940 Th.SF.	575	0.48 Fitted Curve Eqn: Not Given	2	5	7
Government Office Bldg. (City Hall)	27.800 Th.SF.	730	1.71	12	36	48
	Not Used. $R^2(0.73)<0.75$		Ln(T)=0.97Ln(X)+0.62	12	35	47
Proposed Site Gross Trips				**14**	**41**	**55**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*

1 Th.SF.= 1,000 Square Feet

Trips utilized.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 624 as assigned by the Transportation Planning Organization (TPO) on the Miami-Dade Long Range Transportation Plan (2045 LRTP) Directional Trip Distribution Report, September 2019. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 624 and by interpolating between the 2015 and 2045 TAZ data for the design year of 2026. Figure 5 depicts the TAZ map while the directional trip distribution percentages are outlined in Table 5. Appendix 2 contains the supporting documentation.

Figure 5: TAZ Map

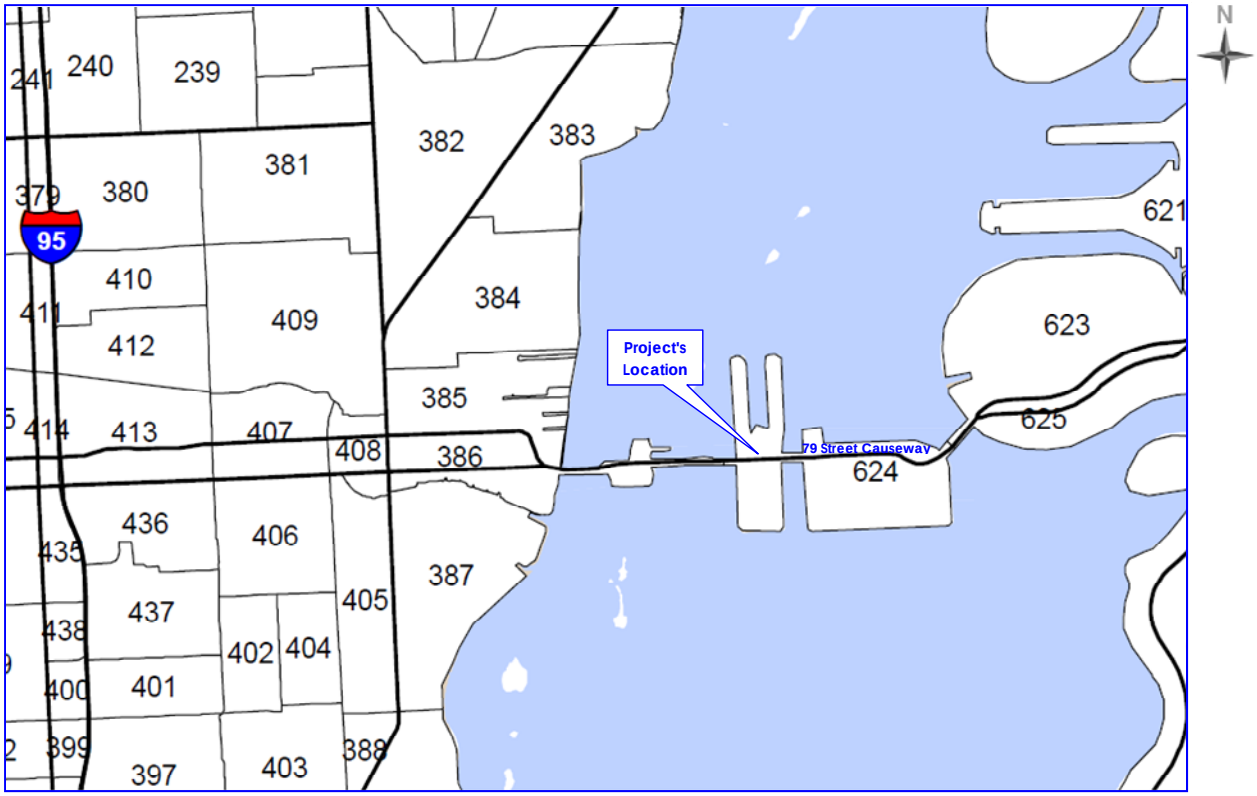


Table 5: Directional Trip Distribution Percentages

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2015	2045	2026
NNE	10.80	10.50	10.69
ENE	6.00	3.20	4.97
ESE	1.10	0.80	0.99
SSE	6.10	7.00	6.43
SSW	15.20	19.30	16.70
WSW	26.20	25.30	25.87
WNW	16.80	18.10	17.28
NNW	17.90	15.90	17.17
TOTAL	**100.00**	**100.00**	**100.00**

Trip Assignment

The gross external trips have been further distributed into the four quadrants: North, South, East and West. Table 6 includes the trip distribution percentages and the corresponding trip assignments for the AM and PM peak hour. Figures 6 and 7 depict gross trips assigned to the studied intersections and project's driveways for the AM and PM peak hour, respectively.

Table 6: Directional Trip Assignment

DIRECTION	DISTRIBUTION (%) DESIGN YEAR 2026	DIRECTION	DISTRIBUTION	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL	IN	OUT	TOTAL
NNE	10.69	NORTH	27.86%	20	6	26	4	11	15
ENE	4.97								
ESE	0.99	EAST	5.96%	5	1	6	1	2	3
SSE	6.43								
SSW	16.70	SOUTH	23.13%	16	6	22	3	10	13
WSW	25.87								
WNW	17.28	WEST	43.15%	30	10	40	6	18	24
NNW	17.17								
TOTAL	**100.00**		**100.00%**	**71**	**23**	**94**	**14**	**41**	**55**

Figure 6: Site Traffic (Gross Trips) - AM Peak Hour

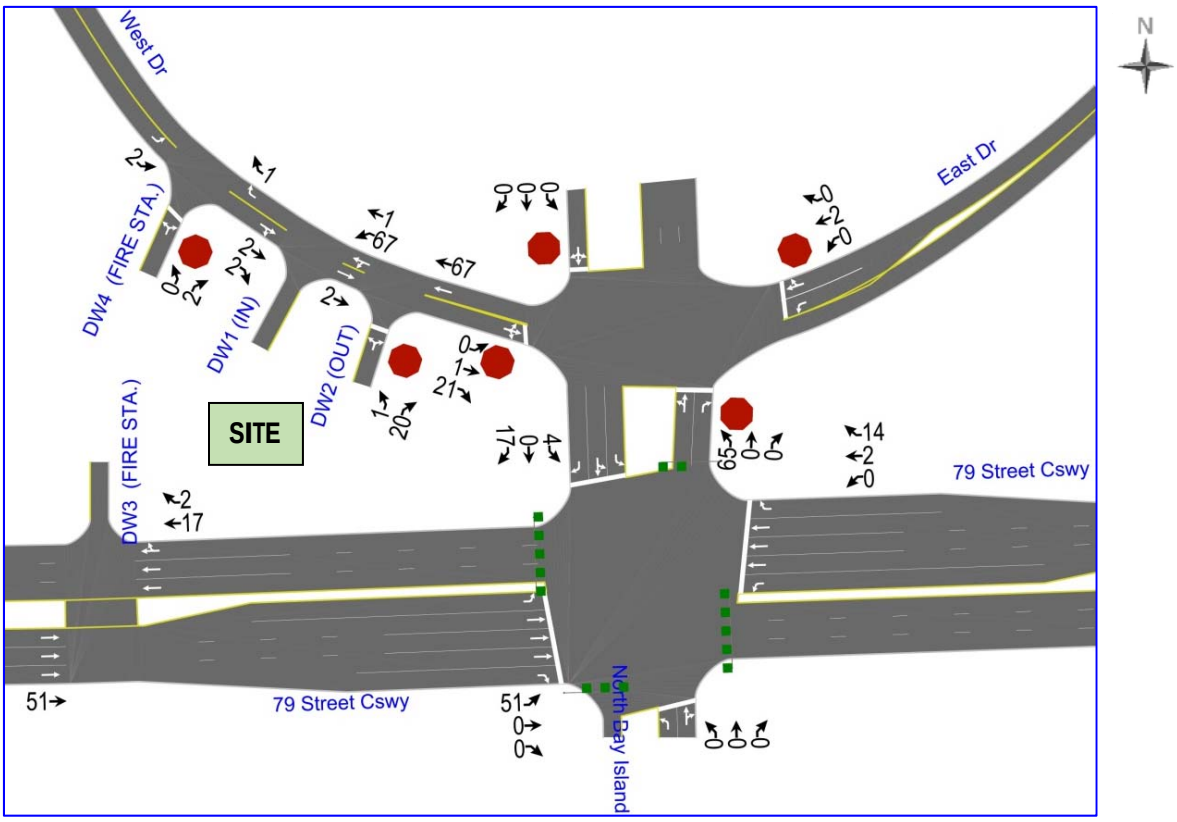
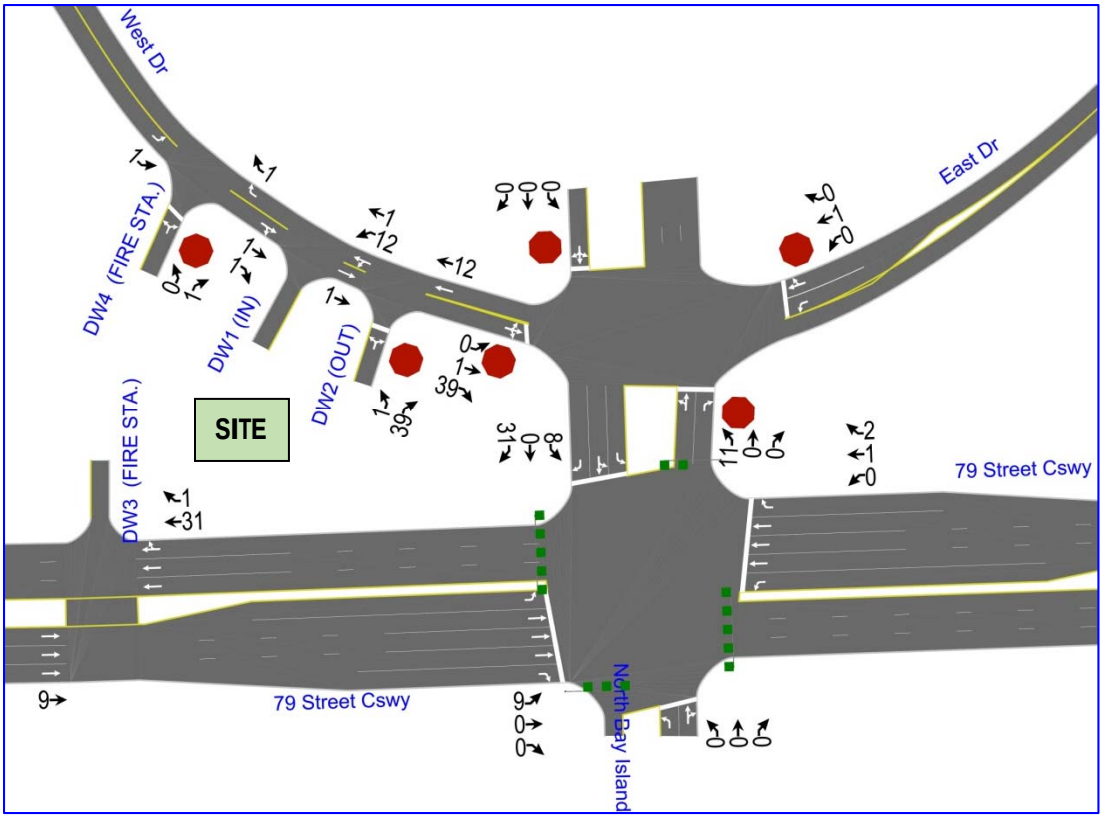


Figure 7: Site Traffic (Gross Trips) - PM Peak Hour



Future Condition (2026)

This section of the report describes the traffic parameters utilized to develop the future peak hour volumes and to evaluate the future condition with and without the project trips.

Background Traffic Growth

Using historical traffic data from the Florida Department of Transportation (FDOT Count Stations 0142 & 0533), a regression analysis was performed for each count station and using the ten (10) years of available data in an effort to estimate any potential background traffic. The averaged growth rate resulted in a reasonable 1.36 percent. As such, this growth rate was compounded and applied to the existing traffic volumes in order to determine the background traffic for the year 2026 (project build-out year). Appendix 3 contains the supporting documentation.

Future Intersection Volumes

The traffic volumes for the future condition without project in 2026 include the existing traffic and background traffic. Similarly, the traffic volumes for the future condition with project include the existing traffic, background traffic and this project gross trips. The resulting AM and PM peak hour traffic volumes were evaluated for Level of Service. Figures 8 and 9 depict the future intersection traffic volumes with project trips for the AM and PM peak hour, respectively. Appendix 4 contains the calculations for the specific movements while Appendix 5 contains the figures for the future condition without project and results of the analysis.

Future Intersection Capacity / LOS Analysis

The traffic volumes for the future condition with and without project were evaluated to determine the level of service at the studied intersections. The analysis for the future conditions (with & without project) as a whole yielded LOS C or better for the AM and PM peak hour. Additionally, the project driveways were evaluated and yielded LOS A. Table 7 summarizes the LOS results while Appendix 5 contains the printout sheets that include other outputs such as LOS by approach and movement, volume to capacity ratio (V/C) and 95th Percentile Queue.

Table 7: Future Condition Intersection LOS & Delay

	Intersection	Traffic Control	Peak Hour	Overall		Intersection Approach							
						EB		WB		NB		SB	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Future Condition without Project (2026)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	20.5	B	13.3	B	16.1	E	69.0	E	62.8
			PM	C	28.7	B	16.7	C	34.2	E	69.0	D	53.6
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	A	9.5	A	9.4	A	10.0	A	9.3	A	9.5
			PM	A	9.9	A	9.7	A	10.0	B	10.1	A	9.2
Future Condition with Project (2026)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	22.4	B	13.6	C	21.4	E	69.0	E	58.4
			PM	C	30.4	B	16.8	D	37.1	E	69.0	D	52.2
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	B	10.4	B	10.1	B	10.5	B	10.7	A	9.8
			PM	B	10.3	B	10.3	B	10.2	B	10.5	A	9.4
3	Parking Garage Entrance (DW1 IN) & West Drive	Two-Way Stop	AM	A	1.7	A	0.0	A	3.6	-	-	-	-
			PM	A	0.3	A	0.0	A	0.6	-	-	-	-
4	Parking Garage Exit (DW2 OUT) & West Drive	Two-Way Stop	AM	A	0.6	A	0.0	A	0.0	A	9.3	-	-
			PM	A	1.1	A	0.0	A	0.0	A	9.3	-	-
5	Fire Station Entrance (DW3) & 79 Street Causeway	Two-Way Stop	AM	A	0.0	A	0.0	A	0.0	-	-	-	-
			PM	A	0.0	A	0.0	A	0.0	-	-	-	-
6	Fire Station Exit (DW4) & 79 Street Causeway	Two-Way Stop	AM	A	0.1	A	0.0	A	0.0	A	9.2	-	-
			PM	A	0.0	A	0.0	A	0.0	A	9.1	-	-

Figure 8: Future Condition with Project - AM Peak Hour

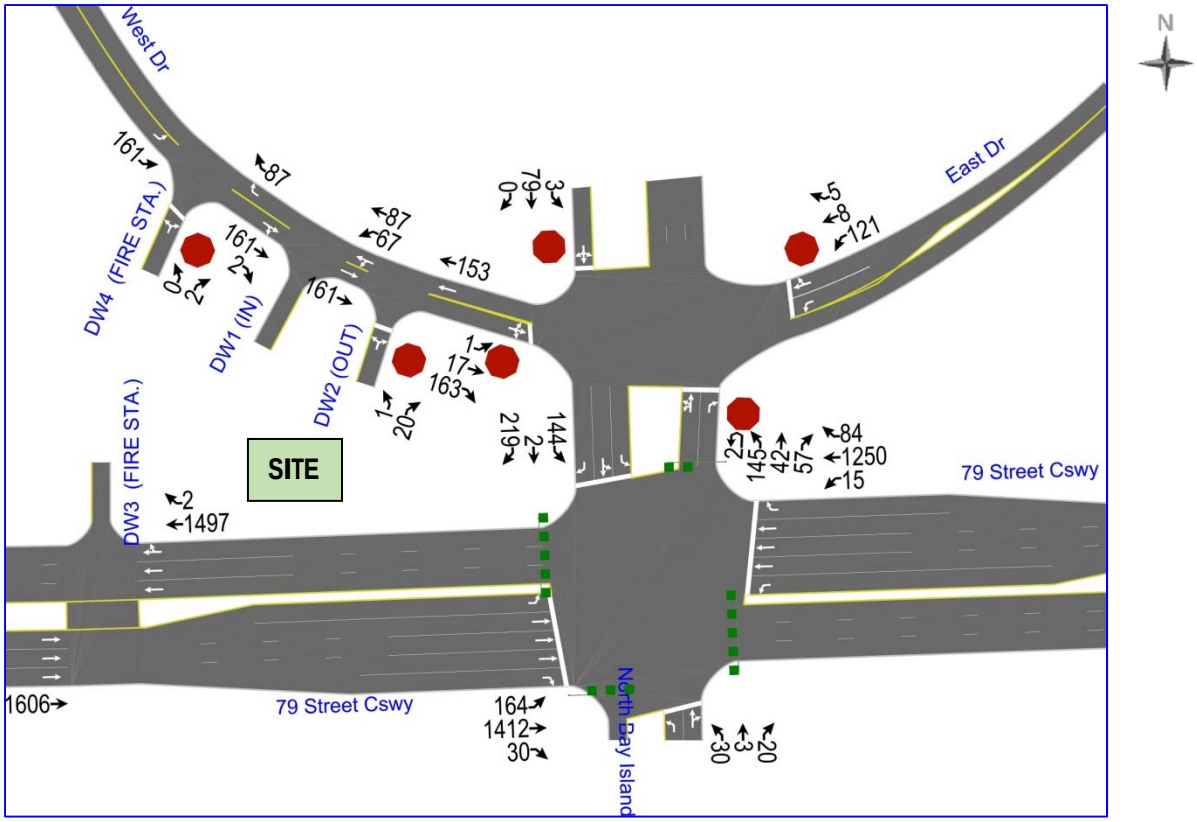
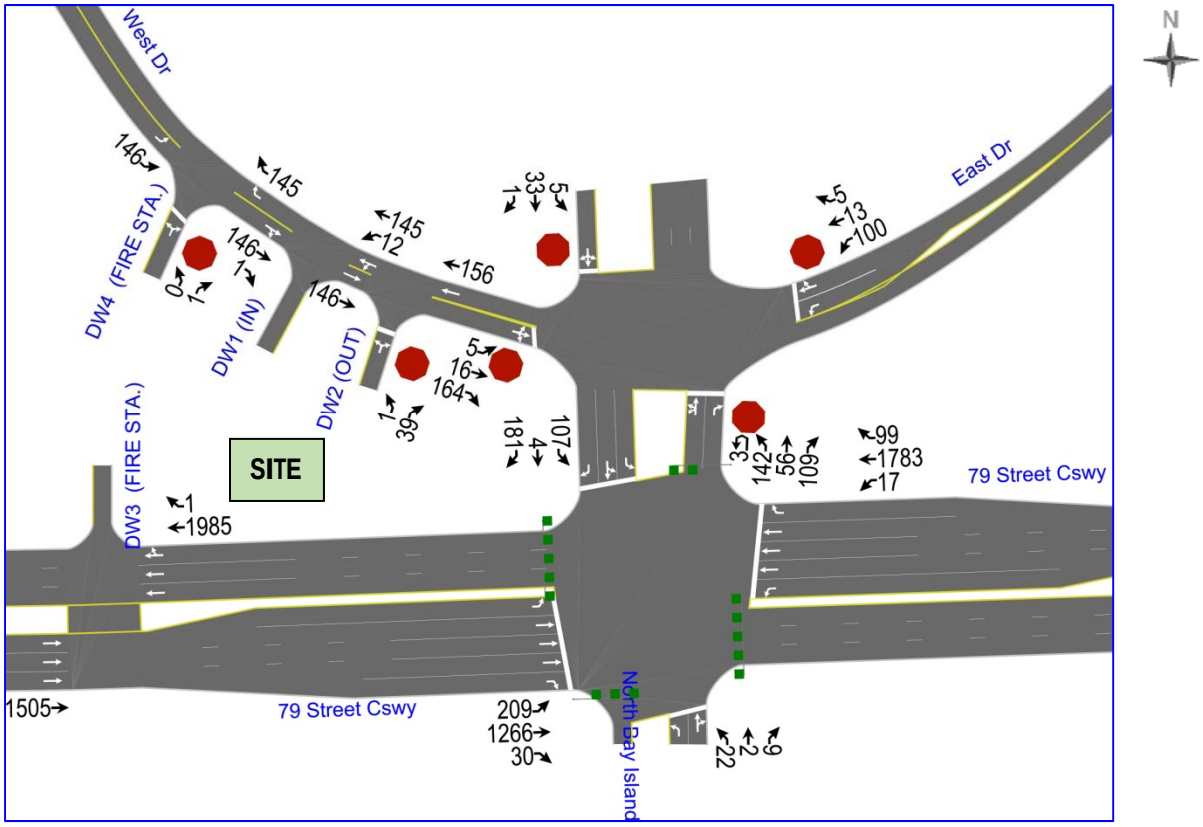


Figure 9: Future Condition with Project - PM Peak Hour



Conclusion

In conclusion, the subject project will generate a total of 94 and 55 gross trips during the AM and PM peak hour, respectively. The studied intersections, as a whole, will maintain an acceptable LOS C or better for the future conditions. Therefore, sufficient capacity exists to support the subject project since the new trips added by this project will not increase the LOS beyond the acceptable threshold (LOS E).

Appendix 1: Trip Generation

TABLE: A1

TRIP GENERATION ANALYSIS
AM PEAK HOUR

Project Name: North Bay Village Fire Station 27 and Village Hall

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	AM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Proposed Fire and Rescue Station	13.940 Th.SF.	575	0.05 *	71%	1	29%	0	1
Government Office Bldg. (City Hall)	27.800 Th.SF.	730	3.34 Fitted Curve Eqn: Not Given	75%	70	25%	23	93
Proposed Site Gross Trips				**76%**	**71**	**24%**	**23**	**94**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*

1 Th.SF.= 1,000 Square Feet

* ITE does not provide AM data for LU 575 and therefore, a 10% of the PM peak hour rate (0.48*10%=0.05) was assumed to estimate the AM peak hour trips.

TABLE: A2

TRIP GENERATION ANALYSIS
PM PEAK HOUR

Project Name: North Bay Village Fire Station 27 and Village Hall

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	PM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Proposed								
Fire and Rescue Station	13.940 Th.SF.	575	0.48 Fitted Curve Eqn: Not Given	29%	2	71%	5	7
Government Office Bldg. (City Hall)	27.800 Th.SF.	730	1.71	25%	12	75%	36	48
	Not Used. $R^2(0.73)<0.75$ →		Ln(T)=0.97Ln(X)+0.62	25%	12	75%	35	47
Proposed Site Gross Trips				**25%**	**14**	**75%**	**41**	**55**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*

1 Th.SF.= 1,000 Square Feet

Trips utilized.

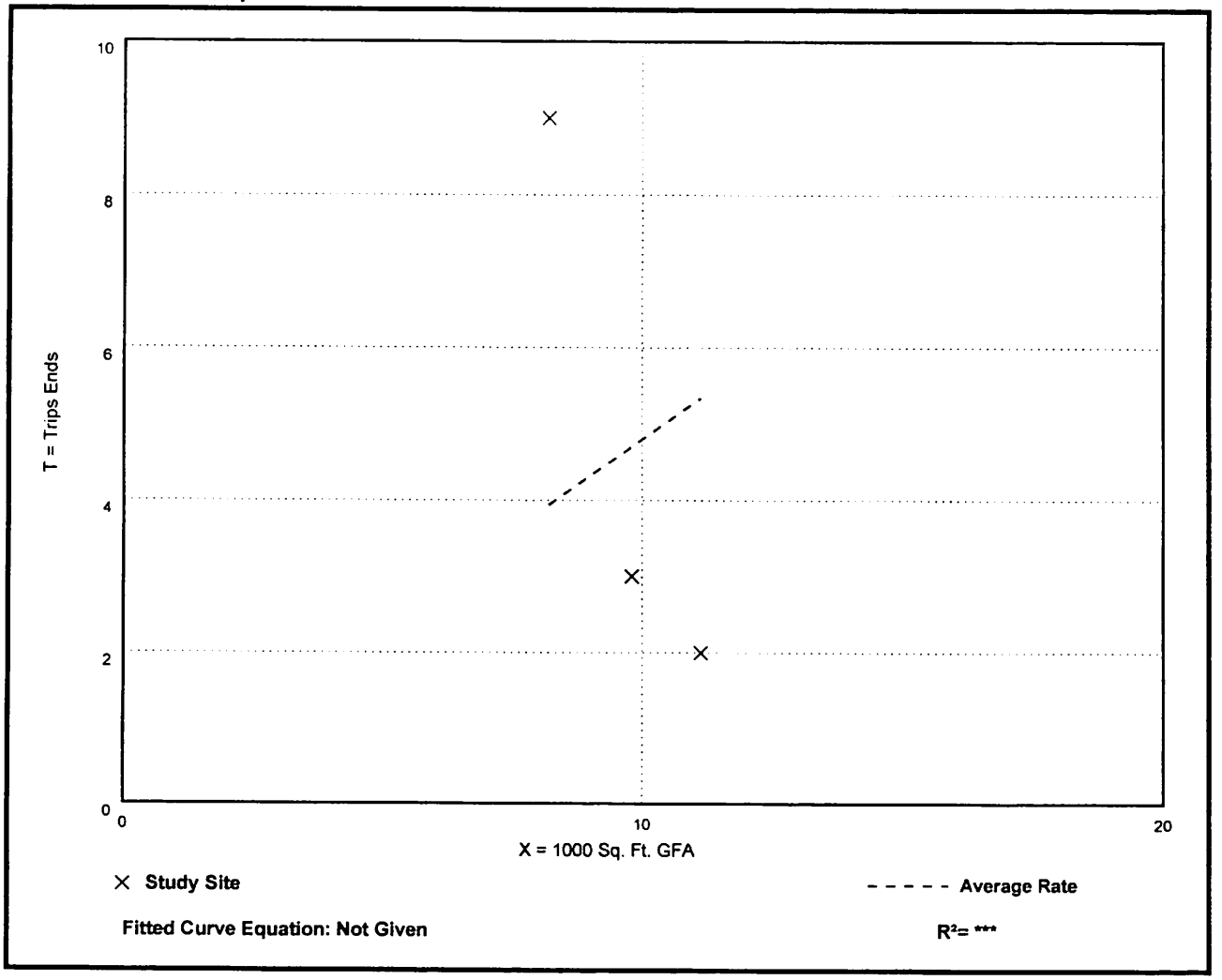
Fire and Rescue Station
(575)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 10
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.48	0.18 - 1.10	0.48

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

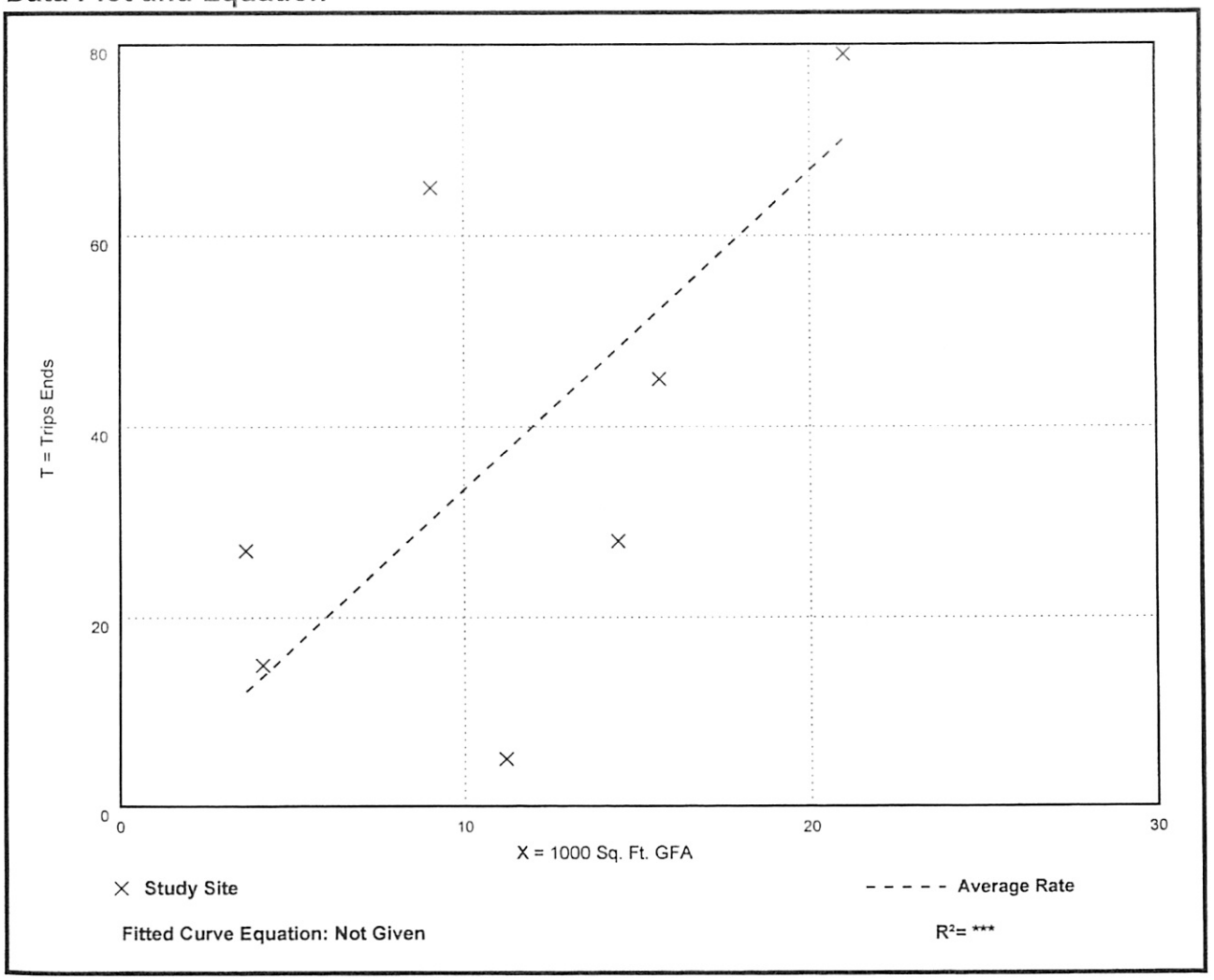
Government Office Building
(730)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.34	0.45 - 7.38	2.18

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

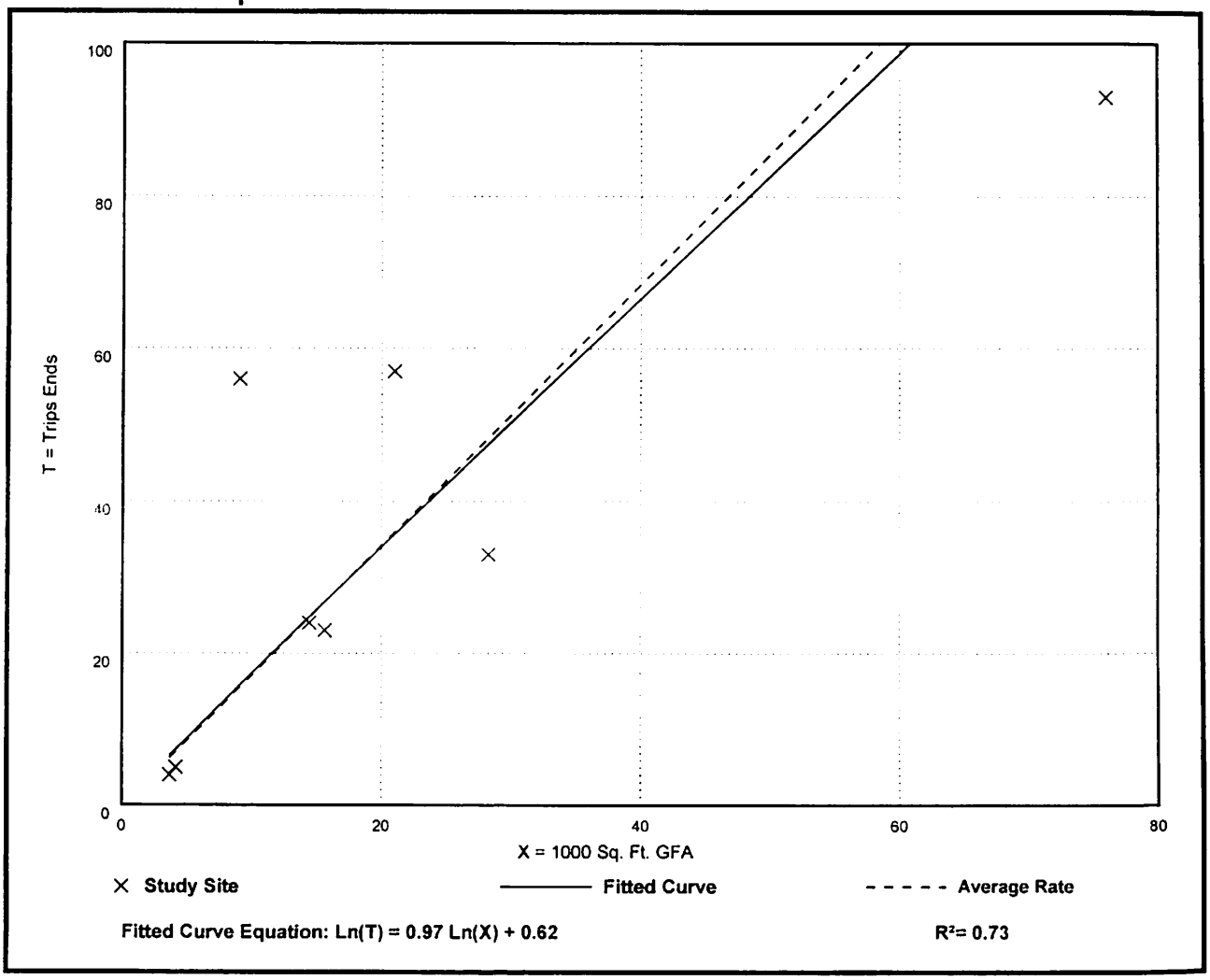
Government Office Building
(730)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 22
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	1.09 - 6.19	1.24

Data Plot and Equation



Appendix 2: Trip Distribution / Assignment

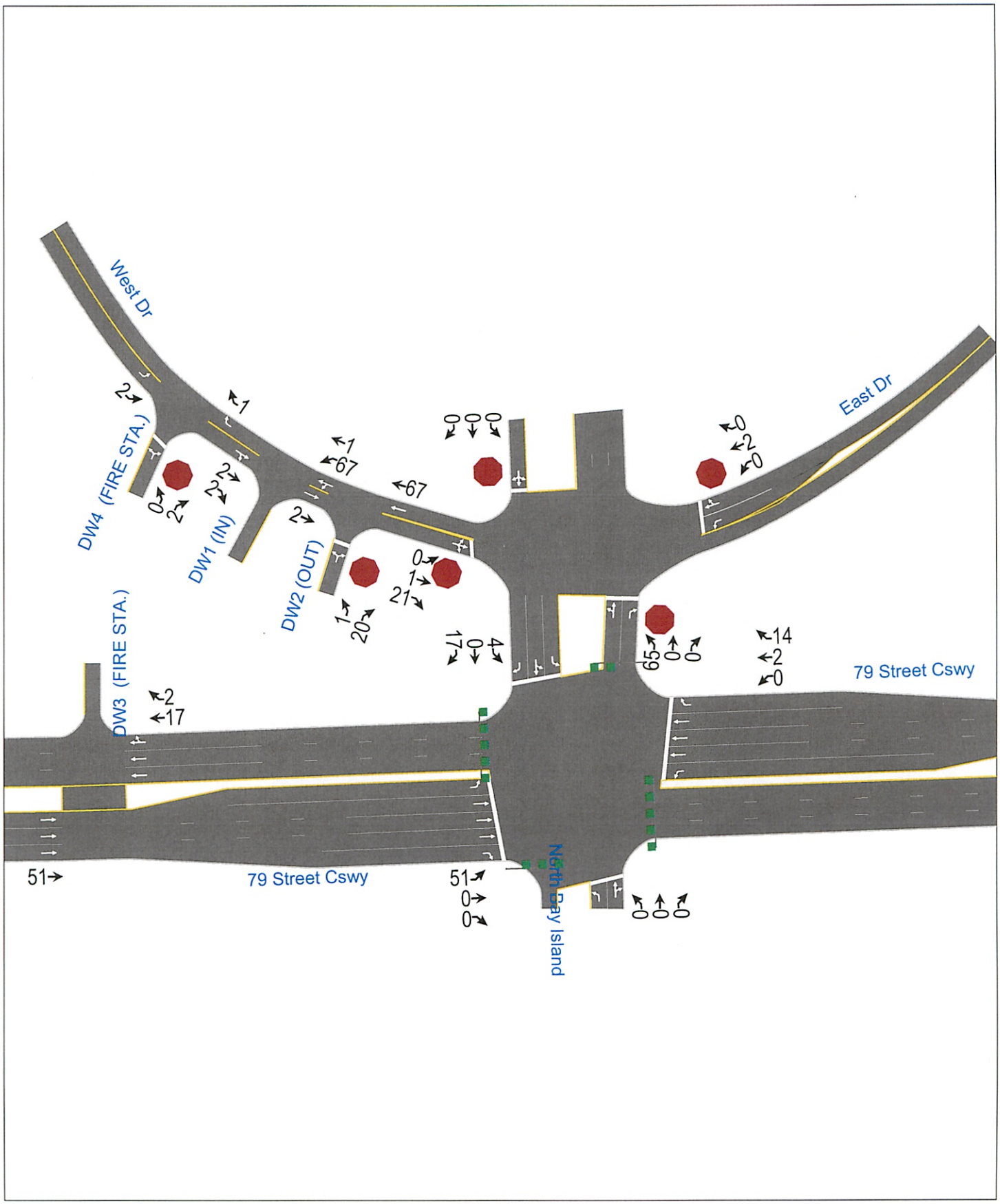
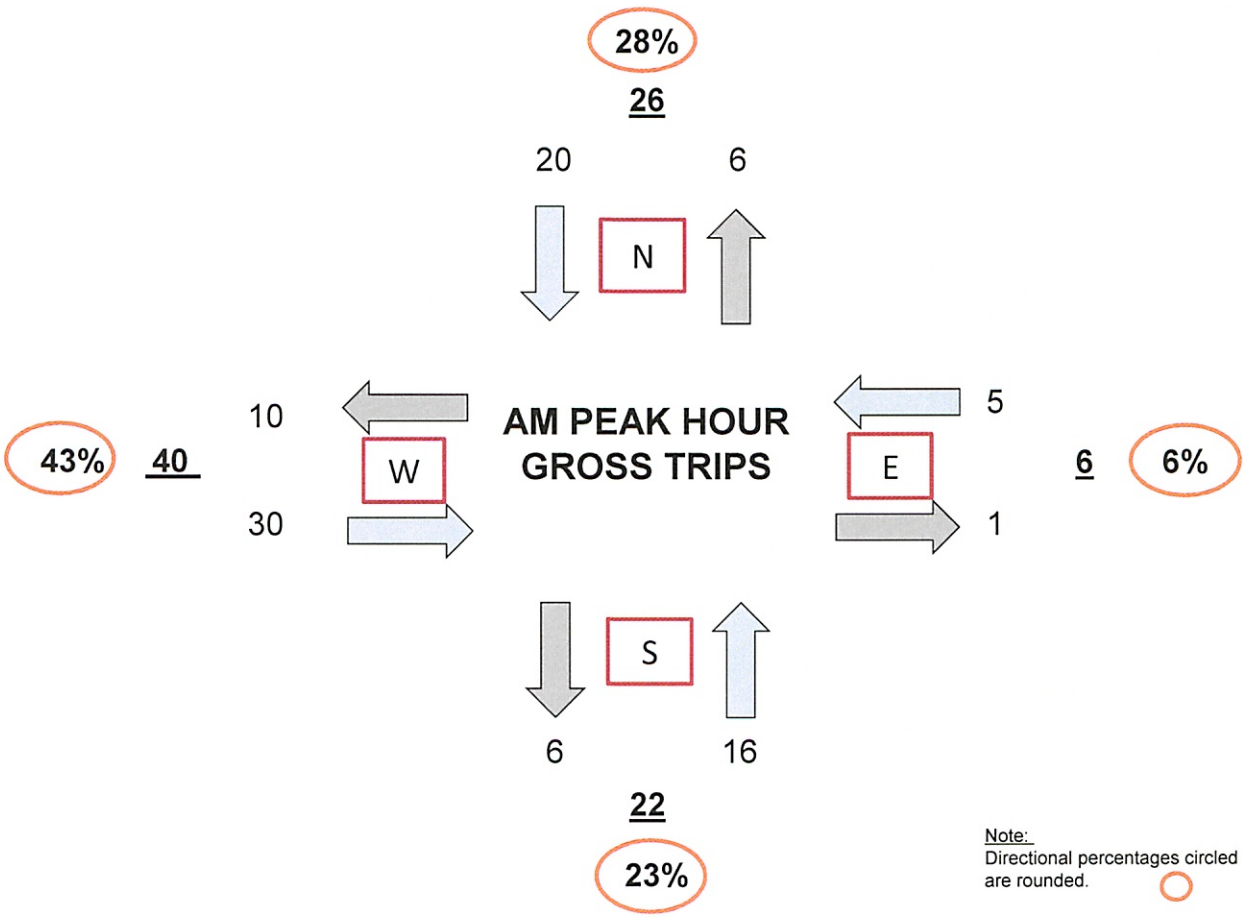

West Dr
East Dr
DW4 (FIRE STA.)
DW1 (IN)
DW2 (OUT)
DW3 (FIRE STA.)
79 Street Cswy
79 Street Cswy
North Bay Island

TABLE: A3

Cardinal Distribution
AM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 624

Project Name: North Bay Village Fire Station 27 and Village Hall

DIRECTION	DISTRIBUTION (%) DESIGN YEAR 2026	DIRECTION	DISTRIBUTION	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
NNE	10.69	NORTH	27.86%	20	6	26
ENE	4.97					
ESE	0.99	EAST	5.96%	5	1	6
SSE	6.43					
SSW	16.70	SOUTH	23.13%	16	6	22
WSW	25.87					
WNW	17.28	WEST	43.15%	30	10	40
NNW	17.17					
TOTAL	100.00		100.00%	71	23	94



Note:
Directional percentages circled are rounded.

TABLE: A3-1

Cardinal Distribution
AM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 624

Project Name: North Bay Village Fire Station 27 and Village Hall

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2015	2045	2026			
NNE	10.80	10.50	10.69	8	2	10
ENE	6.00	3.20	4.97	4	1	5
ESE	1.10	0.80	0.99	1	0	1
SSE	6.10	7.00	6.43	4	2	6
SSW	15.20	19.30	16.70	12	4	16
WSW	26.20	25.30	25.87	18	6	24
WNW	16.80	18.10	17.28	12	4	16
NNW	17.90	15.90	17.17	12	4	16
TOTAL	100.00	100.00	100.00	71	23	94

Note:

Based on Miami-Dade Transportation Planning Organization 2045 LRTP Directional Trip Distribution Report, September 2019. Since the current data is only available for the model years 2015 and 2045, the eight (8) cardinal directions were interpolated to the design year of 2026.

dist

TABLE: A3-2

AM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	71	23	94
PERCENT:	75.53%	24.47%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	10.69	7.590	8	2.459	2	10
ENE	4.97	3.531	4	1.144	1	5
ESE	0.99	0.703	1	0.228	0	1
SSE	6.43	4.565	4	1.479	2	6
SSW	16.70	11.859	12	3.842	4	16
WSW	25.87	18.368	18	5.950	6	24
WNW	17.28	12.266	12	3.974	4	16
NNW	17.17	12.188	12	3.948	4	16
TOTAL	100.00	71.071	71	23.023	23	94

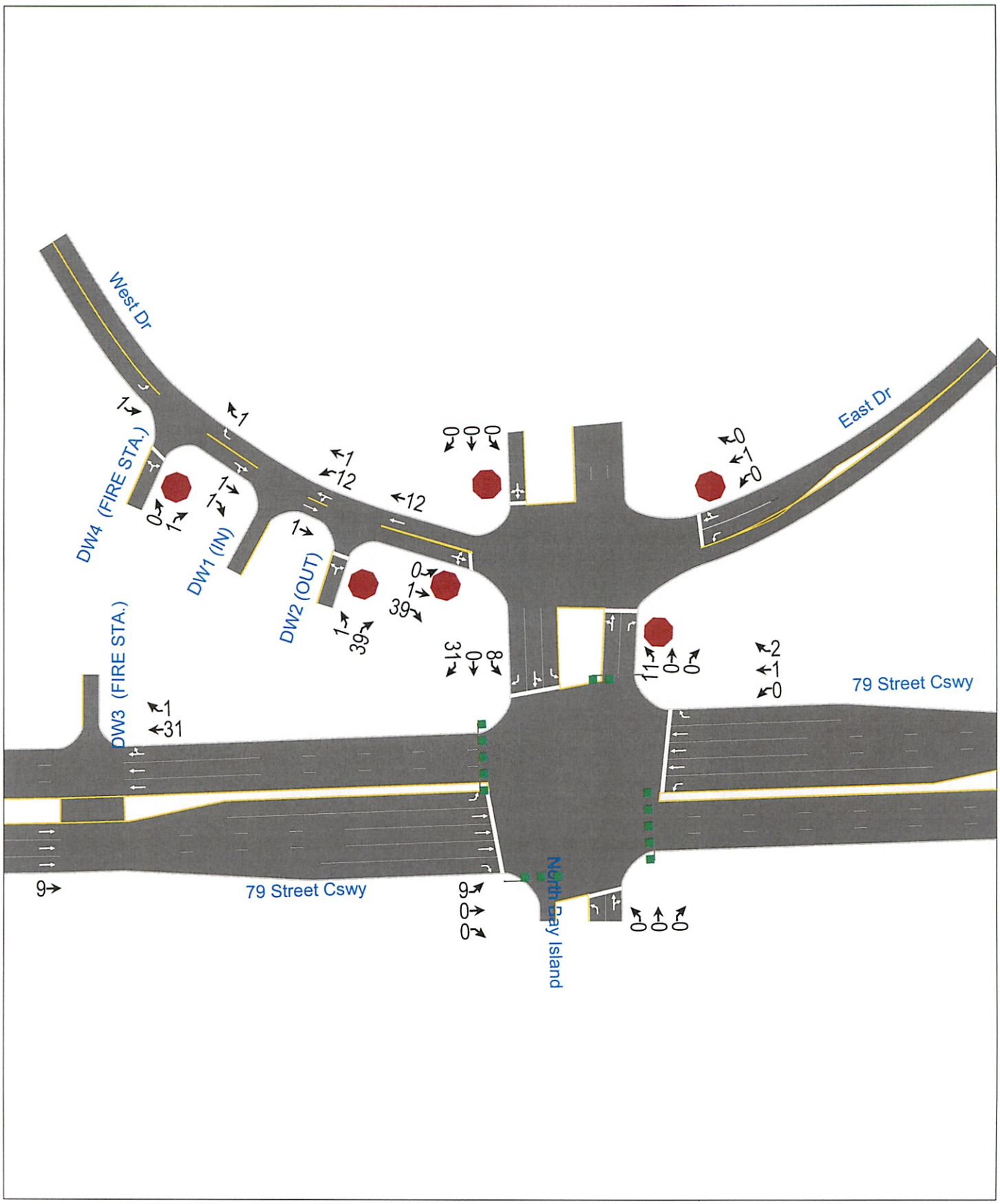
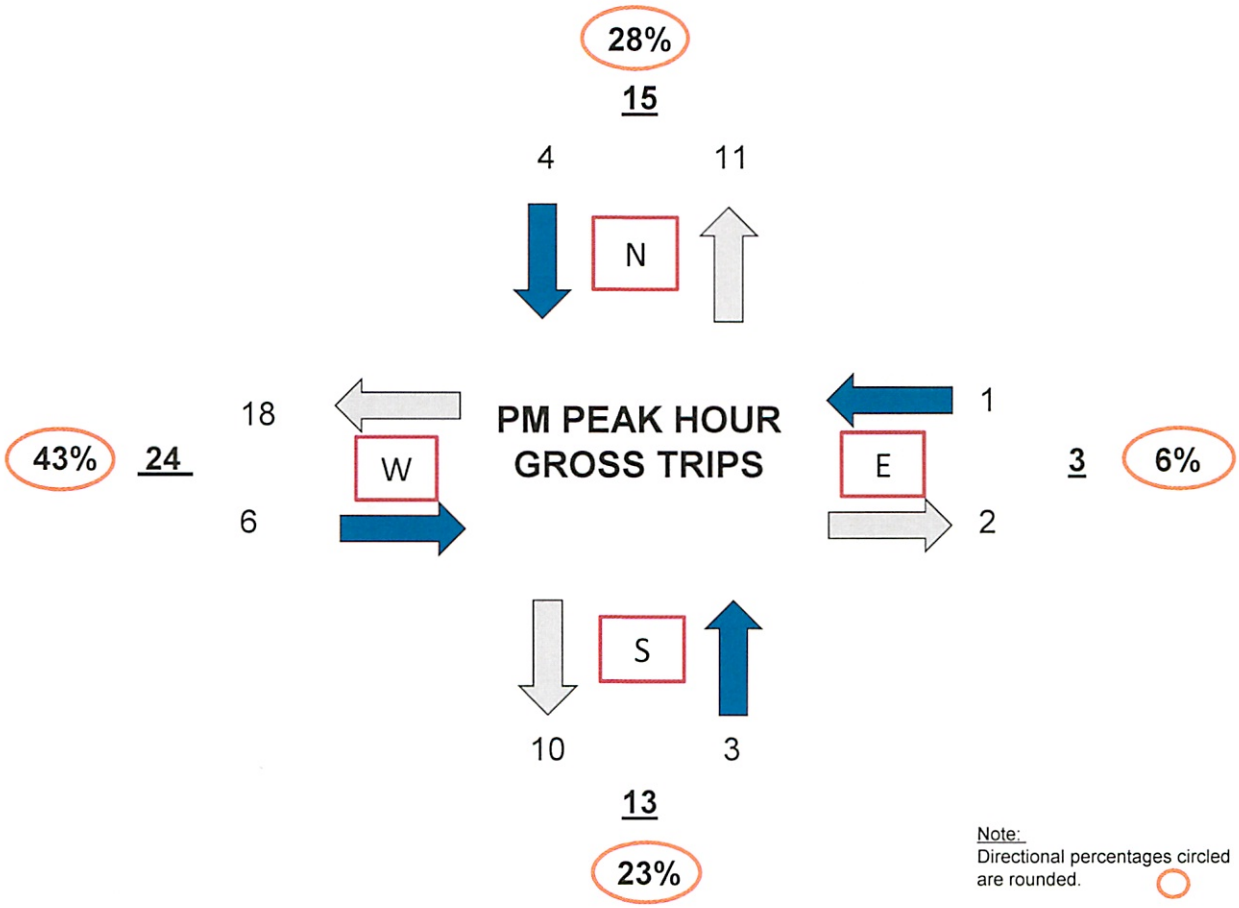

West Dr
East Dr
DW4 (FIRE STA.)
DW1 (IN)
DW2 (OUT)
DW3 (FIRE STA.)
79 Street Cswy
79 Street Cswy
North Bay Island

TABLE: A4

Cardinal Distribution
PM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 624

Project Name: North Bay Village Fire Station 27 and Village Hall

DIRECTION	DISTRIBUTION (%) DESIGN YEAR 2026	DIRECTION	DISTRIBUTION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
NNE	10.69	NORTH	27.86%	4	11	15
ENE	4.97					
ESE	0.99	EAST	5.96%	1	2	3
SSE	6.43					
SSW	16.70	SOUTH	23.13%	3	10	13
WSW	25.87					
WNW	17.28	WEST	43.15%	6	18	24
NNW	17.17					
TOTAL	100.00		100.00%	14	41	55



Note:
Directional percentages circled are rounded.

TABLE: A4-1

Cardinal Distribution
PM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 624

Project Name: North Bay Village Fire Station 27 and Village Hall

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2015	2045	2026			
NNE	10.80	10.50	10.69	2	4	6
ENE	6.00	3.20	4.97	1	2	3
ESE	1.10	0.80	0.99	0	0	0
SSE	6.10	7.00	6.43	1	3	4
SSW	15.20	19.30	16.70	2	7	9
WSW	26.20	25.30	25.87	4	11	15
WNW	16.80	18.10	17.28	2	7	9
NNW	17.90	15.90	17.17	2	7	9
TOTAL	100.00	100.00	100.00	14	41	55

Note:

Based on Miami-Dade Transportation Planning Organization 2045 LRTP Directional Trip Distribution Report, September 2019. Since the current data is only available for the model years 2015 and 2045, the eight (8) cardinal directions were interpolated to the design year of 2026.

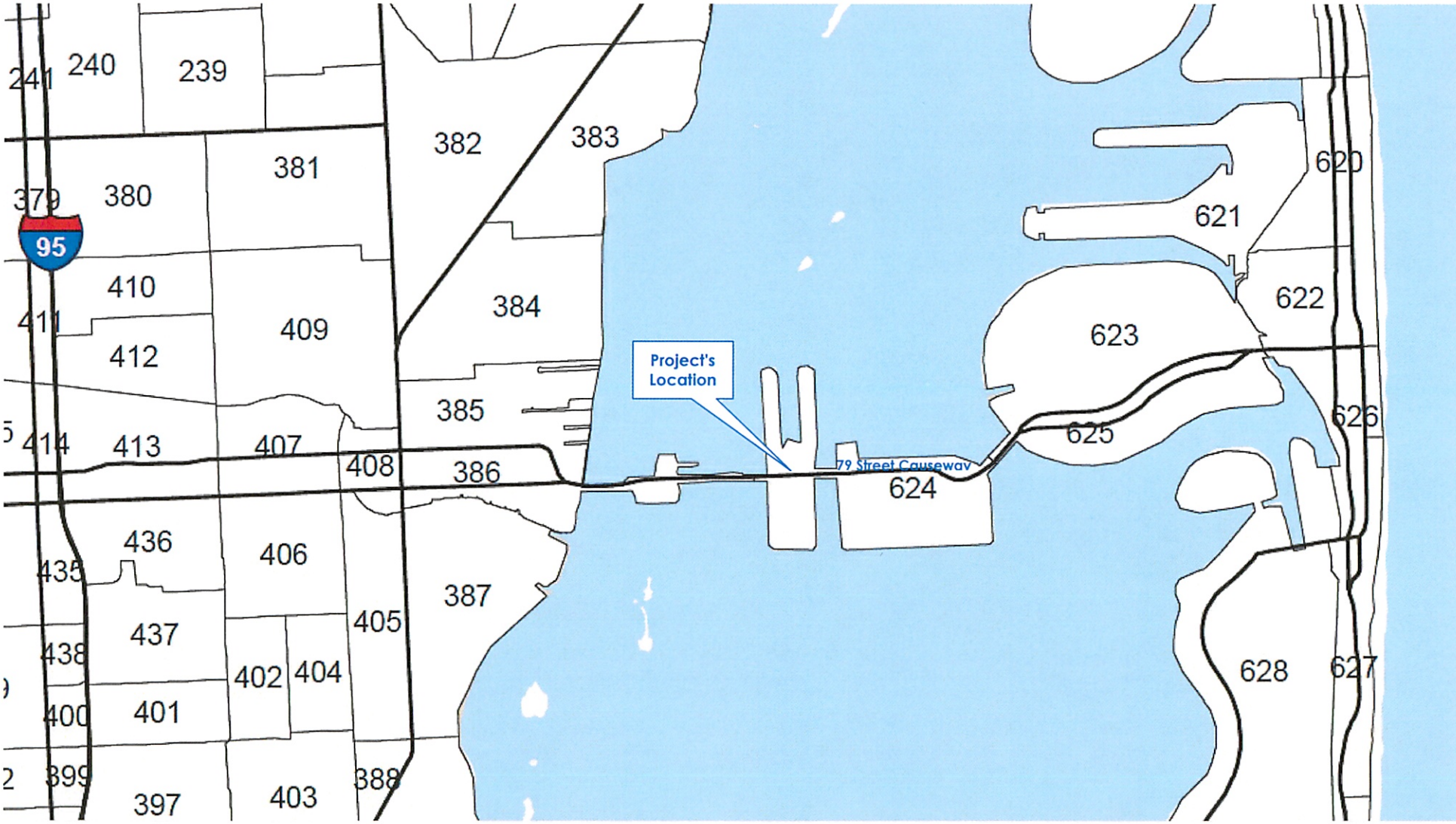
dist

TABLE: A4-2

PM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	14	41	55
PERCENT:	25.45%	74.55%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	10.69	1.497	2	4.383	4	6
ENE	4.97	0.696	1	2.039	2	3
ESE	0.99	0.139	0	0.406	0	0
SSE	6.43	0.900	1	2.636	3	4
SSW	16.70	2.338	2	6.848	7	9
WSW	25.87	3.622	4	10.607	11	15
WNW	17.28	2.419	2	7.083	7	9
NNW	17.17	2.403	2	7.038	7	9
TOTAL	100.00	14.014	14	41.041	41	55

TRAFFIC ANALYSIS ZONE (TAZ)





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	

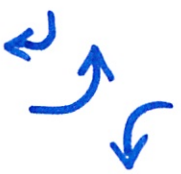
Appendix 3: Signal Timing, Background Growth and Adjustment Factor

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 3015
Signal Location: Harbor Dr & J.F. Kennedy CSW1
Analysis Period: (AM) / PM (Circle One)
Local Time of Day Schedule: 4 Plan
Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 149.7 seconds
Offset: 106 seconds

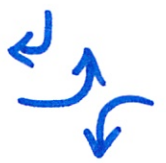
PHASE:	Φ1	Φ2	Φ3	Φ4
	 EB/WB	 EB/WB		
WALK	0	4	4	4
DON'TWALK	0	36	24	24
MIN INITIAL	5	4	7	10
VEH EXT	2	1	2.5	4
GREEN	9/14	43/148	35	28
YELLOW	3.7	4	4	4
RED	3.3	3.3	3.7	3.7
SPLIT	16/21	50.3/55.3	42.7	35.7

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 3015
Signal Location: Harbor Dr & J.F. Kennedy EsWy
Analysis Period: AM / PM (Circle One)
Local Time of Day Schedule: 9 Plan
Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 149.7 seconds
Offset: 97 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
	 EB/WB	 EB/WB		
WALK	0	4	4	4
DON'TWALK	0	36	24	24
MIN INITIAL	5	4	7	10
VEH EXT	2	1	2.5	4
GREEN	9/11	53/55	28	28
YELLOW	3.7	4	4	4
RED	3.3	3.3	3.7	3.7
SPLIT	16 / 18	60.3/62.3	35.7	35.7

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 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	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
AM	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
PM	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

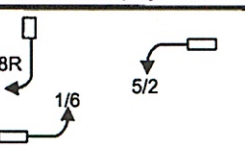
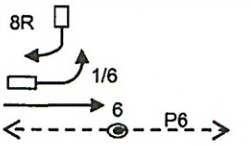
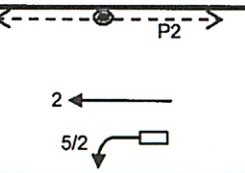
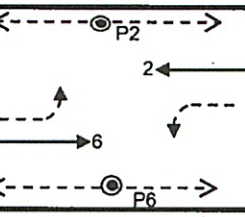
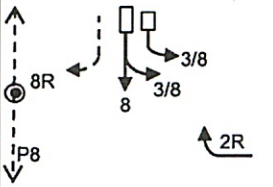
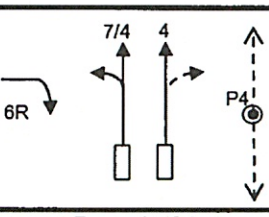
*** Settings**

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

N

Timing Phases	Direction / Head No.	EB 1/6	EB 6	EB 6R	WB 5/2	WB 2	WB 2R	SB 3/8	SB 8	SB 8R	NB 7/4	NB 4	Ped Heads P2	Ped Heads P4	Ped Heads P6	Ped Heads P8	Movements/Display/Actuation
(1+5) E/WLT JFK BLVD (Actuated)	Dwell	R/<G	R	R	R/<G	R	R	R	R	R/G>	R	R	DW	DW	DW	DW	
	Clear To (1+6)	R/<G	R	R	R/<Y	R	R	R	R	R/G>	R	R	DW	DW	DW	DW	
	Clear To (2+5)	R/<Y	R	R	R/<G	R	R	R	R	R/Y>	R	R	DW	DW	DW	DW	
	Clear To (2+6)	R/<Y	R	R	R/<Y	R	R	R	R	R/Y>	R	R	DW	DW	DW	DW	
(1+6) EB JFK BLVD (Actuated)	Dwell	<G/R	G	G	R	R	R	R	R	R/G>	R	R	D/W	D/W	W/F	D/W	
	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	
(2+5) WB JFK BLVD (Actuated)	Dwell	R	R	R	<G/G	G	G	R	R	R	R	R	W/F	D/W	D/W	D/W	
	Clear To (2+6)	R	R	R	<Y/G	G	G	R	R	R	R	R	W/F	D/W	D/W	D/W	
(2+6) E/WB JFK BLVD (Actuated)	Dwell	G	G	G	G	G	R	R	R	R	R	R	W/F	D/W	W/F	D/W	
	Clear To 3	Y	Y	Y	Y	Y	Y	R	R	R	R	R	D/W	D/W	D/W	D/W	
	Clear To 4	Y	Y	Y	Y	Y	Y	R	R	R	R	R	D/W	D/W	D/W	D/W	
3 SB TREASURE DR (Actuated)	Dwell	R	R	R/R	R	R	R/G>	R/<G	G	G	R/R	R	D/W	D/W	D/W	W/F	
	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	
	Clear To (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	
	Clear To (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	
	Clear To (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	
	Clear To (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 NB TREASURE DR (Actuated)	Dwell	R	R	R/G>	R	R	R	R	R	R	<G/G	G	D/W	W/F	D/W	D/W	
	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	
	Clear To (1+6)	R	R	R/Y>	R	R	R	R	R	R	<Y/Y	Y	D/W	D/W	D/W	D/W	
	Clear To (2+5)	R	R	R/Y>	R	R	R	R	R	R	<Y/Y	Y	D/W	D/W	D/W	D/W	
	Clear To (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

TABLE: A5

Backround Traffic Growth Rate

Project Name: North Bay Village Fire Station 27 and Village Hall

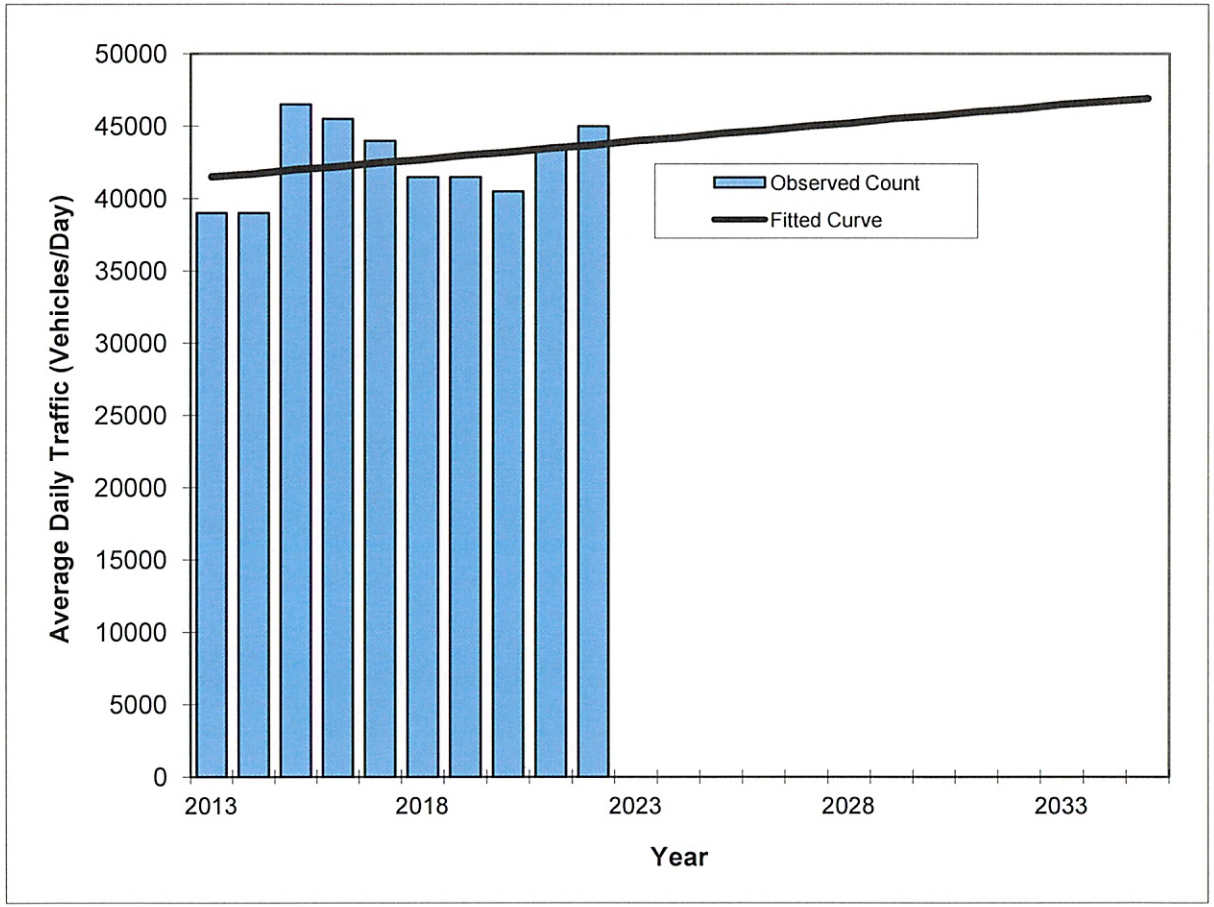
FDOT Station	Location	Growth Rate
0142	**SR 934/NW/NE 79 ST**, 350' WEST OF PELICAN HARBOUR DR	0.57%
0533	**SR 934/N BAY CSWY**, 450' EAST OF ADVENTURE AVE	2.15%
	Average	**1.36%**

Traffic Trends - V03.a

SR 934/NW/NE 79 ST -- 350' WEST OF PELICAN HARBOUR DR

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0142
Highway:	SR 934/NW/NE 79 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2013	39000	41500
2014	39000	41700
2015	46500	42000
2016	45500	42200
2017	44000	42500
2018	41500	42700
2019	41500	43000
2020	40500	43200
2021	43500	43500
2022	45000	43700
2023 Opening Year Trend		
2023	N/A	44000
2025 Mid-Year Trend		
2025	N/A	44500
2026 Design Year Trend		
2026	N/A	44700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	248
Trend R-squared:	7.85%
Trend Annual Historic Growth Rate:	0.59%
Trend Growth Rate (2022 to Design Year):	0.57%
Printed:	24-May-23
Straight Line 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

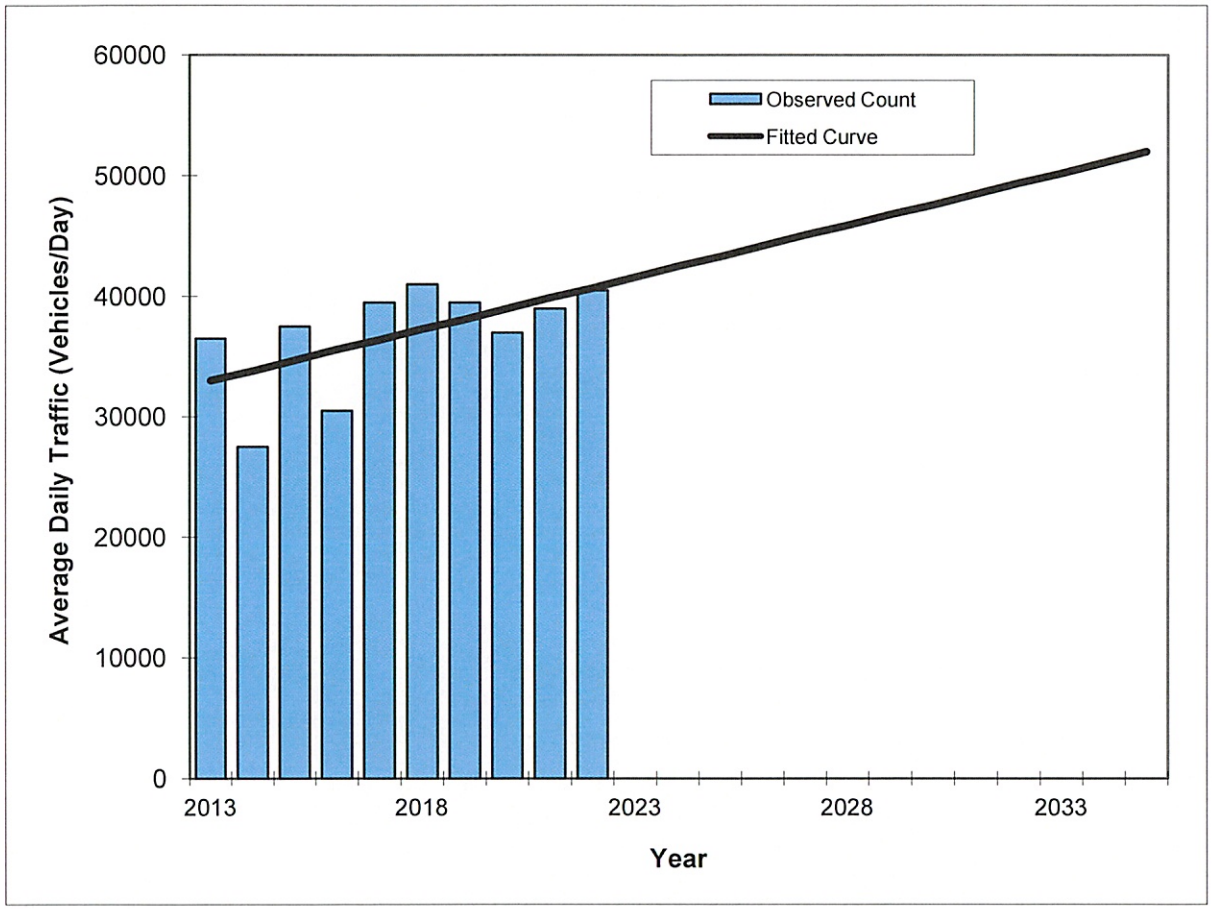
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 934/N BAY CSWY -- 450' EAST OF ADVENTURE AVE

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0533
Highway:	SR 934/N BAY CSWY



Year	Traffic (ADT/AADT) Count*	Trend**
2013	36500	33000
2014	27500	33800
2015	37500	34700
2016	30500	35600
2017	39500	36400
2018	41000	37300
2019	39500	38100
2020	37000	39000
2021	39000	39900
2022	40500	40700
2023 Opening Year Trend		
2023	N/A	41600
2025 Mid-Year Trend		
2025	N/A	43300
2026 Design Year Trend		
2026	N/A	44200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	864
Trend R-squared:	34.66%
Trend Annual Historic Growth Rate:	2.59%
Trend Growth Rate (2022 to Design Year):	2.15%
Printed:	24-May-23

Straight Line Growth Option

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

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

Appendix 4: Traffic Counts (TMC's) & Site Plan

TABLE: A6

INTERSECTION APPROACH VOLUMES - AM PEAK

Project Name: North Bay Village Fire Station 27 and Village Hall

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT (VPH)	DATE OF COUNT	PHF	SF	AM PEAK SEASONALLY ADJUSTED TRAFFIC VOLUMES (EXISTING) (VPH)	BACKGROUND TRAFFIC (3 YEAR GROWTH @ 1.36%) (VPH)	FUTURE TRAFFIC VOLUMES W/O PROJECT TRIPS (VPH)	PROJECT GROSS TRIPS (VPH)	FUTURE TRAFFIC VOLUMES W/ PROJECT TRIPS (VPH)
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive (Larry Paskow Way / North Bay Island)	SOUTHBOUND	SBR	204	Thursday, April 13, 2023	0.902	0.95	194	8	202	17	219
			SBT	2			0.95	2	0	2	0	2
			SBL	141			0.95	134	6	140	4	144
			TOTAL	**347**				**330**	**14**	**344**	**21**	**365**
		WESTBOUND	WBR	70			0.95	67	3	70	14	84
			WBT	1,261			0.95	1,198	50	1,248	2	1,250
			WBL	8			0.95	8	0	8	0	8
			WBU	7			0.95	7	0	7	0	7
			TOTAL	**1,346**				**1,280**	**53**	**1,333**	**16**	**1,349**
		NORTHBOUND	NBR	20			0.95	19	1	20	0	20
			NBT	3			0.95	3	0	3	0	3
			NBL	31			0.95	29	1	30	0	30
			TOTAL	**54**				**51**	**2**	**53**	**0**	**53**
		EASTBOUND	EBR	30			0.95	29	1	30	0	30
			EBT	1,427			0.95	1,356	56	1,412	0	1,412
			EBL	110			0.95	105	4	109	51	160
			EBU	4			0.95	4	0	4	0	4
			TOTAL	**1,571**				**1,494**	**61**	**1,555**	**51**	**1,606**
	TOTAL			***3,318***				***3,155***	***130***	***3,285***	***88***	***3,373***
2	Harbor Island Drive & East / West Drive	SOUTHBOUND	SBR	0	Thursday, April 13, 2023	0.958	0.95	0	0	0	0	0
			SBT	80			0.95	76	3	79	0	79
			SBL	3			0.95	3	0	3	0	3
			TOTAL	**83**				**79**	**3**	**82**	**0**	**82**
		WESTBOUND	WBR	5			0.95	5	0	5	0	5
			WBT	6			0.95	6	0	6	2	8
			WBL	122			0.95	116	5	121	0	121
			TOTAL	**133**				**127**	**5**	**132**	**2**	**134**
		NORTHBOUND	NBR	58			0.95	55	2	57	0	57
			NBT	42			0.95	40	2	42	0	42
			NBL	81			0.95	77	3	80	65	145
			NBU	2			0.95	2	0	2	0	2
			TOTAL	**183**				**174**	**7**	**181**	**65**	**246**
		EASTBOUND	EBR	143			0.95	136	6	142	21	163
			EBT	16			0.95	15	1	16	1	17
			EBL	1			0.95	1	0	1	0	1
			TOTAL	**160**				**152**	**7**	**159**	**22**	**181**
	TOTAL			***559***				***532***	***22***	***554***	***89***	***643***

Notes:

1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 Raw Data
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor (SF) obtained from FDOT
8 Seasonally Adjusted TMC = TMC *SF
9 Background Traffic: Existing traffic was augmented using a compounded 1.36 percent growth rate to the year 2026. (3 Year Build-Out)
10 Future Condition Traffic w/o Project = Existing Traffic + Background Traffic
11 Project Net Trips
12 Future Condition Traffic w/ Project = Existing Traffic + Background Traffic + Project Trips

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TABLE: A7

INTERSECTION APPROACH VOLUMES - PM PEAK

Project Name: North Bay Village Fire Station 27 and Village Hall

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HR COUNT (VPH)	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED TRAFFIC VOLUMES (EXISTING) (VPH)	9 BACKGROUND TRAFFIC (3 YEAR GROWTH @ 1.36%) (VPH)	10 FUTURE TRAFFIC VOLUMES W/O PROJECT TRIPS (VPH)	11 PROJECT GROSS TRIPS (VPH)	12 FUTURE TRAFFIC VOLUMES W/ PROJECT TRIPS (VPH)
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive (Larry Paskow Way / North Bay Island)	SOUTHBOUND	SBR	152	Thursday, April 13, 2023	0.884	0.95	144	6	150	31	181
			SBT	4			0.95	4	0	4	0	4
			SBL	100			0.95	95	4	99	8	107
			TOTAL	**256**				**243**	**10**	**253**	**39**	**292**
		WESTBOUND	WBR	100			0.95	95	4	99	0	99
			WBT	1,801			0.95	1,711	71	1,782	1	1,783
			WBL	15			0.95	14	1	15	0	15
			WBU	2			0.95	2	0	2	0	2
			TOTAL	**1,918**				**1,822**	**76**	**1,898**	**1**	**1,899**
		NORTHBOUND	NBR	9			0.95	9	0	9	0	9
			NBT	2			0.95	2	0	2	0	2
			NBL	22			0.95	21	1	22	0	22
			TOTAL	**33**				**32**	**1**	**33**	**0**	**33**
		EASTBOUND	EBR	30			0.95	29	1	30	0	30
			EBT	1,280			0.95	1,216	50	1,266	0	1,266
			EBL	202			0.95	192	8	200	9	209
			TOTAL	**1,512**				**1,437**	**59**	**1,496**	**9**	**1,505**
	TOTAL			***3,719***				***3,534***	***146***	***3,680***	***49***	***3,729***
2	Harbor Island Drive & East / West Drive	SOUTHBOUND	SBR	1	Thursday, April 13, 2023	0.920	0.95	1	0	1	0	1
			SBT	34			0.95	32	1	33	0	33
			SBL	5			0.95	5	0	5	0	5
			TOTAL	**40**				**38**	**1**	**39**	**0**	**39**
		WESTBOUND	WBR	5			0.95	5	0	5	0	5
			WBT	13			0.95	12	0	12	1	13
			WBL	101			0.95	96	4	100	0	100
			TOTAL	**119**				**113**	**4**	**117**	**1**	**118**
		NORTHBOUND	NBR	110			0.95	105	4	109	0	109
			NBT	57			0.95	54	2	56	0	56
			NBL	133			0.95	126	5	131	11	142
			NBU	3			0.95	3	0	3	0	3
			TOTAL	**303**				**288**	**11**	**299**	**11**	**310**
		EASTBOUND	EBR	126			0.95	120	5	125	39	164
			EBT	15			0.95	14	1	15	1	16
			EBL	5			0.95	5	0	5	0	5
			TOTAL	**146**				**139**	**6**	**145**	**40**	**185**
	TOTAL			***608***				***578***	***22***	***600***	***52***	***652***

Notes:

1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 Raw Data
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor (SF) obtained from FDOT
8 Seasonally Adjusted TMC = TMC *SF
9 Background Traffic: Existing traffic was augmented using a compounded 1.36 percent growth rate to the year 2026. (3 Year Build-Out)
10 Future Condition Traffic w/o Project = Existing Traffic + Background Traffic
11 Project Net Trips
12 Future Condition Traffic w/ Project = Existing Traffic + Background Traffic + Project Trips

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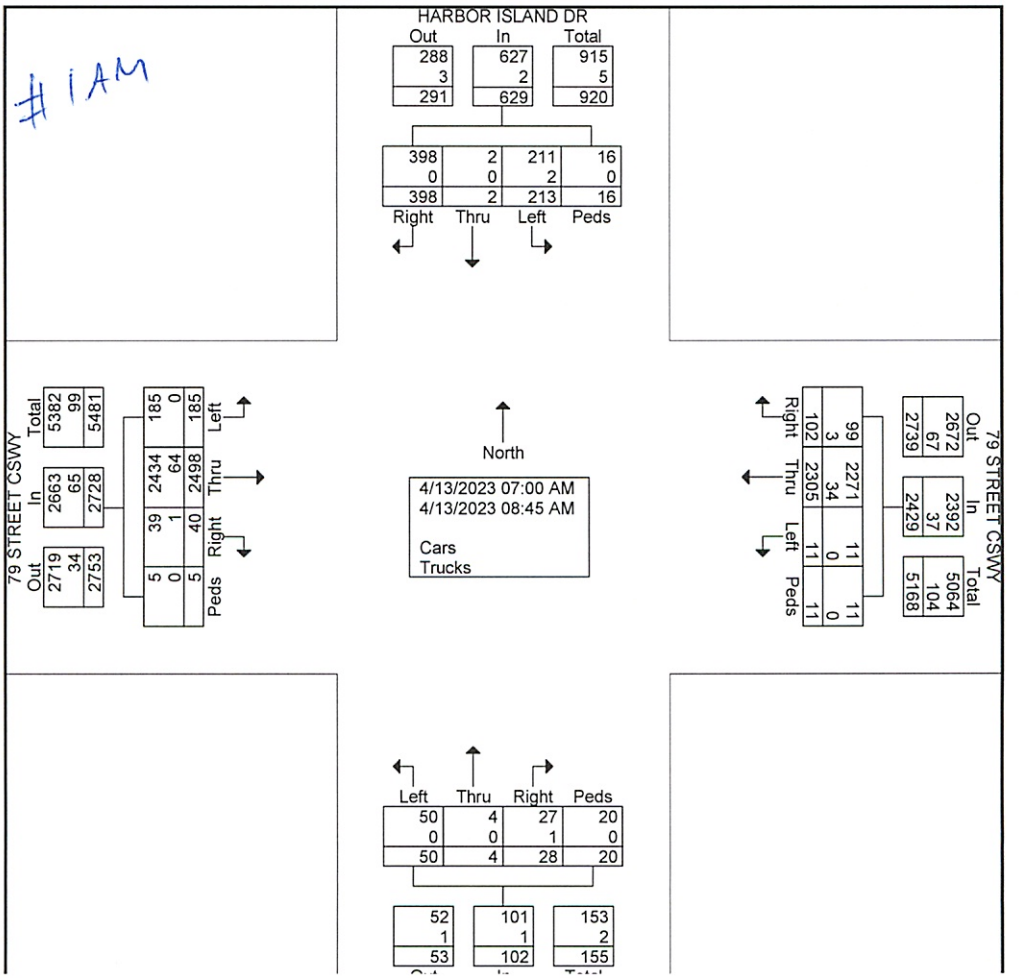
Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : 79 St Cswy_Harbor Island Dr_AM
Site Code : 00000000
Start Date : 4/13/2023
Page No : 1

Groups Printed- Cars - Trucks

	HARBOR ISLAND DR Southbound					79 STREET CSWY Westbound						NORTH BAY ISLAND Northbound					79 STREET CSWY Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Int. Total
07:00 AM	37	0	11	5	53	5	198	1	0	0	204	3	0	3	4	10	2	198	13	0	0	213	480
07:15 AM	45	0	13	2	60	7	253	0	1	0	261	2	1	3	0	6	3	237	17	0	0	257	584
07:30 AM	62	0	20	1	83	11	304	2	2	0	319	0	0	4	0	4	2	277	25	0	0	304	710
07:45 AM	50	0	28	3	81	9	289	0	1	0	299	3	0	9	3	15	3	359	20	1	0	383	778
Total	194	0	72	11	277	32	1044	3	4	0	1083	8	1	19	7	35	10	1071	75	1	0	1157	2552
08:00 AM	56	1	40	0	97	10	276	2	1	0	289	0	0	10	3	13	5	379	25	1	0	410	809
08:15 AM	46	0	41	1	88	21	373	2	2	0	398	7	1	3	3	14	9	388	27	1	0	425	925
08:30 AM	56	0	27	3	86	22	278	2	3	0	305	6	1	10	3	20	5	350	32	1	0	388	799
08:45 AM	46	1	33	1	81	17	334	2	1	0	354	7	1	8	4	20	11	310	26	1	0	348	803
Total	204	2	141	5	352	70	1261	8	7	0	1346	20	3	31	13	67	30	1427	110	4	0	1571	3336
Grand Total	398	2	213	16	629	102	2305	11	11	0	2429	28	4	50	20	102	40	2498	185	5	0	2728	5888
Apprch %	63.3	0.3	33.9	2.5		4.2	94.9	0.5	0.5	0		27.5	3.9	49	19.6		1.5	91.6	6.8	0.2	0		
Total %	6.8	0	3.6	0.3	10.7	1.7	39.1	0.2	0.2	0	41.3	0.5	0.1	0.8	0.3	1.7	0.7	42.4	3.1	0.1	0	46.3	
Cars	398	2	211	16	627	99	2271	11	11	0	2392	27	4	50	20	101	39	2434	185	5	0	2663	5783
% Cars	100	100	99.1	100	99.7	97.1	98.5	100	100	0	98.5	96.4	100	100	100	99	97.5	97.4	100	100	0	97.6	98.2
Trucks	0	0	2	0	2	3	34	0	0	0	37	1	0	0	0	1	1	64	0	0	0	65	105
% Trucks	0	0	0.9	0	0.3	2.9	1.5	0	0	0	1.5	3.6	0	0	0	1	2.5	2.6	0	0	0	2.4	1.8



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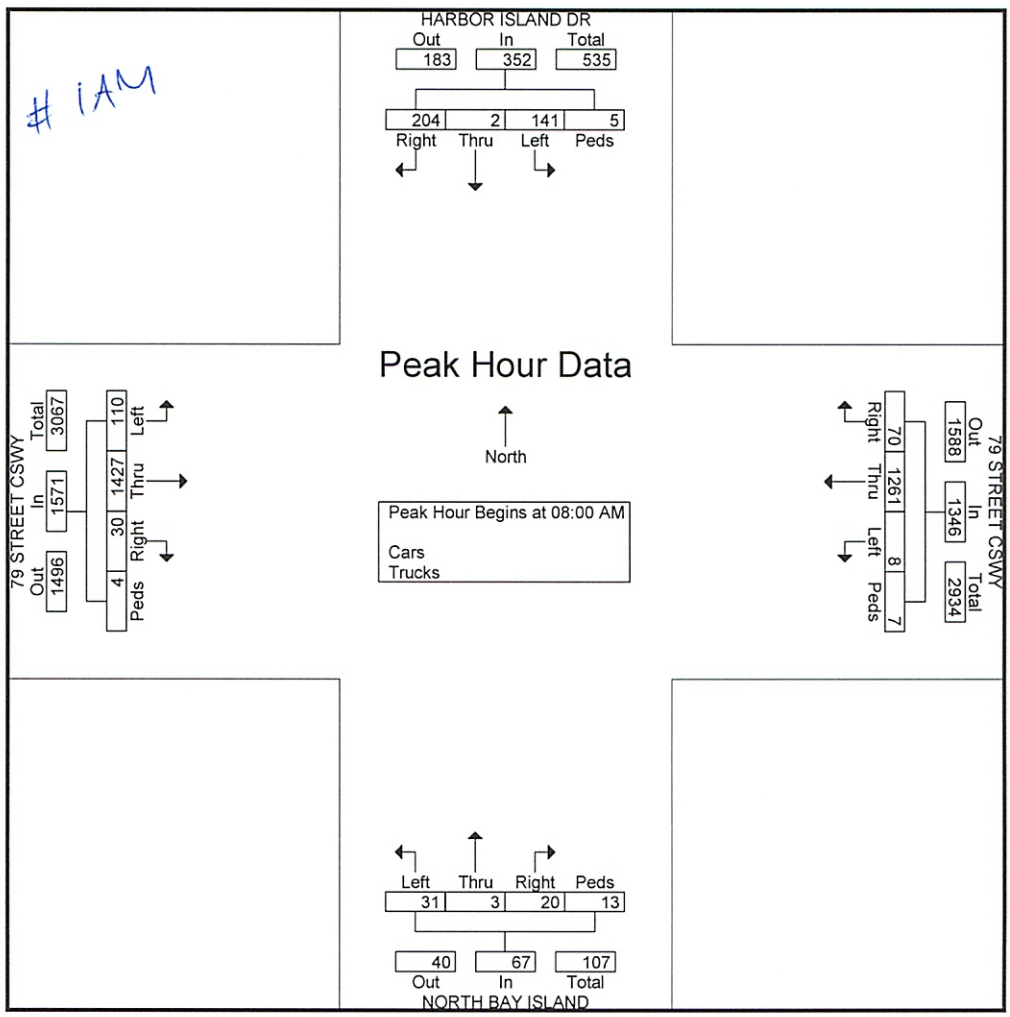
File Name : 79 St Cswy_Harbor Island Dr_AM
Site Code : 00000000
Start Date : 4/13/2023
Page No : 2

	HARBOR ISLAND DR Southbound					79 STREET CSWY Westbound						NORTH BAY ISLAND Northbound					79 STREET CSWY Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 08:00 AM																							
08:00 AM	**56**	**1**	40	0	**97**	10	276	**2**	1	0	289	0	0	**10**	3	13	5	379	25	**1**	0	410	809
08:15 AM	46	0	**41**	1	88	21	**373**	2	2	0	**398**	**7**	**1**	3	3	14	9	**388**	27	1	0	**425**	**925**
08:30 AM	56	0	27	**3**	86	**22**	278	2	**3**	0	305	6	1	10	3	**20**	5	350	**32**	1	0	388	799
08:45 AM	46	1	33	1	81	17	334	2	1	0	354	7	1	8	**4**	20	**11**	310	26	1	0	348	803
Total Volume	204	2	141	5	352	70	1261	8	7	0	1346	20	3	31	13	67	30	1427	110	4	0	1571	3336
% App. Total	58	0.6	40.1	1.4		5.2	93.7	0.6	0.5	0		29.9	4.5	46.3	19.4		1.9	90.8	7	0.3	0		
PHF	.911	.500	.860	.417	.907	.795	.845	1.00	.583	.000	.845	.714	.750	.775	.813	.838	.682	.919	.859	1.00	.000	.924	.902



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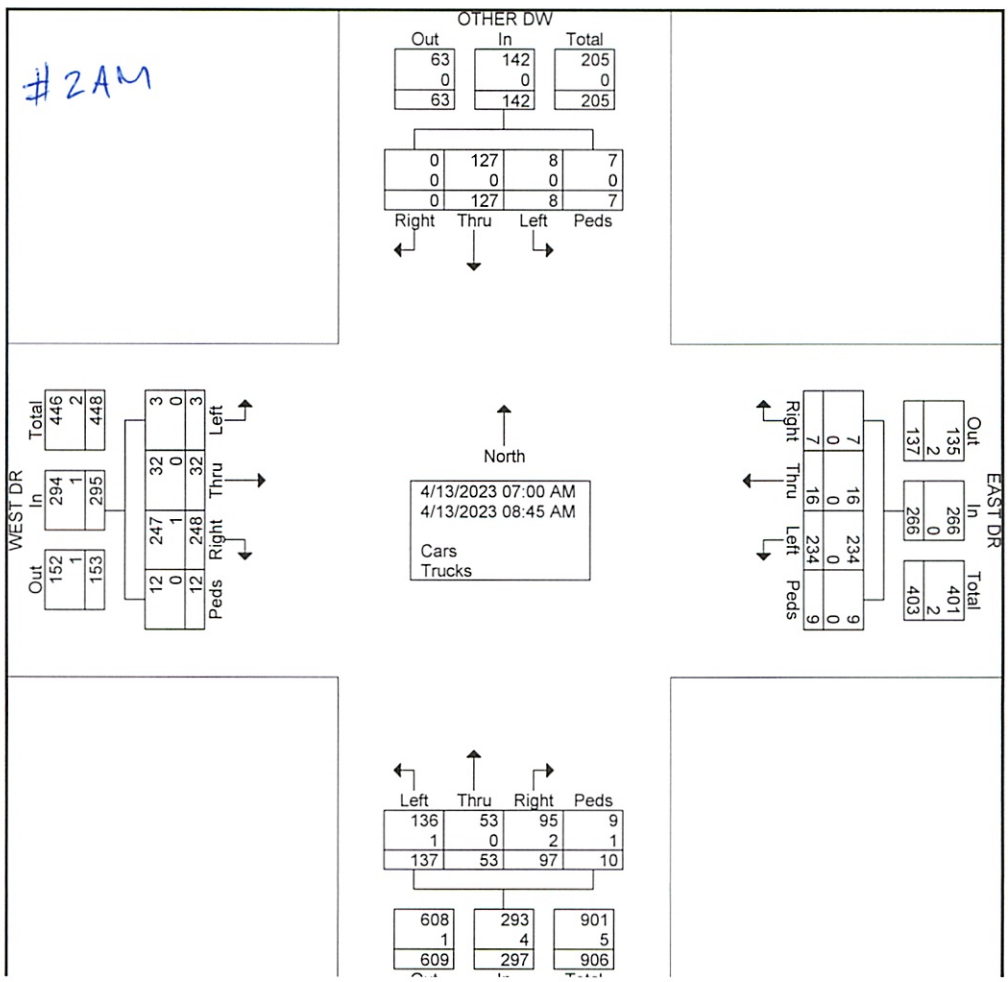
Page No : 1

Groups Printed- Cars - Trucks

	OTHER DW Southbound					EAST DR Westbound					HARBOR ISLAND DR Northbound						WEST DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	8	0	3	11	1	5	24	0	30	5	1	11	1	3	21	15	4	0	0	19	81
07:15 AM	0	6	3	1	10	0	0	19	1	20	6	1	18	0	0	25	33	3	0	3	39	94
07:30 AM	0	16	0	0	16	0	3	40	0	43	14	4	17	1	1	37	25	5	0	0	30	126
07:45 AM	0	17	2	2	21	1	2	29	0	32	14	5	10	0	0	29	32	4	2	4	42	124
Total	0	47	5	6	58	2	10	112	1	125	39	11	56	2	4	112	105	16	2	7	130	425
08:00 AM	0	27	1	0	28	3	2	34	2	41	8	9	18	0	2	37	36	5	0	1	42	148
08:15 AM	0	21	1	0	22	0	2	27	0	29	16	11	22	0	0	49	39	2	0	1	42	142
08:30 AM	0	15	0	0	15	2	1	30	4	37	14	16	23	2	0	55	36	5	1	1	43	150
08:45 AM	0	17	1	1	19	0	1	31	2	34	20	6	18	0	0	44	32	4	0	2	38	135
Total	0	80	3	1	84	5	6	122	8	141	58	42	81	2	2	185	143	16	1	5	165	575
Grand Total	0	127	8	7	142	7	16	234	9	266	97	53	137	4	6	297	248	32	3	12	295	1000
Apprch %	0	89.4	5.6	4.9		2.6	6	88	3.4		32.7	17.8	46.1	1.3	2		84.1	10.8	1	4.1		
Total %	0	12.7	0.8	0.7	14.2	0.7	1.6	23.4	0.9	26.6	9.7	5.3	13.7	0.4	0.6	29.7	24.8	3.2	0.3	1.2	29.5	
Cars	0	127	8	7	142	7	16	234	9	266	95	53	136	3	6	293	247	32	3	12	294	995
% Cars	0	100	100	100	100	100	100	100	100	100	97.9	100	99.3	75	100	98.7	99.6	100	100	100	99.7	99.5
Trucks	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4	1	0	0	0	1	5
% Trucks	0	0	0	0	0	0	0	0	0	0	2.1	0	0.7	25	0	1.3	0.4	0	0	0	0.3	0.5



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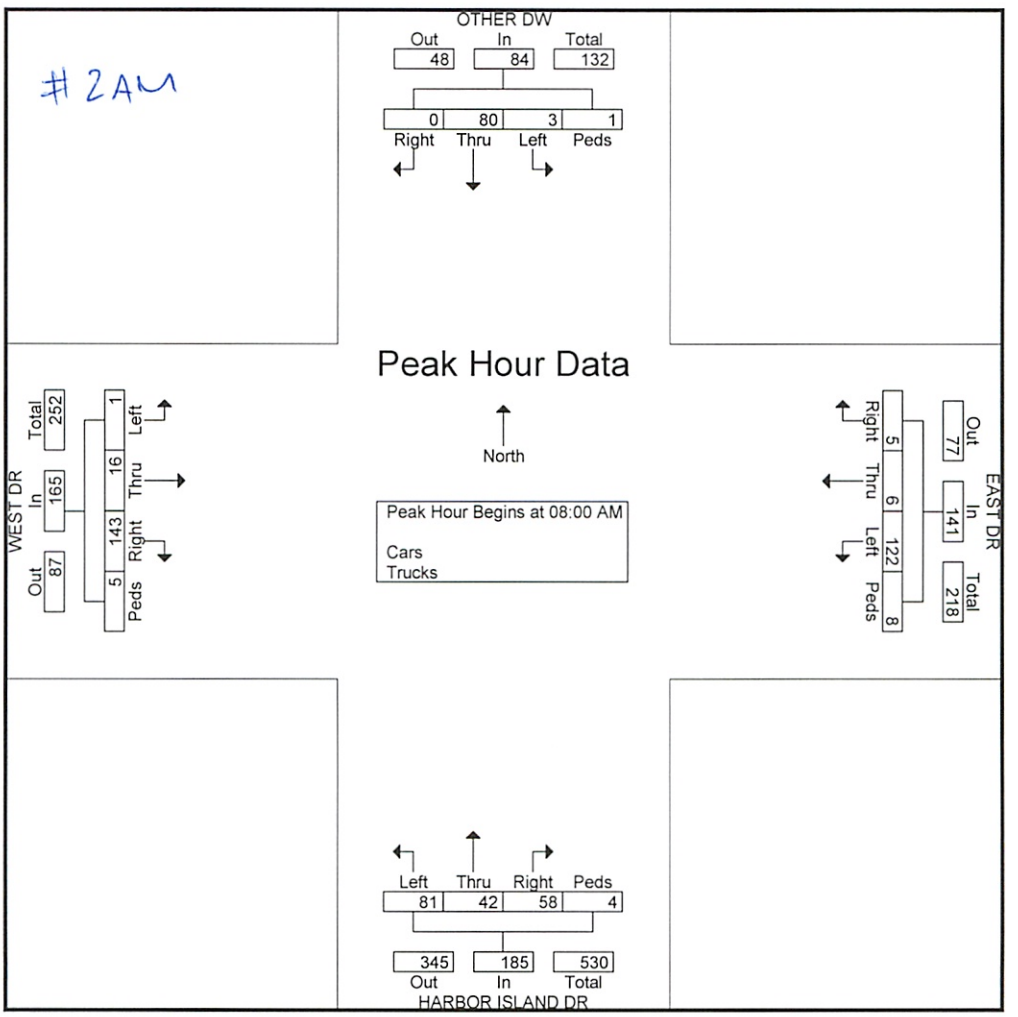
	OTHER DW Southbound					EAST DR Westbound					HARBOR ISLAND DR Northbound						WEST DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	**27**	**1**	0	**28**	**3**	**2**	**34**	2	**41**	8	9	18	0	**2**	37	36	**5**	0	1	42	148
08:15 AM	0	21	1	0	22	0	2	27	0	29	16	11	22	0	0	49	**39**	2	0	1	42	142
08:30 AM	0	15	0	0	15	2	1	30	**4**	37	14	**16**	**23**	**2**	0	**55**	36	5	**1**	1	**43**	**150**
08:45 AM	0	17	1	**1**	19	0	1	31	2	34	**20**	6	18	0	0	44	32	4	0	**2**	38	135
Total Volume	0	80	3	1	84	5	6	122	8	141	58	42	81	2	2	185	143	16	1	5	165	575
% App. Total	0	95.2	3.6	1.2		3.5	4.3	86.5	5.7		31.4	22.7	43.8	1.1	1.1		86.7	9.7	0.6	3		
PHF	.000	.741	.750	.250	.750	.417	.750	.897	.500	.860	.725	.656	.880	.250	.250	.841	.917	.800	.250	.625	.959	.958



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File Name : 79 St Cswy_Harbor Island Dr_PM
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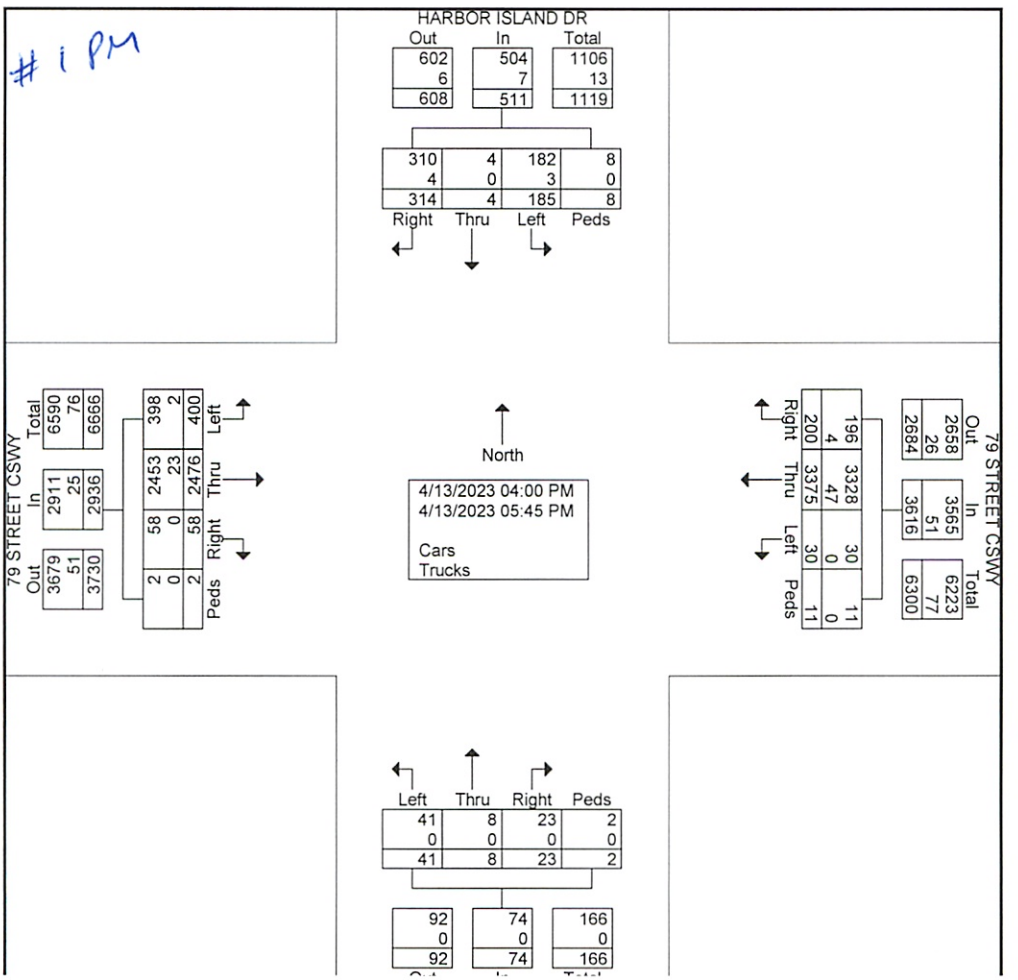
Page No : 1

Groups Printed- Cars - Trucks

	HARBOR ISLAND DR Southbound					79 STREET CSWY Westbound						NORTH BAY ISLAND Northbound					79 STREET CSWY Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Int. Total
04:00 PM	42	0	29	5	76	27	371	5	1	0	404	3	1	3	0	7	4	271	50	0	0	325	812
04:15 PM	39	0	18	1	58	26	444	1	3	1	475	5	2	6	2	15	8	319	48	0	0	375	923
04:30 PM	47	0	16	1	64	18	371	3	0	0	392	3	2	6	0	11	8	284	47	1	0	340	807
04:45 PM	39	2	32	0	73	35	513	6	1	0	555	5	2	5	0	12	9	358	45	0	0	412	1052
Total	167	2	95	7	271	106	1699	15	5	1	1826	16	7	20	2	45	29	1232	190	1	0	1452	3594
05:00 PM	40	1	24	1	66	18	438	2	1	0	459	1	0	6	0	7	6	316	41	0	0	363	895
05:15 PM	32	1	19	0	52	26	385	6	0	0	417	2	0	7	0	9	10	276	65	0	0	351	829
05:30 PM	41	0	25	0	66	21	465	1	0	0	487	1	0	4	0	5	5	330	51	0	0	386	944
05:45 PM	34	0	22	0	56	29	388	6	4	0	427	3	1	4	0	8	8	322	53	1	0	384	875
Total	147	2	90	1	240	94	1676	15	5	0	1790	7	1	21	0	29	29	1244	210	1	0	1484	3543
Grand Total	314	4	185	8	511	200	3375	30	10	1	3616	23	8	41	2	74	58	2476	400	2	0	2936	7137
Apprch %	61.4	0.8	36.2	1.6		5.5	93.3	0.8	0.3	0		31.1	10.8	55.4	2.7		2	84.3	13.6	0.1	0		
Total %	4.4	0.1	2.6	0.1	7.2	2.8	47.3	0.4	0.1	0	50.7	0.3	0.1	0.6	0	1	0.8	34.7	5.6	0	0	41.1	
Cars	310	4	182	8	504	196	3328	30	10	1	3565	23	8	41	2	74	58	2453	398	2	0	2911	7054
% Cars	98.7	100	98.4	100	98.6	98	98.6	100	100	100	98.6	100	100	100	100	100	100	99.1	99.5	100	0	99.1	98.8
Trucks	4	0	3	0	7	4	47	0	0	0	51	0	0	0	0	0	0	23	2	0	0	25	83
% Trucks	1.3	0	1.6	0	1.4	2	1.4	0	0	0	1.4	0	0	0	0	0	0	0.9	0.5	0	0	0.9	1.2



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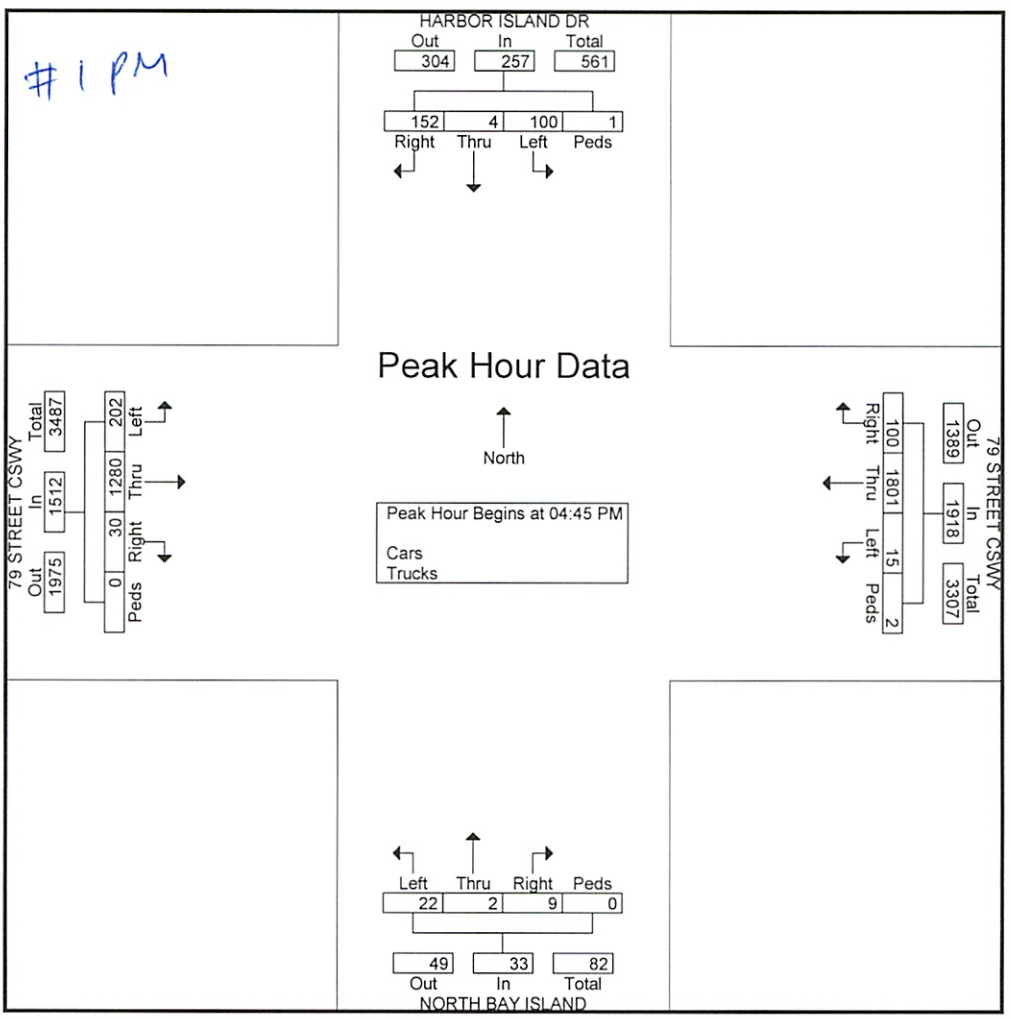
File Name : 79 St Cswy_Harbor Island Dr_PM
Site Code : 00000000
Start Date : 4/13/2023
Page No : 2

	HARBOR ISLAND DR Southbound					79 STREET CSWY Westbound						NORTH BAY ISLAND Northbound					79 STREET CSWY Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	39	**2**	**32**	0	**73**	**35**	**513**	**6**	**1**	0	**555**	**5**	**2**	5	0	**12**	9	**358**	45	0	0	**412**	**1052**
05:00 PM	40	1	24	**1**	66	18	438	2	1	0	459	1	0	6	0	7	6	316	41	0	0	363	895
05:15 PM	32	1	19	0	52	26	385	6	0	0	417	2	0	**7**	0	9	**10**	276	**65**	0	0	351	829
05:30 PM	**41**	0	25	0	66	21	465	1	0	0	487	1	0	4	0	5	5	330	51	0	0	386	944
Total Volume	152	4	100	1	257	100	1801	15	2	0	1918	9	2	22	0	33	30	1280	202	0	0	1512	3720
% App. Total	59.1	1.6	38.9	0.4		5.2	93.9	0.8	0.1	0		27.3	6.1	66.7	0		2	84.7	13.4	0	0		
PHF	.927	.500	.781	.250	.880	.714	.878	.625	.500	.000	.864	.450	.250	.786	.000	.688	.750	.894	.777	.000	.000	.917	.884



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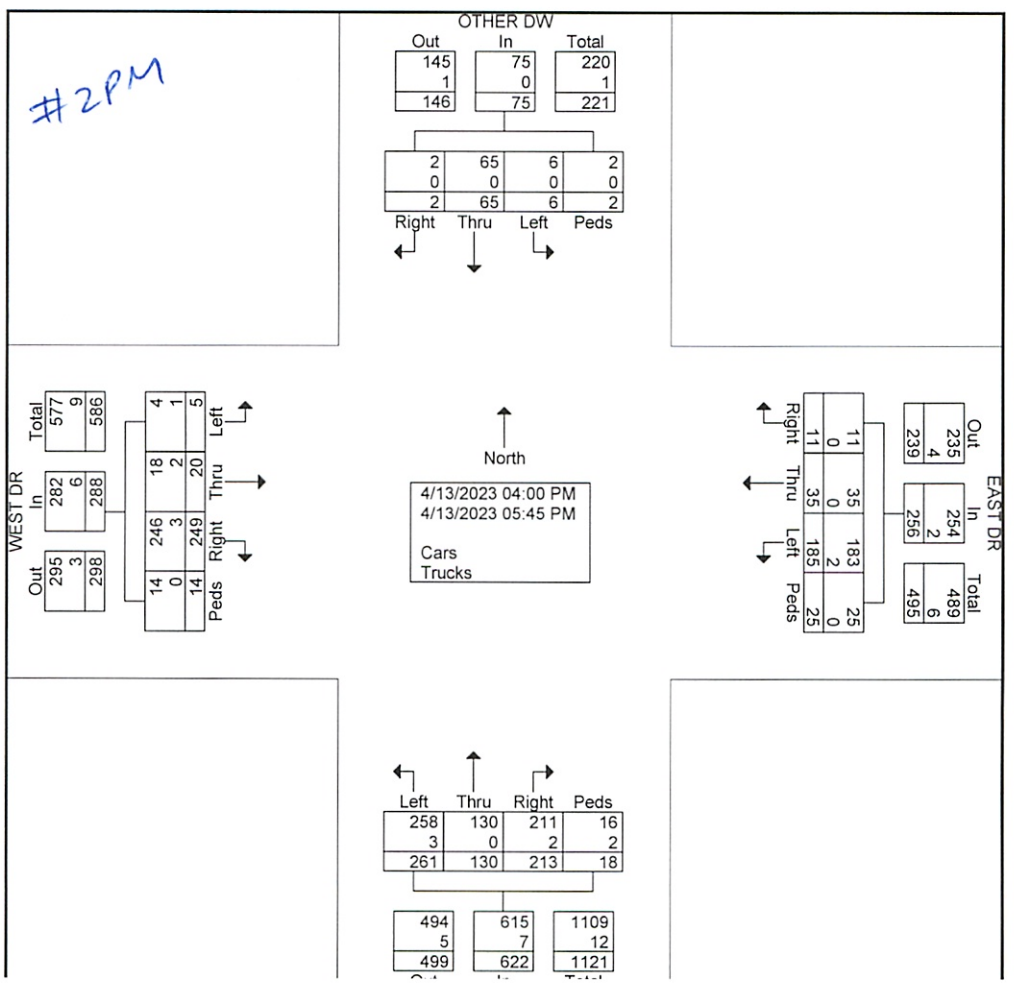
Page No : 1

Groups Printed- Cars - Trucks

	OTHER DW Southbound					EAST DR Westbound					HARBOR ISLAND DR Northbound						WEST DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	13	1	0	14	2	3	30	4	39	33	11	33	1	0	78	27	4	0	1	32	163
04:15 PM	0	3	1	1	5	0	2	18	1	21	30	16	30	0	1	77	36	5	3	0	44	147
04:30 PM	0	7	1	0	8	3	1	24	4	32	19	11	36	1	7	74	31	2	1	3	37	151
04:45 PM	1	11	2	1	15	0	7	29	1	37	28	19	34	1	1	83	32	4	1	0	37	172
Total	1	34	5	2	42	5	13	101	10	129	110	57	133	3	9	312	126	15	5	4	150	633
05:00 PM	0	11	1	0	12	1	2	21	3	27	20	14	25	0	3	62	33	1	0	0	34	135
05:15 PM	1	4	0	0	5	3	8	23	1	35	33	22	36	0	2	93	25	2	0	0	27	160
05:30 PM	0	7	0	0	7	1	5	22	5	33	22	18	31	1	0	72	36	0	0	3	39	151
05:45 PM	0	9	0	0	9	1	7	18	6	32	28	19	36	0	0	83	29	2	0	7	38	162
Total	1	31	1	0	33	6	22	84	15	127	103	73	128	1	5	310	123	5	0	10	138	608
Grand Total	2	65	6	2	75	11	35	185	25	256	213	130	261	4	14	622	249	20	5	14	288	1241
Apprch %	2.7	86.7	8	2.7		4.3	13.7	72.3	9.8		34.2	20.9	42	0.6	2.3		86.5	6.9	1.7	4.9		
Total %	0.2	5.2	0.5	0.2	6	0.9	2.8	14.9	2	20.6	17.2	10.5	21	0.3	1.1	50.1	20.1	1.6	0.4	1.1	23.2	
Cars	2	65	6	2	75	11	35	183	25	254	211	130	258	2	14	615	246	18	4	14	282	1226
% Cars	100	100	100	100	100	100	100	98.9	100	99.2	99.1	100	98.9	50	100	98.9	98.8	90	80	100	97.9	98.8
Trucks	0	0	0	0	0	0	0	2	0	2	2	0	3	2	0	7	3	2	1	0	6	15
% Trucks	0	0	0	0	0	0	0	1.1	0	0.8	0.9	0	1.1	50	0	1.1	1.2	10	20	0	2.1	1.2



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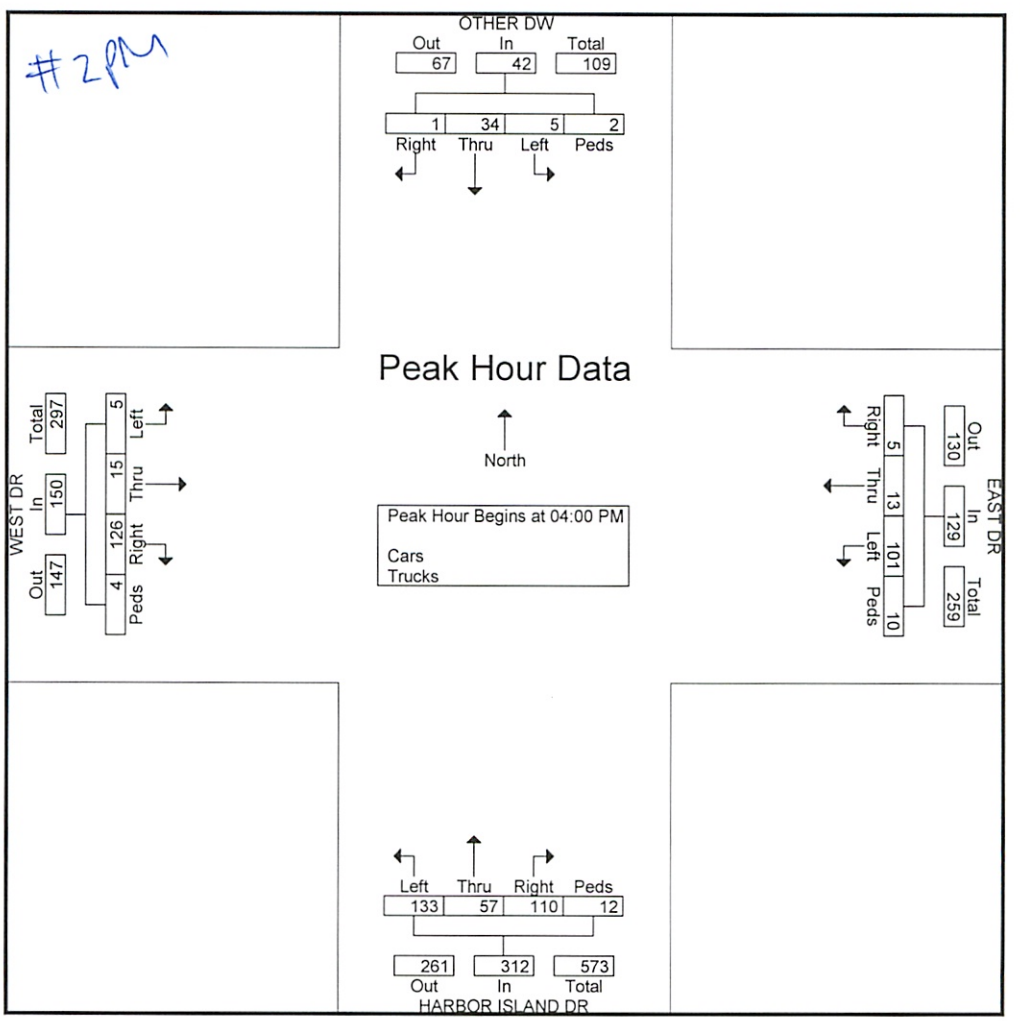
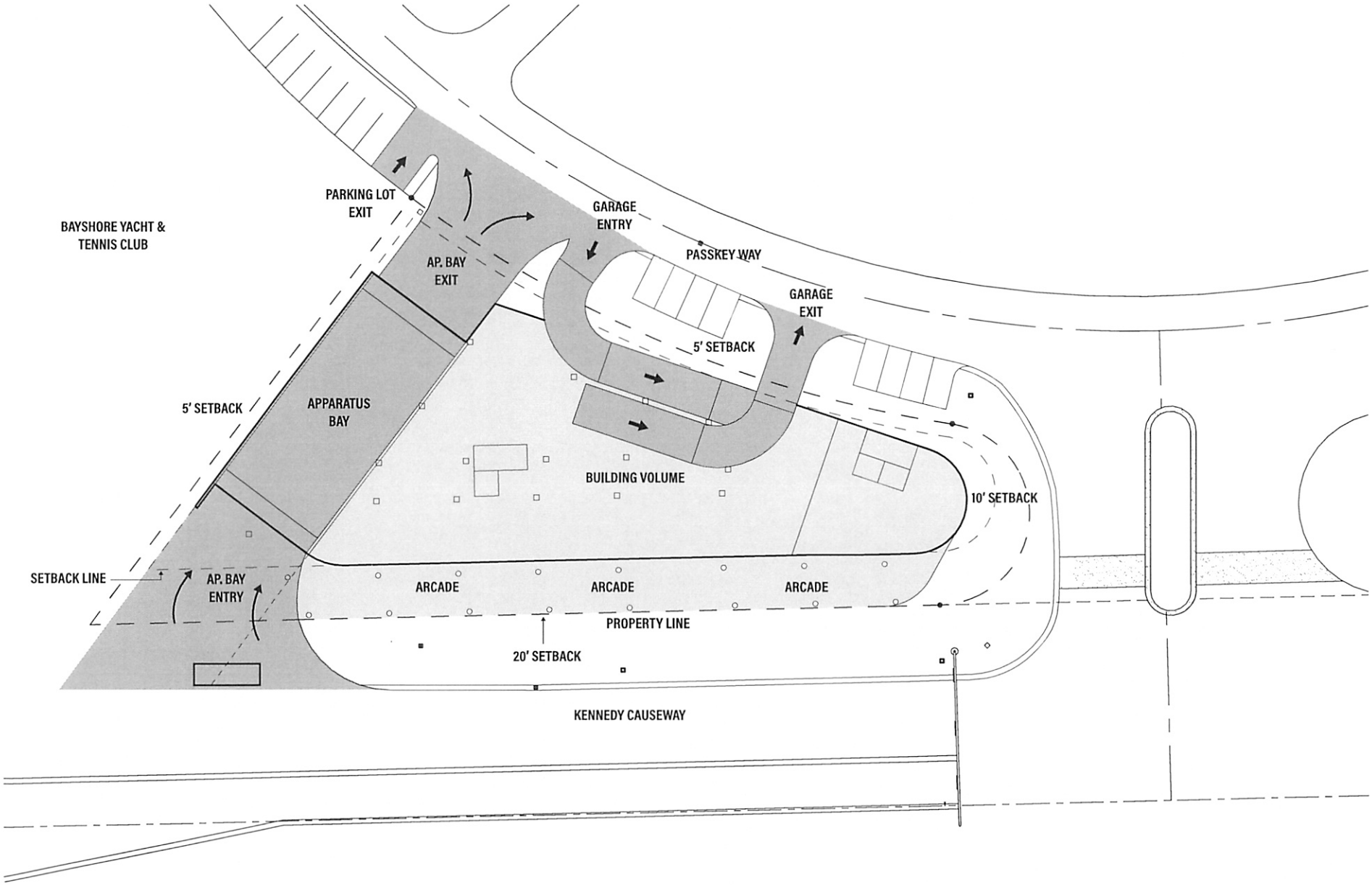
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	**13**	1	0	14	2	3	**30**	**4**	**39**	**33**	11	33	**1**	0	78	27	4	0	1	32	163
04:15 PM	0	3	1	**1**	5	0	2	18	1	21	30	16	30	0	1	77	**36**	**5**	**3**	0	**44**	147
04:30 PM	0	7	1	0	8	**3**	1	24	4	32	19	11	**36**	1	**7**	74	31	2	1	**3**	37	151
04:45 PM	**1**	11	**2**	1	**15**	0	**7**	29	1	37	28	**19**	34	1	1	**83**	32	4	1	0	37	**172**
Total Volume	1	34	5	2	42	5	13	101	10	129	110	57	133	3	9	312	126	15	5	4	150	633
% App. Total	2.4	81	11.9	4.8		3.9	10.1	78.3	7.8		35.3	18.3	42.6	1	2.9		84	10	3.3	2.7		
PHF	.250	.654	.625	.500	.700	.417	.464	.842	.625	.827	.833	.750	.924	.750	.321	.940	.875	.750	.417	.333	.852	.920




BAYSHORE YACHT &
TENNIS CLUB
PARKING LOT
EXIT
AP. BAY
EXIT
GARAGE
ENTRY
PASSKEY WAY
GARAGE
EXIT
5' SETBACK
5' SETBACK
APPARATUS
BAY
BUILDING VOLUME
10' SETBACK
SETBACK LINE
AP. BAY
ENTRY
ARCADE
ARCADE
ARCADE
PROPERTY LINE
20' SETBACK
KENNEDY CAUSEWAY

Appendix 5: Intersection Capacity / LOS Analysis

TABLE: A8

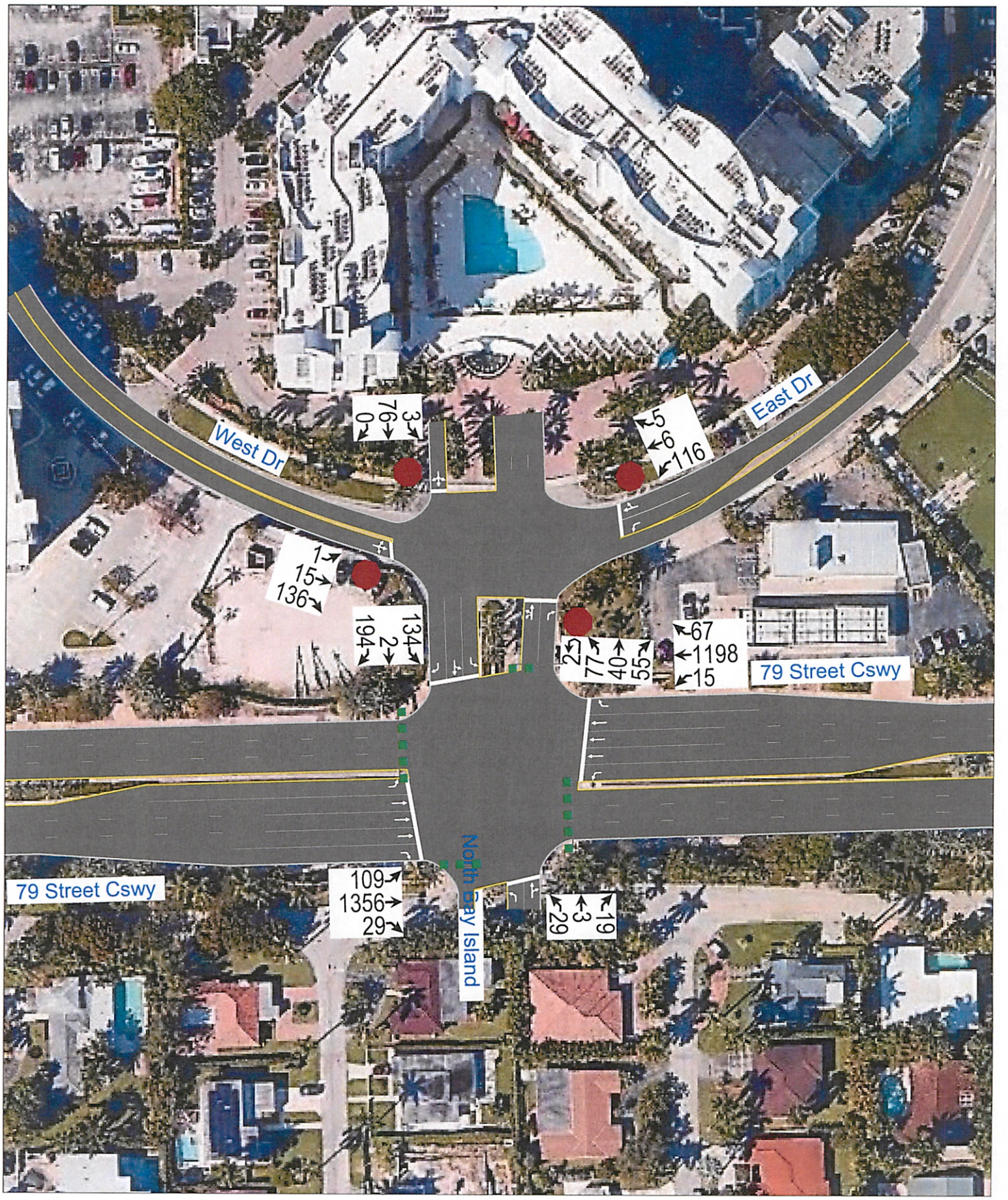
Level of Service (LOS) Summary - AM & PM Peak Hour

Project Name: North Bay Village Fire Station 27 and Village Hall

	Intersection	Traffic Control	Peak Hour	Overall		Intersection Approach							
						EB		WB		NB		SB	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Existing Condition (2023)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	20.1	B	12.9	B	15.4	E	68.9	E	63.1
			PM	C	27.0	B	16.5	C	31.0	E	68.8	D	54.5
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	A	9.4	A	9.3	A	9.9	A	9.2	A	9.4
			PM	A	9.8	A	9.5	A	9.9	A	9.9	A	9.1
Future Condition without Project (2026)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	20.5	B	13.3	B	16.1	E	69.0	E	62.8
			PM	C	28.7	B	16.7	C	34.2	E	69.0	D	53.6
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	A	9.5	A	9.4	A	10.0	A	9.3	A	9.5
			PM	A	9.9	A	9.7	A	10.0	B	10.1	A	9.2
Future Condition with Project (2026)													
1	79 Street Causeway (John F. Kennedy Causeway) & Harbor Island Drive	Signal	AM	C	22.4	B	13.6	C	21.4	E	69.0	E	58.4
			PM	C	30.4	B	16.8	D	37.1	E	69.0	D	52.2
2	Harbor Island Drive & East / West Drive	All-Way Stop	AM	B	10.4	B	10.1	B	10.5	B	10.7	A	9.8
			PM	B	10.3	B	10.3	B	10.2	B	10.5	A	9.4
3	Parking Garage Entrance (DW1 IN) & West Drive	Two-Way Stop	AM	A	1.7	A	0.0	A	3.6	-	-	-	-
			PM	A	0.3	A	0.0	A	0.6	-	-	-	-
4	Parking Garage Exit (DW2 OUT) & West Drive	Two-Way Stop	AM	A	0.6	A	0.0	A	0.0	A	9.3	-	-
			PM	A	1.1	A	0.0	A	0.0	A	9.3	-	-
5	Fire Station Entrance (DW3) & 79 Street Causeway	Two-Way Stop	AM	A	0.0	A	0.0	A	0.0	-	-	-	-
			PM	A	0.0	A	0.0	A	0.0	-	-	-	-
6	Fire Station Exit (DW4) & 79 Street Causeway	Two-Way Stop	AM	A	0.1	A	0.0	A	0.0	A	9.2	-	-
			PM	A	0.0	A	0.0	A	0.0	A	9.1	-	-

North Bay Village Fire Station 27 and Village Hall

Existing Condition - AM Peak Hour



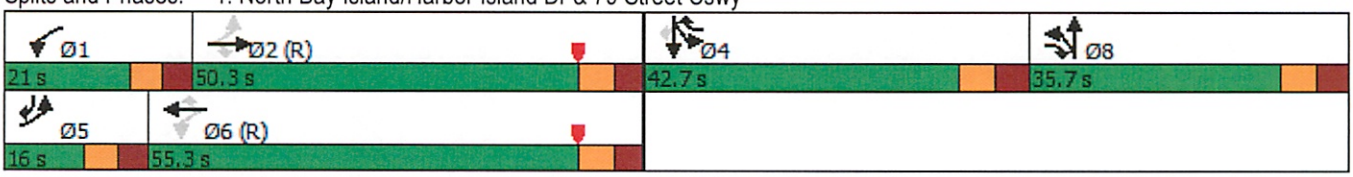
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	1356	29	15	1198	67	29	3	19	134	2	194
Future Volume (vph)	109	1356	29	15	1198	67	29	3	19	134	2	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	0.98		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1769	5085	1505	1769	5085	1555	1770	1586		1681	1687	1583
Flt Permitted	0.15	1.00	1.00	0.14	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	284	5085	1505	269	5085	1555	1770	1586		1681	1687	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	121	1507	32	17	1331	74	32	3	21	149	2	216
RTOR Reduction (vph)	0	0	9	0	0	23	0	20	0	0	0	187
Lane Group Flow (vph)	121	1507	23	17	1331	51	32	4	0	76	75	29
Confl. Peds. (#/hr)	5		13	13		5			7	7		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8		4	4	5
Permitted Phases	2		2	6		6						4
Actuated Green, G (s)	106.2	97.6	106.1	93.4	91.2	102.9	8.5	8.5		11.7	11.7	20.3
Effective Green, g (s)	106.2	97.6	106.1	93.4	91.2	102.9	8.5	8.5		11.7	11.7	20.3
Actuated g/C Ratio	0.71	0.65	0.71	0.62	0.61	0.69	0.06	0.06		0.08	0.08	0.14
Clearance Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0	2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0
Lane Grp Cap (vph)	286	3315	1066	189	3097	1068	100	90		131	131	214
v/s Ratio Prot	c0.02	c0.30	0.00	0.00	0.26	0.00	c0.02	0.00		c0.05	0.04	0.01
v/s Ratio Perm	0.27		0.01	0.05		0.03						0.01
v/c Ratio	0.42	0.45	0.02	0.09	0.43	0.05	0.32	0.05		0.58	0.57	0.14
Uniform Delay, d1	9.0	12.9	6.4	11.0	15.5	7.6	67.8	66.8		66.6	66.6	57.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.5	0.0	0.1	0.4	0.0	2.5	0.3		5.3	4.9	0.1
Delay (s)	9.3	13.3	6.5	11.1	15.9	7.6	70.3	67.1		71.9	71.5	57.1
Level of Service	A	B	A	B	B	A	E	E		E	E	E
Approach Delay (s)		12.9			15.4			68.9			63.1	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	20.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	29.7
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	109	1356	29	15	1198	67	29	3	134	2	194
Future Volume (vph)	109	1356	29	15	1198	67	29	3	134	2	194
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	4	4	5
Permitted Phases	2		2	6		6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	55.3	42.7	35.7	35.7	42.7	42.7	16.0
Total Split (%)	10.7%	33.6%	23.8%	14.0%	36.9%	28.5%	23.8%	23.8%	28.5%	28.5%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	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	3.7	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	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	107.9	103.4	111.4	98.2	92.7	104.1	10.5	10.5	11.7	11.7	22.4
Actuated g/C Ratio	0.72	0.69	0.74	0.66	0.62	0.70	0.07	0.07	0.08	0.08	0.15
v/c Ratio	0.42	0.43	0.03	0.07	0.42	0.07	0.26	0.18	0.58	0.57	0.51
Control Delay	11.9	12.6	0.0	9.0	16.7	1.2	71.1	30.2	83.2	82.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	12.6	0.0	9.0	16.7	1.2	71.1	30.2	83.2	82.4	8.7
LOS	B	B	A	A	B	A	E	C	F	F	A
Approach Delay		12.3			15.8			53.6		39.2	
Approach LOS		B			B			D		D	

Intersection Summary	
Cycle Length: 149.7	
Actuated Cycle Length: 149.7	
Offset: 106 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: North Bay Island/Harbor Island Dr & 79 Street Cswy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	121	1507	32	17	1331	74	32	24	76	75	216
v/c Ratio	0.42	0.43	0.03	0.07	0.42	0.07	0.26	0.18	0.58	0.57	0.51
Control Delay	11.9	12.6	0.0	9.0	16.7	1.2	71.1	30.2	83.2	82.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	12.6	0.0	9.0	16.7	1.2	71.1	30.2	83.2	82.4	8.7
Queue Length 50th (ft)	34	209	0	5	247	0	30	3	76	75	0
Queue Length 95th (ft)	66	357	0	14	334	13	67	35	131	131	56
Internal Link Dist (ft)		453			358			14		71	
Turn Bay Length (ft)	185		125	190		125					
Base Capacity (vph)	300	3510	1245	331	3150	1325	331	313	393	394	429
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.43	0.03	0.05	0.42	0.06	0.10	0.08	0.19	0.19	0.50

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	1	15	136	116	6	5	2	77	40	55	3	76
Future Vol, veh/h	1	15	136	116	6	5	2	77	40	55	3	76
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	16	142	121	6	5	2	80	42	57	3	79
Number of Lanes	0	1	0	1	1	0	0	0	1	1	0	1

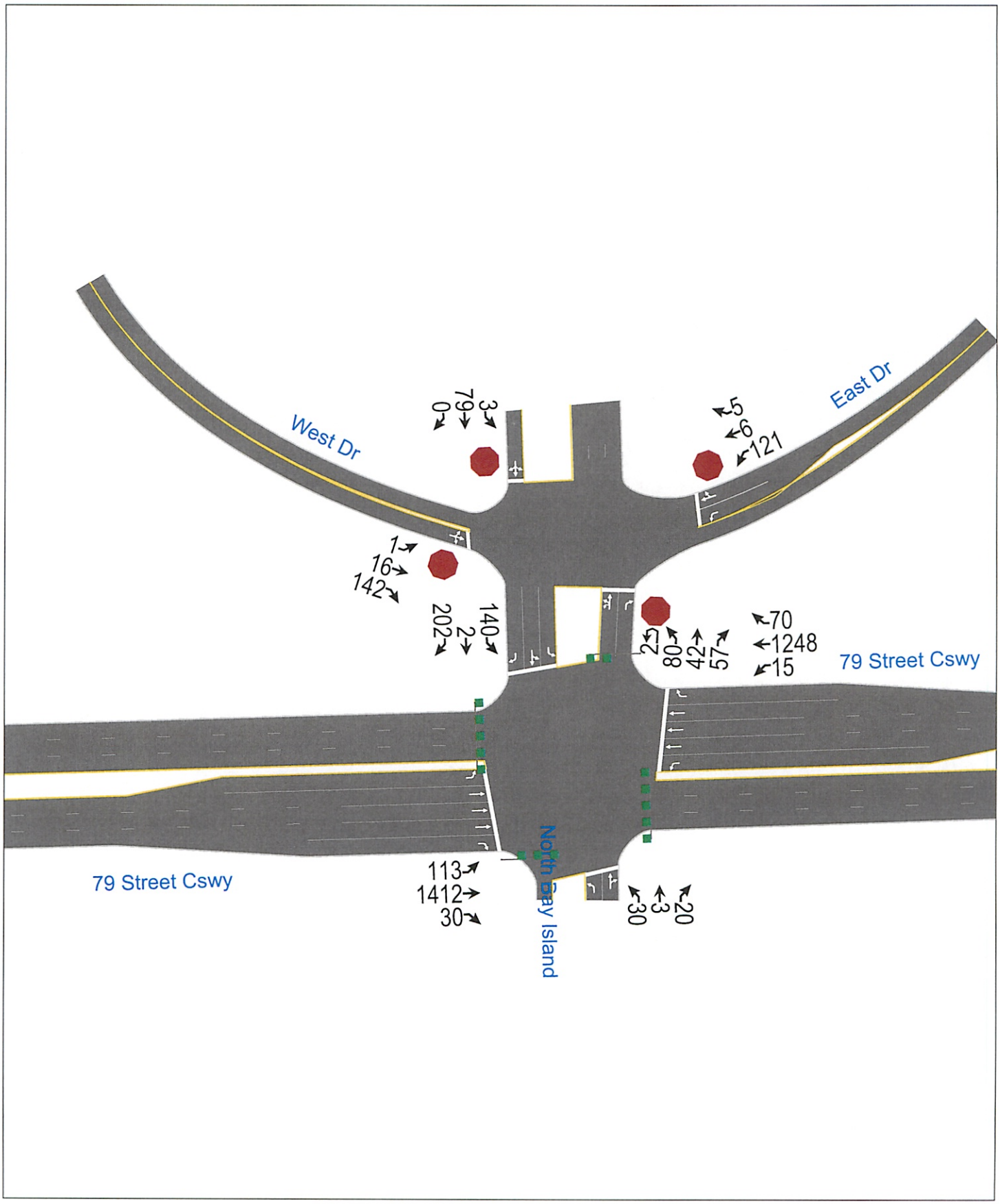
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.3	9.9	9.2	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	66%	0%	1%	100%	0%	4%
Vol Thru, %	34%	0%	10%	0%	55%	96%
Vol Right, %	0%	100%	89%	0%	45%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	55	152	116	11	79
LT Vol	78	0	1	116	0	3
Through Vol	41	0	15	0	6	76
RT Vol	0	55	136	0	5	0
Lane Flow Rate	124	57	158	121	11	82
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.196	0.074	0.214	0.197	0.016	0.126
Departure Headway (Hd)	5.698	4.662	4.867	5.872	5.048	5.532
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	627	764	735	609	705	644
Service Time	3.454	2.417	2.919	3.628	2.804	3.597
HCM Lane V/C Ratio	0.198	0.075	0.215	0.199	0.016	0.127
HCM Control Delay	9.9	7.8	9.3	10.1	7.9	9.4
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0.7	0.2	0.8	0.7	0	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	0
Future Vol, veh/h	0
Peak Hour Factor	0.96
Heavy Vehicles, %	1
Mvmt Flow	0
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	


West Dr
East Dr
79 Street Cswy
79 Street Cswy
North Bay Island
0
79
3
5
6
121
1
16
142
140
2
202
25
80
42
57
70
1248
15
113
1412
30
30
3
20

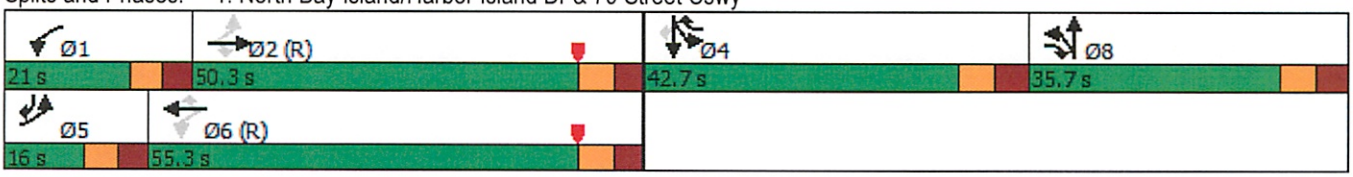
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	1412	30	15	1248	70	30	3	20	140	2	202
Future Volume (vph)	113	1412	30	15	1248	70	30	3	20	140	2	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	0.98		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	5085	1505	1769	5085	1556	1770	1584		1681	1687	1583
Flt Permitted	0.14	1.00	1.00	0.13	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	260	5085	1505	248	5085	1556	1770	1584		1681	1687	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	126	1569	33	17	1387	78	33	3	22	156	2	224
RTOR Reduction (vph)	0	0	10	0	0	25	0	21	0	0	0	192
Lane Group Flow (vph)	126	1569	23	17	1387	53	33	4	0	80	78	32
Confl. Peds. (#/hr)	5		13	13		5			7	7		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8		4	4	5
Permitted Phases	2		2	6		6						4
Actuated Green, G (s)	106.4	97.3	105.8	92.6	90.4	102.4	8.5	8.5		12.0	12.0	21.1
Effective Green, g (s)	106.4	97.3	105.8	92.6	90.4	102.4	8.5	8.5		12.0	12.0	21.1
Actuated g/C Ratio	0.71	0.65	0.71	0.62	0.60	0.68	0.06	0.06		0.08	0.08	0.14
Clearance Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0	2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0
Lane Grp Cap (vph)	276	3305	1063	175	3070	1064	100	89		134	135	223
v/s Ratio Prot	c0.03	c0.31	0.00	0.00	0.27	0.00	c0.02	0.00		c0.05	0.05	0.01
v/s Ratio Perm	0.30		0.01	0.06		0.03						0.01
v/c Ratio	0.46	0.47	0.02	0.10	0.45	0.05	0.33	0.05		0.60	0.58	0.14
Uniform Delay, d1	9.5	13.3	6.5	11.4	16.2	7.7	67.9	66.8		66.5	66.4	56.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.5	0.0	0.1	0.5	0.0	2.6	0.3		5.9	4.8	0.1
Delay (s)	10.0	13.8	6.5	11.5	16.6	7.8	70.5	67.1		72.4	71.2	56.5
Level of Service	A	B	A	B	B	A	E	E		E	E	E
Approach Delay (s)		13.3			16.1			69.0			62.8	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	29.7
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	113	1412	30	15	1248	70	30	3	140	2	202
Future Volume (vph)	113	1412	30	15	1248	70	30	3	140	2	202
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	4	4	5
Permitted Phases	2		2	6		6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	55.3	42.7	35.7	35.7	42.7	42.7	16.0
Total Split (%)	10.7%	33.6%	23.8%	14.0%	36.9%	28.5%	23.8%	23.8%	28.5%	28.5%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	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	3.7	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	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	107.7	103.0	111.1	97.3	91.9	103.5	10.5	10.5	12.0	12.0	23.3
Actuated g/C Ratio	0.72	0.69	0.74	0.65	0.61	0.69	0.07	0.07	0.08	0.08	0.16
v/c Ratio	0.45	0.45	0.03	0.08	0.44	0.07	0.27	0.19	0.59	0.58	0.51
Control Delay	12.8	13.1	0.0	9.3	17.5	1.4	71.3	29.4	83.5	82.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	13.1	0.0	9.3	17.5	1.4	71.3	29.4	83.5	82.2	8.4
LOS	B	B	A	A	B	A	E	C	F	F	A
Approach Delay		12.8			16.5			53.2		39.2	
Approach LOS		B			B			D		D	

Intersection Summary	
Cycle Length: 149.7	
Actuated Cycle Length: 149.7	
Offset: 106 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: North Bay Island/Harbor Island Dr & 79 Street Cswy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	126	1569	33	17	1387	78	33	25	80	78	224
v/c Ratio	0.45	0.45	0.03	0.08	0.44	0.07	0.27	0.19	0.59	0.58	0.51
Control Delay	12.8	13.1	0.0	9.3	17.5	1.4	71.3	29.4	83.5	82.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	13.1	0.0	9.3	17.5	1.4	71.3	29.4	83.5	82.2	8.4
Queue Length 50th (ft)	36	223	0	5	266	0	31	3	81	78	0
Queue Length 95th (ft)	69	380	0	15	358	14	68	35	137	134	56
Internal Link Dist (ft)		453			358			14		71	
Turn Bay Length (ft)	185		125	190		125					
Base Capacity (vph)	287	3498	1241	318	3120	1317	331	314	393	394	441
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.45	0.03	0.05	0.44	0.06	0.10	0.08	0.20	0.20	0.51

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	1	16	142	121	6	5	2	80	42	57	3	79
Future Vol, veh/h	1	16	142	121	6	5	2	80	42	57	3	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	17	148	126	6	5	2	83	44	59	3	82
Number of Lanes	0	1	0	1	1	0	0	0	1	1	0	1

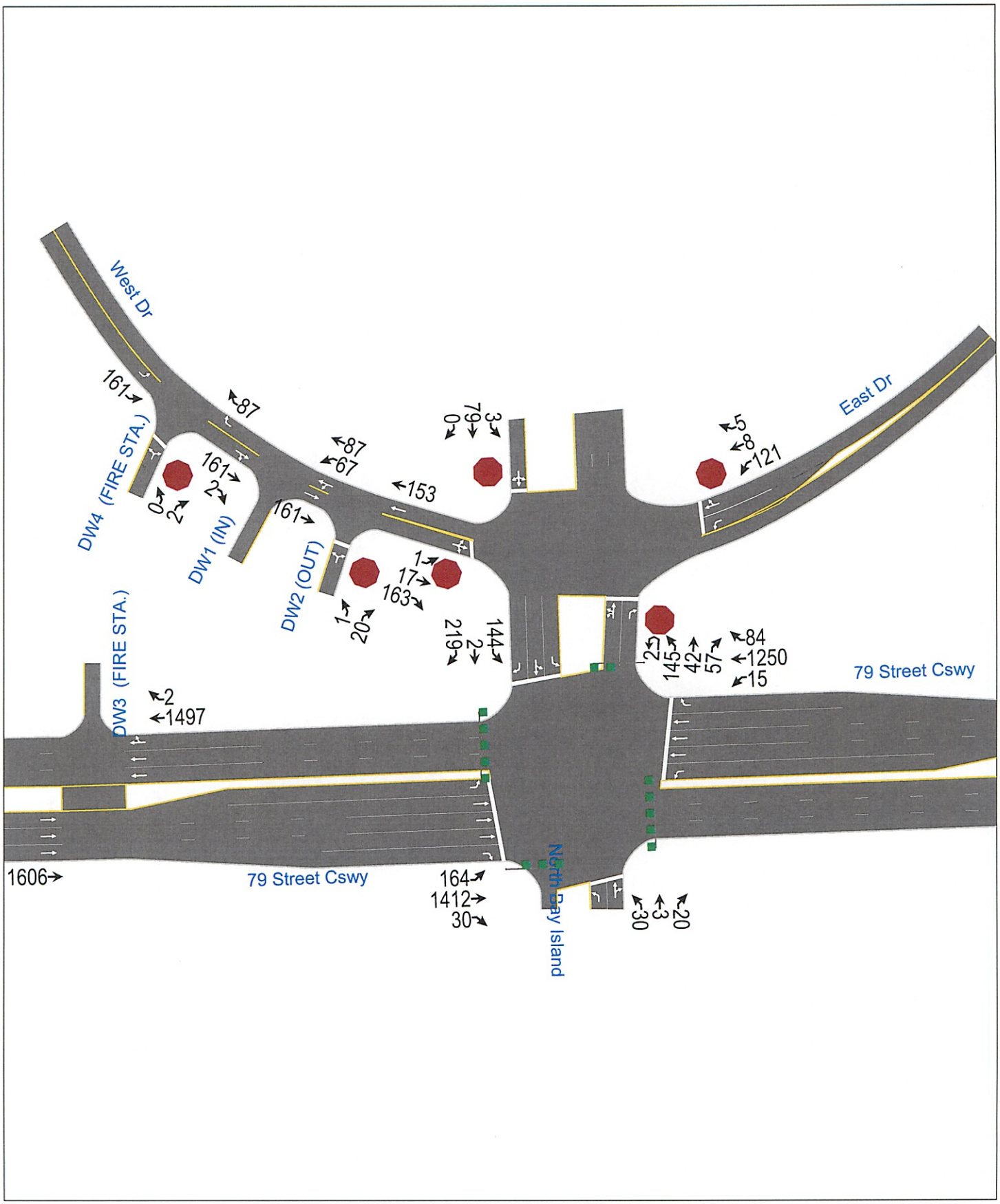
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.4	10	9.3	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	66%	0%	1%	100%	0%	4%
Vol Thru, %	34%	0%	10%	0%	55%	96%
Vol Right, %	0%	100%	89%	0%	45%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	57	159	121	11	82
LT Vol	81	0	1	121	0	3
Through Vol	43	0	16	0	6	79
RT Vol	0	57	142	0	5	0
Lane Flow Rate	129	59	166	126	11	85
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.206	0.078	0.226	0.207	0.016	0.132
Departure Headway (Hd)	5.737	4.702	4.906	5.911	5.086	5.579
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	623	756	727	604	699	638
Service Time	3.5	2.464	2.967	3.676	2.851	3.653
HCM Lane V/C Ratio	0.207	0.078	0.228	0.209	0.016	0.133
HCM Control Delay	10	7.9	9.4	10.2	7.9	9.5
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0.8	0.3	0.9	0.8	0	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	0
Future Vol, veh/h	0
Peak Hour Factor	0.96
Heavy Vehicles, %	1
Mvmt Flow	0
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	


West Dr
East Dr
DW4 (FIRE STA.)
DW1 (IN)
DW2 (OUT)
DW3 (FIRE STA.)
79 Street Cswy
79 Street Cswy
North Bay Island
161
87
87
67
153
161
2
0
2
161
3
79
0
5
8
121
1
17
163
1
20
144
219
2
2
145
42
57
84
1250
15
2
1497
1606
164
1412
30
20
3
30

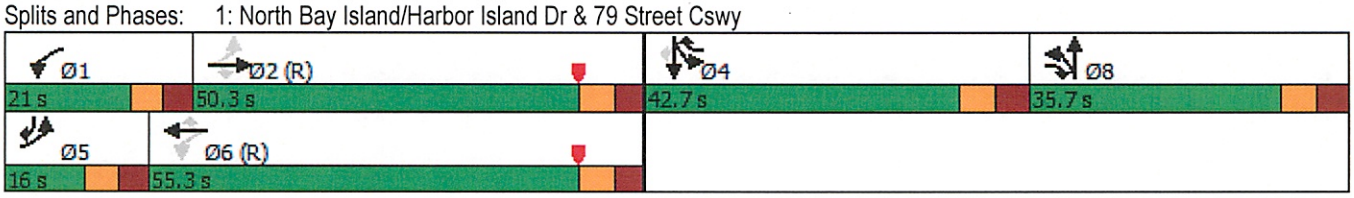
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1412	30	15	1250	84	30	3	20	144	2	219
Future Volume (vph)	164	1412	30	15	1250	84	30	3	20	144	2	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	0.98		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (prot)	1770	5085	1505	1769	5085	1556	1770	1584		1681	1687	1583
Flt Permitted	0.13	1.00	1.00	0.15	1.00	1.00	0.95	1.00		0.95	0.95	1.00
Satd. Flow (perm)	237	5085	1505	275	5085	1556	1770	1584		1681	1687	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	182	1569	33	17	1389	93	33	3	22	160	2	243
RTOR Reduction (vph)	0	0	10	0	0	32	0	21	0	0	0	194
Lane Group Flow (vph)	182	1569	23	17	1389	61	33	4	0	82	80	49
Confl. Peds. (#/hr)	5		13	13		5			7	7		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8		4	4	5
Permitted Phases	2		2	6		6						4
Actuated Green, G (s)	106.3	97.1	105.6	83.5	81.3	93.5	8.5	8.5		12.2	12.2	30.2
Effective Green, g (s)	106.3	97.1	105.6	83.5	81.3	93.5	8.5	8.5		12.2	12.2	30.2
Actuated g/C Ratio	0.71	0.65	0.71	0.56	0.54	0.62	0.06	0.06		0.08	0.08	0.20
Clearance Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0	2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0
Lane Grp Cap (vph)	352	3298	1061	175	2761	971	100	89		136	137	319
v/s Ratio Prot	c0.06	c0.31	0.00	0.00	0.27	0.01	c0.02	0.00		c0.05	0.05	0.02
v/s Ratio Perm	c0.30		0.01	0.05		0.03						0.01
v/c Ratio	0.52	0.48	0.02	0.10	0.50	0.06	0.33	0.05		0.60	0.58	0.15
Uniform Delay, d1	12.1	13.4	6.6	14.8	21.5	11.0	67.9	66.8		66.4	66.3	49.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.5	0.0	0.1	0.7	0.0	2.6	0.3		6.2	5.2	0.1
Delay (s)	12.7	13.9	6.6	14.9	22.2	11.0	70.5	67.1		72.6	71.5	49.3
Level of Service	B	B	A	B	C	B	E	E		E	E	D
Approach Delay (s)		13.6			21.4			69.0			58.4	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	29.7
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	164	1412	30	15	1250	84	30	3	144	2	219
Future Volume (vph)	164	1412	30	15	1250	84	30	3	144	2	219
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	4	4	5
Permitted Phases	2		2	6		6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	50.3	35.7	21.0	55.3	42.7	35.7	35.7	42.7	42.7	16.0
Total Split (%)	10.7%	33.6%	23.8%	14.0%	36.9%	28.5%	23.8%	23.8%	28.5%	28.5%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	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	3.7	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	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	108.1	102.8	111.0	88.3	82.8	94.6	10.5	10.5	12.2	12.2	32.3
Actuated g/C Ratio	0.72	0.69	0.74	0.59	0.55	0.63	0.07	0.07	0.08	0.08	0.22
v/c Ratio	0.51	0.45	0.03	0.08	0.49	0.09	0.27	0.19	0.60	0.58	0.46
Control Delay	14.9	13.2	0.0	10.1	22.4	2.4	71.3	29.4	83.6	82.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	13.2	0.0	10.1	22.4	2.4	71.3	29.4	83.6	82.2	6.3
LOS	B	B	A	B	C	A	E	C	F	F	A
Approach Delay		13.1			21.0			53.2		36.9	
Approach LOS		B			C			D		D	

Intersection Summary	
Cycle Length: 149.7	
Actuated Cycle Length: 149.7	
Offset: 106 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: North Bay Island/Harbor Island Dr & 79 Street Cswy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	182	1569	33	17	1389	93	33	25	82	80	243
v/c Ratio	0.51	0.45	0.03	0.08	0.49	0.09	0.27	0.19	0.60	0.58	0.46
Control Delay	14.9	13.2	0.0	10.1	22.4	2.4	71.3	29.4	83.6	82.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	13.2	0.0	10.1	22.4	2.4	71.3	29.4	83.6	82.2	6.3
Queue Length 50th (ft)	54	224	0	5	298	2	31	3	83	81	0
Queue Length 95th (ft)	115	382	0	15	395	24	68	35	141	137	53
Internal Link Dist (ft)		280			358			14		71	
Turn Bay Length (ft)	185		125	190		125					
Base Capacity (vph)	354	3493	1240	318	2813	1242	331	314	393	394	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.45	0.03	0.05	0.49	0.07	0.10	0.08	0.21	0.20	0.46

Intersection Summary

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	1	17	163	121	8	5	2	145	42	57	3	79
Future Vol, veh/h	1	17	163	121	8	5	2	145	42	57	3	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	18	170	126	8	5	2	151	44	59	3	82
Number of Lanes	0	1	0	1	1	0	0	0	1	1	0	1

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	10.5	10.7	9.8
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	78%	0%	1%	100%	0%	4%
Vol Thru, %	22%	0%	9%	0%	62%	96%
Vol Right, %	0%	100%	90%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	57	181	121	13	82
LT Vol	147	0	1	121	0	3
Through Vol	42	0	17	0	8	79
RT Vol	0	57	163	0	5	0
Lane Flow Rate	197	59	189	126	14	85
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.322	0.079	0.268	0.216	0.02	0.14
Departure Headway (Hd)	5.881	4.785	5.115	6.158	5.382	5.881
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	739	694	577	657	613
Service Time	3.671	2.574	3.205	3.956	3.179	3.881
HCM Lane V/C Ratio	0.325	0.08	0.272	0.218	0.021	0.139
HCM Control Delay	11.5	8	10.1	10.7	8.3	9.8
HCM Lane LOS	B	A	B	B	A	A
HCM 95th-tile Q	1.4	0.3	1.1	0.8	0.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	0
Future Vol, veh/h	0
Peak Hour Factor	0.96
Heavy Vehicles, %	1
Mvmt Flow	0
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	161	2	67	87	0	0
Future Volume (Veh/h)	161	2	67	87	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	175	2	73	95	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			177		417	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			177		417	176
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	100
cM capacity (veh/h)			1399		561	867

Direction, Lane #	EB 1	WB 1
Volume Total	177	168
Volume Left	0	73
Volume Right	2	0
cSH	1700	1399
Volume to Capacity	0.10	0.05
Queue Length 95th (ft)	0	4
Control Delay (s)	0.0	3.6
Lane LOS		A
Approach Delay (s)	0.0	3.6
Approach LOS		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	Y	
Traffic Vol, veh/h	161	0	0	153	1	20
Future Vol, veh/h	161	0	0	153	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	175	0	0	166	1	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	341	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	655	868
Stage 1	-	0	0	-	855	-
Stage 2	-	0	0	-	863	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	655	868
Mov Cap-2 Maneuver	-	-	-	-	655	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	855	-	-
HCM Lane V/C Ratio	0.027	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			
Traffic Volume (veh/h)	0	1606	1497	2	0	0
Future Volume (Veh/h)	0	1606	1497	2	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1746	1627	2	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			360			
pX, platoon unblocked	0.83				0.83	0.83
vC, conflicting volume	1629				2210	543
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1042				1742	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	550				65	900

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3
Volume Total	582	582	582	651	651	327
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	2
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.34	0.34	0.34	0.38	0.38	0.19
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	0	87	0	2	161	0
Future Volume (Veh/h)	0	87	0	2	161	0
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	95	0	2	175	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	175		270	175		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175		270	175		
tC, single (s)	4.1		6.4	6.2		
tC, 2 stage (s)						
tF (s)	2.2		3.5	3.3		
p0 queue free %	100		100	100		
cM capacity (veh/h)	1401		719	868		

Direction, Lane #	WB 1	NB 1	SE 1
Volume Total	95	2	175
Volume Left	0	0	0
Volume Right	0	2	0
cSH	1700	868	1700
Volume to Capacity	0.06	0.00	0.10
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	9.2	0.0
Lane LOS		A	
Approach Delay (s)	0.0	9.2	0.0
Approach LOS		A	

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		18.9%	ICU Level of Service
Analysis Period (min)		15	


West Dr
East Dr
79 Street Cswy
79 Street Cswy
North Bay Island
5
32
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144
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126
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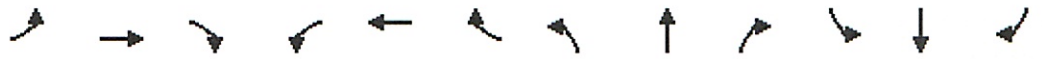
105
95
1711
16
192
1216
29
21
2
6



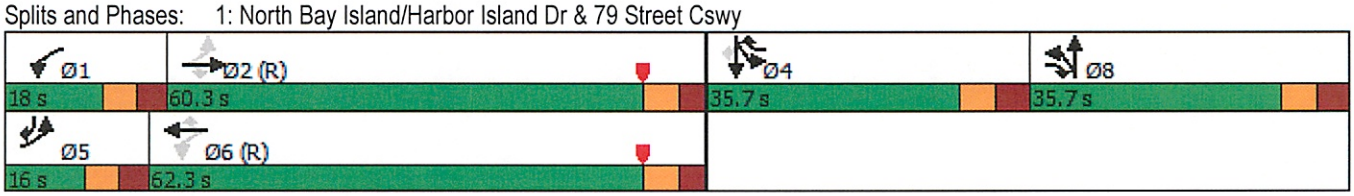
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1216	29	16	1711	95	21	2	9	95	4	144
Future Volume (vph)	192	1216	29	16	1711	95	21	2	9	95	4	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1564	1770	1609		1681	1692	1583
Flt Permitted	0.05	1.00	1.00	0.18	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	90	5085	1583	342	5085	1564	1770	1609		1681	1692	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	218	1382	33	18	1944	108	24	2	10	108	5	164
RTOR Reduction (vph)	0	0	10	0	0	36	0	9	0	0	0	124
Lane Group Flow (vph)	218	1382	23	18	1944	72	24	3	0	56	57	40
Confl. Peds. (#/hr)	1					1			2	2		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8		4	4	5
Permitted Phases	2		2	6		6						4
Actuated Green, G (s)	108.6	98.4	106.6	78.6	75.4	85.6	8.2	8.2		10.2	10.2	36.4
Effective Green, g (s)	108.6	98.4	106.6	78.6	75.4	85.6	8.2	8.2		10.2	10.2	36.4
Actuated g/C Ratio	0.73	0.66	0.71	0.53	0.50	0.57	0.05	0.05		0.07	0.07	0.24
Clearance Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0	2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0
Lane Grp Cap (vph)	359	3342	1127	210	2561	894	96	88		114	115	384
v/s Ratio Prot	c0.11	0.27	0.00	0.00	c0.38	0.01	c0.01	0.00		0.03	c0.03	0.02
v/s Ratio Perm	0.33		0.01	0.04		0.04						0.01
v/c Ratio	0.61	0.41	0.02	0.09	0.76	0.08	0.25	0.03		0.49	0.50	0.10
Uniform Delay, d1	41.4	12.1	6.3	17.1	29.9	14.4	67.8	67.0		67.2	67.3	44.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.0	0.4	0.0	0.1	2.2	0.0	1.9	0.2		2.4	2.4	0.0
Delay (s)	43.4	12.5	6.3	17.1	32.0	14.4	69.7	67.2		69.7	69.7	44.0
Level of Service	D	B	A	B	C	B	E	E		E	E	D
Approach Delay (s)		16.5			31.0			68.8			54.5	
Approach LOS		B			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	29.7
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	192	1216	29	16	1711	95	21	2	95	4	144
Future Volume (vph)	192	1216	29	16	1711	95	21	2	95	4	144
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	4	4	5
Permitted Phases	2		2	6		6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	60.3	35.7	18.0	62.3	35.7	35.7	35.7	35.7	35.7	16.0
Total Split (%)	10.7%	40.3%	23.8%	12.0%	41.6%	23.8%	23.8%	23.8%	23.8%	23.8%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	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	3.7	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	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	110.5	102.8	112.1	82.4	77.0	86.7	10.2	10.2	10.2	10.2	38.5
Actuated g/C Ratio	0.74	0.69	0.75	0.55	0.51	0.58	0.07	0.07	0.07	0.07	0.26
v/c Ratio	0.61	0.40	0.03	0.08	0.74	0.11	0.20	0.10	0.49	0.50	0.31
Control Delay	45.1	12.2	0.0	9.8	31.3	3.5	70.0	36.3	81.0	81.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	12.2	0.0	9.8	31.3	3.5	70.0	36.3	81.0	81.3	5.6
LOS	D	B	A	A	C	A	E	D	F	F	A
Approach Delay		16.4			29.7			58.7		36.4	
Approach LOS		B			C			E		D	

Intersection Summary	
Cycle Length: 149.7	
Actuated Cycle Length: 149.7	
Offset: 97 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: North Bay Island/Harbor Island Dr & 79 Street Cswy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	1382	33	18	1944	108	24	12	56	57	164
v/c Ratio	0.61	0.40	0.03	0.08	0.74	0.11	0.20	0.10	0.49	0.50	0.31
Control Delay	45.1	12.2	0.0	9.8	31.3	3.5	70.0	36.3	81.0	81.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	12.2	0.0	9.8	31.3	3.5	70.0	36.3	81.0	81.3	5.6
Queue Length 50th (ft)	148	234	0	5	530	8	23	2	56	57	0
Queue Length 95th (ft)	239	289	0	14	617	31	53	23	103	105	41
Internal Link Dist (ft)		430			358			14		71	
Turn Bay Length (ft)	185		125	190		125					
Base Capacity (vph)	360	3491	1312	307	2614	1120	331	309	314	316	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.40	0.03	0.06	0.74	0.10	0.07	0.04	0.18	0.18	0.31

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	5	14	120	96	12	5	3	126	54	105	5	32
Future Vol, veh/h	5	14	120	96	12	5	3	126	54	105	5	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1
Mvmt Flow	5	15	130	104	13	5	3	137	59	114	5	35
Number of Lanes	0	1	0	1	1	0	0	0	1	1	0	1

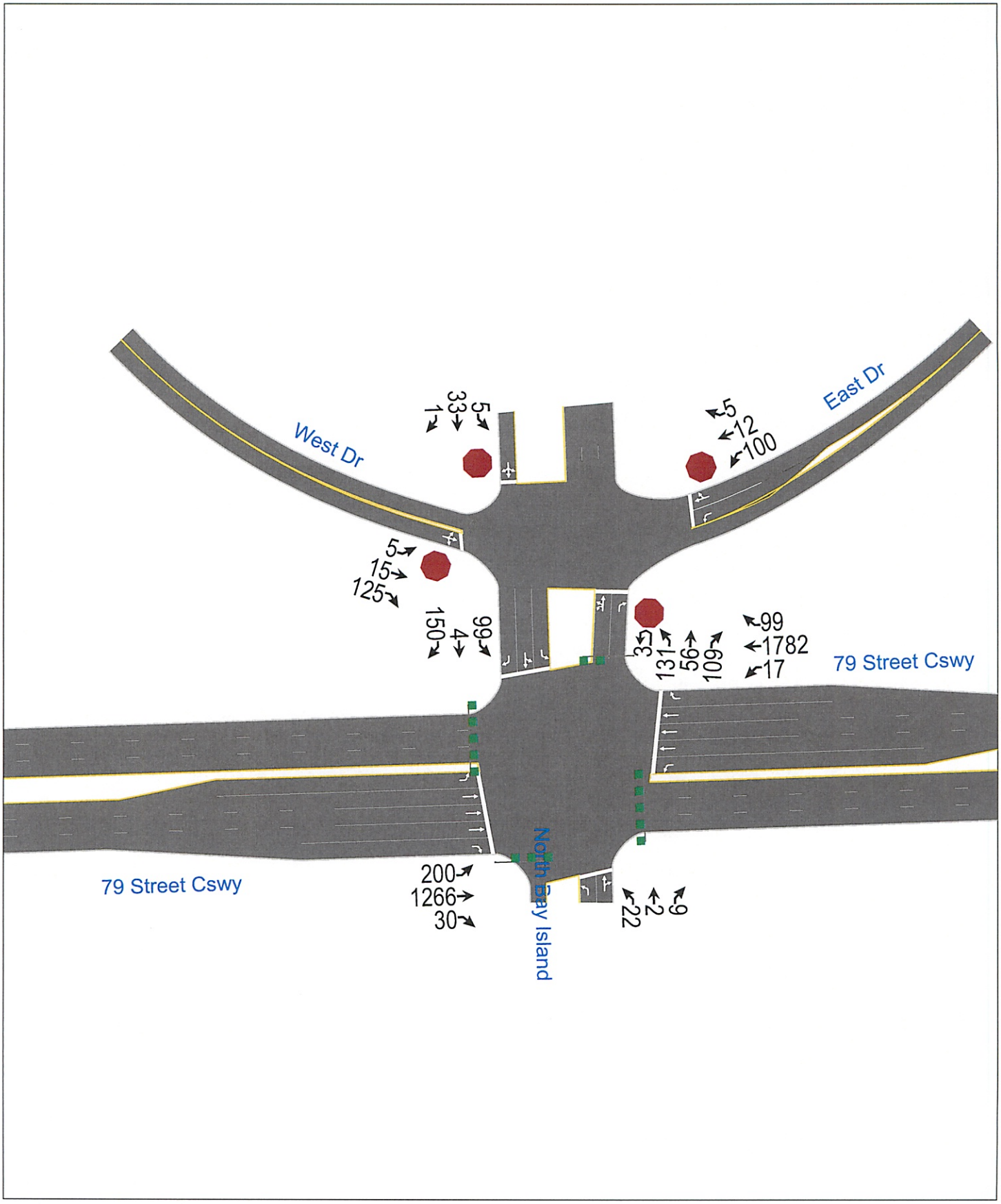
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.5	9.9	9.9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	0%	4%	100%	0%	13%
Vol Thru, %	30%	0%	10%	0%	71%	84%
Vol Right, %	0%	100%	86%	0%	29%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	105	139	96	17	38
LT Vol	128	0	5	96	0	5
Through Vol	55	0	14	0	12	32
RT Vol	0	105	120	0	5	1
Lane Flow Rate	199	114	151	104	18	41
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.313	0.145	0.213	0.176	0.028	0.065
Departure Headway (Hd)	5.661	4.587	5.07	6.086	5.374	5.662
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	633	777	704	586	662	627
Service Time	3.418	2.344	3.132	3.854	3.142	3.743
HCM Lane V/C Ratio	0.314	0.147	0.214	0.177	0.027	0.065
HCM Control Delay	11	8.1	9.5	10.2	8.3	9.1
HCM Lane LOS	B	A	A	B	A	A
HCM 95th-tile Q	1.3	0.5	0.8	0.6	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.92
Heavy Vehicles, %	1
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	


West Dr
East Dr
79 Street Cswy
79 Street Cswy
North Bay Island
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150
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131
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109
99
1782
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200
1266
30
22
2
9

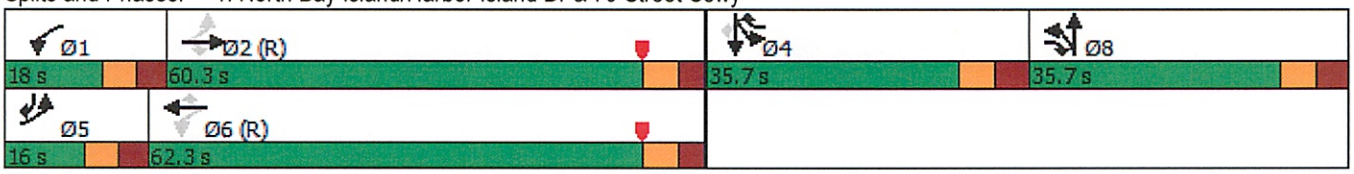
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1266	30	17	1782	99	22	2	9	99	4	150
Future Volume (vph)	200	1266	30	17	1782	99	22	2	9	99	4	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1565	1770	1609		1681	1692	1583
Flt Permitted	0.05	1.00	1.00	0.17	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	93	5085	1583	322	5085	1565	1770	1609		1681	1692	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	227	1439	34	19	2025	112	25	2	10	112	5	170
RTOR Reduction (vph)	0	0	10	0	0	37	0	9	0	0	0	126
Lane Group Flow (vph)	227	1439	24	19	2025	76	25	3	0	59	59	44
Confl. Peds. (#/hr)	1					1			2	2		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8		4	4	5
Permitted Phases	2		2	6		6						4
Actuated Green, G (s)	108.4	98.2	106.4	76.5	73.3	83.7	8.2	8.2		10.4	10.4	38.5
Effective Green, g (s)	108.4	98.2	106.4	76.5	73.3	83.7	8.2	8.2		10.4	10.4	38.5
Actuated g/C Ratio	0.72	0.66	0.71	0.51	0.49	0.56	0.05	0.05		0.07	0.07	0.26
Clearance Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0	2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0
Lane Grp Cap (vph)	382	3335	1125	195	2489	875	96	88		116	117	407
v/s Ratio Prot	c0.11	0.28	0.00	0.00	c0.40	0.01	c0.01	0.00		c0.04	0.03	0.02
v/s Ratio Perm	0.32		0.01	0.05		0.04						0.01
v/c Ratio	0.59	0.43	0.02	0.10	0.81	0.09	0.26	0.03		0.51	0.50	0.11
Uniform Delay, d1	41.2	12.4	6.4	18.1	32.4	15.3	67.8	67.0		67.2	67.2	42.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.7	0.4	0.0	0.1	3.0	0.0	2.0	0.2		2.5	2.5	0.0
Delay (s)	42.9	12.8	6.4	18.2	35.4	15.3	69.8	67.2		69.7	69.6	42.5
Level of Service	D	B	A	B	D	B	E	E		E	E	D
Approach Delay (s)		16.7			34.2			69.0			53.6	
Approach LOS		B			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	29.7
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	200	1266	30	17	1782	99	22	2	99	4	150
Future Volume (vph)	200	1266	30	17	1782	99	22	2	99	4	150
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	4	4	5
Permitted Phases	2		2	6		6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	60.3	35.7	18.0	62.3	35.7	35.7	35.7	35.7	35.7	16.0
Total Split (%)	10.7%	40.3%	23.8%	12.0%	41.6%	23.8%	23.8%	23.8%	23.8%	23.8%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	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	3.7	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	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	110.3	102.6	111.9	80.4	74.9	84.9	10.2	10.2	10.4	10.4	40.5
Actuated g/C Ratio	0.74	0.69	0.75	0.54	0.50	0.57	0.07	0.07	0.07	0.07	0.27
v/c Ratio	0.59	0.41	0.03	0.09	0.80	0.12	0.21	0.10	0.51	0.50	0.31
Control Delay	44.3	12.5	0.0	10.2	34.4	3.9	70.1	36.2	81.7	81.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	12.5	0.0	10.2	34.4	3.9	70.1	36.2	81.7	81.4	5.3
LOS	D	B	A	B	C	A	E	D	F	F	A
Approach Delay		16.5			32.6			59.1		36.5	
Approach LOS		B			C			E		D	

Intersection Summary	
Cycle Length: 149.7	
Actuated Cycle Length: 149.7	
Offset: 97 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: North Bay Island/Harbor Island Dr & 79 Street Cswy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	227	1439	34	19	2025	113	25	12	59	59	170
v/c Ratio	0.59	0.41	0.03	0.09	0.80	0.12	0.21	0.10	0.51	0.50	0.31
Control Delay	44.3	12.5	0.0	10.2	34.4	3.9	70.1	36.2	81.7	81.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	12.5	0.0	10.2	34.4	3.9	70.1	36.2	81.7	81.4	5.3
Queue Length 50th (ft)	155	249	0	5	581	10	24	2	60	60	0
Queue Length 95th (ft)	247	307	0	14	669	34	54	23	107	107	41
Internal Link Dist (ft)		430			358			14		71	
Turn Bay Length (ft)	185		125	190		125					
Base Capacity (vph)	382	3484	1310	291	2544	1100	331	309	314	316	552
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.41	0.03	0.07	0.80	0.10	0.08	0.04	0.19	0.19	0.31

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	5	15	125	100	12	5	3	131	56	109	5	33
Future Vol, veh/h	5	15	125	100	12	5	3	131	56	109	5	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	16	136	109	13	5	3	142	61	118	5	36
Number of Lanes	0	1	0	1	1	0	0	0	1	1	0	1

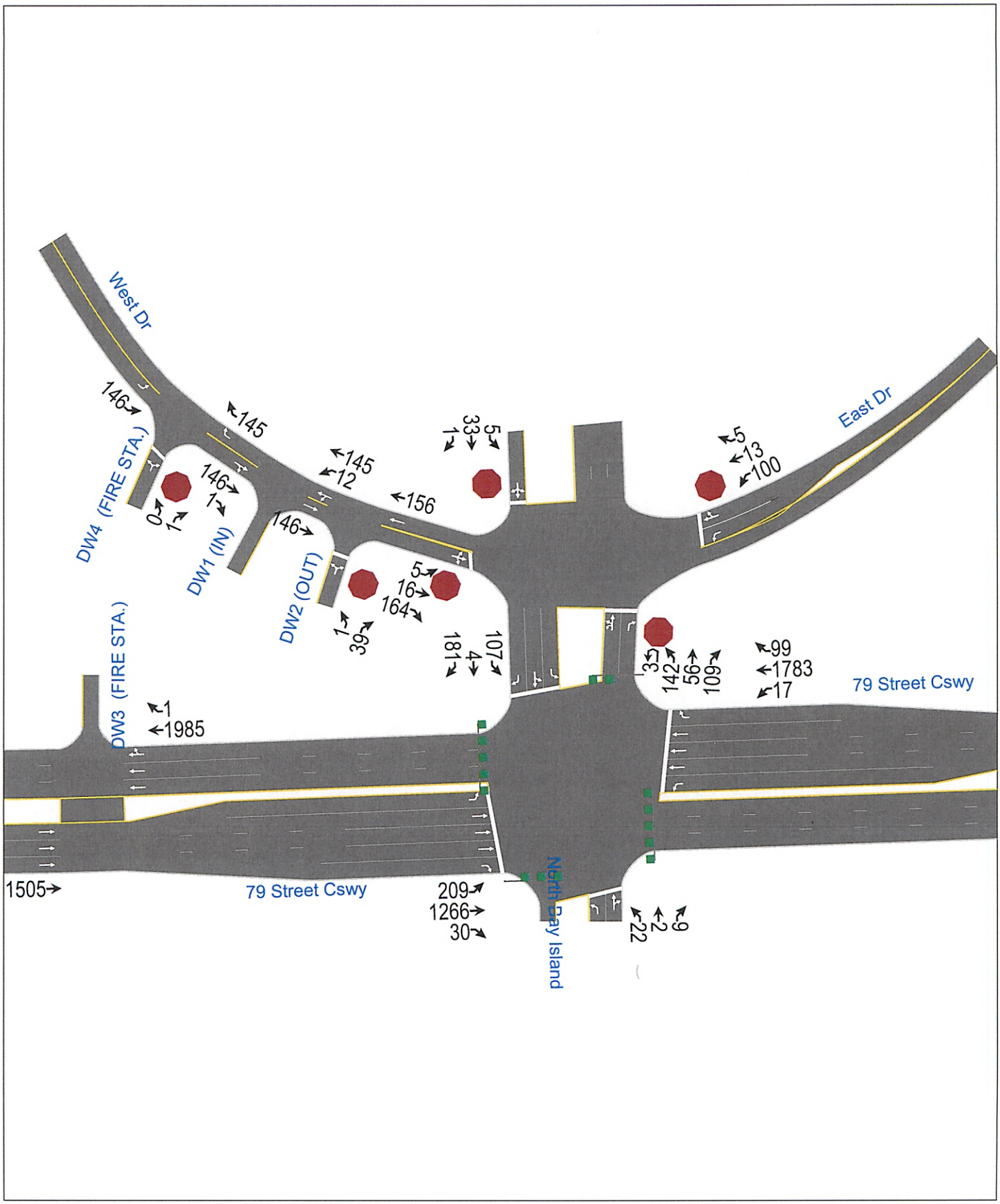
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay	9.7	10	10.1	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	0%	3%	100%	0%	13%
Vol Thru, %	30%	0%	10%	0%	71%	85%
Vol Right, %	0%	100%	86%	0%	29%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	109	145	100	17	39
LT Vol	133	0	5	100	0	5
Through Vol	57	0	15	0	12	33
RT Vol	0	109	125	0	5	1
Lane Flow Rate	207	118	158	109	18	42
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.326	0.152	0.224	0.185	0.028	0.067
Departure Headway (Hd)	5.677	4.62	5.109	6.128	5.416	5.711
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	630	770	698	582	656	621
Service Time	3.44	2.383	3.178	3.903	3.19	3.801
HCM Lane V/C Ratio	0.329	0.153	0.226	0.187	0.027	0.068
HCM Control Delay	11.2	8.2	9.7	10.3	8.3	9.2
HCM Lane LOS	B	A	A	B	A	A
HCM 95th-tile Q	1.4	0.5	0.9	0.7	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.92
Heavy Vehicles, %	1
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	


West Dr
East Dr
DW4 (FIRE STA.)
DW1 (IN)
DW2 (OUT)
DW3 (FIRE STA.)
79 Street Cswy
79 Street Cswy
North Bay Island
146
145
146
1
0
1
145
12
156
146
5
33
1
5
13
100
5
16
164
1
39
107
181
4
3
142
56
109
99
1783
17
1
1985
1505
209
1266
30
22
2
9

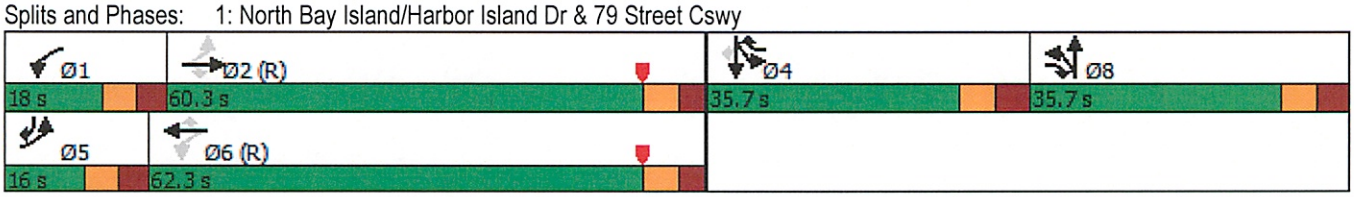
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	1266	30	17	1783	99	22	2	9	107	4	181
Future Volume (vph)	209	1266	30	17	1783	99	22	2	9	107	4	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1565	1770	1609		1681	1692	1583
Flt Permitted	0.05	1.00	1.00	0.17	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	96	5085	1583	322	5085	1565	1770	1609		1681	1692	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	238	1439	34	19	2026	112	25	2	10	122	5	206
RTOR Reduction (vph)	0	0	10	0	0	39	0	9	0	0	0	150
Lane Group Flow (vph)	238	1439	24	19	2026	74	25	3	0	63	64	56
Confl. Peds. (#/hr)	1					1			2	2		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8		4	4	5
Permitted Phases	2		2	6		6						4
Actuated Green, G (s)	108.1	97.9	106.1	74.0	70.8	81.5	8.2	8.2		10.7	10.7	41.0
Effective Green, g (s)	108.1	97.9	106.1	74.0	70.8	81.5	8.2	8.2		10.7	10.7	41.0
Actuated g/C Ratio	0.72	0.65	0.71	0.49	0.47	0.54	0.05	0.05		0.07	0.07	0.27
Clearance Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7		7.7	7.7	7.0
Vehicle Extension (s)	2.0	1.0	4.0	2.0	1.0	2.5	4.0	4.0		2.5	2.5	2.0
Lane Grp Cap (vph)	408	3325	1121	190	2404	852	96	88		120	120	433
v/s Ratio Prot	c0.12	0.28	0.00	0.00	c0.40	0.01	c0.01	0.00		0.04	c0.04	0.03
v/s Ratio Perm	0.30		0.01	0.05		0.04						0.01
v/c Ratio	0.58	0.43	0.02	0.10	0.84	0.09	0.26	0.03		0.53	0.53	0.13
Uniform Delay, d1	40.6	12.5	6.4	19.3	34.6	16.3	67.8	67.0		67.0	67.1	40.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	0.4	0.0	0.1	3.8	0.0	2.0	0.2		3.1	3.5	0.0
Delay (s)	41.9	12.9	6.5	19.4	38.4	16.3	69.8	67.2		70.2	70.6	41.0
Level of Service	D	B	A	B	D	B	E	E		E	E	D
Approach Delay (s)		16.8			37.1			69.0			52.2	
Approach LOS		B			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	149.7	Sum of lost time (s)	29.7
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	209	1266	30	17	1783	99	22	2	107	4	181
Future Volume (vph)	209	1266	30	17	1783	99	22	2	107	4	181
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	4	4	5
Permitted Phases	2		2	6		6					4
Detector Phase	5	2	8	1	6	4	8	8	4	4	5
Switch Phase											
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	7.0	10.0	10.0	7.0	7.0	5.0
Minimum Split (s)	12.0	47.3	35.7	12.0	47.3	35.7	35.7	35.7	35.7	35.7	12.0
Total Split (s)	16.0	60.3	35.7	18.0	62.3	35.7	35.7	35.7	35.7	35.7	16.0
Total Split (%)	10.7%	40.3%	23.8%	12.0%	41.6%	23.8%	23.8%	23.8%	23.8%	23.8%	10.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	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	3.7	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	0.0
Total Lost Time (s)	7.0	7.3	7.7	7.0	7.3	7.7	7.7	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag		Lead	Lag						Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	109.9	102.2	111.6	77.8	72.3	82.6	10.2	10.2	10.7	10.7	43.1
Actuated g/C Ratio	0.73	0.68	0.75	0.52	0.48	0.55	0.07	0.07	0.07	0.07	0.29
v/c Ratio	0.58	0.41	0.03	0.09	0.83	0.13	0.21	0.10	0.53	0.53	0.34
Control Delay	43.4	12.7	0.0	10.7	37.2	4.1	70.1	36.2	82.0	82.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	12.7	0.0	10.7	37.2	4.1	70.1	36.2	82.0	82.1	4.9
LOS	D	B	A	B	D	A	E	D	F	F	A
Approach Delay		16.8			35.2			59.1		34.3	
Approach LOS		B			D			E		C	

Intersection Summary	
Cycle Length: 149.7	
Actuated Cycle Length: 149.7	
Offset: 97 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: North Bay Island/Harbor Island Dr & 79 Street Cswy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	238	1439	34	19	2026	113	25	12	63	64	206
v/c Ratio	0.58	0.41	0.03	0.09	0.83	0.13	0.21	0.10	0.53	0.53	0.34
Control Delay	43.4	12.7	0.0	10.7	37.2	4.1	70.1	36.2	82.0	82.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	12.7	0.0	10.7	37.2	4.1	70.1	36.2	82.0	82.1	4.9
Queue Length 50th (ft)	163	250	0	5	601	10	24	2	64	65	0
Queue Length 95th (ft)	259	309	0	15	684	35	54	23	112	114	43
Internal Link Dist (ft)		280			358			14		71	
Turn Bay Length (ft)	185		125	190		125					
Base Capacity (vph)	409	3472	1307	286	2455	1074	331	309	314	316	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.41	0.03	0.07	0.83	0.11	0.08	0.04	0.20	0.20	0.34

Intersection Summary

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	5	16	164	100	13	5	3	142	56	109	5	33
Future Vol, veh/h	5	16	164	100	13	5	3	142	56	109	5	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	17	178	109	14	5	3	154	61	118	5	36
Number of Lanes	0	1	0	1	1	0	0	0	1	1	0	1

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	10.3	10.2	10.5	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	72%	0%	3%	100%	0%	13%
Vol Thru, %	28%	0%	9%	0%	72%	85%
Vol Right, %	0%	100%	89%	0%	28%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	109	185	100	18	39
LT Vol	144	0	5	100	0	5
Through Vol	57	0	16	0	13	33
RT Vol	0	109	164	0	5	1
Lane Flow Rate	218	118	201	109	20	42
Geometry Grp	7	7	6	7	7	6
Degree of Util (X)	0.352	0.156	0.287	0.188	0.03	0.07
Departure Headway (Hd)	5.8	4.733	5.143	6.229	5.527	5.97
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	616	750	692	571	641	604
Service Time	3.577	2.51	3.221	4.021	3.319	3.97
HCM Lane V/C Ratio	0.354	0.157	0.29	0.191	0.031	0.07
HCM Control Delay	11.7	8.4	10.3	10.5	8.5	9.4
HCM Lane LOS	B	A	B	B	A	A
HCM 95th-tile Q	1.6	0.6	1.2	0.7	0.1	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.92
Heavy Vehicles, %	1
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	146	1	12	145	0	0
Future Volume (Veh/h)	146	1	12	145	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	159	1	13	158	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			160		344	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			160		344	160
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1419		647	886

Direction, Lane #	EB 1	WB 1
Volume Total	160	171
Volume Left	0	13
Volume Right	1	0
cSH	1700	1419
Volume to Capacity	0.09	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	0.6
Lane LOS		A
Approach Delay (s)	0.0	0.6
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

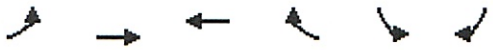
Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	Y	
Traffic Vol, veh/h	146	0	0	156	1	39
Future Vol, veh/h	146	0	0	156	1	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	159	0	0	170	1	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	329	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	665	886
Stage 1	-	0	0	-	870	-
Stage 2	-	0	0	-	860	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	665	886
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	879	-	-
HCM Lane V/C Ratio	0.049	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1505	1985	1	0	0
Future Volume (Veh/h)	0	1505	1985	1	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1636	2158	1	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			360			
pX, platoon unblocked	0.65				0.65	0.65
vC, conflicting volume	2159				2704	720
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	899				1737	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	488				51	705

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3
Volume Total	545	545	545	863	863	433
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	1
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.32	0.32	0.51	0.51	0.25
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	0	145	0	1	146	0
Future Volume (Veh/h)	0	145	0	1	146	0
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	158	0	1	159	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	159		317	159		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159		317	159		
tC, single (s)	4.1		6.4	6.2		
tC, 2 stage (s)						
tF (s)	2.2		3.5	3.3		
p0 queue free %	100		100	100		
cM capacity (veh/h)	1420		676	886		

Direction, Lane #	WB 1	NB 1	SE 1
Volume Total	158	1	159
Volume Left	0	0	0
Volume Right	0	1	0
cSH	1700	886	1700
Volume to Capacity	0.09	0.00	0.09
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	9.1	0.0
Lane LOS		A	
Approach Delay (s)	0.0	9.1	0.0
Approach LOS		A	

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		18.1%	ICU Level of Service A
Analysis Period (min)		15	

Review Date: 9/3/23 ***Response Submittal Date:*** 10/11/2023

NORTH BAY VILLAGE

ENGINEERING PERMIT REVIEW *RESPONSES*

Discipline: ***Engineering***
Permit No:
CGA Project No.: ***20-3569***
Project Name: ***North Bay Village Safety Complex***
1335 79 STREET CSWY
Submittal: ***1st Submittal***
_____ *Approved*
_____ *Approved with Conditions*
__X__ *Denied*

	Site Specific Comments:	Response	Sheet
1	Please respond to the following comments and provide sheet numbers for reference.	Noted, please see responses below:	-
2	There is an existing water main indicated on the survey at the east side of the property. Please confirm if there is an existing easement for the water main.	Noted, surveyor to identify existing easement	
3	Improvements such as stairs, platform, landscaping (small tree), etc. are proposed on top of the existing water main. Please contact the reviewer, Heidi Henderson, at hhenderson@cgasolutions.com to confirm if Public Works will require the watermain to be relocated.	Noted, will confirm relocation requirements	
4	Please dimension the sidewalk on Sheet C-01.	Sidewalk widths will be dimensioned	PZ-C04
5	There are manholes shown on the survey within the property. Further investigation shall be completed to determine the purpose of the manholes. Once determined, then the structures may need to be either relocated along with the lines they are serving or removed and the lines abandoned.	Survey indicates the three manholes at the northeast portion of the lot are full of dirt and surveyor unable to determine their use. If confirmed unusued, they shall be removed accordingly and the lines abandoned.	
6	Please clarify how the loading berth area is intended to be used (i.e. access from the ROW, etc.).	The client has opted out from providing loading berth via exemptions	
7	Please call out the type of curbing on Sheet C-01.	Curb type shall be called out	PZ-C04
8	Please revise the curb line around the manhole at the sidewalk.	Curb line around manhole shall be revised to accommodate manhole	PZ-C04
9	There is curbing shown at the eastern entrance on Sheet L-200; however, there is none shown on Sheet C-01 and PZ-A100. Please clarify and revise all plans for consistency.	Plans shall be revised for consistency across the various disciplines	
10	Please confirm that the western exit is a right-out-only.	We are proposing to be both left and right out. Pending response from Heidi to confirm if this will pose an issue	PZ-C08 PZ-C09
11	If this is a right-out-only, then please provide a traffic separator to avoid conflicts as the employees are leaving the garage. Ultimately, Engineering refers to Traffic to determine if what is proposed is acceptable.	We are proposing to be both left and right out. Pending response from Heidi to confirm if this will pose an issue	PZ-C08 PZ-C09
12	Please respond to the Tier 1 requirements below. Please note that the following items are now required at the time of site plan application submittal. Due to the timing of the submittal, please address both the site-specific comments and Tier 1 requirements for the resubmittal. If the requirement has already been met, or does not apply, then please note that on the response to comments letter. Please also note that Tier 2 requirements are required to be addressed at the time of the building permit. Please contact the reviewer should you have any questions.	Noted, please refer to responses provided under Site-Specific	

TIER 1 REQUIREMENTS

The following items shall be addressed before the project is scheduled for review by the Planningand Zoning Board:

1.	GENERAL REQUIREMENTS	Response	Sheet
a	Provide a copy of the previously recorded plat and a copy of the county's plat report.		
b	Provide a copy of recent survey (Signed and sealed) with a minimum of two (2) benchmarks. Add benchmarks to site plan.	noted, please see surverys provided. Sign and seal copies will be provied on the final submittal	
c	Show all existing and proposed easements with dimensions. Piping above 4" should bein easement.	Currently pending on updagted surveys to provide easments, if required	survey

d	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.	provided see plans,	PZ-A100
e	Add notes to the cover sheet: "The proposed work has been designed in accordance withall 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".	Already included in initial submittal. Please refer to Cover sheet	COVER
f	Please confirm how the garbage is maintained and if the waste management truck enters the site for garbage pickup.	On Ground Level north perimter, toward the center of the plan, a segreated, enclosed room has been programmed to house buildings anticipated waste and recyclables holdings. Waste management trucks do not enter the site, a double space reserved no parking zone has been identified and reserverd for Waste pick up.	PZ-A100 & PZ-A100
g	Please confirm with the waste management company that there is capacity to service the project. Per Village Code (Chapter 5, Div 2), no new development shall be approved unless there is sufficient available capacity to sustain a level of service for solid waste of seven pounds per capita per day as established in the solid waste sub-element of the North Bay Village Comprehensive Plan.	It was confirmed by Waste Connections and Waste management that based on the uses and demographics that develoment anticipates about 12 cubic yards of waste per week. It will be picked up 4 times per week by hauling waste trash bin to the OFFICIAL USE ONLY area designated for garbage truck access.	PZ-A100 & PZ-A100
h	Provide 25 ft. min. of 6" Double yellow striping at all locations where stop signs and stop bars are proposed. Dimension the length of the proposed 6" double yellow striping.	Striping at stop signs and stop bars shall be added and dimensioned	PZ-C05
i	Design plans of all disciplines shall have consistent linework (i.e. building footprint, curbing, sidewalks, etc.)	provided see plans,	all

2.	SIDEWALK AND PARKING MARKING REQUIREMENTS	Response	Sheet
a	Call out turning radii for all curbs.		

3.	LIGHTING AND LANDSCAPING REQUIREMENTS	Response	Sheet
a	See Tier 2 below.	Please see below for pertinent responses from SDM.	

4.	PAVING REQUIREMENTS	Response	Sheet
a	Dimension driveway widths at the entrances.	Driveway widths will be provided	PZ-C04
b	Call out driveway return radius or flare (curb radius); shall be 10 feet minimum.	Driveway return radii will be called out	PZ-C04
c	Call out specifications for site paving. Proposed street/main driveway isles' pavements shall consist 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.	Site paving will be specified accordingly	PZ-C04
d	Label proposed curb (Type D or F curb & gutter).	Proposed curb type will be labeled	PZ-C04
e	Provide proposed elevations to demonstrate that ADA standards will be met and addthe applicable notes to the plans. The information provided shall provide a reasonable assurance that the site will be ADA compliant.	ADA compliance will be clarified and provided	PZ-C04
f	Provide cross-sections at the driveways to confirm that the site will retain therequired drainage.	Cross-sections will be provided	PZ-C04
g	Please add the slopes toward the ROW and adjoining properties on all cross-sections.	Grading will be revised to add slopes towards the ROW and adjoining properties on all cross-sections	PZ-C04
h	Demonstrate that the surface runoff will not pond where the new entrances connectto the existing ROW.	Agreed; grading will demonstrate no ponding shall occur at the new entrances	PZ-C04
i	Please note that driveway grades shall not exceed three (3) percent. The maximumslope immediately beyond the right-of-way line does not change in excess of five (5) percent for either angle of approach or breakover angle. Please indicate the proposed slope on the cross-sections of the driveways.	Agreed; proposed slope will be clearly indicated on the cross-sections	PZ-C04
j	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.	provided see site plan	PZ-A100
k	Add a Standard Note to the Plans: The asphalt surface course shall not be placed untilas-built drawings of the limerock base have been submitted and approved by the Engineer-of-Record and the City Engineer or designee.	Agreed. Note will be added	PZ-C01

l	Add Standard Note to the plans: The finished surface of the base course and that ofthe 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.	Agreed. Note will be added	PZ-C01
m	The notes and details on the plans shall indicate that the subgrade density shall be 98%(min.) AASHTO T-180 and LBR 40.	Agreed. Note will be added	PZ-C04
n	The notes and details on the plans shall indicate that the limerock density shall be 98%(min.) AASHTO T-180 and LBR 100.	Agreed. Note will be added	PZ-C04

5.	DRAINAGE REQUIREMENTS	Response	Sheet
a	Provide a signed and sealed drainage report including preliminary data of the drainage system (i.e., stage-storage, storm routings, pipe sizing calculations, maps, etc.). The calculations shall be consistent with the information indicated on the Paving, Grading, and Drainage Plan and details.	Signed and sealed drainage report will be provided consistent with information on Paving, Grading, and Drainage Plan	
b	Provide drainage calculations and storm routings for 5 yr-1hr, 5 yr- 1day, 10-yr 1-day, 25yr 3-day, and 100-yr 3-day storm.	Calculations will be provided	
c	Provide a table in the report indicating the corresponding elevations of the storm events.	Table in the report will be provided	
d	Please confirm how water quality and pre-treatment is met and provide the calculations. Indicate the elevation at which they are met onsite and add it to the table requested above.	Water quality and pre-treatement criteria requirements will be added to the table	PZ-C06
e	Please indicate the berm elevation on the plans and cross-sections and demonstratehow the berm is maintained around the site including at the driveways.	The elevations on the perimeter will be indicated on the plans; trench drains are proposed for the driveway	
f	Please call out all existing outfalls on the plans and clearly indicate if it is to remain or if improvements are proposed.	Existing outfall will be identified on the plans. No improvements are planned for the outfall	
g	Provide sufficient inverts and rim elevations to confirm that the drainage systemmeets the Village requirements.	All rim and invert elevations onsite will be provided	PZ-C04
h	Please provide a cross section of the exfiltration trench with the pertinent information(i.e., Ds, Du, w, seasonal high water table elevation, etc.), if applicable.	Cross sections of infiltration trench will be provided	
i	Confirm that the existing seawall elevation and cross section is in compliance with the latest Village code requirements or confirm that the construction of the new seawall meets the latest Village code requirements.	The project location is not immediately adjacent to a seawall and analysis of the seawall or outfall are not planned as part of the project scope.	

6.	WATER AND SEWER REQUIREMENTS	Response	Sheet
a	Show all existing and proposed water mains, services, and appurtenances in gray scaleon the Site Plan.		
b	Show all existing and proposed utilities and easements (20 ft. for sewer. Minimum 6 ft. between water and sewer).	Existing and proposed utilities will be shown on the plans	PZ-C07
c	The design shall be such that there are no conflicts with existing power or communication utilities. If there are such conflicts, please provide the proposed improvements to avoid the conflict and note on the plans that coordination with the specific company will be completed.	Agreed	
d	Provide inverts and rim elevations.	Invert and rim elevations will be provided	
e	Show all utility easements in grayscale on Landscaping Plan.		
f	Show all water, services, and appurtenances in grayscale on Landscaping Plan.		
g	The plans shall demonstrate that there are no permanent structures, including landscaping, shall be located above water supply lines.	Noted	
h	Provide fire flow calculations as provided by a professional engineer prior to site plan approval.	Noted, will be provided	
i	Include copies of Miami Dade County DTPW Standard details.	Copies of Miami-Dade County DTPW Standard Details shall be provided	
j	Call out fire hydrant(s) location from access way and/or drive aisles.	Fire hydrant locations will be called out	
k	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 and cover requirements. Add notes to the plans.	Water and sewer systems will be separated by a minimum of 6ft horizontally; conflict points, if any, shall be clearly identified and shown on plans and separation/cover requirements shall be met	
l	Maintain a minimum 18" vertical separation for all utility crossings. Add notes to the plans.	Agreed. 18" min. vertical separation for all utility crossings shall be met	
m	Call out length of water pipe and bends. Provide notes if mains are private. Valves are required for the Village's access to the mains.	Lengths of water mains and any fixtures and bends shall be called out accordingly; segments within the private property shall be marked private & valves made accessible within the public R/W	
n	Minimum water main diameter shall be 6 inches.	Noted	PZ-C07
o	Provide standard details of guard post/bollards and show bollards on the plan.	Noted, will be provided	

7.	SANITARY SEWER SYSTEM REQUIREMENTS	Response	Sheet
a	Show all existing and proposed sewer mains, services, and appurtenances in gray scaleon the Site Plan.	provided refer to plans	all
b	Show all existing and proposed utilities and easements (20 ft. for sewer. Minimum 6 ft. between water and sewer).	Agreed	PZ-C07

c	Show all sewer mains, services, and appurtenances in gray scale on Landscaping Plan.	noted, see L-SET	see L sheets
d	The plans shall demonstrate that there are no permanent structures, including landscaping, shall be located above water supply lines.	Noted	PZ-C07
e	Identify proposed sanitary sewer laterals and clean-outs.	Proposed laterals and clean-outs will be clearly identified	PZ-C07
f	Drop manhole shall be required for greater than 2-foot drop.	Agreed	PZ-C07
g	Minimum 0.10' invert fall if pipes change direction.	Noted	PZ-C07
h	Sewer cleanouts shall be located at the property line for all sewer laterals.	Noted	PZ-C07

TIER 2 REQUIREMENTS

The following items shall be addressed in any plans submitted for building permit. This statementwill be recommended to the Village Commission for inclusion as

1.	GENERAL REQUIREMENTS	Response	Sheet
a	Provide photometric plan submitted by a Registered Architect or a Registered	Photometry plan will be provided.	PZ-E100

2.	SIDEWALK AND PARKING MARKING REQUIREMENTS	Response	Sheet
a	Provide notes and details demonstrating that the sidewalk/grass strip restoration shall be according to NBV core requirements.	Noted	

3.	LIGHTING AND LANDSCAPING REQUIREMENTS	Response	Sheet
a	Provide signed and sealed photometric plans.	Signed and sealed photometry plan will be provided.	
b	All utilities shall be shown on the photometrics and landscape plans	Utiliites cannot be included in photometry plan as the software does not allow it. Landscape architect can provide additional input to this comment.	

4.	PAVING REQUIREMENTS	Response	Sheet
a	Provide additional proposed and existing elevations to confirm that ADA requirementswill be met.	Noted, will be provided	
b	Provide additional proposed elevations, details, and cross-sections as needed toconfirm constructability of the proposed improvements.	Noted, will be provided	
c	Include notes and provide details indicated that the pavement restoration shall be in accordance with NBV core requirements.	Noted, will be provided	

5.	DRAINAGE REQUIREMENTS	Response	Sheet
a	Provide a final signed and sealed drainage report with all corresponding maps, storm routings, and graphs, applicable.	Noted, will be provided	
b	Final stormwater design plans for on and offsite improvements shall be provided atthis time.	Noted, will be provided	
c	Provide all inverts and rim elevations.	Noted, will be provided	
d	A Stormwater Pollution Prevent Plan and details are required and shall include the turbidity barrier at the outfall along with the standard BMPs (silt fence, construction entrance, inlet protection, on and offsite, at a minimum).	Noted, will be provided	
e	Minimum cover for all drainage pipes shall not be less than eighteen (18) inches. Provide drainage conflict details showing minimum cover.	Noted, will be provided	
f	If there is a new seawall proposed or modification to the existing seawall, then structural design plans shall be required.	Noted; no seawall is proposed, nor shall the existing one be modified	
g	Minimum cover for all drainage pipes shall not be less than eighteen (18) inches. Please provide a note the plans.	Noted, will be provided	

6.	WATER AND SEWER REQUIREMENTS	Response	Sheet
a	Final Water and Sewer Plans are required at this time.	Noted	
b	A fire flow test must be conducted to verify the availability of required fire flow priorto site plan approval.	Noted, will be provided	
c	Provide fixture unit count to support water meter sizing.	Noted, will be provided	
d	Profiles are required for the proposed water and forcemain in the ROW.	Noted, will be provided	
e	Maintain a minimum 18" vertical separation for all utility crossings and call out.	Noted	
f	Identify bacteriological Sampling Points (AWWA C-601) at or less than 100' of pipe.	Noted	
g	Identify top-of-pipe elevation of water main every 100 feet.	Noted, will be identified	
h	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.	Noted	
i	Water service lines shall be operational during pressure test. Add notes to the plans.	Noted, will be provided	
j	Shop drawing shall be submitted prior to construction. Add notes to the plans.	Noted, will be provided	
k	Add the Standards of Design and Construction Notes for water and Sewer to the plans.	Noted, will be provided	
l	The type of water meters shall be approved by Public Works.	Noted	
m	Include copies of Miami Dade County DTPW Standard details.	Noted, will be provided	

n	Provide standard details of guard post/bollards and show bollards on the plan.	Noted, will be provided	

7.	SANITARY SEWER SYSTEM REQUIREMENTS	Response	Sheet
a	Provide top-of-pipe and bottom-of-pipe elevations for all utility crossings (schedule table).	Noted, will be provided	
b	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.	Noted, will be provided	
c	Provide a gravity sewer profiles sheet including rim and invert elevations, slope, andall utility crossings.	Noted, will be provided	
d	Include copies of Miami Dade County DTPW Standard details.	Noted, will be provided	
e	Add Standard Note to the plans: Ownership and maintenance of the sanitary systemby 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.	Noted, will be provided	
f	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.	Noted	

8.	PERMITS - LICENSES - AGREEMENTS	Response	Sheet
a	DERM approval (Sewer Transmission System and Drainage system).	Noted	
b	FDEP approval for the drainage wells.	Noted	
c	WASD- Water Supply Certification letter (Water Distribution System).	Noted	
d	Tree Removal Permit (DERM).	Noted	
e	Copy of Final Recorded Plat.	Noted	
f	Miami-Dade County Plat Report and Recommendations are addressed.	Noted	
g	Water and Sewer Developer's Agreement must be executed.	Noted	
h	Performance Bond (Surety, Letter of Credit, Cash).	Noted	
i	Copies of Contractor's Certificate of Competency and Insurance.	Noted	

9.	GENERAL DOCUMENTS REQUIRING SIGNATURE BY A P.E.	Response	Sheet
a	Final Engineering Plans consistent with Village Approved Standard Details of Construction and Specifications and in conformance with Master Plan and Approved Site Plan.	Noted	
b	Erosion and Sedimentation Control Plan.	Noted	
c	Village/Miami-Dade County Approved Construction Details and Specifications.	Noted	
d	Village/Miami-Dade County Approved Pavement Marking Details.	Noted	
e	Approved Shop Drawings.	Noted	
f	Storm Drainage Calculations.	Noted	
g	Wastewater Flow Calculations.	Noted	
h	Wastewater Lift Station Calculations.	Noted	
i	Fire Flow Test.	Noted	
j	Fire Flow Calculations.	Noted	

Please contact the Reviewer, Heidi Henderson, at hhenderson@cgasolutions.com, with anyquestions that you may have.

NORTH BAY VILLAGE

DRC REVIEW

Discipline:	**Landscape Architecture**
Reviewed by:	**Tammy Cook**
Review Date:	**11/1/2023**
Phone No.:	**(954) 266-6488**
Fax No.:	**(954) 921-8807**
Application:	**Site Plan Review**
Project Name:	**NBV – City Hall and Safety Complex**
Project Number:	**22-3569-task 13**

Comments Based on Plan Submittal Date: 1st Submittal.

_____ No comments
X **Comments as followed or attached**

1. **Per NBV Chapter 9 Division 4 9.7-B.4.** Blank walls greater than 25 in length and other unattractive areas of a site or building should be heavily screened with landscaping. Rooflines or storefronts of 25 feet or greater shall be broken by vertical landscaping materials. Shade and accent trees planted at 20 foot intervals shall be required to achieve this screening.
   2nd Review: Pursuant to the design of the building elevation, the landscape architect will need to address this issue. Existing trees/palms along the 79th Street Causeway do address some of these concerns.

2. Please remove the landscape symbols from the plan Sheet C-2.0 as it is not consistent with the Landscape Architect's plan.
   2nd Review: No trees are now shown on the Civil plans. **Comment addressed.**

3. Show the Tree Barricade locations in plan view on sheets L-100 & L-200 where existing trees will be preserved. **2nd Review:** No tree barricade detail provide or the plan view of the where the preserved trees will be protected.

4. Label the dark screened area at the southeast corner of the site. **2nd Review:** Please provide.

5. Note that on Sheet L-201 that the proposed required trees, parking trees and street trees do not exceed the maximum 30% palms. 46 overall required trees and 14 palms are the maximum and 27 are provided. **2nd Review:** The table reflects that no palms are provided; however, the Planting plan shows that there are 16 existing or relocated palms along 79th Street and 3 palms along West Drive. Please explain how these are being counted in the table.

6. 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. **2nd Review:** Sheet L-300 provides a description of the irrigation. Please note on that plan that the final irrigation plan, notes, and details shall be provided prior to the building permit.

7. Please indicate all the proposed or existing stop/yield signs or on the landscape plans to ensure that the proper visibility will be provided with any proposed landscape. Also note the bike racks and number. **2nd Review:** Show these elements and provide labels on the planting plans.

8. 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 from small trees or palms. **2nd Review:** Show these lights and provide labels on the planting plans.

9. 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. **2nd Review:** These elements are not currently shown on the planting plans.

10. Per Division 4 Landscaping (Miami Dade Chapter 18A) shrub minimum heights shall be 24" height. Per the plant list most of the specified shrubs are below this minimum and shall be increased to the 24" height minimum. **2nd Review**: Please provide a plant list with the specifications for the plant materials.

Thank you,

Tammy Cook

Tammy Cook
Director of Landscape Architecture
Calvin, Giordano & Associates, Inc.

NORTH BAY VILLAGE
ENGINEERING PERMIT REVIEW

Review Date:	***10/31/23***
Discipline:	***Engineering***
Reviewed by:	***Heidi Belle Henderson, P.E.***
Phone No.:	***(954) 266-6484***
Fax No.:	***(954) 921-8807***
Permit No:	
CGA Project No.:	***20-3569***
Project Name:	***2312 North Bay Village Safety Complex***
	1335 79 STREET CSWY
Submittal:	***2nd Submittal revised***

_____ *Approved*
___X___ *Approved with Conditions*
_____ *Denied*

Conditional Approval:

The project is conditionally approved with the understanding that the final design shall accommodate the follow items:

- Existing and proposed utility easements.
- Utility Easements shall be free of all structures and landscaping.
- Adress the pending site-specific Engineering Review comments and Tier 1 and Tier 2 below the time of building permitting.

Please contact the Reviewer, Heidi Henderson, at hhenderson@cgasolutions.com, or (305) 450-2971 with any questions that you may have.

Heidi Belle Henderson

Heidi Belle Henderson, P.E., Project Manager

Site-specific Engineering Review comments:

1. Please respond to the following comments and provide sheet numbers for reference.
2. Please indicate a UE for the watermain on the property.
3. There is a tree shown near the water main. If the tree is within the UE, then please relocate the tree.
4. Please confirm the elevations of 8 and 7.60 at the NEC on that sidewalk. It appears that the slope is greater than the ADA standard requirement.
5. Please add a note to Sheet PZ-C04 indicating the maximum allowable slopes per ADA standards and add the maximum slopes on the sections.
6. Please clarify the existing 5-foot sidewalk to remain note on PZ-C04. Please note a new sidewalk shall be constructed around the property. The same note is on PZ-C06 as well. Please revise as necessary.
7. Please confirm the outcome of the existing utilities investigation, show all existing utilities, call out as to remain / demolished / abandoned / relocated, and identify their UE on the plans including existing manholes, watermain, drainage lines / outfall, electrical lines, etc.
8. Please clarify the activities proposed in the apparatus bay.
9. Please confirm the 14% slope is accurate at Section D-D.
10. Please clarify if the 6-inch sidewalk in Section A-A is correct or if it is meant to be 6 feet.
11. The sidewalk shall be 6-inches across the driveways. Please clarify the limits on Sheet PZ-C04.
12. Please call out the proposed water service connection on Sheet PZ-C006.
13. Tier 1 and Tier 2 comments will remain as reference until they have been addressed completely.

TIER 1 REQUIREMENTS

The following items shall be addressed before the project is scheduled for review by the Planning and Zoning Board:

1. GENERAL REQUIREMENTS

a. Provide a copy of the previously recorded plat and a copy of the county's plat report.

b. Provide a copy of recent survey (Signed and sealed) with a minimum of two (2) benchmarks. Add benchmarks to site plan.

c. Show all existing and proposed easements with dimensions. Piping above 4" should be in easement.

d. 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.

e. 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".

f. Please confirm how the garbage is maintained and if the waste management truck enters the site for garbage pickup.

g. Please confirm with the waste management company that there is capacity to service the project. Per Village Code (Chapter 5, Div 2), no new development shall be approved unless there is sufficient available capacity to sustain a level of service for solid waste of seven pounds per capita per day as established in the solid waste sub-element of the North Bay Village Comprehensive Plan.

h. Provide 25 ft. min. of 6" Double yellow striping at all locations where stop signs and stop bars are proposed. Dimension the length of the proposed 6" double yellow striping.

i. Design plans of all disciplines shall have consistent linework (i.e. building footprint, curbing, sidewalks, etc.)

2. SIDEWALK AND PARKING MARKING REQUIREMENTS

a. Call out turning radii for all curbs.

3. LIGHTING AND LANDSCAPING REQUIREMENTS

a. See Tier 2 below.

4. PAVING REQUIREMENTS

a. Dimension driveway widths at the entrances.

b. Call out driveway return radius or flare (curb radius); shall be 10 feet minimum.

c. Call out specifications for site paving. Proposed street/main driveway isles' pavements shall consist 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.

d. Label proposed curb (Type D or F curb & gutter).

e. Provide proposed elevations to demonstrate that ADA standards will be met and add the applicable notes to the plans. The information provided shall provide a reasonable assurance that the site will be ADA compliant.

f. Provide cross-sections at the driveways to confirm that the site will retain the required drainage.

g. Please add the slopes toward the ROW and adjoining properties on all cross-sections.

h. Demonstrate that the surface runoff will not pond where the new entrances connect to the existing ROW.

i. Please note that 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. Please indicate the proposed slope on the cross-sections of the driveways.

j. 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.

k. 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.

l. 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.

m. The notes and details on the plans shall indicate that the subgrade density shall be 98% (min.) AASHTO T-180 and LBR 40.

n. The notes and details on the plans shall indicate that the limerock density shall be 98% (min.) AASHTO T-180 and LBR 100.

5. DRAINAGE REQUIREMENTS

a. Provide a signed and sealed drainage report including preliminary data of the drainage system (i.e., stage-storage, storm routings, pipe sizing calculations, maps, etc.). The calculations shall be consistent with the information indicated on the Paving, Grading, and Drainage Plan and details.

b. Provide drainage calculations and storm routings for 5 yr-1hr, 5 yr- 1day, 10-yr 1-day, 25-yr 3-day, and 100-yr 3-day storm.

c. Provide a table in the report indicating the corresponding elevations of the storm events.

d. Please confirm how water quality and pre-treatment is met and provide the calculations. Indicate the elevation at which they are met onsite and add it to the table requested above.

e. Please indicate the berm elevation on the plans and cross-sections and demonstrate how the berm is maintained around the site including at the driveways.

f. Please call out all existing outfalls on the plans and clearly indicate if it is to remain or if improvements are proposed.

g. Provide sufficient inverts and rim elevations to confirm that the drainage system meets the Village requirements.

h. Please provide a cross section of the exfiltration trench with the pertinent information (i.e., Ds, Du, w, seasonal high water table elevation, etc.), if applicable.

i. Confirm that the existing seawall elevation and cross section is in compliance with the latest Village code requirements or confirm that the construction of the new seawall meets the latest Village code requirements.

6. WATER AND SEWER REQUIREMENTS

a. Show all existing and proposed water 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. The design shall be such that there are no conflicts with existing power or communication utilities. If there are such conflicts, please provide the proposed improvements to avoid the conflict and note on the plans that coordination with the specific company will be completed.

d. Provide inverts and rim elevations.

e. Show all utility easements in grayscale on Landscaping Plan.

f. Show all water, services, and appurtenances in grayscale on Landscaping Plan.

g. The plans shall demonstrate that there are no permanent structures, including landscaping, shall be located above water supply lines.

h. Provide fire flow calculations as provided by a professional engineer prior to site plan approval.

i. Include copies of Miami Dade County DERM Standard details.

j. Call out fire hydrant(s) location from access way and/or drive aisles.

k. 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 and cover requirements. Add notes to the plans.

l. Maintain a minimum 18" vertical separation for all utility crossings. Add notes to the plans.

m. Call out length of water pipe and bends. Provide notes if mains are private. Valves are required for the Village's access to the mains.

n. Minimum water main diameter shall be 6 inches.

a. Provide standard details of guard post/bollards and show bollards on the plan.

7. **SANITARY SEWER SYSTEM 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. The plans shall demonstrate that there are no permanent structures, including landscaping, shall be located above water supply lines.

e. Identify proposed sanitary sewer laterals and clean-outs.

f. Drop manhole shall be required for greater than 2-foot drop.

g. Minimum 0.10' invert fall if pipes change direction.

h. Sewer cleanouts shall be located at the property line for all sewer laterals.

TIER 2 REQUIREMENTS

The following items shall be addressed in any plans submitted for building permit. This statement will be recommended to the Village Commission for inclusion as a condition of site plan approval.

1. **GENERAL REQUIREMENTS**

a. Provide photometric plan submitted by a Registered Architect or a Registered Engineer.

2. **SIDEWALK AND PARKING MARKING REQUIREMENTS**

a. Provide notes and details demonstrating that the sidewalk/grass strip restoration shall be according to NBV core requirements.

3. **LIGHTING AND LANDSCAPING REQUIREMENTS**

a. Provide signed and sealed photometric plans.
b. All utilities shall be shown on the photometrics and landscape pl

4. **PAVING REQUIREMENTS**

a. Provide additional proposed and existing elevations to confirm that ADA requirements will be met.

b. Provide additional proposed elevations, details, and cross-sections as needed to confirm constructability of the proposed improvements.

c. Include notes and provide details indicated that the pavement restoration shall be in accordance with NBV core requirements.

5. DRAINAGE REQUIREMENTS

a. Provide a final signed and sealed drainage report with all corresponding maps, storm routings, and graphs, applicable.

b. Final stormwater design plans for on and offsite improvements shall be provided at this time.

c. Provide all inverts and rim elevations.

d. A Stormwater Pollution Prevent Plan and details are required and shall include the turbidity barrier at the outfall along with the standard BMPs (silt fence, construction entrance, inlet protection, on and offsite, at a minimum).

e. Minimum cover for all drainage pipes shall not be less than eighteen (18) inches. Provide drainage conflict details showing minimum cover.

f. If there is a new seawall proposed or modification to the existing seawall, then structural design plans shall be required.

g. Minimum cover for all drainage pipes shall not be less than eighteen (18) inches. Please provide a note the plans.

6. WATER AND SEWER REQUIREMENTS

a. Final Water and Sewer Plans are required at this time.

b. A fire flow test must be conducted to verify the availability of required fire flow prior to site plan approval.

c. Provide fixture unit count to support water meter sizing.

d. Profiles are required for the proposed water and forcemain in the ROW.

e. Maintain a minimum 18" vertical separation for all utility crossings and call out.

f. Identify bacteriological Sampling Points (AWWA C-601) at or less than 100' of pipe.

g. Identify top-of-pipe elevation of water main every 100 feet.

h. 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.

i. Water service lines shall be operational during pressure test. Add notes to the plans.

j. Shop drawing shall be submitted prior to construction. Add notes to the plans.

k. Add the Standards of Design and Construction Notes for water and Sewer to the plans.

l. The type of water meters shall be approved by Public Works.

m. Include copies of Miami Dade County DTPW Standard details.

n. Provide standard details of guard post/bollards and show bollards on the plan.

7. SANITARY SEWER SYSTEM REQUIREMENTS

a. Provide top-of-pipe and bottom-of-pipe elevations for all utility crossings (schedule table).

b. 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.

c. Provide a gravity sewer profiles sheet including rim and invert elevations, slope, and all utility crossings.

d. Include copies of Miami Dade County DTPW Standard details.

e. 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.

f. 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.

8. PERMITS - LICENSES - AGREEMENTS

a. DERM approval (Sewer Transmission System and Drainage system).

b. FDEP approval for the drainage wells.

c. WASD- Water Supply Certification letter (Water Distribution System).

d. Tree Removal Permit (DERM).

e. Copy of Final Recorded Plat.

f. Miami-Dade County Plat Report and Recommendations are addressed.

g. Water and Sewer Developer's Agreement must be executed.

h. Performance Bond (Surety, Letter of Credit, Cash).

i. Copies of Contractor's Certificate of Competency and Insurance.

9. 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.

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:	September 7, 2023
To:	**Silvia E. Vargas, FAICP** Principal Planner / Calvin Giordano & Associates
From:	Salman Rathore, PE; Pablo Chon Kan, E.I.
Subject:	Fire Station & Village Hall Traffic Study and Site Plan Review Comments (1st Submittal)
Project:	CGA 203569.13
CC:	

Traffic Study Comments

The following comments are based on the Traffic Study Report prepared by Richard Garcia & Associates, Inc. dated May 25th, 2023:

1. **Pg 10 / Turning Movement Counts / Seasonal Factor –** Apply Florida Department of Transportation's peak season conversion factor (PSCF) on the existing turning movement counts to adjust for peak season variations.

2. **Pg 12 / Trip Generation / Table 3 –** Fire and Rescue emergency operation need can occur at any time of the day so using the highest available peak trip is recommended. To calculate AM Peak Trip, use PM Peak trip rate (0.48) for Fire and Rescue Station (LUC 575).

3. **Pg 13 / Trip Distribution -** To be consistent with recently approved studies, 25% of the trips should arrive/leave from east and 75% from west direction from 79th Street / John F Kennedy Causeway.

4. **Pg 16 / Background Traffic Growth Rate** - 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. In 7940 North Bay Village TIS, 3.91% growth rate is used. Update the report based on a higher growth rate.

5. **Pg 17 / Future Condition Intersection LOS & Delay / Table 7** – Some approaches of the signalized intersection of 79th Street / John F Kennedy Causeway 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.

6. Include 95th percentile queue lengths for each intersection and compare it with available storage length. Provide mitigation if required.

7. Roadway segment of West Drive, west of Harbor Island Drive must be analyzed for all scenarios and Florida Department of Transportation (FDOT) 2023 Multimodal Quality Level of Service Handbook tables to be utilized for the analysis.

8. **Committed Developments –** All committed developments trips within the study area to be included. The following projects are 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
    - 7913 West Drive
    - 7940 West Drive

9. Are parking calculations based on the latest ITE Parking Manual? Show calculations and include relevant references showing parking rates used.

Date: September 7, 2023

Salman Rathore, P.E.
Project Manager, Transportation & Mobility Department
Calvin Giordano & Associates

ORDINANCE NO. 2021-013

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, AMENDING CHAPTER 15, "FORM-BASED CODE" OF THE VILLAGE'S UNIFIED LAND DEVELOPMENT CODE TO ESTABLISH THE URBAN CORE ZONE-MUNICIPAL USE (T6-24MU) TRANSECT ZONE, GENERALLY INCLUDING ARCHITECTURAL STANDARDS, SITE REQUIREMENTS AND PARKING REQUIREMENTS; AND TO REZONE TWO PARCELS OWNED BY NORTH BAY VILLAGE, IDENTIFIED BY FOLIO NUMBERS 23-3209-001-0060 AND 23-3209-001-0061, FROM GENERAL COMMERCIAL (CG) TO URBAN CORE ZONE-MUNICIPAL USE (T6-24MU), AMENDING SECTION 15.5, "FORM-BASED DISTRICTS REGULATING PLAN" OF CHAPTER 15; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR INCORPORATION INTO THE CODE; PROVIDING FOR SEVERABILITY; 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, the NBV100 Master Plan encourages the Village to leverage Village-owned properties to provide and maximize amenities that improve overall community livability; and

WHEREAS, the Village seeks to amend the ULDC, specifically Chapter 15, "Form-Based Code" to establish the provisions of an Urban Core Zone-Municipal Use (T6-24MU) that will facilitate this objective; and

WHEREAS, the NBV100 Master Plan supports the sensitive infill of vacant sites, and the Village owns two vacant parcels fronting the 79th Street Causeway on Harbor Island, identified by the Folio Numbers referenced above, which are zoned General Commercial (CG) in the Village's adopted Zoning Map; and

WHEREAS, implementing the new provisions on these two Village-owned parcels will ensure that they are developed to prominently integrate civic uses needed by the Village to benefit the community as a whole; and

WHEREAS, relating the new provisions to the two parcels requires amending Section 15.5, "Form-Based Districts Regulating Plan" of Chapter 15 to re-designate the parcels T6-24MU; and

WHEREAS, the modifications provided herein are wholly consistent with the principles of 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 August 10, 2021; and

WHEREAS, the Mayor and Village Commission find that adoption of this Ordinance is in the best interest of the Village.

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 ULDC. That Chapter 15, "Form-Based Code" of the ULDC of North Bay Village, Florida, is hereby amended as provided in Exhibit "A", which is incorporated herein and made a part hereof by this reference, inclusive of text and illustrations.

Section 3. Implementation. The Village Manager, Village Attorney, and Village Clerk are hereby authorized to take such further action as may be needed to implement the purpose and provisions of this Ordinance.

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

[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.

part of the Village's Code of Ordinances, and that the sections of this Ordinance may be re-numbered or re-lettered to accomplish such intentions, and that the word Ordinance shall be changed to Section or other appropriate word.

Section 5. Severability. That the provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. 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. Effective Date. That this Ordinance shall become effective immediately upon final adoption on second reading.

PASSED on first reading on the 30th day of June, 2021.

PASSED AND ADOPTED on second reading on the 10th day of August, 2021.

Brent Latham, Mayor

ATTEST:

Elora Riera, MMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

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

First Reading:
Moved By: Commissioner Streitfeld
Seconded By: Commissioner Dr. Chervony

Second Reading:
Moved By: Mayor Latham
Seconded By: Commissioner Dr. Chervony

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

CHAPTER 15, FORM-BASED CODE[1]

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[1] Coding: ~~Strikethrough words~~ are deletions to the existing words. Underlined words are additions to the existing words. Changes between first and second reading are indicated with ~~double strikethrough~~ and double underline.

§ 15.1. General Provisions

A. Title.

This Chapter shall be known as the NBV100 Form-Based Code or the Form- Based Code.

B. Purpose and Intent.

This Chapter sets forth the standards applicable to Form-Based Districts and Transect Zones in North Bay Village. These standards are intended to:

1. Support the goals, objectives, and policies of the North Bay Village Comprehensive Plan.
2. Support the goals of the NBV100 Master Plan, which include Livability, Resiliency, and Prosperity.
    a. Livability goals include:
        (1) Prioritize people over cars.
        (2) Embrace the waterfront.
        (3) Improve the quality of life.
        (4) Synergize public space to refresh NBV identity.
    b. Resiliency goals include:
        (1) Implement responsible and self-sustaining policies that reflect NBVs commitment to the stewardship of its waterfront and the water quality of Biscayne Bay.
        (2) Help mitigate climate change through resource conservation and reductions in carbon admissions.
        (3) Prepare for sea level rise and severe weather events by constructing stronger seawalls, improving stormwater management, and raising public infrastructure.
    c. Prosperity goals include:
        (1) Capitalize on existing resources.
        (2) Increase private property value.
        (3) Optimize and manage parking.
        (4) Incentivize flexibility and predictability.

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.
2. The extent of each Form-Based District and Transect Zone 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.

D. Form-Based Districts Regulating Plan.

1. The Form-Based Districts Regulating Plan, Section 15.5. shows the boundaries of Form-Based Districts and Transect Zones in North Bay Village.
2. Locations within North Bay Village that are outside the boundaries of the Form- Based Districts and Transect Zones shall retain their current zoning designations and regulations under the NBV ULDC. Existing zoning and overlay districts are not shown on the Form-Based Districts Regulating Plan and are not subject to the regulations in the Form-Based Code.

E. Applicability.

1. Regulations in this Chapter for the Form-Based Districts shall replace the prior zoning and overlay districts within the boundaries described on the Form-Based Districts Regulating Plan. See Section15.5 Form-Based Districts Regulating Plan.
2. The Form-Based Code shall apply to all new construction and substantial modifications, as defined by the Florida Building Code, within the Form-Based Districts.
3. The Form-Based Code shall supersede prior regulations in the North Bay Village Unified Land Development Code (ULDC) for properties within the Form-Based Districts except where specified. Where a conflict exists between the Form- Based Code and other portions of the ULDC, the Form-Based Code shall prevail.

F. Rules of construction.

1. In their interpretation and application, the provisions of Chapter 15, Form-Based Districts 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:
   a. Headings. Section and subsection headings shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning, or intent of any provision of the Code.
   b. Illustrations. In case of any difference of meaning or implication between the text of any provision and any illustration, the text shall control, unless the intent of the Code is clearly otherwise.
   c. Terminology: Shall, may and should.
      (1) "Shall" is always mandatory and not permissive. Standards, activated by “shall”, are regulatory in nature. Deviations from these standards shall only be

permitted by Variance in accordance with Chapter 7, Variances.

(2) "Should" is advisory and identifies guidance provided by the Village Commission in the implementation of these regulations. Guidelines, activated by “should”, are encouraged and recommended but not mandatory. The intent is to create the highest level of design quality while providing the needed flexibility for creative site design.

(3) "May" is permissive.

d. Any act authorized by this Form-Based Code to be carried out by a specific official or agency of the Village is impliedly authorized to be carried out by a designee of that official or agency.

e. Any reference to federal laws, Florida Statutes, Florida Administrative Code, Miami-Dade County Code, or any other official code shall be construed to be a reference to the most recent enactment of the particular law and shall include any amendments to it as may be adopted from time to time.

f. Capitalized terms in this Chapter refer to Definitions in Section 15.4.

G. Nonconformities.

1. Existing buildings and structures that do not conform to the requirements of this district may be occupied, operated, repaired, renovated or otherwise continue in use in their existing non-conforming state until such time as a substantial modification is requested to 50% or more of the structure, or as defined by the Florida Building Code.
2. The adaptive re-use of a Building shall not be required to comply with minimum Height standards established in the Development Standards for each Transect Zone. See Section 15.2, and Section 15.3.
3. The restoration or rehabilitation of an existing Building does not require the provision of parking in addition to the existing, if less than six (6) new spaces are required.
4. For all other Non-Conformities regulations, see Chapter 6, Non-Conformities.

H. Procedures.

1. See Chapter 4 – Administration and Enforcement
2. See Chapter 5 – Permits and Development Approvals
3. See Chapter 7 – Variances.
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 other provisions of the ULDC predating Chapter 15, Form-Based Code.

a. **Deviations related to Use**.

(1) A Warrant is a permit for a minor deviation from the Uses allowed by this Code that is granted administratively by the Village Manager upon review and recommendation by the Planning and Zoning Official.

i. At the time of submitting the application to the Village Building and Zoning Department, the applicant shall notify all Abutting property owners, including those across a street or alley, by certified mail. In the case of Abutting condominiums, only one notice to the condominium association need be sent.

ii. The applicant shall submit the certified receipts from all notices to the Building and Zoning Department at the time of application. The decision on a Warrant shall be posted on the Village website within five (5) days of the written decision.

iii. Review and approval process.

(a) The Planning and Zoning Official shall review each submitted application for a Warrant for completeness. The Warrant application may be referred for development review if the Planning and Zoning Official determines that a review is necessary.

(b) The Village Manager shall issue an intended decision within fourteen (14) calendar days of a determination that the application is complete. The applicant shall have seven (7) calendar days from receipt of the notice of the intended decision to request a conference with the Planning and Zoning Official to discuss revisions or additional information regarding the application. Within seven (7) calendar days of the conference, or if no conference is requested, the Planning and Zoning Official shall issue written findings and determinations regarding the applicable criteria set forth in this Code and any other applicable regulations. The applicant and the Planning and Zoning Official may mutually consent to an extension of the time for issuance of the final decision. The findings and determinations shall be used to approve, approve with conditions, or deny the Warrant application.

(c) The Village Manager shall approve, approve with conditions, or deny the Warrant application, but in no event shall a Warrant be issued prior to thirty (30) calendar days from the time of notice to the Abutting property owners.

Approvals shall be granted when the application complies with all applicable regulations. Conditional approvals shall be issued when the applications require conditions in order to be found in compliance with all applicable regulations. Denials of applications shall be issued if after conditions and safeguards have been considered, the application still fails to comply with all applicable regulations.

iv. Review criteria.

(a) As appropriate to the nature of the Warrant involved and the particular circumstances of the case, the following criteria shall apply to a Warrant application. The application shall be reviewed for compliance with this Chapter and not in violation of the North Bay Village's Unified Land Development Code. The review shall consider the intent of the Transect expressed in Section 15.1, the guiding principles of NBV100, and the manner in which the proposed Use will operate given its specific location and proximity to less intense Uses. The review shall also apply Section 15.7.I. - Design Review Criteria, as applicable.

v. Procedure for appealing an administrative decision on a Warrant**.**

(a) Appeal of the determination of the Village Manager shall be in compliance with the procedures set forth in Chapter 4 – Administration and Enforcement, Sections 4.4, and 4.5, of this Code.

vi. A Warrant shall be valid for a period of two (2) years during which a building permit or Certificate of Use must be obtained. This excludes a demolition or landscape permit. A one-time extension, for a period not to exceed an additional year, may be obtained if approved by the Village Manager.

(2) A Use Exception is a permit for a major deviation from the Uses allowed by this Code that requires a Public Hearing. See Chapter 4, Section 4.4 – Public Hearings procedures.

b. **Deviations not related to Use**.

(1) A Waiver is a permit for a minor deviation from the requirements of this Code other than for Use that is granted administratively by the Village Manager or designee upon review and recommendation by the Planning and Zoning Official. Waivers are intended to relieve practical difficulties in complying with

the strict requirements of this Code. Waivers are not intended to relieve specific cases of financial hardship, nor to allow circumventing of the intent of this Code.

i. As appropriate to the nature of the Waiver involved and the particular circumstances of the case, Waivers up to ten percent (10%) of that particular standard of this Code except Density, Intensity and Height, may be granted when doing so promotes the intent of the particular Transect Zone where the proposal is located; is consistent with the guiding principles of this Code; and there is practical difficulty in otherwise meeting the standards of the Transect Zone. The inability to achieve maximum Density, Height, or floorplate for the Transect shall not be considered grounds for the granting of a Waiver. This Waiver cannot be combined with any other specified Waiver of the same standard. For exceptions to the height requirements that may be granted by Waiver, see Section 15.2.C.4.

ii. Prior to submitting an application for an administrative Waiver, the prospective applicant shall meet in a preapplication meeting with the Planning & Zoning Official to obtain information and guidance as to matters related to the proposed application.

iii. At the time of submitting the application to the Village Building and Zoning Department, the applicant shall notify all Abutting property owners, including those across a street or alley, by certified mail. In the case of Abutting condominiums, only one notice to the condominium association need be sent.

iv. The applicant shall submit the certified receipts from all notices to the Building and Zoning Department at the time of application. The decision on a Waiver shall be posted on the Village website within five (5) days of the written decision.

v. Review and approval process

(a) The Planning and Zoning Official shall review the Waiver application, as required under this Code, the application shall be reviewed for compliance with this Chapter, and not in violation of the North Bay Village's Unified Land Development Code or the Florida Building Code. The review shall consider the intent of the Transect expressed in Section 15.1 and the guiding principles of NBV100. The review shall also apply Section 15.7.I. - Design

Review Criteria, as applicable. The Waiver application may be referred for development review if the Planning and Zoning Official determines that a review is necessary.

(b) Based on the applicable findings and recommendations of the Planning and Zoning Official, the Village Manager or designee will issue a final decision on the Waiver request within fourteen (14) calendar days of receiving the Planning and Zoning Official's findings and recommendations. The application shall be approved, approved with conditions, or denied, but in no event shall a Waiver be issued prior to thirty (30) days from the time of notice to the Abutting property owners.

(c) Approvals shall be granted when the application complies with all applicable regulations. Conditional approvals shall be issued when such applications require conditions in order to be found in compliance with all applicable regulations. Denials of applications shall be issued if, after conditions and safeguards have been considered, the application still fails to comply with all applicable regulations.

vi. Procedure for appealing an administrative decision on a Waiver**.**

(a) Appeal of the determination of the Village Manager shall be in compliance with the procedures set forth in Chapter 4 – Administration and Enforcement, Section 4.5.

vii. A Waiver shall be valid for a period of two (2) years during which a building permit or Certificate of Use must be obtained. This excludes a demolition or landscape permit. A one-time extension, for a period not to exceed an additional year, may be obtained if approved by the Village Manager.

(2) A Variance is a permit for a major deviation from the requirements of this Code other than for Use that requires a Public Hearing. See Chapter 7, Variances.

§ 15.2. General to Transect Zones

A. *Explanation of Transect Zones.*

The Transect, as a framework applied to urban conditions, identifies a range of habitats from the most natural to the most urban. It is a continuum that, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage

diversity similar to that of organically evolved settlements. The standards overlap (they are parametric), reflecting the successional ecotones of natural and human communities. The Transect methodology allows for a wide range of Building types in each Transect Zone, arranged to provide balanced walkable streetscapes. This Code contains the following Transect Zones:

1. The Urban Core Zone (T6) consists of the highest Density and greatest variety of Uses, including Civic Buildings. A network of small blocks has walkable Thoroughfares with wide Sidewalks, with steady tree planting and Buildings set close to the Frontage with frequent doors and windows.
2. Reserved – T5
3. Reserved – T4
4. Reserved – T3
5. Reserved – T2
6. Reserved – T1

B. ***Lots and Frontages.***

1. Lots facing Thoroughfares on more than one (1) side shall have designated Primary Frontage(s) and may have Secondary Frontage(s). A Primary Frontage shall be that facing the Thoroughfare of higher pedestrian importance or intensity (i.e., traffic volume, number of lanes, etc.), as determined by the Building and Zoning Department upon request by the Planning and Zoning Official.
   a. Lots shall have at least one (1) Primary Frontage, except waterfront Lots shall have at least two (2) Primary Frontages, one of which shall be the waterfront and shall conform to Building Development Standards for each Transect Zone as described in Section 15.3. Specific to Transect Zones.
   b. If two Thoroughfares are of equal importance, each Frontage shall be considered a Primary Frontage.
   c. Lots with two or more Frontages may consider other non-fronting Property Lines as sides.
   d. Where an existing lot of record is located adjacent to a Thoroughfare in a manner that creates an irregular Frontage such that the side or rear yards cannot be determined as with a regular lot, the Planning & Zoning Official shall determine, by Waiver, the yard and setbacks for the lot as fits the circumstances of the case.
   e. For Frontage Types, see Section 15.6.A. Frontage Types Table.

2. Reserved – T3.

C. ***Measurement of Height.***

1. Unless otherwise specified herein, the Height of Buildings shall be measured in feet from the Base Flood Elevation (BFE) plus Freeboard. Refer to FEMA Flood Insurance Rate Map (FIRM) for BFE. Refer to Section 10.5.B. for Freeboard requirements and Section 15.7.B.5. and Section 15.7.C.5. for building height requirements.
2. A Story is a Habitable level within a Building and shall conform to the Building Development Standards for each Transect Zone as described in Section 15.3. Unless otherwise specified herein, a Story shall be measured from Finished Floor to Finished Floor. For the topmost Story, the Story shall be measured to the top of a flat roof or to bottom of eaves on a pitched roof. Basements, Understories and roof decks are not considered Stories for the purposes of determining Building Height.
3. The Height of Fences and Site Walls and walls shall be measured in feet from grade.
4. Except as specifically provided herein, the Height limitations of this Code shall not apply to any roof Structures for housing stairways, elevators, tanks, ventilating fans, or similar equipment required to operate and maintain the Building, provided that such Structures shall not cover more than twenty percent (20%) of roof area and shall not exceed the maximum Height by ten (10) feet; nor to church spires, steeples, belfries, monuments, water towers, flagpoles, vents, or similar Structures, which may be allowed to exceed the maximum Height by Waiver; nor to fire or parapet walls, which shall conform to the Building Development Standards for each Transect Zone as described in Section 15.3. Solar energy collectors, wind turbines, and the structural components of green roofs are subject to the Height exceptions provided by Sec. 8.17.G.

D. ***Thoroughfares.***

1. Thoroughfares are intended for use by vehicular, transit, bicycle, and pedestrian traffic and to provide access to Lots and Open Spaces.
2. Thoroughfares consist of lanes for vehicles, transit, bicycles, and Public Frontages. The lanes may have a variety of widths for movement and parking. The Public Frontages contribute to the character of Transect Zones. They may include swales, Sidewalks, curbing, Planters, bicycle paths and street trees. See Section 15.6.A. Frontage Types Table and Section 15.6.B. Definitions Illustrated Table.
3. Thoroughfares should be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The Public Frontages that pass from one Transect Zone to another should be adjusted accordingly.
4. Pedestrian comfort should be a primary consideration of Thoroughfare design and

dimensions. Design conflict between vehicular, bicycle and pedestrian movement should be decided in favor of the pedestrian.

5. Bicycles are a sustainable and viable mode of transportation and recreation in North Bay Village. Bicycle use of Thoroughfares should be as follows: Bicycles and vehicles may share use of lanes on all Thoroughfares. Thoroughfares that have sufficient paving width to accommodate bicyclists' safety should include dedicated Bicycle Lanes. Greenways, the Island Walk and other Civic Spaces should include Bicycle usage.

E. ***Shopfront Standards.***

1. General.
   a. Shopfront windows, doors, signage, awnings, lighting, and architectural details shall be designed as a unified composition.
   b. Each Shopfront shall be limited to three Sign types and shall conform with the tables and illustrations in Section15.6.E. and Section 15.6.F.
2. Shopfront Finishes. The majority of exposed finishes apart from glazing shall be custom metal work, steel frame, stone, stucco, brick, wood or wood-like materials, not extruded aluminum and panels.
3. Shopfront windows. Reflective glass shall not be permitted along any commercial street. In flood-prone areas, glazing below the BFE plus Freeboard shall be equipped with certified flood-proofing.
4. Entrance Doors.
   a. Each tenant space shall have at least one three-foot wide door at the main entry. Shopfront entrances are encouraged at Building corners.
   b. Shopfront entrance doors shall be recessed to allow the door to swing out without obstructing pedestrian flow on the sidewalk.
   c. Walls providing entry door recesses should be glazed to match shopfront display windows.
   d. Entry doors should be a minimum of eight (8) feet in Height.
   e. The business address should be advertised with a window sign on the transom above the entry door. If there is no transom, address shall be displayed on a plaque next to above the door.
5. Other Doors.
   a. Where appropriate, sliding, or folding doors that allow the activity of the business to open adjacent to and onto the public sidewalk may be installed for restaurants

and food services.

b. Rear and side doors facing service alleys and parking lots are encouraged, but not required.

6. Bulkheads. Shopfronts shall have a minimum 12-inch-high masonry Bulkhead or knee wall along all street frontages. Shopfront Bulkheads shall be a maximum of 30 inches above the adjacent sidewalk. Bulkheads shall be designed as an integral component of the overall Shopfront. Flood-proof Bulkheads of the maximum allowed Height are encouraged in flood-prone areas.
7. Signage Bands. Shopfronts should have a horizontal signage band above the first-floor fenestration to accommodate a band sign. A Signage Band is an architectural feature that should be integral with the design of the Shopfront's facade and may be a contrasting color to the Building, see Section 9.20 and Section 15.6. F. Sign Bands shall have a maximum Height of thirty (30) inches and may extend the entire length of the Shopfront. Signage Bands shall not be internally illuminated but may be externally lit.
8. Security Gates and Shutters.
   a. Solid metal security gates and solid roll-down shutters shall not be permitted.
   b. Interior link or grill security devices may be permitted with approval by the Village if they are completely enclosed or hidden from view when not in use.
9. Awnings.
   a. All awnings shall be integral to the overall design of the Shopfront and shall respect column and window spacing.
   b. Awnings shall be a metal armature stretching a non-translucent membrane and shall have a maximum of two colors. They shall consist of sloping squares or rectangles and should be coordinated with the top edge of the ground floor windows and doorframes and the bottom of the transom windows, see Section 15.6. F. Side panels are allowed but not encouraged. Soffit panels are not allowed.
   c. Awnings may be fixed or retractable.
   d. Awnings shall be a minimum of five (5) feet wide by five (5) feet deep. They shall be installed a minimum of seven (7) feet from the ground and project no more than eight (8) feet from the Building Facade. Awnings shall have a maximum slope of 1:3 (33%) from the Building to the edge.
   e. Round, half domed, and plastic awnings are prohibited.
   f. Awnings may be used as signs and shall conform to the Sign Standards. See

Section 15.1. F. and Section 15.6. F.

g. Alternative materials such as glass or metal are allowed.

h. Awnings shall not be backlit from below or inside but may be externally lit from above.

i. Awnings are not allowed under Galleries or Arcades.

10. Canopies function like awnings, but are rigid, project horizontally from the Building at close to a 90-degree angle and are generally fixed in place. They shall be installed a minimum of eight (8) feet from the ground and project no more than eight (8) feet from the Building Facade.

F. ***Sign Standards.***

1. Exempted Signs. The signs specified in this section are exempt from signage regulations other than the regulations contained in this section. Exempted signs may be erected without a sign permit.

a. Changing copy, maintaining, or repainting a sign are exempt, provided structural and electrical changes are not made without a permit.

b. Signs erected entirely within the confines of a nonresidential or mixed-use site, provided the sign cannot be viewed from streets, the Bay, the Island Walk, Island Walk Public Access Walkways, or common property.

c. Address and Residential Identification Signs.

i. Any sign identifying the street number of a Shopfront or commercial unit if hand painted on the transom window above the Primary Entrance door.

ii. Any identification sign at the entrance of a residential unit or affixed to a mailbox, such as a sign which bears only the street number, mailbox number, or name of the occupant of the premises.

d. Holiday Decorations. Holiday decorations, flags, streamers, and similar.

e. Flags. A flag of any nation, government, sports team, or nonprofit organization which is deployed from a permanent freestanding or wall- mounted flagpole or, with respect to the United States flag, in a manner acceptable for the display of the national ensign as set forth in the U.S. Flag Code, and adheres to Section 8.13(N).

f. Official Signs.

i. Any sign erected by North Bay Village.

ii. Any sign erected by a government.

iii. Public utility and traffic signs.

g. Political Signs.

i. Political signs conforming with the following requirements do not require permits:

ii. Political signs are limited to 3 square feet and may not exceed 30 inches above grade.

iii. Political signs may be erected 25 days prior to an election and shall be removed within 7 days of the election.

iv. Up to three (3) signs total are allowed per residential lot, or per Shopfront, except at polling places. Of the three (3) sign signs permitted, no more than one sign is allowed per candidate or referendum item.

v. See Section 11.7 – Temporary Sign Permits for additional requirements.

h. Residential Construction Signs, subject to the following.

i. Signage may only identify the contractor, subcontractor, or architect. Name, contact information, website, and license information may be included.

ii. The contractor, the architect, and subcontractor are each allowed one (1) sign with a maxim area of four (4) square feet.

iii. Signs may only be erected after a building permit has been issued.

iv. Signage must be removed within five (5) days of the final inspection.

i. Residential Rental Signs, subject to the following.

i. One sign may be attached to a single-family house or fastened to a stake mounted in the yard and one additional sign may face a water frontage.

ii. Rental signs may be attached directly to a single-family house. Signs mounted in yards shall be removed once the house or ADU is rented for a sixty (60) day period or longer.

iii. Signs are limited to 1 square foot in area.

j. Warning and Instructional Signs.

i. Any warning sign, non-advertising signs (e.g., “no trespassing,” “no dumping”), or non-advertising symbol which pertains to the parcel of property upon which it is located, provided any such sign does not exceed four (4) square feet in copy area and is not illuminated.

ii. Any special instruction sign (e.g., “open,” “closed,” “hours of business,” “no smoking”) provided any such sign does not exceed eight (8) square feet in copy area.

k. Miscellaneous Signs.

i. Any memorial sign or commemorative plaque.

ii. Any generic, architectural feature that is designed, integrated, and

constructed as part of a building.

iii. Any sign which is integrated into or on a point-of-sale purchase display.

iv. Any sign carried by a person.

2. Prohibited Signs and Sign Locations.

a. Billboards.

b. Any sign advertising products or articles that are not manufactured, assembled, processed, repaired, or for services sold on the premises.

c. Snipe signs.

d. Two or more signs that convey a single, cumulative advertising message, part of which is contained on each sign in the series.

e. Illuminated, Animated, Moveable, or Inflatable Signs

i. Any sign that simulates emergency lights on emergency vehicles, traffic- control signals or devices, directional, informational, or warning signs erected by a government, utility, or similar agency.

ii. Any sign that uses an intermittent light or lights, including flashing lights, beach lights, strobe lights, rotating beacons, chasing lights, or zip lights.

iii. Any sign that is wind or power operated including flags, streamers, pinwheels, and balloons.

f. No signs may be located in a way that causes a hazard to pedestrian or vehicular traffic.

i. Temporary signs at street intersections are limited to thirty (30) inches in height within a triangle measured thirty (30) feet from the intersection along each right-of-way.

ii. No permanent sign may be located within a triangle measured thirty (30) feet from the intersection along each right-of-way.

3. Permitted Signs.

a. General.

i. Signs shall conform with the following standards, as specified in Section 15.6.E. and illustrated in Section 15.6.F.

ii. Sign type limitations by Zone.

iii. The height and area of the sign;

iv. The number of signs per site;

v. The height of sign copy.

vi. Exterior signs shall be made of durable, weather resistant materials.

vii. A permit is required for all signs permitted under this section.

viii. No sign, once approved, may be moved, or altered without additional approval, excluding maintenance or repainting required to restore a sign to its original, approved condition.

b. Signs shall provide the following clearance:

i. A minimum of 9 feet over pedestrian ways, except for signs on Awnings and Canopies.

ii. A minimum of thirteen and one half (13.5) feet over vehicular travel ways and parking aisles, except in parking structures.

iii. Signs located along streets shall be a minimum of two (2) feet from a curb, ramp, driveway, light pole, street sign, or fire hydrant.

c. Removal.

i. Signs shall be removed as specified in Section 15.6.E. Sign Restriction Table, and as follows:

ii. (P) Permanent; Signs do not require removal.

iii. (O) Occupancy; Signs shall be removed within 7 days of the end of tenant occupancy.

iv. (B) Business; Signs shall be removed when the business is closed.

v. (T) Temporary; Signs shall be removed within the time period specified by sign type.

d. Any moveable signs shall be removed from outdoor spaces during high winds or other weather conditions that might pose a hazard to public safety.

e. Sign Templates.

i. The permitting and inspections department supplies templates for Open House, Model Home, and Under Construction signs

f. Illumination.

i. Internal sign illumination is limited to window and wall signs within Shopfronts.

ii. Light sources shall be mounted, shielded, and pointed towards the sign face to eliminate spill-over glare onto any adjacent streets, properties, or skyward.

iii. Exposed bulbs or lamps shall not exceed the equivalent of 25 watts of incandescent light.

g. Electronic Message Center (EMC) Signs.

i. EMC signs are permitted for use on ground signs for Churches and Place of Assembly facilities.

ii. Each image shall remain static for a minimum of eight seconds.

iii. Transitions shall be instantaneous, without intervening flashing, animation, or movement of any kind.

iv. Signs shall be equipped with automatic dimming technology.

v. Signs shall not exceed 0.3-foot candles above ambient light measured at a distance of two hundred (200) feet.

4. Requirements by Sign Type as described below and illustrated in Section 15.6.F.

a. Band Signs. (Syn. Wall Signs.)

i. Band signs may be located above tenant Shopfronts, below second Story windows, and beneath the building cornice or coping.

ii. Band sign copy shall be at least 6 inches from building corners.

b. Banner Signs.

i. Banner signs shall be made of flexible materials such as cloth, canvas, and vinyl.

ii. Banner signs may be hung on the side of a building or suspended from a portion of a building structure.

c. Commercial Construction Signs, subject to the following:

i. Signs may identify the project and feature the names of developer, contractor, sub-contractors and professionals associated with the project. Names, websites and contact information may be included.

ii. Signs may only be erected after a building permit has been issued. Signs shall be removed within 5 days of the final inspection.

iii. Signs shall have a maximum height of eight (8) feet and shall not be above 4 feet from street grade.

d. Commercial Rental Signs.

i. All commercial rental signs require NBV approval.

e. Corner Signs.

i. Corner signs are only permitted at building corners where each facade is along a street.

ii. Corner signs may extend up to 6 feet above parapets.

f. For Sale Sign.

i. Signs shall be removed within 7 days of closing.

g. Garage Sale, Yard Sale, Estate Sale, and Moving Signs.

i. Signs and stakes provided by the permitting and inspections department shall be used, limited to 5 signs per sale.

ii. Signs are valid for 10 days from the date of sale and shall not be reused.

iii. Signs may be erected 1 day prior to the sale and shall be removed within 5 hours of the end of the sale.

iv. Signs shall not be altered.

h. Ground Signs.

i. Ground signs are limited to the following locations:

i. Forecourts

ii. The bottom of the sign shall be within 2 feet of sidewalk grade.

iii. Ground signs shall be set back a minimum of 10 feet from property lines.

i. Marquee Signs.

i. Marquee signs may be used for lodging and movie theaters. The Village may permit marquee signs for other businesses upon request.

j. Projecting Signs.

i. Projecting signs shall be erected on a wall of a building.

ii. Projecting signs may project up to 4 feet from the wall of the building on which it is erected.

k. Open House, Model Home Signs.

i. An annual permit is required.

ii. Signs shall be free standing on a stake or frame.

iii. The business name shall be identified on signs, 2 in. copy minimum.

iv. Balloons, streamers and other types of decoration may not be used.

v. Signs are allowed for 3 consecutive days in any one week.

vi. Up to 4 signs may be located off site.

l. Window Signs

i. Window signs may be:

i. Letters painted directly on the window;

ii. Hanging signs hung interior of the glass;

iii. Vinyl appliqué letters applied to the window, consisting of individual letters or graphics with no visible background.

m. Wayfinding signs shall be free standing and constructed using solid materials to prevent the sign from being destroyed or blown away.

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 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.

2. *Special Area Plan Permit*

   See Section 5.2 – Development Permit Required.

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

   a. 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.
   b. The fee per unit of bonus density shall be reviewed and adjusted as necessary by the Village Commission during the annual budget process.

5. 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 (Municipal Use) and T6-30 transect zones along Kennedy Causeway (79th Street 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%

I. *Density and Intensity Calculations [Reserved].*

J. *Sustainability*

All new and substantial redevelopment applications for residential, commercial, office, hotels, and civic uses; all new mixed-use development applications; and all Village-owned civic or office construction projects located in the Transect Zones are subject to the green building and resilience standards and requirements contained in Chapter 8, Division 5; Chapter 9, Division 6; and Chapter 10, Sec. 10.5 of the ULDC.

§ 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. 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 15, Section 15.2.H. 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 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 North Bay

Village Median Household Income.

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 North Bay Village 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.

f. 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 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.

§ 15.3. Specific to Transect Zones

A. Kennedy Boulevard District (KBD)

1. General.

a. Purpose and Intent. This Chapter sets forth the standards applicable to development within the Kennedy Boulevard District (KBD), which is composed of Urban Core Transect Zones (T6). These standards are intended to:

(1) Support the goals of the NBV 100 Master Plan.

(2) Transform Kennedy Causeway into a walkable, mixed-use boulevard that supports vibrant retail and a wide range of transportation modes.

(3) Facilitate the short-term activation of Pirates Alley into a Village Center.

(4) Lay the groundwork for the long-term incremental development of a great urban center and Main Street that supports diverse locally oriented businesses and cultural institutions.

(5) Provide improved standards for a wider, more active, and more accessible Island Walk.

(6) Attract development of underused and vacant lots in a manner that improves the public realm, increases access to the water and contributes to a robust economic base.

(7) Facilitate economic development of Village-owned property to provide, emphasize, and maximize civic amenities that improve the overall livability of the community.

b. Applicability.

(1) Section15.3.A provides development regulations that shall be employed in the mixed-use development of lands within the Kennedy Boulevard District (KBD).

(2) ~~The Kennedy Boulevard District (KBD) includes all lots fronting Kennedy Causeway on Treasure Island.~~ The Kennedy Boulevard District (KBD) is composed of the following Urban Core Transect Zones (T6) as shown on the Form- Based Districts Regulating Plan in Section 15.5.

(a) T6-24, which includes all properties fronting the south side of Kennedy Causeway on Treasure Island.

(b) T6-24MU (Municipal Use), which includes those Village owned properties shown on the Section 15. Form Based Districts Regulating Plan on the north side of Kennedy Causeway on Harbor Island.

(c) T6-30, which includes all properties fronting the north side of Kennedy

Causeway on Treasure Island.

(3) Transect regulations pertaining to Building Disposition and Building Configuration shall be considered referential guidelines within the T6-24MU transect zone. The Village Commission may grant exemptions to these requirements during site plan approval based on the following criteria:

(a) The exemption is justified by the functional requirements connected to the uses proposed.

(b) Exemptions shall be reduced to the minimum required to achieve the required functionality.

(c) Exemptions in the aggregate shall be evaluated for compliance with the transect intent regarding intensity and scale.

(d) Exemptions shall be evaluated for compliance with Design Review Criteria in Section 15.7.1.

(e) Specific findings shall be made by the Planning Official regarding the nature and extent of each proposed exemption, which shall be contained in the staff report for consideration by the Planning and Zoning Board and Village Commission.

2. Development Standards for T6 Transect Zones

a. Building Disposition.

(1) Newly platted Lots shall be dimensioned according to the tables and illustrations in Section15.7.B. and Section 15.7.C.

(2) Lot coverage by any Building shall not exceed that shown in Section 15.7.B. and Section 15.7.C.

(3) Buildings shall be disposed in relation to the boundaries of their Lots according to the tables and illustrations in Section 15.7.B. and Section 15.7.C.

(4) Buildings shall have their Primary pedestrian entrances on Kennedy Causeway. Buildings in the T6-30 Zone should also have entrances on the View Corridor and Island Walk. Buildings in the T6-24 Zone should also have entrances on Secondary Frontages and Pirates Alley, if feasible. Buildings in the T6-24MU Zone should also have entrances on Secondary Frontages, where feasible.

(5) Up to the top of the Pedestal, Facades shall be built parallel to the Primary Frontage Line along a minimum of seventy percent (70%) of its length on the

Setback Line as shown in the tables and illustrations in Section 15.7.B. and Section 15.7.C. Pedestrian Forecourts are allowed and shall not exceed 25% of the Facade length. In the absence of a Building along the remainder of a Frontage Line, a Streetscreen shall be built along the Setback Line and co-planar with the Facade to define the space of the Thoroughfare and to shield parking and service areas.

(6) At the first Story, Facades along a Frontage Line shall have frequent doors and windows; pedestrian entrances shall occur at a maximum spacing of seventy-five (75) feet. Vehicular entries shall occur at a minimum spacing of sixty (60) feet unless approved by Waiver.

(7) Setbacks for Buildings shall be as shown in the tables and illustration in Section 15.7.B. and Section 15.7.C. Where the property to be developed abuts an existing Building, a Waiver may be granted so as to match the dominant setback of the block and its context.

(8) Above the fifth Story, the minimum spacing between Towers is sixty (60) feet. Above the fifth Story and at the top of pedestal, a non-habitable floor is allowed up to a maximum of six (6) feet in Height without additional setback to accommodate depth of swimming pools, landscaping, transfer beams, and other structural and mechanical systems.

(9) All lots in T6-30 shall comply with minimum standards for the View Corridor, as described in Section 15.3.A.2.g.(2).

(10) For sites with three hundred and forty (340) feet Frontage length or more, a Cross-Block Passage shall be provided as follows**:** If the Frontage Line of a site is at any point more than three hundred and forty (340) feet from a Thoroughfare intersection, the Building shall provide a Cross-Block Pedestrian Passage as a recorded public Easement. If the Frontage Line of a site is at any point six hundred and fifty (650) feet from a Thoroughfare intersection, a vehicular Cross-Block passage shall be provided as a recorded public Easement. Such a Cross-Block Pedestrian Passage may be covered above the first Story by a maximum of fifty percent (50%) of its length with Structures connecting Buildings, such as a terrace, pedestrian bridge, or vehicular bridge. A Pedestrian Passage, including Paseos, are encouraged to connect Kennedy Causeway to the Island Walk, other Thoroughfares, Pirates Alley, parks and other amenities. A Pedestrian Passage may be roofed and shall be lined with frequent doors and windows.

(11) Density shall not exceed that shown in the tables in Section 15.7.B. and Section 15.7.C.

(12) Sidewalks.

(a) Along Kennedy Causeway, a twenty (20) foot Easement for Public Sidewalks shall be granted and recorded with the Village. The Sidewalk shall be constructed and maintained by the property owner. The Sidewalk shall be continuous with the existing Sidewalk on the public ROW.

(b) The Sidewalk, including portions on the public ROW and in the Easement, may be raised no more than one and a half (1.5) feet above the highest existing sidewalk elevation fronting the property. This work shall be completed at the expense of the property owner and to standards determined by the Village. ADA compliant transitions shall be provided to adjacent sidewalk elevations with a slope no greater than 1:20 to avoid handrails.

b. Building Configuration.

(1) Development within Private Frontages shall comply with Section 15.6.A., the tables, and illustrations in Section 15.7.B. and Section 15.7.C.

(2) Above the fifth Story, the Building Floorplate dimensions shall be limited as follows:

(a) 15,000 square feet maximum for Residential Uses

(b) 30,000 square feet maximum for Commercial Uses and for Parking

(c) 180 feet maximum length for Residential Uses

(d) 215 feet maximum length for Commercial Uses

(e) Wherever possible, the facade with the longer length should be placed perpendicular to the Primary Frontage/Kennedy Causeway.

(3) Building Heights shall be measured from Base Flood Elevation (BFE) plus Freeboard to the level of the highest point of the building, excluding allowable projections above the roof line, and shall conform to the tables and illustrations in Section 15.7.B. and Section 15.7.C. and to the following standards.

(a) At the first Story:

i. The Height shall be no less than twenty (20) feet measured from the Base Flood Elevation (BFE) plus Freeboard to the finished floor of the second Story.

ii. Mezzanines in the first Story shall be limited to fifty percent (50%) of

the habitable Floor Area and shall not count as a Story.

(b) In a Pedestal (second to fifth Stories):

i. The Height of a Story, including a Liner Story, shall not exceed twenty (20) feet measured from finished floor to finished floor.

ii. The maximum height of the pedestal (first to fifth stories) shall not exceed 100-feet.

iii. Mezzanines shall be limited to fifty percent (50%) of the habitable Floor Area and shall not count as a Story.

iv. The Height of a Parking Structure concealed by a Liner may be equal to the Height of the Liner, and this may result in a Liner Story concealing more than one level of Parking. The number of Liner Stories shall be used for purposes of determining the overall number of Stories in a Building.

(c) In a Tower (above the Fifth Story):

i. The Height of a Story is not limited within the maximum permitted building height.

ii. A Mezzanine shall count as a Story.

iii. Lots in the T6-30 shall provide Stepbacks above the podium along Kennedy Causeway, and the east and west side yards in compliance with Section 15.7.C. The development is not required to provide a Stepback above the podium in the Waterfront Yard (See Illustration 15.7.C.5.)

(d) A Mezzanine extending beyond the specified limit shall be counted as an additional Story for purposes of calculating Building Height.

(4) First Story Finished Floor Elevations.

(a) For commercial uses fronting Kennedy Causeway, the finished floor elevation within first twenty (20) feet shall be flush with the existing sidewalk elevation or no higher than one-and-a-half (1.5) feet above the same.

(b) For commercial uses fronting the Island Walk, the finished floor elevation within first twenty (20) feet shall be flush with the Island Walk or no higher than one-and-a-half (1.5) feet above the same.

(c) For residential uses, the finished floor elevation shall be no lower than BFE plus Freeboard.

(d) If the finished floor elevation is below the BFE plus Freeboard, certified flood-proofing shall be provided in accordance with Florida Building Code. Refer to

Section 10.5 – Provisions for flood hazard reduction.

(e) On Shopfronts, a Bulkhead (or knee wall) of the maximum allowable Height is encouraged. See Section 15.1.E. for Shopfront standards.

(f) If a ramp is required for ADA access, it shall be provided inside the setback line. It may be located either within the building envelope or within a recessed exterior vestibule with Shopfront windows.

(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% 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).

(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).

(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).

(6) Encroachments shall be as follows:

(a) In T6-24, a Gallery should be constructed on the Primary Frontage of Kennedy Causeway over the sidewalk easement. Where a Gallery is constructed, it shall encroach the entire twenty (20) foot Setback and shall

not extend into the right-of-way. Refer to the tables and illustrations in Section 15.7.B., and to Architectural Standards Section 15.3.A.2.e. for additional details.

(b) In T6-24MU, a Gallery should be constructed on the Primary Frontage of Kennedy Causeway over the sidewalk easement. Where a Gallery is constructed, it shall encroach the entire twenty (20) foot Setback and shall not extend into the right-of-way. Refer to the tables and illustrations in Section 15.7.B., and to Architectural Standards Section 15.3.A.2.e. for additional details.

(c) In T6-30, a Gallery or Arcade shall be constructed on the Primary Frontage of Kennedy Causeway over the sidewalk easement. The Gallery or Arcade shall encroach the entire twenty (20) foot Setback and shall not extend into the right-of-way. A Gallery or Arcade is not required in front of a Pedestrian Forecourt. Refer to the Frontage Type Table in Section 15.6.A. and to Architectural Standards Section 15.3.A.2.e. for additional details.

(d) In T6-30, cantilevered Awnings and entry canopies may encroach up to seven (7) feet into the waterfront setback, up to but not extending into, the Island Walk Easement. Above the first Story, cantilevered balconies, bay windows, and roofs may encroach up to seven (7) feet into the waterfront Setback, up to but not extending into, the Island Walk Easement.

(e) All outdoor storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall not be allowed as Encroachments.

(f) Loading spaces and service areas shall be internal to the Building and shall not be allowed as Encroachments.

(7) Vehicular Access shall be as follows:

(a) Loading berths, service areas and parking shall be accessed from Alleys when available, and otherwise shall be accessed from the Secondary Frontage when available. Areas for drop-offs, pick-ups, and valet services shall be located along and accessed from Secondary Frontages, when available, or may be located along or accessed from Alleys, when available.

(b) Where Lots have only Primary Frontages, all vehicular access, including, but not limited to, areas for drop-offs, pick-ups, and valet services and access to parking, loading berths, and service areas, are not allowed along the Primary Building Frontage facing Kennedy. Curb cuts and vehicular access are

allowed through the View Corridor and the side Setback.

(c) No more than 50% of the total area of the View Corridor may be used for vehicular movement.

(d) A vehicle accessing a Loading Berth is allowed to make one (1) turning movement on an adjacent Thoroughfare to minimize the lot area devoted to this function.

(8) Walls, hedges, fences and gates shall not exceed a Height of three and a half (3.5) feet within the setbacks of the Primary and Secondary Frontages and within the View Corridors. Elsewhere, walls, hedges, fences and gates shall not exceed a Height of eight (8) feet.

(9) Streetscreens shall be between three and a half (3.5) and eight (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.

(10) Screening shall be as follows:

(a) All loading spaces, service 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.

(b) All ground floor and roof top utility infrastructure and mechanical equipment shall be concealed from public view. At the Building Frontage, all equipment such as backflow preventers, 33iamese connections, and the like shall be placed within the line of the Facade or behind a Streetscreens. Exhaust air fans and louvers may be allowed on the Facade only on the Secondary Frontages above the first Story.

(c) On the roof, a parapet or screen wall shall conceal roof decks and all equipment except antennas from lateral view. Mechanical equipment on a roof shall be enclosed by parapets of the minimum Height necessary to conceal it and shall not exceed the maximum Height by more than ten (10) feet. Trellises may extend above the maximum Height up to fourteen (14) feet. Extensions more than ten (10) feet above the maximum Height for stair, elevator and mechanical enclosures or ornamental purposes only, shall be

permitted by process of Waiver.

c. Building Function and Parking Requirements.

(1) Buildings in T6-24, T6-24MU (Municipal Use), and T6-30 shall conform to the Functions and Parking Requirements Table described in Section 15.7.A. Certain Functions as shown in said Table shall require approval by Exception. Refer to Section 8.16 – Supplemental Use Regulations, Section 8.17 – Supplemental Development Standards.

(2) First Story Uses.

(a) A minimum of seventy-five percent (75%) of the linear Building Frontages along Kennedy Causeway, the Island Walk, Pirates Alley, and any side streets shall be Habitable Space to a minimum depth of twenty (20) feet.

(b) A minimum of fifty percent (50%) of the linear Building Frontage along a View Corridor shall be Habitable Space to a minimum depth of twenty (20) feet.

(c) In T6-24 and T6-30, t~~T~~he Habitable Space required along Kennedy Causeway that is not otherwise occupied by the Primary Entrance shall contain Commercial Uses and no Residential Uses. Retail Use, especially restaurants, is encouraged on all Frontages, including Kennedy, the Island Walk, and the View Corridor. Live-work units and Townhouses are the only Residential Use allowed in the First Story, apart from Building entrances.

(d) Design for Tenant Flexibility.

i. The design of commercial spaces should anticipate restaurant requirements. Accommodation for restaurant venting and sewage utilities such as grease traps and interceptors should be designed into the Building.

ii. Designs shall anticipate potential commercial power and gas load needs.

iii. Buildings should provide generous clear space between interior columns for ground floor retail and activity spaces.

d. Parking and Loading Berth Standards.

(1) Refer to Section 9.3.E. Design Standards for Off-Street Parking and Section 9.3.G. Mechanical Parking.

(2) Shared Parking shall be allowed in compliance with Section 15.6.C.

Shared Parking Standards Table.

(3) Loading Berths shall be provided in compliance with Section 15.6.D. Loading Berth Standard Table.

(4) Off-street Bicycle Parking Standards.

(a) The required number of Off-street bicycle parking spaces shall conform with Section 15.7.A. Building Function (Uses) and Parking Standards Table – T6.

(b) After the first fifty (50) required bicycle spaces are provided, additional spaces may be reduced by one-half.

(c) Required bicycle parking shall meet the following standards:

i. Required bicycle parking shall be provided in a safe, accessible and convenient location.

ii. Bicycle parking facilities shared by more than one use are encouraged.

iii. Required bicycle parking facilities may be located within the project site or in a shared bicycle parking facility located within 300 feet of the Primary Entrance.

iv. When required off-street vehicular parking is covered, the required bicycle parking shall also be covered.

v. When required bicycle parking is provided in racks, one (1) standard U-rack will accommodate two (2) bikes and each rack shall meet the following standards:

(i) The bicycle frame and one (1) wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;

(ii) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and

(iii) The rack shall be securely anchored.

vi. When required bicycle parking is provided in lockers, the lockers shall be securely anchored.

vii. Parking and maneuvering areas.

(i) Each required bicycle parking space shall be accessible without moving another bicycle;

(ii) There shall be an aisle of at least five (5) feet wide behind all

required bicycle parking to allow room for bicycle maneuvering;

(iii) The area devoted to bicycle parking shall be hard surfaced.

viii. A directional sign shall be required if the bicycle parking area is not visible from the Thoroughfare or Primary Entrance. Said sign shall be at minimum of one (1) square foot in area and be posted at the Primary Entrance indicating the location of the bicycle parking.

e. Architectural Standards.

(1) Permanent and Temporary Structures

(a) Only permanent structures shall be allowed, unless specified otherwise in this Code.

(b) Temporary structures such as mobile homes, construction trailers, travel trailers, recreational vehicles and other temporary structures shall not be allowed except as per the Code of Ordinances and this Code, with the following exceptions by Warrant.

i. Island Walk: Temporary Structures such as kiosks, stands, and tents may be allowed within the Island Walk easement and the Waterfront Setback.

ii. Pirates Alley: Temporary Structures such as shipping containers, food trucks, kiosks, stands, and tents may be allowed.

(2) Private Frontages and Facades.

(a) The Sidewalk-Level Facades of all Buildings shall be glazed with no less than seventy percent (70%) clear glass as measured between the finished floor and ceiling including the glass area of the front door.

(b) The Facades of all Sidewalk-Level Commercial Spaces shall be detailed as Shopfronts. Shopfronts shall conform to Section 15.2.E. Shopfront Standards. Lobbies, Civic and Civic Support uses, live-work units, and townhouses are not required to be detailed as Shopfronts.

(c) Outdoor Commercial Uses.

i. Temporary exterior commercial uses and displays along the shopfront's adjacent sidewalks are encouraged and allowed by Warrant. All temporary displays shall maintain a minimum clear pedestrian walkway of five (5) feet.

ii. For outdoor dining areas on sidewalks that are in the public right-of- way, see Section 8.17.H. Outdoor dining and sidewalk cafes in Supplemental Development Standards.

iii. Outdoor dining areas on sidewalk easements and the Island Walk easement are encouraged and allowed by Warrant, subject to the following standards:

(i) Outdoor dining areas may be separated from public walkways and streets using railings, wrought-iron fences, planters, and landscaping; and

(ii) A minimum unobstructed pedestrian path of at least five (5) feet wide shall be provided.

(d) Galleries and Arcades.

i. For the Gallery Frontage Type, see Section 15.6.A.g. Frontage Type Table.

ii. For the Arcade Frontage Type, see Section 15.6.A.h. Frontage Type Table.

iii. See also Section 15.7.D. Section Detail Illustration – T6.

iv. The Height shall be the same as the Height of the first Story.

v. The columns shall be located two (2) feet from the Property Line.

vi. Columns shall be spaced approximately twenty (20) feet on center and no less than eighteen (18) feet on center.

vii. A cornice or roof extension shall project one (1) foot minimum and two (2) feet maximum from the outer face of the Gallery or Arcade and shall not overhang the ROW.

viii. Gallery details.

(i) Galleries shall be made of metal.

(ii) Columns shall be round with a maximum diameter of ten (10) inches.

(iii) The ceiling decking that is visible form the Sidewalk shall be wood or a wood-like material.

(iv) A roof deck on top of the Gallery at the second Story is allowed. Decking for the roof deck shall be made of wood or a wood-like material. Railings shall be made of metal.

ix. Arcade details.

(i) Arcades shall be made of materials that complement the architecture of the Building.

(ii) Columns shall be no more than four (4) feet wide and two and a half

(2.5) feet deep.

f. *Sign Standards.* *See Section 15.2.F*.

g. Landscape and Waterfront Design Standards.

(1) Landscape Standards.

(a) Open Space shall be ten percent (10%) of the total lot area.

(b) Where a Gallery or Arcade is not provided, street trees shall be planted. The trees shall be planted two (2) feet inside the Property Line, aligned with the Gallery or Arcade columns. Tree wells may encroach into public right-of-way. The spacing shall be similar to the Gallery or Arcade columns, between twenty (20) and twenty-five (25) feet on center. The species shall be native or Florida-friendly. See Chapter 9 Division 4, Landscaping.

(2) Island Walk.

(a) *Purpose and Intent.* The Island Walk is a public access, mixed-use Pedestrian Promenade along the waterfront that shall feel public, provide visual access to the Bay, enhance visual quality, connect to other public areas, and provide venues for public art, historic signage, and environmental education signage. Where practical, retail, restaurants with outdoor dining, boating and fishing activities should be incorporated into waterfront designs. Boat access from the water to the land is encouraged.

(b) General requirements.

i. Every waterfront property shall provide an eighteen (18) foot wide Island Walk Easement within the twenty-five (25) foot waterfront Setback.

ii. The location of the easement shall be indicated on the site plan for the site plan approval process and recorded with the Village.

iii. The Island Walk shall be open to the public from AM until PM every day.

iv. Restaurants with outdoor dining, retail, kiosks for food and retail sales are all allowed and encouraged.

v. Access to docks for boats or overwater seating is allowed and encouraged.

vi. Railings, walls, fences are not allowed between the circulation zone and

the water.

vii. The surface shall be six (6) to eight (8) inches below the sea wall cap.

(c) Design Standards for the Island Walk. The easement shall consist of three zones, which are listed below in order from the landward edge of the sea wall cap and progressing landward towards the private property. See Section 15.7.B. Section Detail Illustration – T6.

i. Safety zone. A minimum three (3) foot wide area adjacent to the sea wall that shall be paved and/or landscaped.

(i) Whereas railings, walls and/or other barriers are not desirable along the water's edge, waterfront users should be warned when coming close to the water with a minimum three (3) foot wide safety zone consisting of a rough textured surface that discourages walking.

(ii) Paving within the safety zone shall be a type of cobble stone with "river rock," approximately ¾ to 1 ½ inches in diameter, set in concrete leaving a relief of ¼ to ½ inches or similar aggregate pavers with ADA domes.

(iii) Planting beds shall be a minimum three (3) feet wide with palm trees planted at grade providing shade to pedestrians. Trees shall be evenly spaced at approximately twenty (20) to twenty- five (25) feet on center. Low level plantings may be provided at the base of the trees or palms, not to exceed two (2) feet in Height. Landscape lighting may be provided to accentuate trees or palms in this area.

(iv) In areas between the planting beds, a minimum three (3) foot wide uniform exposed aggregate finish such as a river rock textured surface shall be provided to warn pedestrians of the water's edge meeting Americans with Disabilities Standards.

(v) Bollard lighting within the textured surface adjacent to the circulation zone shall be installed to provide pedestrian/pathway lighting. Bollards shall be evenly spaced at the same spacing as trees, when present, or approximately twenty (20) to twenty-five (25) feet on center.

(d) Circulation zone. A twelve (12) foot wide minimum unobstructed, linear pedestrian walkway. The maximum width is nineteen (19) feet.

i. The circulation zone will typically be located immediately adjacent to

the riparian right-of-way. However, it may meander within the twenty-five (25) foot shoreline setback.

(i) Offsets in the alignment of the walkway shall not exceed seven (7) feet and be spaced not less than fifty (50) feet apart.

(ii) The circulation zone shall align with previously completed portions of the Island Walk on adjacent parcels.

(iii) The passive zone shall follow the path of the circulation zone.

(iv) The safety zone shall follow the edge of the sea wall.

ii. Obstructions to movement (trees, bollards, lighting, etc.) within the circulation zone shall not reduce the clear width of the walkway to less than fifteen (15) feet at any point.

iii. The circulation zone shall be constructed of non-slip paving materials with high aesthetic appearance and structural qualities to support emergency vehicle access.

iv. The circulation zone shall feature a distinctive paving pattern throughout the length of the Island Walk. The pattern shall be approved by the Village Commission.

v. The promenade surface shall be at a constant elevation and shall be accessible to handicapped persons throughout the entire length of the waterfront. Where slopes are required to harmonize with existing conditions, the slope shall be less than 1:20, if possible, so as to avoid handrails.

(e) Passive zone. A minimum three (3) foot wide area located along the inland side of the circulation zone, interspersed with shade trees, low level plantings, site furniture, lighting, accessories, and concessions.

i. Short lengths of the passive zone not to exceed ten (10) feet may be elevated eighteen (18) to twenty-four (24) inches above the level of the promenade for plantings, seating, and enhanced bay views.

ii. All benches shall have back rests, and their placement shall emphasize direct views of the water.

iii. Site furniture may include overhead canopies, concessions, etc. and shall be confined to this zone. All furniture shall be permanently installed preferably by direct burial in concrete.

iv. Accessories include benches, trash receptacles, drinking fountains, pedestrian scale light poles and landscape lighting. Appropriate

additional furniture including overhead canopies or shelters, drinking fountains, etc., shall be confined to the passive zone.

v. The passive zone may be paved in plain concrete or the paver on the main circulation zone.

vi. Where the transition zone has active uses, connections shall be provided between the transition zone and the circulation zone.

(f) Transition zone. A maximum seven (7) foot wide zone that is the balance of the waterfront setback that is not part of the Island Walk easement. Typically, it is located on the landward side of the easement fronting the Building, but it may be located between the easement and the water to accommodate active uses such as outdoor seating. A property owner may opt for no transition zone, in which case the width of the Island Walk easement equals the waterfront setback.

i. Active uses are allowed and encouraged, including restaurants, outdoor seating, retail Shopfronts, and kiosks/stands for food and retail sales and rental of recreational equipment.

ii. Where the Building features active uses, these shall be connected to the Island Walk. They shall not be screened visually.

iii. The entire transition zone may be paved. The paving should be flush with the Island Walk, pervious and feature a pattern distinct from the circulation zone.

iv. If landscaped, the grade may be flush with the Island walk or elevated up to twenty-four (24) inches.

v. Security to limit public access to private property may be provided by fences, grade changes or retaining walls. All screens and walls shall be landscaped to reduce their visual impact on the walkway.

vi. For adjacent developments that serve the public (i.e., restaurants, shops, hotels, entertainment, etc.) provision of wide, visible, and easy pedestrian access to the waterfront shall be assured.

vii. In general, landscaping and security barriers shall not visually screen the waterfront from adjacent active uses, such as retail restaurants, or entertainment.

(g) Exceptions.

i. Where existing obstructions, such as swimming pools or buildings, obstruct the path of the Island Walk, it may be constructed over the water

with permission of the Planning and Zoning Board. The overwater version shall follow the same dimensions and include the same zones as described in the Design Standards for the Island Walk.

(h) Standards and Guidelines for Design Elements.

i. Landscaping.

(i) Plant material shall be salt-tolerant and primarily native or Florida-Friendly.

(ii) Royal Palms shall be planted along the Safety Zone spaced approximately twenty (20) to twenty-five (25) feet on center.

(iii) Shade trees shall be planted within the passive and transition zones spaced approximately twenty (20) to twenty-five (25) feet on center.

(iv) Low-level plantings, including shrubs, low shrubs, and groundcovers, should be planted at the base of trees and palms to enhance Island Walk aesthetics and to help buffer the walkway perimeters.

(v) Raised planters, if used, shall be confined to the passive zone, and all planter walls shall double as sitting walls, eighteen (18) to twenty-four (24) inches in height.

ii. Lighting.

(i) Lighting at the water's edge shall be confined to eight (8) inch diameter bollards, which shall be twenty-four (24) to thirty (30) inches high and spaced approximately twenty (20) to twenty-five (25) feet on center.

(ii) Bollards shall be illuminated with one hundred (100) watt LED lamps with down illumination not extending beyond the sea wall line.

(iii) Overhead lighting shall be confined to the passive zone and consist of down lighting with lamps not over fourteen (14) feet high, 175-watt LED, and spaced approximately forty (40) to fifty (50) feet on center.

(iv) Uplighting of landscaping shall not be allowed unless the light source is not visible to adjacent residential units.

(v) The color temperature of lamps shall be no more than 2,700K.

(vi) Colored lighting, except for private signs, shall not be used.

(vii) Simple contemporary fixture design shall be used as opposed to

highly stylized, vintage or period designs.

iii. Signage.

(i) All public access waterfront walks shall be marked with a standard Island Walk identification sign, to be specified by the Village.

(ii) All major public access points, including park walkways, roadways, dedicated midblock walks and public plazas, shall be marked with a standard Island Walk identification sign, to be specified by the Village.

(iii) Adjacent accessible publicly oriented private development, such as cafes or shops, shall identify the use with signage in the transition zone. See Shopfront standards in Section 15.5.E and Signage standards in Section 15.1.F.

(iv) Uniformly designed historic or environmental markers and descriptive plaques shall be placed in the passive zone.

(v) Signage shall identify access points and adjacent activities (cafes, shops, etc.) for boaters.

(3) View Corridors.

(a) Purpose and intent. The purpose of a View Corridor is to provide visual access to the public from Kennedy Causeway to the water. In addition, it should provide public access to and from the Island Walk in an appealing, Woonerf-type shared space that prioritizes the pedestrian experience over vehicles. The View Corridor may serve as the primary pick-up, drop-off and valet zone, and it may provide access to parking, loading and service areas that are screened from view.

(b) The width of the View Corridor shall equal twenty percent (20%) of the lot width. In T6-30, the View Corridor shall be located on the west side of the lot.

(c) The entire View Corridor shall be open space, of which fifty percent (50%) may be landscaped. All non-landscaped areas shall be paved with pervious pavers.

(d) The grade shall not rise more than two (2) feet above the Island Walk.

(e) Landscaping shall be flush with the pavement except that twenty-five percent (25%) of the landscaped area may be in raised planters. The planters shall not be higher than eighteen (18) inches above grade and shall be designed to accommodate seating.

(f) To preserve views and foster safety, there shall be minimal vegetation and

foliage between three (3) and eight (8) feet above the grade of the Island Walk. This restriction shall not be construed to limit tree trunks and palms.

(g) Curbs, if present, shall be flush.

(h) Vehicular traffic is allowed on no more than fifty percent (50%) of the area. Parking is not allowed. Standing vehicles shall not exceed twenty (20) minutes. Turning movements associated with access to loading docks are allowed.

(i) Vehicular traffic shall be controlled with paving patterns, bollards, flush curbs, and low planters. Where bollards are used, the minimum number should be deployed to control vehicular movements.

(j) The ground floor of the Building facing the view corridor shall contain habitable spaces that are at least twenty (20) feet deep and shall conform to the Architectural Standards in Section 15.3.e.

(4) Island Walk Public Access Walkways.

(a) All waterfront properties in the KBD shall provide and maintain a 5-foot (min.) wide public access connection walkway between the Island Walk and Kennedy Causeway.

(b) The Island Walk Access shall be located within the View Corridor. Additional Paseos or breezeways are encouraged.

(c) The path shall be ADA compliant and not contain any steps.

(d) The Island Walk Access shall not be separated or distinguished from the View Corridor.

(e) The Island Walk Access shall be open to the public during the hours that the Island Walk is open.

(f) The easement shall be indicated on the site plan for the site plan approval process and recorded with the Village.

(5) Waterfront Sites. For additional standards, see Chapter 9 Division 5, Design Standards for Coastal Sites.

h. Ambient Standards.

(1) Noise regulations shall be as established in the Village Code of Ordinances.

(2) Average lighting levels measured at the Building Frontage shall not exceed twenty foot-candles (20 fc).

(3) Lighting of Building and contingent Open Spaces shall be compatible with street lighting of Abutting public spaces. Interior garage lighting fixtures

shall not be visible from streets, view corridors or the water.

(4) The lighting fixtures of exposed rooftop parking shall be concealed by a parapet wall and shall not be seen from surrounding streets.

i. Tables and Illustrations Specific to Zones.

(1) For T6-24 and T6-24MU (Municipal Use), refer to Section 15.7.B.

(2) For T6-30, refer to Section 15.7.C.

(3) For T6 Section Detail, refer to Section 15.7.D

(4) For design review criteria table, refer to Section 15.7.I.

§ 15.4. Definitions.

This section provides definitions for terms in Chapter 15, Form-Based Code that are technical in nature or that might not otherwise reflect a common usage of the word. Refer to Chapter 3 for definitions of terms that are pertinent to other chapters of this Code. If a term is not defined in this section or Chapter 3, the Village Manager or his/her designee shall determine the definition of the term. If there is a conflict between Chapter 3 and this section, this section shall take precedence.

f. **Definitions of Building Function (Uses). See tables Section 15.7.A. and Section 15.7.G. Building Function (Uses) and Parking Requirement.**

1. Residential.

This category is intended to encompass land use functions predominantly of permanent housing.

Single-Family Residence. Detached Building used as permanent residence by a single housekeeping unit. The term is general, applying to all detached house types. Also known as Primary Dwelling Unit.

Community Residence. A “resident”, for the purpose of a Community Residence, may include any persons as defined in the following statutes.

- A disabled adult or frail elder as defined in Section 429.65 (8) and (9), Florida Statutes
- A physically disabled or handicapped person as defined in Section 760.22(7), Florida Statutes
- A developmentally disabled person as defined in Section 393.063(12), Florida Statutes
- A child as defined in Section 39.01(12), Florida Statutes

(a) A Dwelling Unit of six or fewer residents that meet the definition in Section 419.001, Florida Statutes for a “community residential home” of such size; or

(b) A Dwelling Unit licensed to serve clients of the State Department of Children and Families, which provides a living environment for seven to fourteen unrelated residents who operate as the functional equivalent of family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional and social needs of the residents, as defined in Section 419.001, Florida Statutes; or

(c) An adult family-care home as defined in Section 429.65, Florida Statutes, which provides a full-time, family-type living arrangement, in a private home, under which a person who owns or rents the home provides room, board, and personal care on a 24-hour basis, for no more than five disabled adults or frail elders who are not relatives.

Accessory Dwelling Unit (ADU). A Dwelling Unit sharing ownership and utility connections with a Primary Building and contained on the same Lot. An Accessory Dwelling Unit may be attached

by a Backbuilding or detached from the Primary Building, and the unit shall not count towards maximum Density calculations. Also known as an Accessory Unit, Ancillary Unit or Ancillary Dwelling Unit.

Two Family-Housing. Two (2) Dwelling Units sharing a detached Building, each Dwelling Unit of which provides a residence for a single housekeeping unit. Also known as a duplex.

Multi-Family Housing. A Building or portion thereof, containing three or more Dwelling Units where each unit has direct access to the outside or to a common hall. A multifamily Structure where Dwelling Units are available for lease or rent for less than one month shall be considered Lodging.

Dormitory. A Building used primarily for sleeping accommodations for students or staff related to an educational institution or place of employment.

Home Office. A space within a Dwelling Unit devoted to a non-retail business activity belonging to the resident thereof that is clearly secondary in Use to the residence, that does not alter the exterior of the property or affect the residential character of the Neighborhood, and that meets all legal requirements of the business.

Live-Work. A Dwelling Unit that contains a commercial or office component which is limited to a maximum fifty percent (50%) of the Dwelling Unit area.

Rowhouse. A rearyard building type. A single-family dwelling with common walls on the side lot lines, the facades forming a continuous frontage line. Rowhouses are the highest density type able to provide private yards. Syn. Townhouse, Terrace House.

Townhouse. See Rowhouse.

2. Lodging.

This category is intended to encompass land Use functions predominantly of sleeping accommodations occupied on a rental basis for limited periods of time. These are measured in terms of lodging units: a lodging unit is a furnished room of a minimum two hundred (200) square feet that includes sanitary facilities, and that may include a Kitchenette.

Bed & Breakfast. A group of lodging units not to exceed ten (10) units that may provide services for dining, meeting, and recreation.

Inn. A group of lodging units not to exceed twenty-five (25) units that may provide services for dining, meeting and recreation.

Hotel. A group of lodging units exceeding twenty-five (25) units that may provide services for dining, meeting, and recreation.

3. Office.

This category is intended to encompass land Use functions predominantly related to business, professions, service, or government.

Office. A Building or portion thereof used for conducting a business, profession, service, or government. Such facilities may include, but are not limited to, offices of attorneys, engineers, architects, physicians, dentists, accountants, financial institutions, real estate companies, insurance companies, financial planners, or corporate offices, and exclude manufacturing activities.

4. Commercial.

This category is intended to encompass land Use functions of retail, service, entertainment, or recreational establishments and supporting office.

Auto-Related Commercial Establishment. A place of business serving auto-related needs including, but not limited to car rental, car wash, gas station, mechanic offering minor repairs, retail sales such as auto parts, tire store, indoor car sales. Uses not included: major mechanical work; body work; painting; steam cleaning; welding; outdoor car sales; storage of automobiles not in operating condition; commercial parking Lot or commercial garage; or any work involving undue noise, glare, fumes or smoke, all of which are considered auto-related industrial activities.

Entertainment Establishment. A place of business serving the amusement and recreational needs of the community. Such facilities may include, but not limited to cinemas, billiard parlors, teen clubs, dance halls, or video arcades. Uses not included: Entertainment Establishment, adult.

Entertainment Establishment, Adult. A place of business that sells, rents, leases, trades, barters, operates on commission or fee, purveys, displays, or offers only to or for adults products, goods of any nature, images, reproductions, activities, opportunities for experiences or encounters, moving or still pictures, entertainment, or amusement distinguished by purpose and emphasis on matters depicting, describing, or relating by any means of communication from one (1) person to another to “specified sexual activities” or “specified anatomical areas” as herein defined. An adult entertainment or adult service establishment is not open to the public generally but only to one (1) or more classes of the public, excluding any person under eighteen (18) years of age. It is the intent of this definition that determination as to whether or not a specific establishment or activity falls within the context of regulation in this Code shall be based upon the activity therein conducted or proposed to be conducted as set out above and, in these regulations, shall not depend upon the name or title of the establishment used or proposed. Thus, the terms “adult bookstore,” “adult massage parlor,” “adult motion picture theater,” “adult private dancing,” and “adult escort service” are encompassed within this definition of “adult entertainment or services,” but the term “adult entertainment or adult services” is not to be deemed limited by the enunciation of specific activities listed before.

Food Service Establishment. A place of business dedicated to the preparation and sale of food and beverage for immediate consumption on or off site.

Alcohol Service Establishment. A place of business selling alcoholic beverages for consumption on the premises, and where the sale of food may be incidental to the sale of such beverages. This includes any establishment in receipt of a valid alcoholic beverage license from the state which permits the sale for consumption on the premises of alcoholic beverages as a Use. Alcohol beverage service establishments may include, but are not limited to bars, taverns, cocktail lounges, nightclubs, or supper clubs.

General Commercial. A place of business providing the sale and display of goods or sale of services directly to the consumer, with goods available for immediate purchase and removal from the premises by the purchaser. General commercial goods include, butare not limited to, clothing, food, furniture, pharmaceuticals, books, art objects and the like. General commercial services include, but are not limited to, barber shops; beauty salons; travel agencies; fortune tellers; retail dry cleaning; express delivery service; health spas and fitness studios; photo studios; Funeral Homes; Animal Clinics; repair service establishments, Employment Office; and the like. General Commercial services exclude: Auto-Related or Marine-Related Establishments; Commercial Storage Facilities, Pawn Shops, and the like.

Marine-Related Commercial Establishment. A place of business serving marine-related needs including but not limited to boat repairs, boat storage, boat servicing, boat rentals; or a place of business provides marine-related retail including but not limited to bait and tackle stores, boat sales, and marine supplies stores. Uses not included are; all industrial vessel paint and body work; and industrial major engine work or overhaul, all of which are considered marine-related industrial activities.

Open Air Retail. A retail sales establishment operated substantially in the open air including, but not limited to farmers market, Flea Markets, and the like. Uses not included are car sales, equipment sales, boats sales, and home and garden supplies and equipment.

Place of Assembly (POA). A commercial facility for public assembly including, but not limited to arenas, auditoriums, conference facilities, convention centers, exhibition halls, major sports facilities, theaters and performing arts centers, and the like.

Recreational Establishment. A place of business providing group leisure activities, often requiring equipment and open to the public with or without entry or activity fees. This may include, but is not limited to game courts, skating rinks, bowling alleys, commercial golf facility, gyms or sports rooms.

Self-Storage Facility. A building or portion thereof segregated into storage cubicles used exclusively for the dead storage of excess property. Such term shall not include the conduct of business activities other than rental of storage units on the premises nor allow outside storage of property.

5. Civic.

This category is intended to encompass land Use functions predominantly of community-oriented purposes or objectives including those of not-for-profit organizations dedicated to arts and culture, education, recreation, religion, government, and the like.

Community Facility. A non-commercial facility established primarily for the benefit and service of the general public of the community in which it is located. Such facilities include but are not limited to community centers; North Bay Village offices; and cultural facilities, such as libraries and museums.

Recreational Facility. A non-commercial facility, primarily an open space, serving the recreation needs of the general public. This may include but is not limited to golf courses, parks, camping facilities, playfields, and playgrounds.

Religious Facility. A facility used for regular organized religious worship and related activities.

Regional Activity Complex. A large facility encompassing at least one Principal Building with possible Accessory Structures designed and outfitted as a venue for large assemblies, performances, or events intended to serve as a regional destination. Regional Activity Complexes shall be located in parcels larger than four (4) acres; shall be equipped to provide permanents seating for more than 4,000 patrons or providemore than 100,000 square feet of exhibition space and shall provide Off-Street Parking for more than 1,000 vehicles.

6. Civic Support.

This category is intended to encompass land uses predominantly supportive of other urban Uses and functions.

Community Support Facility. A facility providing basic services, for the benefit and service of the population of the community in which it is located. Such facilities may include but are not limited to police and Fire Stations, Extended Care Facilities, Nursing Homes, convalescent homes, Continuing Care Facility, and Assisted Living Facility or Adult Daycare Center as defined by Chapter 429, Florida Statutes.

Infrastructure and Utilities. A facility or Structure related to the provision of roads, water and sewer lines, electrical, telephone and cable transmission, and all other utilities and communication systems necessary to the functioning of a community.

Major Facility. A large facility of an institutional nature including but not limited to Hospitals, public health and social service facilities, research facilities, shelters, judicial Buildings, Jails, Detention Facilities, work camps, cemeteries, mausoleums, Ambulance Services, Pharmaceutical Laboratories, or the like.

Marina. A facility for storage, servicing, fueling, berthing, or securing of boats. The Use does not include marine-related industrial activities.

Public Parking. A parking facility available to the general public for parking motor vehicles, including parking lots or garages.

Rescue Mission. A facility providing personal assistance to individuals in need; such assistance to individuals may include temporary shelter, food services provisions, counseling, instruction, medical services, and other incidental services.

Transit Facility. A facility providing accommodations by public, private, or nonprofit entities for the conveyance of persons from one place to another by means of a transportation system, including but not limited to bus terminal, railroad station, freight terminal, airport, helistop or seaport.

7. Educational.

This category is intended to encompass land Use functions connected with providing education, training, or care of children and students of all ages.

Childcare. A facility where six (6) or more children are cared for on a part-time basis by day or by night including after-school care. The term does not include community based residential facilities, Family Care Homes, foster homes, group homes, rehabilitation or detention centers, orphanages, or other places operating primarily for remedial care.

College / University. A facility for post-secondary education that grants associate, bachelor, master or doctoral degrees, and may include research functions or professional schools.

Elementary School. A facility offering instruction at the elementary school level.

Learning Center. A facility offering to students training, tutoring or instruction in subjects such as languages, music, fine arts or dance. This may include provision of electronic testing and distance learning.

Middle / High School. A facility offering instruction at the middle or high school level.

Pre-School. A facility offering care and instruction of children who are pre-elementary school age.

Research Facility. A facility for research and development that does not involve the use of human testing, animal husbandry, incinerators, heavy equipment, mass manufacturing, fabrication, processing, or sale of products. Any facility involving human testing, animal husbandry, and the use of incinerators shall be considered a Major Facility.

Special Training / Vocational. A facility offering instruction or training in trades or occupations such as secretarial, paralegal, business, beauty, barber, bartender, acupuncture, massage, design, fine arts, music and dance or other similar vocations. This classification excludes training and education in any activity that is not otherwise permitted in the zone.

8. Industrial.

This category is intended to encompass land Use functions connected with a business or activity involving manufacturing, fabrication, assembly, distribution, disposal, warehousing or bulk storage, trucking and equipment facilities, and other business serving primarily industrial needs. Residential Uses are not permitted except for live- aboard in commercial marinas, and limited work-live Uses.

B. Definitions of Terms

A-Frame Sign. A type of freestanding, portable sign consisting of two faces connected and hinged at the top and whose message is targeted to pedestrians (also known as a sandwich board sign).

Abandoned Sign. A sign which has not identified or advertised a current business, service, owner, product, or activity for a period of at least six (6) months.

Abutting. To reach or touch; to touch at the end or be contiguous with; join at a border or boundary; terminate on. Abutting properties include properties across a street or alley.

Accessory Building. A building separate from and subordinate to the principal building on a lot and used for purposes incidental to those of the principal building. Syn. Backyard Cottage, Garage Apartment, Granny Flat, Ancillary Apartment.

Accessory Dwelling Unit (ADU). See Accessory Dwelling Unit, in Section 15.4.A.1.

Accessory Unit. See Accessory Dwelling Unit.

Address Plaque. A small sign mounted to the front or side of a building at the pedestrian level, or dimensional letters mounted above the door, conveying the numerical street address of the building.

Albedo. The ratio of light reflected by a surface.

Allee. A regularly spaced and aligned row of trees usually planted along a street or Pedestrian Passage.

Alley. A Thoroughfare (not officially designated as a street) designated by a recorded plat, deed, or legal instrument, to be a secondary means of vehicular access to the rear or side of properties otherwise Abutting a street; an Alley may connect to a vehicular driveway located to the rear of

Lots providing access to outbuildings, service areas and parking, and containing utility Easements.
Arcade. An open structure that projects from the front of a Building and covers a sidewalk, providing protected access along one or more sides of a Building. It is typically a substantial, masonry colonnade with or without arches supporting habitable space above. Compare to Gallery.

Arcade Frontage. See Section 15.6.A. Frontage Types Table. A Private Frontage conventionally for Retail use wherein the Facade is a colonnade that overlaps the Sidewalk, while the Facade at the Sidewalk level remains at the Frontage Line. The covered pedestrian way is within the Building and there is Habitable Space above.

Architectural Features. Prominent or significant parts or elements of a Building or Structure.

Architectural Screening. A decorative architectural element which may be incorporated into or applied to a building's façade to provide visual texture or layering; add permeability; regulate light, thermal, and/or sound; and provide privacy control or optical filtering. Screens come in a wide variety of materials, designs, and styles. See also Screening.

Average Sidewalk Elevation. The average of the record profile grade elevation of each of the streets Abutting a development, as determined and on file with North Bay Village Works Department.

Awning. A movable roof-like Structure, cantilevered or otherwise entirely supported from a Building, used to shade or screen windows or doors.

Awning Sign. A sign painted on, printed on, or applied to an awning.

Backbuilding. A single-story Structure with a maximum width of twelve (12) feet connecting a Primary Building to an Outbuilding.

Balcony. An unenclosed habitable Structure cantilevered from a Facade or Building Elevation.

Band Sign. See Wall Sign.

Banner Sign. A sign consisting of cloth, bunting, plastic, paper, or similar non-rigid material attached to a structure, staff, pole, rope, wire, or framing which is anchored on two or more edges. Banners are temporary in nature and do not include flags.

Base Building Line. The officially mapped street lines. Lines so established may fall within the boundaries of Lots and shall be used instead of the Lot lines adjacent to the streets in determining the Layers and Setbacks.

Base Flood. The 100-year flood, i.e., the flood that is estimated by FEMA to have a 1% chance

of occurring in any given year. This is the event that is used by the National Flood Insurance Program (NFIP) for determining flood risk and for emergency planning purposes.

Base Flood Elevation (BFE). The estimated elevation of the Base Flood within a particular zone, as listed on the FEMA flood map and periodically updated based on new data and improved technology.

Bay Window. An architectural feature of habitable space with large windows that projects beyond the exterior wall of a building. The exterior walls shall be at least fifty percent (50%) glass.

Bed and Breakfast. See Section 15.4.A.2, Lodging Use

Bicycle Lane. A lane dedicated for bicycle use demarcated by striping or otherwise separated from vehicle lanes.

Bicycle Rack Space. Parking space for any two-wheel alternative mode of transportation including: bicycle, scooter, motorcycle, Segway®, etc.

Bicycle Route. A Thoroughfare designated for shared use of bicycles and automobiles.

Billboard. A sign which directs attention to a business, product, commodity, service, entertainment venue, or facility not located, conducted, sold, or offered upon the premises where such sign is located or which calls public attention to a candidate, cause, orpublic issue and which may be either freestanding or mounted upon a building.

Block. The aggregate of private Lots, passages, rear lanes and Alleys, the perimeter of which abuts Thoroughfares.

Build-to Line. A line established within a given Lot indicating where the outer edge of a Structure must be located.

Building. Any Structure having a solid roof intended for shelter or enclosing of persons, animals, chattels, property, equipment or a process of any kind or nature, excluding freestanding tents, freestanding awnings, and cabanas and screened enclosures.

Building Code. The State of Florida Building Code.

Building Configuration. The form of a Building, based on its massing, Private Frontage, and Height.

Building Height. The vertical extent of a Building measured in feet.

Bulkhead (in the context of Sea Walls). Synonym for Sea Wall. Definition forthcoming. A vertical wall which separates a body of water from adjacent land.

Bulkhead (in the context of Shopfronts). A low wall on a shopfront between the sidewalk grade and the shopfront windows typically between 18 and 30 inches in height.

Canopy. A multi-sided overhead architectural projection supported by attachments to a building on one or more sides and either cantilevered from such building supported by columns at additional points, or freestanding, with or without signage.

Canopy Sign. A sign that is part of, or attached to, a canopy.

*Cap (*in the context of Sea Walls). A box structure which ties together a seawall at the top.

Civic. Uses held in private or public ownership but functioning for community purposes such as religious, cultural, environmental, or educational uses. See Section 15.4.A.5.

Civic Building. A Building designed specifically for a Civic Function.

Clearance. The distance above the walkway, or other surface if specified, to the bottom edge of a sign. This term can also refer to a horizontal clear distance between two objects.

Clear Window. The glass surface of a window that allows visual permeability without tinting or screening.

Code. The NBV 100 Code. May also be referred to herein as this Code.

Commercial. See Section 15.4.A.4.

Commercial Rental Sign: See Real Estate Sign.

Common Lawn. A frontage yard type with a deep setback, remaining unfenced and visually continuous with abutting yards, supporting a common landscape that may be densely planted to buffer from high-speed streets. See Section 15.6.A. Frontage Types Table.

Community Residence. See Section 15.4.A., Residential Use.

Comprehensive Plan. The North Bay Village adopted Comprehensive Plan.

Configuration. The form of a building based on its massing, Private Frontage and Height.

Construction Sign. Nonilluminated sings that identify the architects, engineers, planners, contractors, or other individuals or firms involved with a construction project or announce the character or purpose of a project that may be displayed at the project site.

Corner Sign. A sign mounted perpendicularly from a building edge along two frontages positioned at an equal degree to both frontages.

Cross-Block Passage. See Passage.

Crown of Road. The elevation of the crown of road. Refer to the Department of Public Works.

Density. The number of Dwelling Units within a standard measure of land area, usually given as units per acre.
District. See Form-Based District.

Dock. See Pier

Dormitory. See Section 15.4.A., Residential Use.

Dwelling Unit. Residence of a single housekeeping unit.

Easement. A legal instrument, in a form approved by the Village Attorney and recorded in the county and Village records, that allows access through real property of the conveyor.

Eave. The edge of the roof that meets or overhangs the walls of a building.

Ecotone. A region of transition between two biological communities.

Electric Vehicle (EV). A vehicle which is powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current, and which may include a nonelectrical source of power designed to charge batteries and components thereof.

Elevation, Building. An exterior wall of a Building not along a Frontage Line (See Facade).

Elevation, Floor. Height of floor level.

Electronic Message Center (EMC) Sign. A sign, or portion thereof, that consists of electronically changeable alphanumeric text.

Encroachment. Building element permissible within required Setback.

Enfront. To place an element along a frontage, as in “arcades enfront the street.”

Entrance, Primary. The main point of access for pedestrians into a Building. It shall remain open and unobstructed during regular business open.

Entry Height. The maximum or mini-mum vertical dimension from the side-walk level measured from the midpoint of the lot frontage to the entry floor of a building. Garages and outbuildings are exempt from this requirement.

Estate Sale Sign. A temporary sign advertising a home sale of household goods.

Exception. A permit for a deviation from the Uses allowed by this Code requiring a Public Hearing. See Chapter 4, Section 4.4.

Facade. An exterior wall of a Building that is set along a Frontage Line. All sides of a Tower shall be treated as Facades. (See Elevation, Building).

Fence. A permeable metal or wooden wall, independent of a Building, located along a Frontage line.
FEMA. Federal Emergency Management Agency.

Finished Grade. The final elevation of the average ground level adjoining a building at all exterior walls after development.

Finished Floor Level. The top of the structural floor members of the habitable spaces. See also Section 15.3.A.2.

FIRM. Flood Insurance Rate Map. Provides information on flood risk including flood zones and BFE.

Flag Sign. A sign printed or painted on a cloth, plastic, canvas, or other like material with distinctive colors, patterns, or symbols attached to a pole or staff and anchored along only one edge or supported or anchored at only two corners. This definition shall include “feather flags” and “flutter flags.”

Flood-proofing. Any combination of structural and nonstructural additions, changes, or adjustments to structures, which reduce or eliminate risk of flood damage to real estate or improved real property, water and sanitation facilities, or structures with their contents. Flood-proofing shall be certified by an engineer.

Floorplate. The total indoor and outdoor Floor Area of any given Story of a Building measured to the exterior of the wall or balcony.

Floor. See Story.

Floor Area. The floor area within the inside perimeter of the outside walls of the Building including hallways, stairs, closets, thickness of walls, columns and other features, and parking and loading areas, and excluding only interior Atria and open-air spaces such as exterior corridors, Porches, balconies and roof areas. Also means Building or Development Capacity.

Floor Lot Ratio (FLR). The multiplier applied to the net Lot Area that determines the maximum Floor Area allowed above grade in a given Transect Zone. The maximum FLR may exceed the actual capacity that a site can sustain when other regulations of the Code are applied to the site.

Food Service Establishment. See Section 15.4.A.4., Commercial Use.

For Sale Sign. See Real Estate Sign.

Forecourt. A three-sided courtyard on the front of a building that opens on one side to a Thoroughfare or public right-of-way. Typically, the Primary Entrance is located in the Forecourt. *See Section 15.6.A. Frontage Types Table.*

Form-Based Code. A code that specifies form of the buildings graphically. Form-based codes generally prescribe building types, frontages, and other characteristics while loosening restrictions on use. They do this by making use of the ability of harmonious urbanism and architecture to overcome objections to mixed-use.

Form-Based District. An area composed of Transect Zones.

Frontage. The area between a Building Facade and the vehicular lanes of a Thoroughfare or the pavement of a Pedestrian Passage.

Frontage, Building. Synonym for Facade.

Frontage, Pedestrian. That Frontage facing the public space that defines the primary, dedicated, and accessible pathway that runs parallel to the street.

Frontage, Primary (principal). That Frontage facing the public space such as a Thoroughfare of higher pedestrian importance (i.e., traffic volume, number of lanes, etc.).

Frontage, Private. The Layer between the Frontage Line and the Primary Building Facade. The Structures and landscaping within the Private Frontage may be held to specific standards regarding the depth of the setback and the combination of architectural elements such as Fences, Stoops, Porches and Galleries.

Frontage, Public. The area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the curb, Sidewalk, planter, street tree, streetlight, street furniture, etc.

Frontage, Retail. Frontage that intended for retail use.

Frontage, Secondary. That Frontage facing the public space such as a Thoroughfare that is of lesser pedestrian importance (i.e., traffic volume, number of lanes, etc.).

Frontage Line. Property Line or Base Building Line Abutting a public space, such as a Plaza or Thoroughfare, whether at the front, rear, or side of a Lot. Facades parallel to Frontage Lines define the public realm and are therefore more regulated than the Elevations that coincide with other Lot Lines.

Function. The land Use allowed on property according to this Code.

Future Crown of Road. The highest projected elevation of the Crown of Road after the thoroughfare has been raised. Refer to the Stormwater Management Plan of the Department of Public Works for data.

Gallery. An open structure that projects from the front of a Building and covers a sidewalk, providing protected access along one or more sides of a Building. It is typically a light, metal colonnade with no habitable space above. See Gallery Frontage Type in Section 15.6.A. Frontage Types Table. Compare to Arcade.

Gallery Frontage. See Section 15.6.A. Frontage Types Table.

Garage Sale Sign. A temporary sign advertising a home sale of household goods.

Green Space. An Open Space outdoors, at grade, unroofed, landscaped and free of impervious surfaces.

Green Wall. Refer to Chapter 3, and Ch. 9, Division 4 – Landscaping. Green walls are also referred to as Living or vegetated Walls. See also Screening.

Ground floor. Synonym for first Story.

Ground Sign. A freestanding single or double-faced sign that is placed on or anchored in the ground.

Habitable Rooms. Rooms designed and used for living, sleeping, eating, cooking, or working or combinations thereof. Bathrooms, toilet compartments, closets, halls, storage rooms, laundry and utility spaces, basement recreation rooms, and similar areas are not considered Habitable Rooms.

Habitable Space. Building space which Use involves human presence with direct view of the enfronting streets or public or private Open Space, excluding Parking Garages, self-service storage facilities, warehouses, and display windows separated from retail activity.

Hanging Sign. A single or double-sided sign suspended from the underside of a canopy, awning, or structure contained wholly underneath the overhead structure.

Height. See Building Height.

Home Office. See Section 15.4.A.1, Residential Use.

Hotel. See Section 15.4.A.2, Lodging Use.

Inn. See Section 15.4.A.2, Lodging Use.

Intensity. The magnitude of development measured by Floor Lot Ratio permitted in the Restricted, Limited and Open categories of a Transect Zone.

Island Walk. The public shoreline walkway in North Bay Village, formerly known as the Baywalk.

Kiosk. A temporary booth, stand, or similar structure situated outdoors or affixed to the exterior of another structure at which goods or services are marketed. It does not include a structure serving the same purpose which is located within a primary structure, such as a hotel, retail establishment, restaurant, or the like.

Kitchen. A room or area inside a building fully equipped with all the standard cooking appliances including: a sink, stovetop, oven, and refrigerator.

Kitchenette. A room or area inside a building partially equipped with standard cooking appliances, including: a sink, stovetop, and refrigerator, but excluding an oven.

Layer. An area of a Lot which comprises a strip of land parallel to a Frontage Line within which certain elements are allowed or disallowed, as regulated in this Code. A Layer is typically specified as being the First, Second, or Third Layer. See Section 15.6.B. Definitions Illustrated Table.

Layer, First. The Layer between the Base Building Line and the required Setback including the Private Frontage. It is the most visible from the Thoroughfare. See Section 15.6.B. Definitions Illustrated Table.

Layer, Second. The Layer behind the First Layer starting at the Setback which includes that portion of the Building which enfronts the Thoroughfare. See Section 15.6.B. Definitions Illustrated Table.

Layer, Third. The Layer beyond the First and Second Layers towards the rear of the Lot. It is the least visible from the Thoroughfare. See Section 15.6.B. Definitions Illustrated Table.

Letter Height. The height of a letter from its bottom to its top, including any shadow lines which are constructed as part of the sign.

Level. Synonym for Story.

Liner. 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.

Livability. See Section 15.1.B.2.a.

Live-Work. See Section 15.4.A.1, Residential Uses

Living Sea Wall. Concrete modules that are attached to existing seawalls that mimic natural shapes, which help to disperse wave action, create marine habitat, and increase biodiversity.

Living Shoreline. A protected and stabilized shoreline that is made of natural materials such as plants, sand, or rock.

Living Wall. See Green Wall.

Loading Berth. See Loading Space.

Loading Space. An area in which goods and products are moved on and off a vehicle, including the stall or berth and the apron or maneuvering room incidental thereto.

Lot. A Lot is any individual Lot, tract or parcel of land, intended as a single Building site or unit, having an assigned number or numbers, letter or letters, or other name through which it may be identified for development purposes. A Lot may also be any combination of Lots, tracts, parcels or other areas of land established by acceptable legal joinder, delineated by a closed boundary and assigned a number, letter or other name through which it may be identified, intended as a single unit for development purposes.

Lot Area. Lot area shall be the area within the Lot Property Lines, excluding any portions of street rights-of-way or other required dedications.

Lot, Corner. A Lot or parcel of land Abutting two (2) or more Thoroughfares at their intersection, or two (2) parts of the same Thoroughfare forming an interior angle of less than one hundred thirty-five (135) degrees.

Lot Coverage. The area of the Lot occupied by all Buildings, excluding Structures such as decks, pools, and trellises.

Lot, Interior. A Lot Abutting only one (1) Thoroughfare.

Lot Line. The boundary that legally and geometrically demarcates a Lot.

Lot Width. The length of the narrowest dimension Frontage Line of a Lot.

Marquee. A permanent roof-like structure supported by a wall of a structure but having no relationship to the roof structure, generally designed and constructed for protection against weather.

Marquee Sign. A sign attached to a marquee.

Master Plan. A plan for a locality, embracing both the spheres of physical development and policy. A Master Plan is generally accepted by a legislative body but is not in itself a regulatory document.

Mezzanine. An intermediate, partial floor that projects between main floors of a building and it is

counted among the overall floors of a building.

Mean Sea Level (MSL). Average sea level, commonly referred to as sea level.

Micro Unit. A small studio apartment, less than 400 square feet with a fully functioning and accessibility compliant kitchen and bathroom.

Multi-Family Housing. See Section 15.4.A.1, Residential Use.

Mixed-Use. Multiple functions within the same building or within the same area through superimposition or adjacency.

Mural. Artwork applied to the wall of a building, which covers all or most of the wall. Where a mural contains a commercial message, it shall be considered a wall sign.

NBV100. Master Plan for North Bay Village. See Final Report.

Nonconforming Sign. Any sign that has a valid permit and was erected prior to the effective date of the Code or any subsequent amendment hereto, to the provisions of which the sign does not conform.

Open House / Model Home Sign. See Real Estate Sign.

Open Space. Any parcel or area of land or water essentially unimproved by permanent Buildings and open to the sky; such space shall be reserved for public or private Use. Open Spaces may include Parks, Greens, Squares, Courtyards, Gardens, Playgrounds, Paseos (when designed predominantly for pedestrians), and pedestrian paths or associated landscaped areas.

Outbuilding. A Building usually located towards the rear of the same Lot as a Primary Building. It is sometimes connected to the Primary Building by a Backbuilding.

Parking Area. Any area designed and used for parking motor vehicles including parking lots and garages, driveways, garages serving residential Uses, and Thoroughfares.

Parking Garage or Parking Structure. A Structure containing vehicular parking, including mechanical parking systems.

Parking, Off-site. Spaces provided for vehicles and located outside of the boundaries of the Lots to be served.

Parking, Off-street. Any land area designed and used for parking motor vehicles including parking lots and garages, driveways and garages serving residential uses, but excluding areas of Thoroughfares.

Parking, Shared. The policy wherein day / night and weekday / weekend schedules allow the parking to be shared by more than one use or building.

Parking, Tandem. The placement of vehicles one behind the other as opposed to side by side.

Paseo. See Passage.

Passage. A pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long blocks and connect rear parking areas to frontages. They are public open spaces restricted to pedestrian use that also connect thoroughfares and other public use spaces.

Pedestal. In T6 Zones, that portion of a Building up to the fifth Story. Also known as podium.

Pedestrian Passage. See Passage.

Pervious Pavement System. A porous surface system with a stabilized base that allows water from precipitation and other sources to pass directly through, thereby reducing the runoff from a site, allowing groundwater recharge, and naturally cooling the surface through evaporation of water from pavement voids or from beneath.

Pier. A platform extending from shore over water used to secure and protect vessels or allow pedestrian access to extend over water.

Planter. The element of the public streetscape which accommodates street trees. Planters may be continuous or individual and separated.

Place of Assembly (POA). A commercial facility for public assembly including, but not limited to arenas, auditoriums, conference facilities, convention centers, exhibition halls, major sports facilities, theaters and performing arts centers, and the like.

Plaza. An Open Space available for civic purposes and programmed activities. A plaza shall be spatially defined by Building Frontages and may include street Frontages. Its landscape shall consist primarily of pavement and trees. Plazas shall be located at the intersection of important Thoroughfares.

Political Sign. A sign advertising a candidate, political party, or position in connection with a local, state, or national election.

Porch. An open-air room appended to a Building, with floor and roof but no walls on the sides facing Frontages.

Porch and Fence Frontage. See Section 15.6.A. Frontage Types Table.

Primary Building. A Structure used to enclose or house the primary Use(s) located on a Lot; or

the main Building on a Lot, usually located toward the front.

Primary Dwelling Unit. See Single-Family Residence.

Primary Frontage Line. A line established within a given Lot indicating where the Front Facade of a Structure must be Located. (Also Build-to Line).

Principal. Synonym for Primary.

Projecting Sign. A building-mounted, double-sided sign which is mounted perpendicular to a building's façade.

Promenade. A controlled pedestrian sequence designed to be aesthetic, as opposed to an itinerary, which is a controlled sequence without such ambition. A promenade is usually a sequence within a park, sometimes along a waterfront.

Property Line. Demarcation of private property ownership.

Prosperity. See Section 15.1.B.2.c.

Public Parking. See Section 1.1, Civil Support Use.

PZB. The Planning and Zoning Board of North Bay Village.

Real Estate Sign. A sign depicting sale or lease of a property on the premises of the property being advertised.

Recreational Watercraft. A vessel or craft designed and licensed to move across or through water, designed and outfitted exclusively for recreational use.

Regulating Plan. The Form-Based Districts Regulating Plan of North Bay Village. See Section 15.5. Form-Based District Regulating Plan.

Rental. See Real Estate Sign.

Residential Use. See Section 15.4.A.1.

Residential Construction Sign. See Construction Sign.

Resiliency. The capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption.

Retail. A business providing the sale and display of goods or sale of services directly to the consumer. Retail goods include: clothing, food, furniture, pharmaceuticals, books, used goods, and works of art. General retail services include, but are not limited to: barber shops, beauty

salons, travel agencies, retail banking, real estate agents, retail dry cleaning, laundromats, photo studios, and repair services establishments for small domestic products.

Retail Frontage Line. Frontage Lines designated on a Special Area Plan that require the ground level to be available for retail Use.

Right-of-Way, Public. That land held in trust by the Village between the base building lines, including the sidewalk, swale and parkway area, and the roadway, street and highway.

Rip rap. Loose stone used to form a foundation for a breakwater or other structure.

ROW. Right-of-way.

Rules of Construction. A legal term referring to rules for how the code language is written and how it is to be interpreted. This term should not be confused with the Building Code.

Scale. The spatial relationship among Structures along a street or block front, including height, bulk and yard relationships. Scale also refers to the proportional relationship of the size of parts to one another and to the human figure.

Screening. Visually shielding or obscuring one Structure or Use from another or from a thoroughfare by a Liner Building, fencing, wall, or densely planted vegetation. See also Architectural Screening.

Sea Level Rise (SLR). The average long-term global rise of the ocean surface measured from the center of the earth, as derived from satellite observation.

Sea Wall. A wall or embankment made up of a bulkhead and cap erected to prevent the sea from encroaching on or eroding an area of land. See Bulkhead.

Setback. The distance from the Base Building Line to the point where a Building may be constructed. This area must be maintained clear of permanent Structures with the exception of encroachments described in each Transect Zone.

SF. Square foot.

Shared Parking Standards. An accounting for parking spaces that are available to more than one function.

Shared Use Path. A form of infrastructure that supports multiple recreation and transportation opportunities. Users include, but are not limited to: bicyclists, in-line skaters, wheelchair users, and pedestrians.

Shopfront. The ground floor facade of a commercial building visible from a street, sidewalk, parking area, or other public way, comprising an entrance to an establishment and display

windows. See Section 15.2.E. Shopfront Standards.

Shopfront Frontage. See Section 15.6.A. Frontage Types Table.

Sidewalk. The paved layer of the Public Frontage dedicated exclusively to pedestrian activity.

Sign. Any writing, symbol, figure, representation, logo, emblem, flag, banner, device, letter, word, street clock or temperature announcement, which shall include any announcement, declaration, demonstration, display, illustration, name identification, description or insignia, which is used to advertise or promote the interest of any person or firm when such representation is placed in view of the general public.

Sign Band. A horizontal component of a Shopfront to accommodate band signs located above transom and Shopfront windows and below the transition band.

Sign Area. The area of a sign shall mean the area of all lettering, wording, accompanying designs, logos, and symbols, together with the background on which they are displayed, whether open or enclosed. The area of a sign shall not include any supporting framework, bracing, or trim which is incidental to the display, provided that it does not contain any lettering, wording, or symbols. Where the sign consists of individual letters, designs, or symbols attached to a building, awning/canopy, wall, window, or freestanding structure, the area shall be that of the smallest rectangle which encompasses all of the letters, designs, and symbols.

Sign Copy. Any letter, numeral, figure, symbol, logo, or graphic element displaying the content or message of a sign.

Single-Family Residence. See Section 15.4.A.1, Residential Use.

Snipe Sign. A sign attached to a tree, pole, stake, fence, public bench, streetlight, or other object, placed on public property, in the public right-of-way or on private property without the permission of the property owner (also known as a bandit sign).

Square. An Open Space available for unstructured recreation programs and civic purposes. A square is spatially defined by Building Frontages with streets on at least one Frontage. Its landscape shall consist of pavement, lawns, and trees formally disposed. Squares shall be located at the intersection of important thoroughfares.

Stepback. A recess in the mass of a Building above a specified elevation or level. It is measured horizontally from the exterior face of the Building below (not from the Property Line or Setback) to the exterior face above.

Stoop. A small, uncovered, exterior stair, most often with a landing, that connects a Building entrance to the Sidewalk. There may be a ramp in addition to or in place of the stair.

Stoop Frontage. See Section 15.6.A. Frontage Types Table.

Storefront. Synonym for Shopfront.

Story. That portion of a building, other than a basement or mezzanine, included between the surface of any floor and the surface of the floor next above it; or, if there is no floor next above it, then the space between the floor and the ceiling next above it by which Height is measured. Synonymous with Floor and Level.

Streetscape. The urban element that establishes the major part of the public realm. The streetscape is composed of Thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and Sidewalks or paths for pedestrians) as well as the amenities of the Public Frontages (street trees and plantings, benches, streetlights, paving, street furniture, etc.), and the visible Private Frontages (Building Facades and Building Elevations, Porches, yards, Fences, etc.).

Streetedge. A masking structure stretching along the frontage line or co-planar with the facade, designed to remedy a gap of spatial definition or to mask parking. A streetedge shall consist of one or a combination of the following: a solid masonry streetwall (Streetscreen), matching the finish of the Primary Building; a fence not less than 50% opaque; or a dense hedge. Streetscreen. A freestanding wall required in certain Transect Zones built along the Frontage Line, or coplanar with the Facade, often for the purpose of masking a parking lot from the Thoroughfare.

Structure. A Structure is anything constructed or erected, the use of which requires fixed location on the ground or attachment to something having fixed location on the ground or on or below the surface of the ground or water.

Sub-Urban Zone or T3 Zone. See Transect Zone (T-Zone). (*Reserved)*

Terrace. An elevated, uncovered patio along the front of a Building, larger than a stoop or stair landing.

Terrace Frontage. See Section 15.6.A. Frontage Types Table.

Thoroughfare. A vehicular way incorporating moving lanes and parking lanes within a right-of-way as part of an interconnected network for vehicular, pedestrian, and bicycle mobility.

Tower. In T6 Zones that portion of a Building that extends above the Pedestal.

Tower, Waterview. A habitable portion of a Building at or above the maximum Building Height that is intended for views of the water, and which may be used for access to the roof.

Transect. A system of ordering human habitats in a range from the most natural to the most urban. Transect Zones describe the physical character of place at any Scale, according to the Density and Intensity of land use and urbanism.

Transect Zone (T-Zone). The identification of areas of varying Density whose character is determined by the requirements for Use, Height, Setback and the form of Building and the form of the enfronting public streetscape. The elements are determined by their location on the Transect scale. Transect Zones include T1 Natural, T2 Rural, T3 Sub- Urban, T4 Urban General, T5 Urban Center, and T6 Urban Core, CS Civic Space, CI Civic Institutional. T3 through T6 Zones may be subcategorized as Restricted I, Limited (L), and Open (O).

Transition Line. A horizontal line spanning the full width of a Facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Trellis. A lattice-pattern frame supporting climbing plants, usually made of wood. A trellis may arch to form a tunnel, be straight as a pergola, or be a screen affixed to a wall.

Two-Family Residence. See Section 15.4.A.1, Residential Use.

Type. A category determined by Function, disposition, and configuration, including size or extent, such as Thoroughfare types, Civic Space Types, etc.

Understory. The uninhabited ground level of a building designed to allow flood waters to pass through.

Use. The purpose or activity for which land, water or Buildings are designed, arranged, or intended, or for which land or Buildings are occupied or maintained.

Variance. A dispensation permitted on individual parcels of property as a method of relieving an unnecessary hardship, by allowing a reasonable use of the building, structure, or property, which, because of unusual or unique circumstances, is denied by the provisions of this code.

Verge. The green space between the Sidewalk and the Curb in the public right-of-way.

Vessel. Any watercraft, power-driven or not, mobile or stationary, surface, subsurface or hydrofoil, including but not limited to ships, boats, houseboats, air boats, and sea planes, but excluding Floating Structures.

Vessel, Commercial. A vessel built, altered, or used for the primary purpose of engaging in water-related commercial activity, including but not limited to charter boats, fishing boats, cruise ships, and freighters.

Vessel, Private Pleasure Craft. A vessel which is privately owned or leased primarily for recreational purposes. Private pleasure craft do not include commercial, official, or scientific vessels. For regulatory purposes, private pleasure craft are divided into two (2) classes. Minor: Under sixteen (16) feet in length; Major: Sixteen (16) feet and over in length. Private pleasure craft may or may not contain facilities qualifying them Residential Use. Where they do contain such facilities, Use within the Village limits shall be governed as provided in this Code and other

applicable regulations.

Vestibule. A passage, hall, or room between the outer door and the interior of a building.

View Corridor. A portion of a lot that allows views of the water from a public thoroughfare. No parking or above-ground structures are allowed. Landscaping must not obstruct the view.

Village. North Bay Village.

Village Center. Typically comprised of a cohesive mix of residential, civic, religious, commercial, and mixed-use buildings, arranged along a main street and intersecting streets that are within walking distance for residents who live within and surrounding the core.

Village Code. The Code of Ordinances of North Bay Village.

Waiver. Permits for a minor deviation from the code, other than for use, granted administratively. See Section 15.1.H.

Wall Sign. A sign erected against or painted on the wall of any building, displayed on windows or doors, or displayed with the exposed face thereof in a plane parallel to the face of said wall, window, or door.

Warning / Instructional Sign. An on-premises sign regulating the use of the premises, such as a “no trespassing,” “no-hunting,” or “no soliciting” sign.

Warrant. A minor use exception granted administratively. See Section 15.1.H.

Wayfinding Sign. A sign or series of signs directing from point to point or confirming progress along a route to a destination.

Window Sign. A sign that is applied, painted, or affixed to a window, or placed inside a window, within three (3) feet of the glass, facing the outside of the building, and easily seen from the outside. Customary displays of merchandise or objects and material without lettering behind a store window are not considered signs.

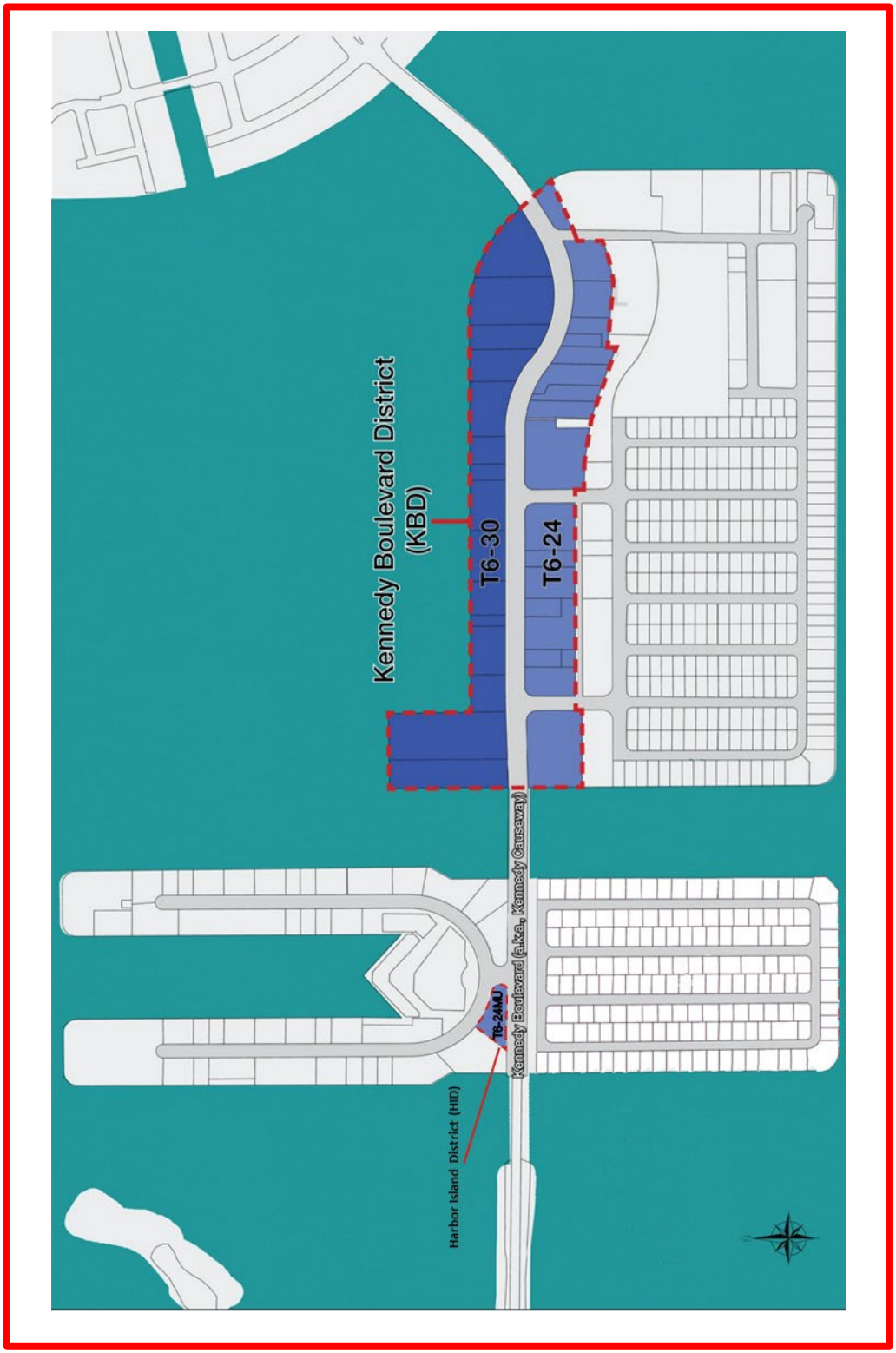
Work-Live. A mixed-Use unit that contains a commercial, office, or light industrial component. The work component exceeds fifty percent (50%) of the dwelling unit area.

Yard Sale Sign. See *Garage Sale Sign*.

Yard Sign. A freestanding sign placed along a property frontage.

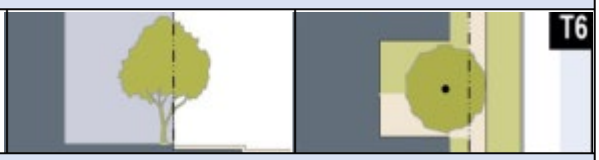
Section 15.5. FORM-BASED DISTRICTS REGULATING PLAN (AMENDED)

The official Form-Based Districts Regulating Plan (a.k.a., Regulating Plan) is maintained in the Office of the Village Clerk. Refer to Section 15.1 for General Provisions. The Form-Based Districts and Transect Zones indicated on the Regulating Plan supersede zoning districts and overlay districts on the North Bay Village Zoning Map.



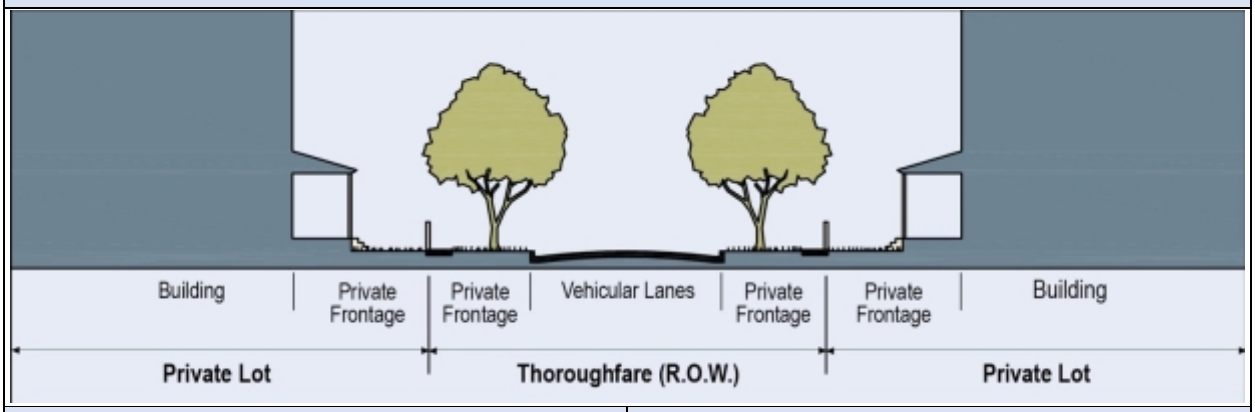
Section 15.6.A FRONTAGE TYPES TABLE.



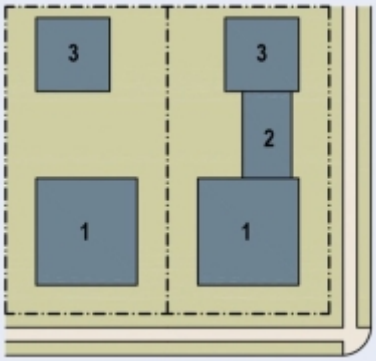
a. **Common Lawn.**	
A Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The Setback can be densely landscaped to buffer from higher speed Thoroughfares.	
b. **Porch and Fence.**	
A Frontage wherein the Facade is set back from the Frontage Line with an attached Porch permitted to encroach. A fence at the Frontage Line maintains the demarcation of the yard while not blocking view into the front yard.	
c. **Terrace.**	
A Frontage wherein the Facade is set back from the Frontage Line by an elevated terrace. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The raised terrace is suitable for outdoor cafes.	
d. **Forecourt.**	
A Frontage wherein a portion of the Facade is close to the Frontage Line with a portion set back. The forecourt with a large tree offers visual and environment variety to the urban Streetscape.	
e. **Stoop.**	
A Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential Use.	
f. **Shopfront.**	
A Frontage wherein the Facade is aligned close to the Frontage Line with the Building entrance at sidewalk grade. This type is conventional for retail Use. It has substantial glazing at the sidewalk level and an Awning that may overhang the sidewalk.	
g. **Gallery.**	
A Frontage wherein the Facade is aligned at the Frontage Line with an attached lightweight colonnade overlapping a sidewalk. This type is conventional for retail Use. The Gallery shall be no less than 20 feet wide and shall overlap the whole width of the Kennedy Cswy. setback up to the property line.	
h. **Arcade.**	
A Frontage wherein the Facade is aligned at the Frontage Line with an open colonnade overlapping the sidewalk. Habitable space is found above the entirety of the Arcade for floors two through five. This type is conventional for retail Use. The Arcade shall be no less than 20 feet wide and shall overlap the whole width of the Kennedy Cswy. setback up to the property line.	

Section 15.6.B DEFINITIONS ILLUSTRATED TABLE.

a. Thoroughfare & Frontages

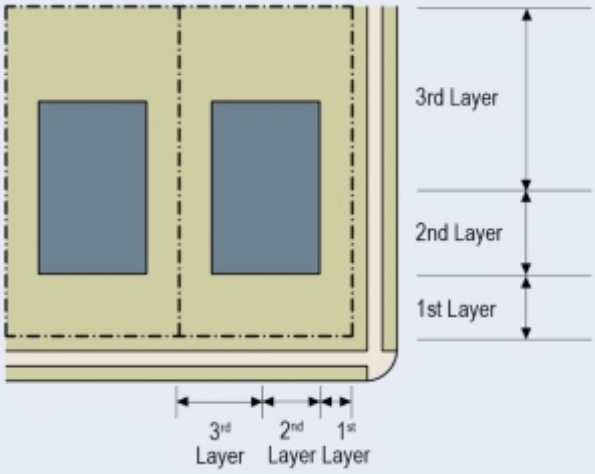


b. Building Disposition

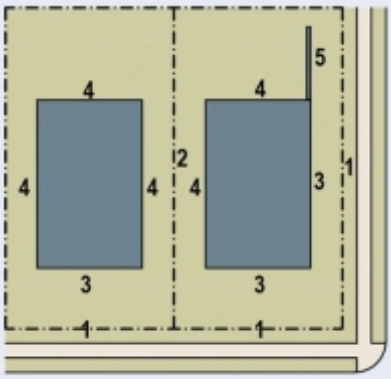


1 - Primary Building
2 - Backbuilding
3 - Outbuilding

c. Lot Layers

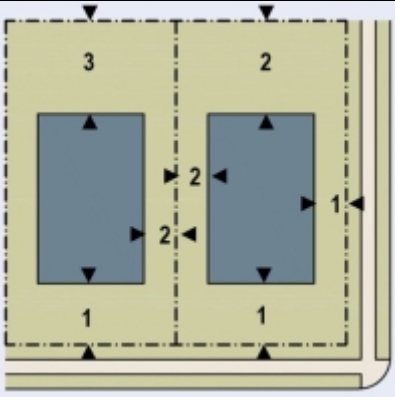


d. Frontage & Lot Lines



1 - Frontage Line
2 - Lot Line
3 - Facades
4 - Elevations
5 - Streetscreen

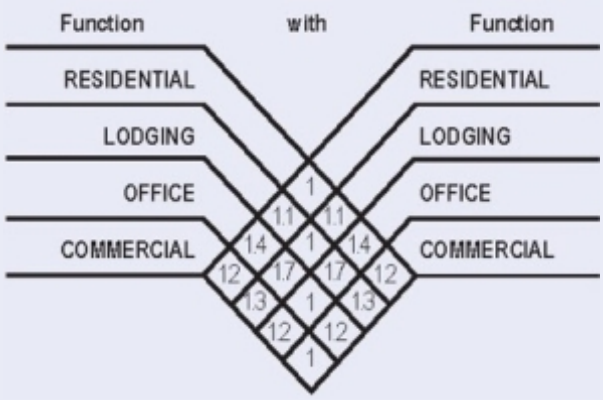
e. Setback Designations



1 - Front Setback
2 - Side Setback
3 - Rear Setback

Section 15.6.C. SHARED PARKING STANDARDS TABLE.

a. Sharing Factor



The shared Parking Standards Table provides the method for calculating shared parking for buildings with more than one Use type. It refers to the parking requirements that appear in Section 15.7.A.

The parking required for any two Functions on a Lot is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from this Table 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. Additional sharing is allowed by Warrant.

Section15.6.D. LOADING BERTH STANDARDS TABLE.

USE				NOTES
a. Residential[1]	**From 25,000 sf to 500,000 sf**			**Berth Types** Residential*: 240 sf = 10 ft x 20 ft (12 ft high) Commercial**: 420 sf = 12 ft x 35 ft (15 ft high) Industrial***: 660 sf = 12 ft x 55 ft (15 ft high) f Residential loading berths shall be set back a distance equal to their length. [2] 1 Commercial berth may be substituted by 2 Residential berths [3] 1 Industrial berth may be substituted by 2 Commercial berths. A required Industrial or Commercial loading berth may be substituted by a Commercial or Residential loading berth by Waiver if the size, character, and operation of the Use is found to not require the dimensions specified and the required loading berth dimension could not otherwise be provided according to the regulations of this Code.
	Berth Size	**Loading Berths**		
	420 sf	1 per first 100 units		
	240 sf	1 per each additional 100 units or fraction of 100		
	Greater than 500,000 sf			
	Berth Size	**Loading Berths**		
	660 sf	1 per first 100 units		
	240 sf	1 per each additional 100 units or fraction of 100		
b. Lodging	**From 25,000 sf to 500,000 sf**			
	Berth Size	**Loading Berths**		
	420 sf	1 per first 300 rooms		
	240 sf	1 per 100 rooms		
	Greater than 500,000 sf			
	Berth Size	**Loading Berths**		
	660 sf	1 per first 300 rooms		
	240 sf	1 per 100 rooms		
c. Office, Commercial,[2] Industrial[3]	**From 25,000 sf to 500,000 sf**			
	Berth Size	**Loading Berths**	**Area**	
	420 sf	1st	25K sf – 50K sf	
	420 sf	2nd	50K sf -100K sf	
	420 sf	3rd	100K sf – 250K sf	
	420 sf	4th	250K sf – 500K sf	
	Greater than 500,000 sf			
	Berth Size	**Loading Berths**	**Area**	
	660 sf	1 per	500K sf	

KEY:
sf = square feet
K = 1,000

Section 15.6.E. SIGN RESTRICTIONS TABLE.

Sign Type*	Period	Number of Signs (Max.)	Sign Area (Max.)	Copy Height (Max.)
a. **A-Frame**	B	1 per tenant	9 sf. each side	n/a
b. **Awning**	O	1 sloping plane, plus 1 valence per awning	75% of sloping plane; 75% area of awning valence	16 in. on sloping plane; 8 in. on valence
c. **Band Sign (Syn. Wall sign)**	O	1 per frontage	3 sf. per linear ft.	16 in. on sloping plane; 8 in. on valence
d. **Banner**	T	1 per event	Per NBV	Per NBV
e. **Canopy**	P	1 per canopy	2 sf. per linear foot of shopfront	Copy Height (Max.)
f. **Commercial Construction**	T	1 per construction site	32 ft.	n/a
g. **Corner**	P	1 per building	40 sf.	16 in. on sloping plane; 8 in. on valence
h. **For Sale**	T	1 per lot plus 1 per golf or lake frontage	3 sf. each side, 60 in. above grade	Per NBV
i. **Ground**	P	1 per frontage	36 sf. each side	Copy Height (Max.)
j. **Hanging**	P	1 per tenant	6 sf. each side	n/a
k. **Marquee**	P	1 per entry	n/a	16 in. on sloping plane; 8 in. on valence
l. **Mural** **	P	1 per frontage	n/a	per NBV
m. **Projecting**	P	1 per tenant	6 sf. each side	Copy Height (Max.)
n. **Open House Estate Sale Model Home**	T	1 per lot	3 sf. each side, 30 in. above grade	n/a
o. **Window**	O	1 per window	25% of glazed area	Per NBV
p. **Yard**	T	1 per 50 feet of frontage	6 sf. each side	Copy Height (Max.)

Key:

P - Permanent; Signs do not require removal.

O - Occupancy; Signs must be removed within 7 days of the end of tenant occupancy.

B - Business; Signs must be removed when the business is closed.

T - Temporary; Signs must be removed within the time period specified by sign type.

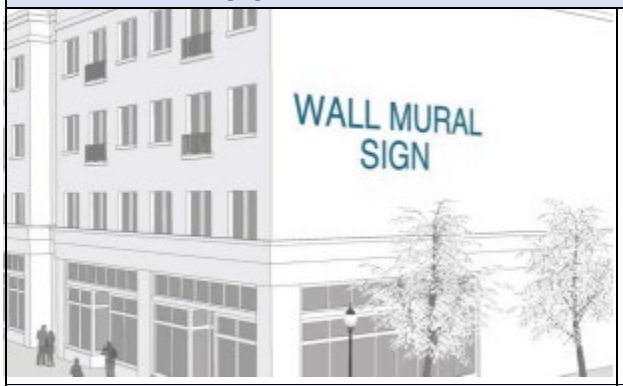
Per NBV – Parameter to be determined admiratively. See also Section 11.7.

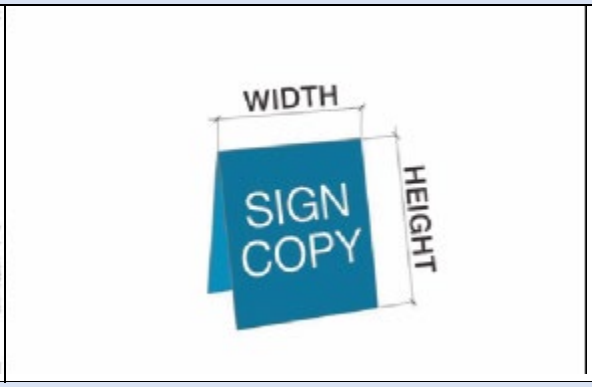
*Note: See Section15.4.B. Definitions of Terms and Section15.6.B.5. Sign Types Illustrated Table.

** Murals – In keeping with the character of the Village, it is suggested that murals be limited to themes depicting nature or the natural environment.

Section 15.6.F. SIGN TYPES ILLUSTRATED TABLE.

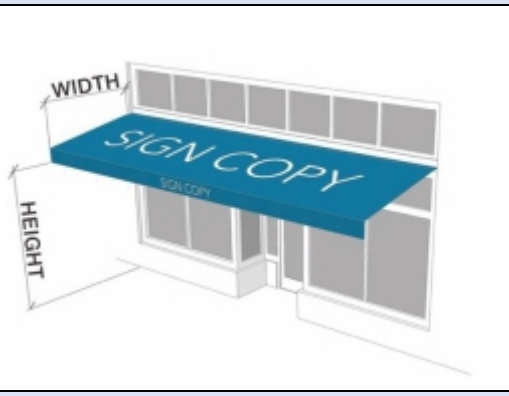
a. **A-FRAME SIGN**





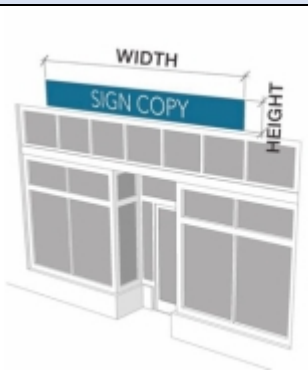
b. **AWNING SIGN**





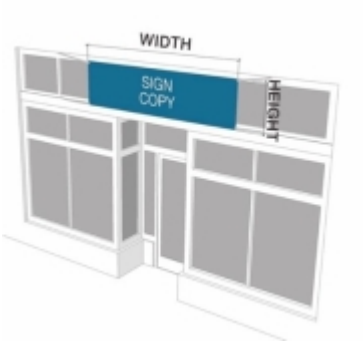
c. **BAND SIGN (SYN. WALL SIGN)**





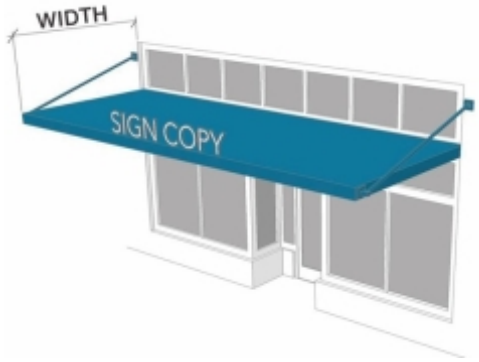
d. **BANNER SIGN**





e. **CANOPY SIGN**





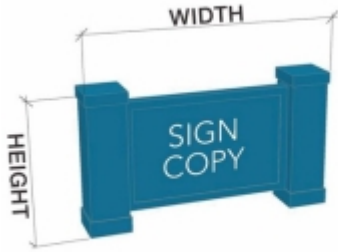
f. **CORNER SIGN**





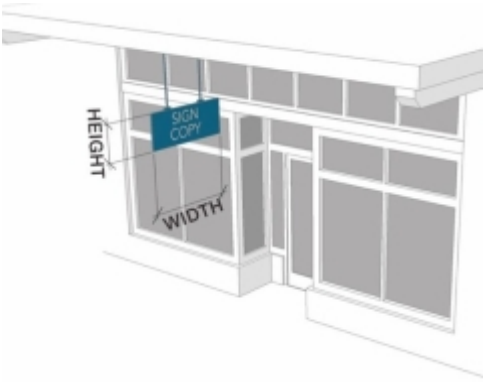
g. **GROUND SIGN**





h. **HANGING SIGN**





i. **MARQUEE SIGN**





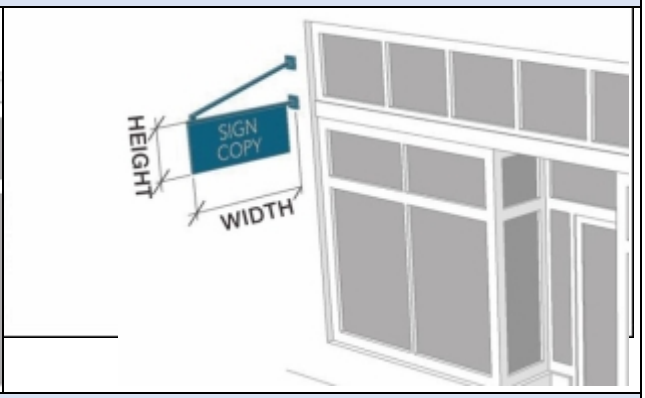
j. **MURAL SIGN**





k. **PROJECTING SIGN**



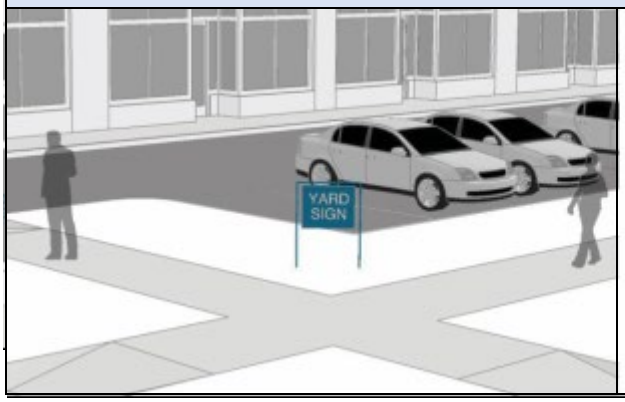


l. **WINDOW SIGN**





m. **WAYFINDING/YARD SIGN**





Section 15.7.A. BLDG. FUNCTION (Uses) AND PARKING REQUIREMENTS TABLE – T6.

USE	T6	PARKING REQUIREMENTS
a. **Common to all Uses listed below**		
		In addition to specific parking requirements described below, all Uses listed in this table are subject to the following requirements and provisions, unless noted otherwise: • Electric Vehicle (EV) charging stations (220V) per Sec. 8.23. • Bicycle parking and storage per Sec. 8.24. • On-street parking along any frontage shall be counted towards the overall parking requirement. • Parking may be provided by ownership or lease offsite within 1,000 feet. if the distance is found to be reasonable by the Village Commission, per Section 9.3.D. • Parking requirement may be reduced according to the Shared Parking Standards, Section15.6.C and Section15.6.D. • Parking ratio may be reduced by thirty percent (30%) due to proximity to a Transit Corridor after review and approval by Village Commission. • Loading Berth Standards – See Section15.6.D.
b. **Residential**		
Single-Family Residence		Residential Uses are limited by compliance with: • Minimum of 1.0 parking space per Dwelling Unit. • Minimum of .75 parking spaces per Dwelling Unit less than 400 SF with Commission approval. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units. • Live-work – Work component shall provide parking as required by the non- residential use in addition to parking required for the Dwelling Unit. • Adult Family-Care Homes – Minimum 1 space per staff member and 1 space per 4 residents. • Community Residence – Minimum of 1 parking space per staff member in addition to the parking required for the Primary Dwelling Unit(s). • Residential Rentals shall comply with Chapter 13 – Vacation License Program.
Community Residence		
Accessory Dwelling Unit (ADU)		
Two-Family Residence		
Multi-Family Housing	R	
Dormitory	E	
Home Office	R	
Live-Work	R	
c. **Lodging**		
Bed & Breakfast		Lodging Uses are limited by compliance with: • Minimum of 1 parking space for every 2 lodging units. • Minimum of 1 additional visitor parking space for every 15 lodging units.
Inn	R	
Hotel	R	
d. **Office**		
Office	R	Office Uses are limited by compliance with: • Minimum of 3 parking spaces for every 1,000 square feet of office use.
e. **Commercial**		

Auto-Related Establishment	E	Commercial Uses are limited by compliance with:
USE	**T6**	**PARKING REQUIREMENTS**
Entertainment Establishment	R	• A maximum area of 55,000 square feet per establishment. • Minimum of 3 parking spaces for every 1,000 square feet of Commercial Use, except for Self-Storage Facilities, minimum 1 parking space for every 10,000 square feet. * Refer to Chapter 12, Adult Entertainment
Entertainment Estab. Adult*		
Food Service Establishment	R	
Alcohol Beverage Service	R	
General Commercial	R	
Marine-Related Establishment	E	
Open Air Retail	E	
Place of Assembly	R	
Recreational Establishment	R	
Self-Storage Facility	E	
f. **Industrial**		
Auto-Related Industrial Estab.		
Manufacturing and Processing		
Marine-Related Industrial Estab.		
Products and Services		
Storage/Distribution Facility		
g. **Civic**		
Community Facility	E	Civic Uses are limited by compliance with: • Minimum of 1 parking space for every 5 seats of assembly uses. • Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required.
Recreational Facility	R	
Religious Facility	R	
Regional Activity Complex	E	
h. **Civil Support**		
Community Support Facility	E	Civil Support Uses are limited by compliance with: • Minimum of 1 parking space for every 1000 square feet of Civil Support Use. • Minimum of 1 parking space for every 5 seats of assembly use. • Minimum of 1 parking space for every 5 slips of marine use. • Adult Daycare - Minimum of 1 space per staff member.
Infrastructure and Utilities	E	
Major Facility	E	
Marina	E	
Public Parking	E	
Rescue Mission	E	
Transit Facilities	E	
i. **Educational**		
Childcare	E	Educational Uses are limited by compliance with: • Minimum of 2 parking spaces for every 1,000 square feet of Educational Use.
College/University	E	

Elementary School	E	• Childcare Facilities - Minimum of 1 space per staff
USE	**T6**	**PARKING REQUIREMENTS**
Learning Center	R	member.
Middle/High School	E	
Pre-School	R	
Research Facility	R	
Special Training/Vocational	E	

KEY
R = Allowed by Right.
E = Allowed by Exception: Granted after a public hearing.
Boxes with no designation signify Use prohibited.

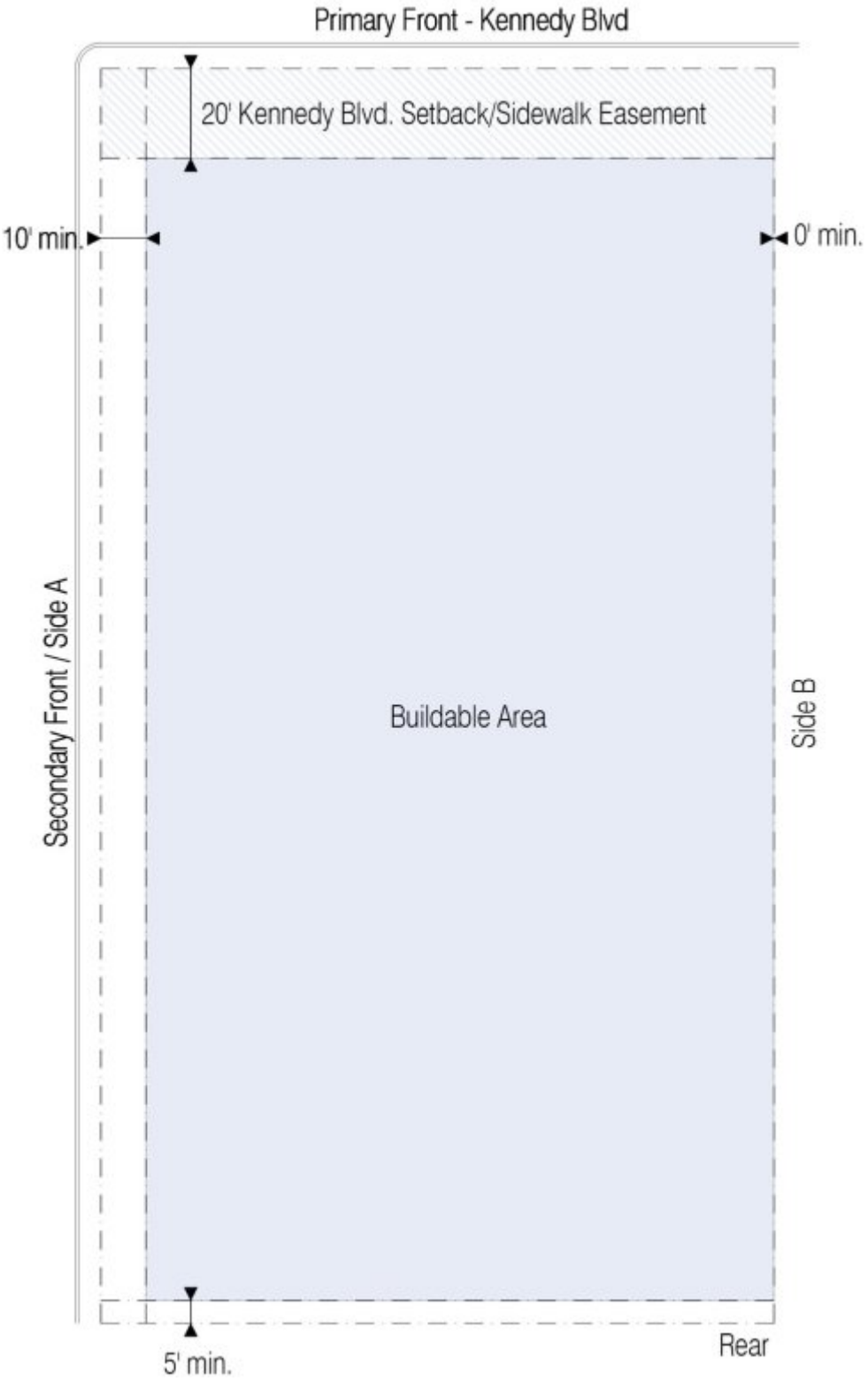
Permitting shall be in compliance with the requirements established in Chapter 5 – Permits and Development Approvals.

Section 15.7.B. SUMMARY TABLE AND ILLUSTRATIONS -– T6-24 and T6-24MU (MUNICIPAL USE).

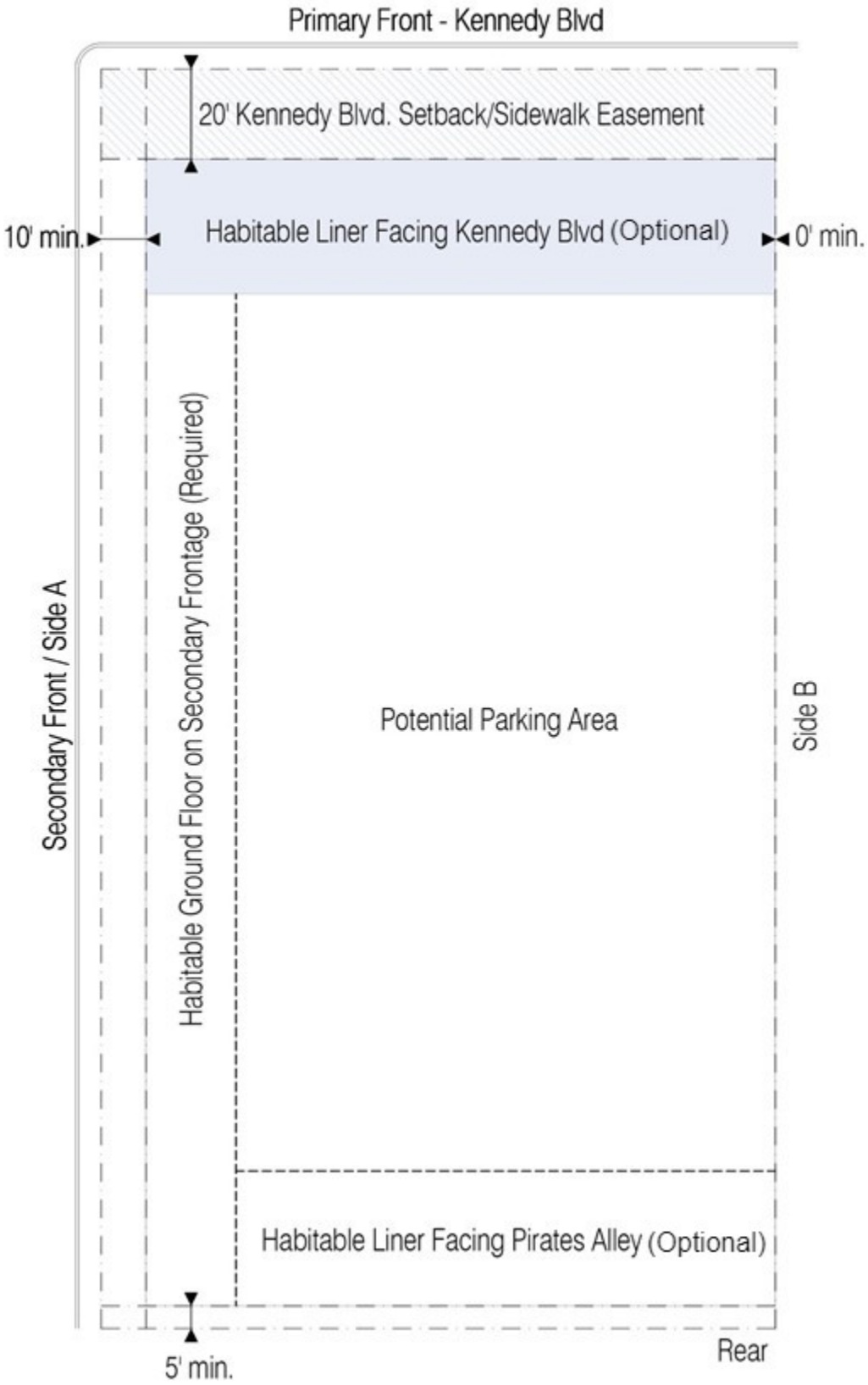
T6-24 & T6-24MU (MUNICIPAL USE) SUMMARY TABLE	
1. BUILDING DISPOSITION	
i. LOT OCCUPATION	
a. Lot Area	10,000 sf min.
b. Lot Width	100 ft. min.
c. Lot Coverage	90% max.
d. Floor Lot Ratio	N/A
e. Frontage at Front Setback	70% min.
f. Open Space Requirement	10% Lot Area min.
g. Density with Bonus (1)	120 du/acre (see also Sec. 15.2.H.) †
h. Density with Bonus (2)	150 du/acre (see also Sec. 15.2.H.)
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 section 15.2.H for additional requirements.

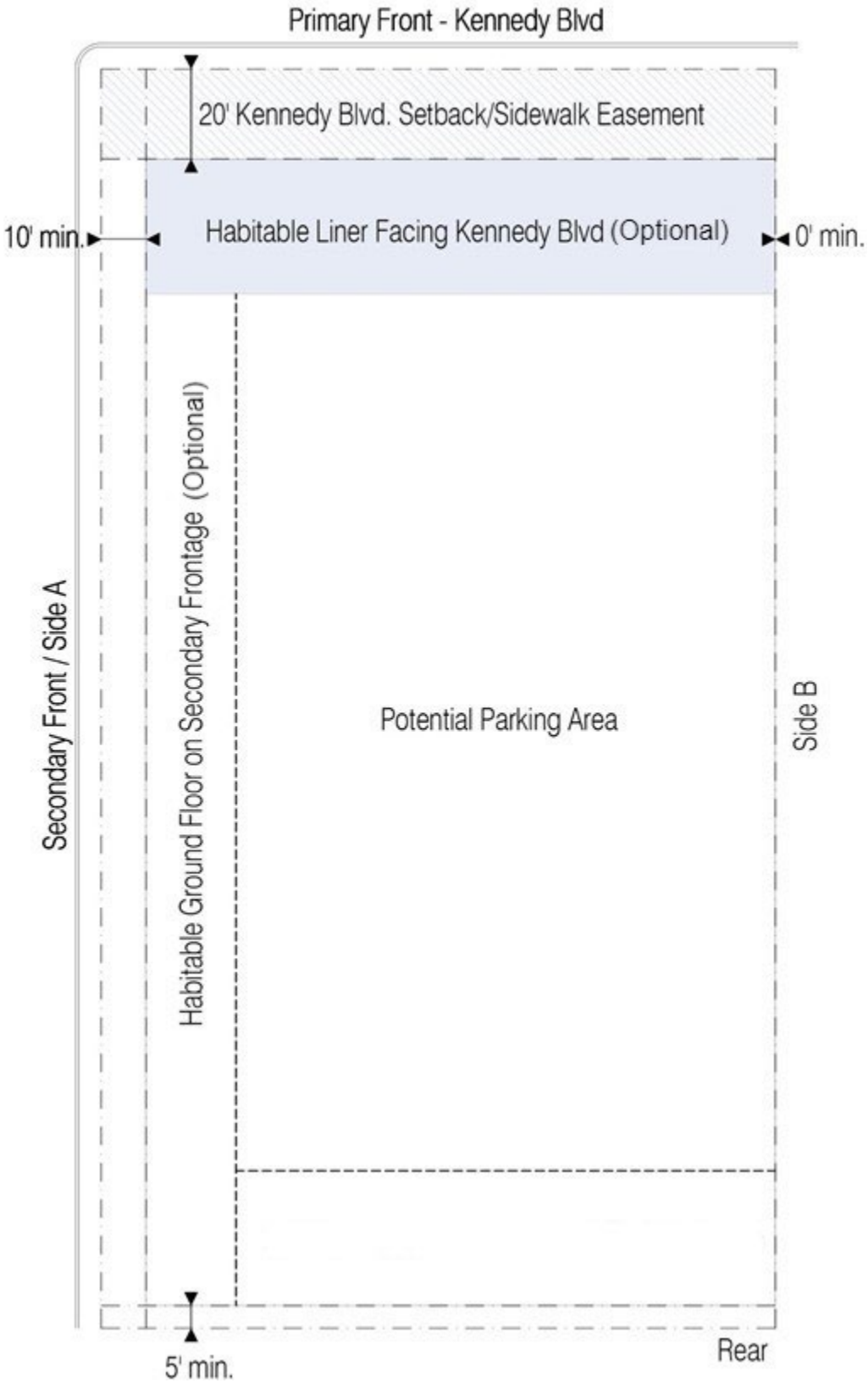
3. BUILDING PLACEMENT ILLUSTRATION – T6-24 & T6-24MU (MUNICIPAL USE).



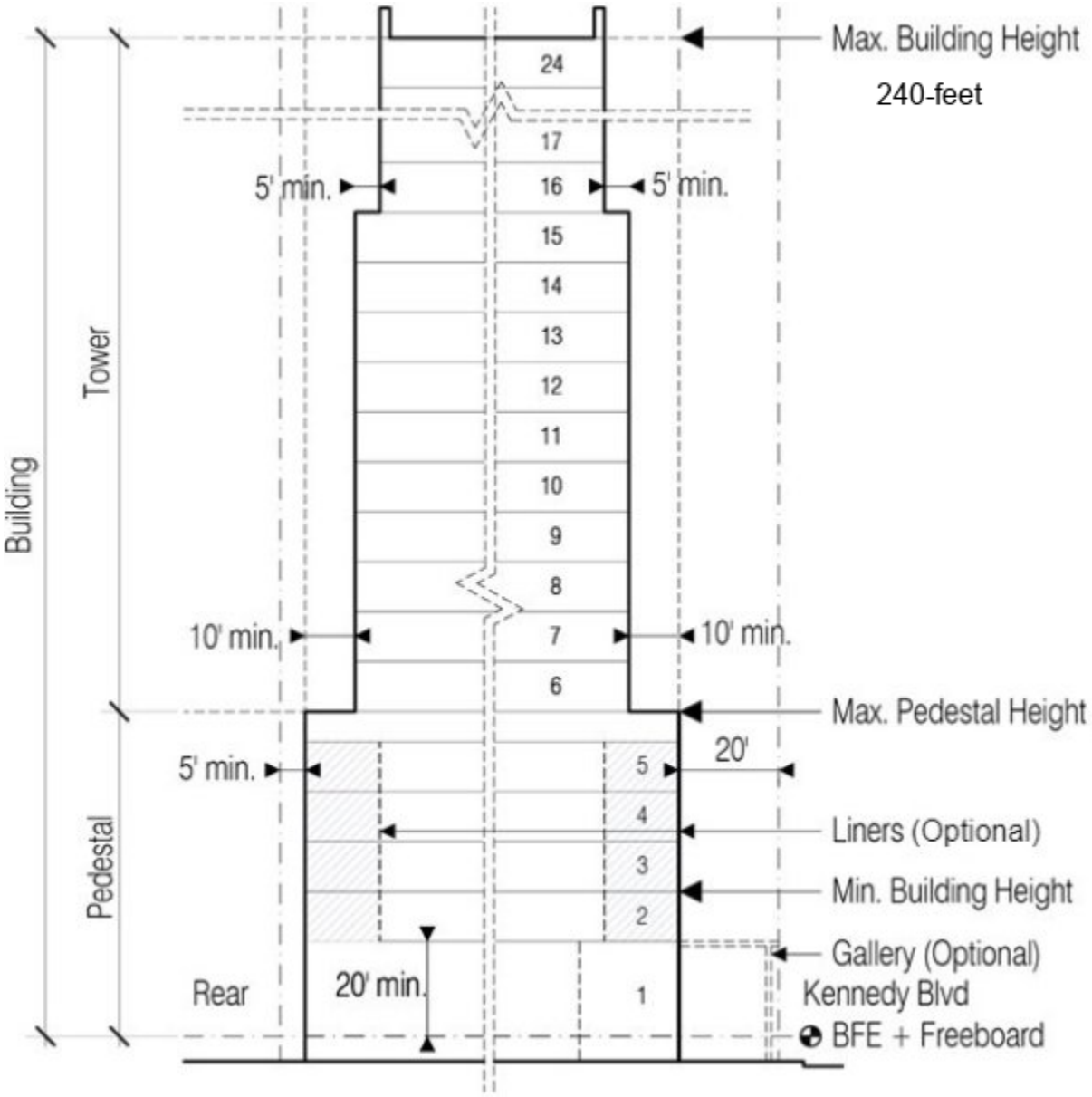
4. PARKING PLACEMENT ILLUSTRATION – T6-24.



4.1. PARKING PLACEMENT ILLUSTRATION – T6-24MU (MUNICIPAL USE).



5. BUILDING HEIGHT ILLUSTRATION – T6-24 & T6-24MU (MUNICIPAL USE).

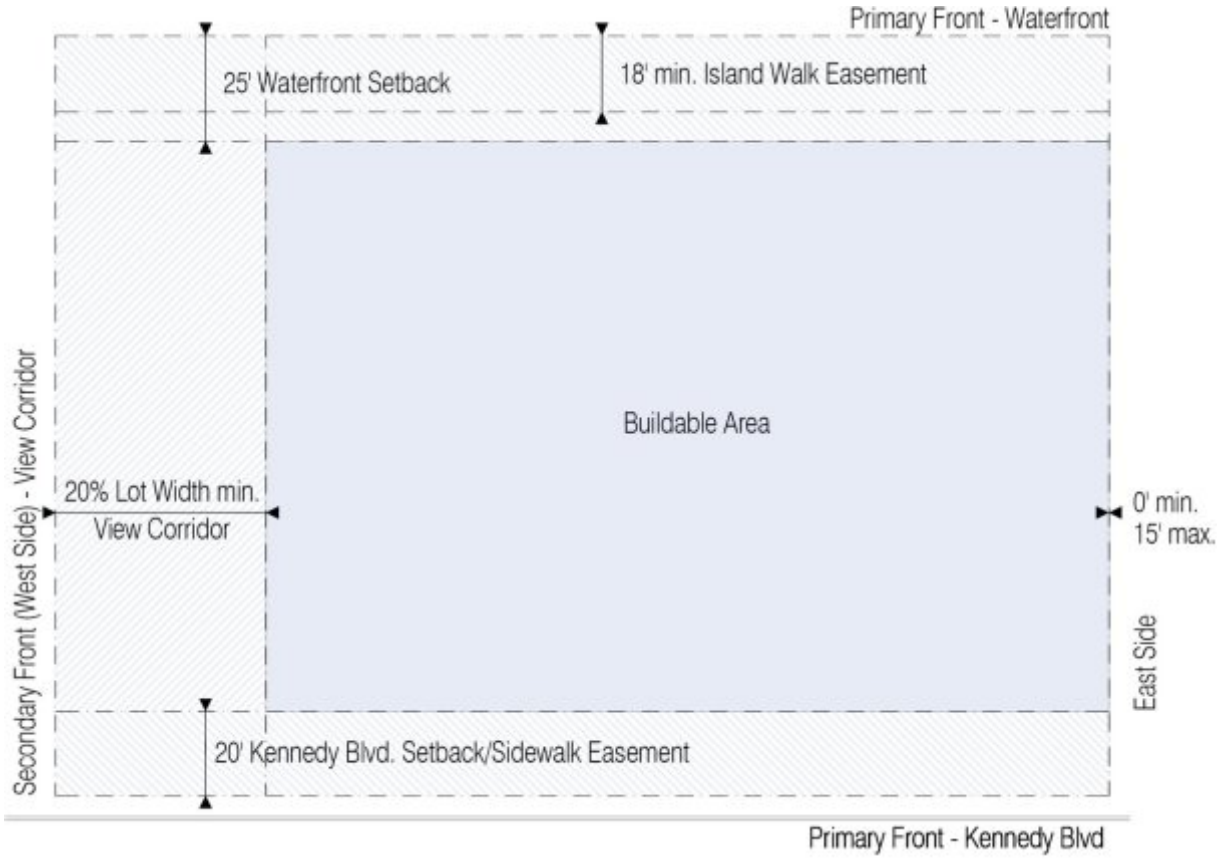


Section 15.7.C. SUMMARY TABLE AND ILLUSTRATIONS – T6-30.

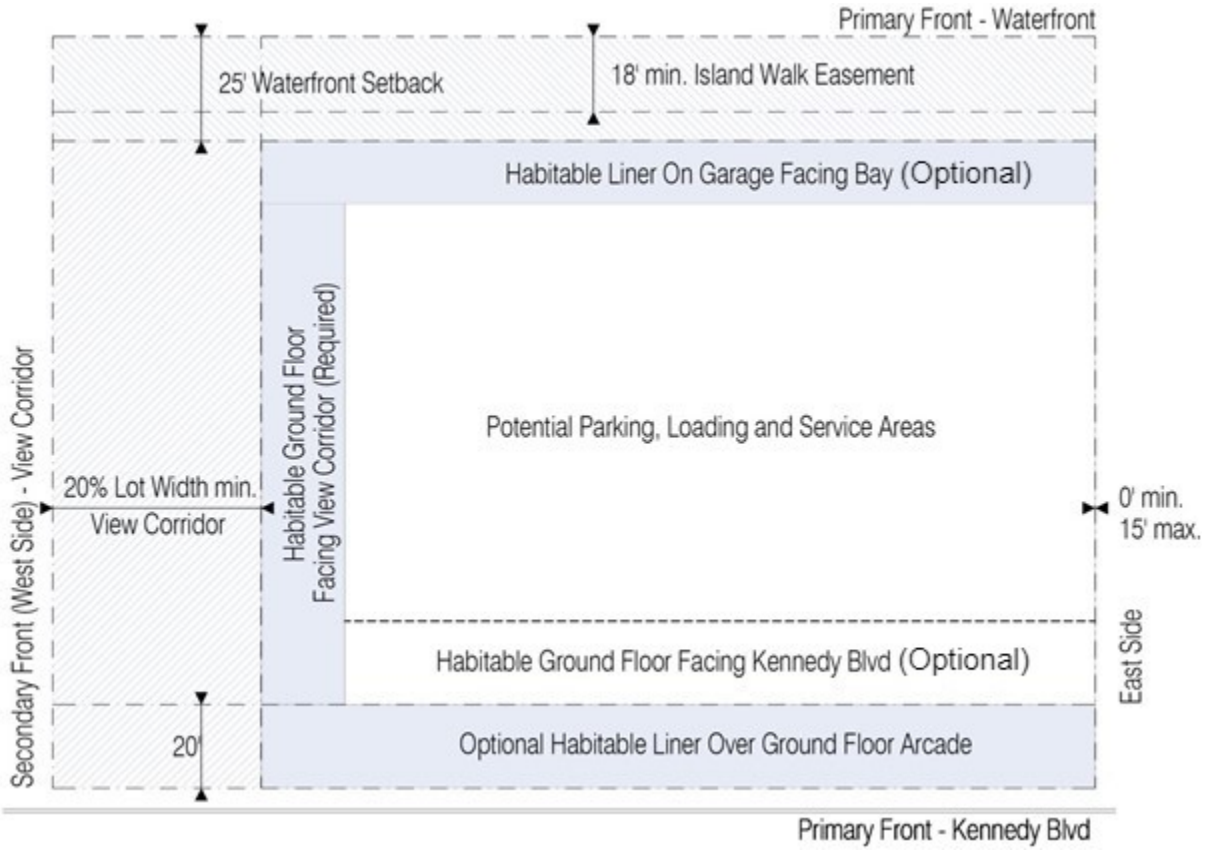
T6-30 SUMMARY TABLE	
1. BUILDING DISPOSITION	
i. LOT OCCUPATION	
a. Lot Area	10,000 sf min.
b. Lot Width	100 ft. min.
c. Lot Coverage	75% max.
d. Floor Lot Ratio	N/A
e. Frontage at Front Setback	70 % min.
f. Open Space Requirement	10% Lot Area min.
g. Density with Bonus (1)	120 du/acre (see also Sec. 15.2.H.) †
h. Density with Bonus (2)	150 du/acre (see also Sec. 15.2.H.)
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 1 (Kennedy Causeway and Side Yards; Optional Stepback in Waterfront Yard – see Building Height Illustration)	10 ft. min. above the 5th Story
~~f. Stepback 2 (All Sides)~~	~~5 ft. min. above 15th 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)
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 section 15.2.H for additional requirements.

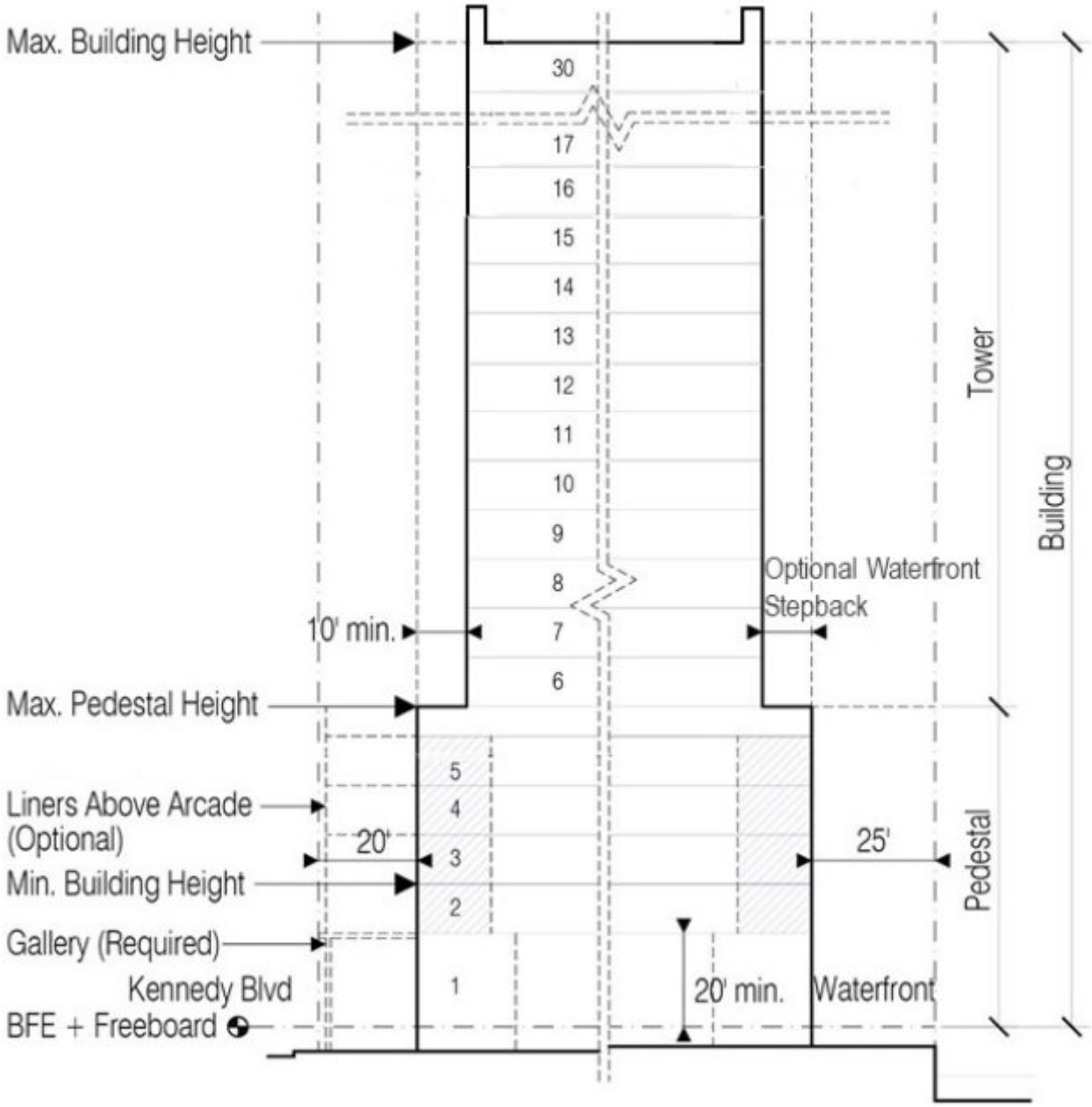
3. BUILDING PLACEMENT ILLUSTRATION – T6-30.



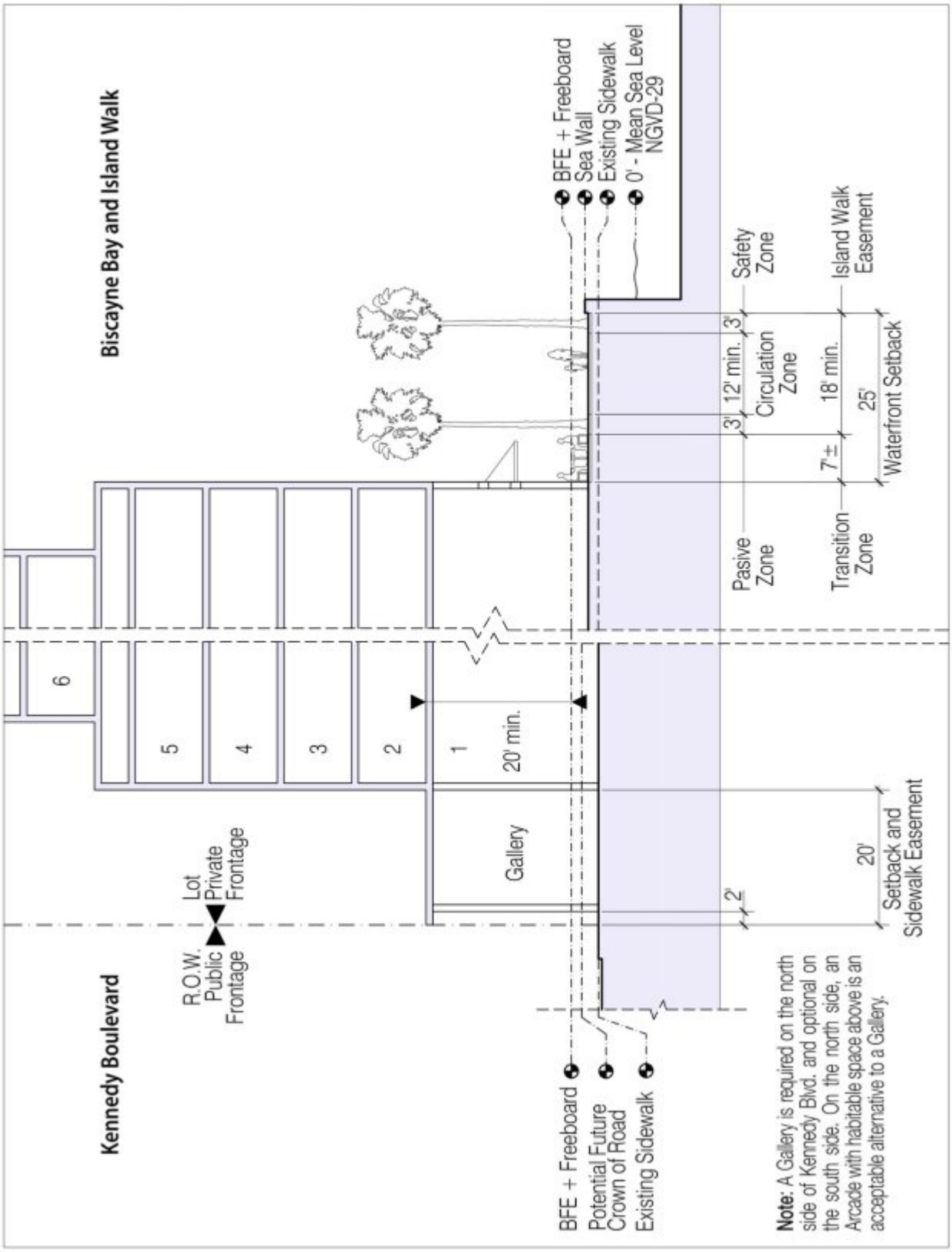
4. PARKING PLACEMENT ILLUSTRATION – T6-30.



5. BUILDING HEIGHT ILLUSTRATION – T6-30.



Section 15.7.D. SECTION DETAIL ILLUSTRATION – T6.



Section 15.7.E. BUILDING FUNCTION (USES) AND PARKING REQUIREMENTS - T3. [Reserved]

Section 15.7.F. SUMMARY TABLE AND ILLUSTRATIONS – T3. [Reserved]

Section 15.7.G. SUMMARY TABLE AND ILLUSTRATIONS - T4 [RESERVED]

Section 15.7.H. SUMMARY TABLE AND ILLUSTRATIONS - T5 [RESERVED]

Section 15.7.I DESIGN REVIEW CRITERIA TABLE

Design Review Criteria
Building Disposition
Respond to the physical context taking into consideration natural features, existing urban form, and Transect Zone intentions.
For Buildings on Corner Lots, design Façades to acknowledge all Frontages.
For modifications of nonconforming Structures. See also Ch. 6.
Create transitions in Height and mass with Abutting properties and Transect Zones.
Building Configuration
Articulate the Building Façade vertically and horizontally in intervals appropriate to the existing Neighborhood and Transect Zone.
Articulate the Building Façade at street level to recognize pedestrian continuity and interest, and at upper levels to recognize long views of Buildings.
Use architectural styles and details (such as roof lines and fenestration), colors and materials derivative from surrounding area.
Promote pedestrian interaction.
Design all walls as active Façades, with doors and windows; when not possible, embellish walls with architectural design treatment.
Provide usable Open Space that allows for visible and convenient pedestrian access from the public sidewalk.
Building sites should locate service elements, such as trash dumpsters, utility meters, loading docks, backflow preventers, siamese connections and electrical, plumbing, mechanical and communications equipment away from a street front. All service elements shall be situated and screened from view to the street and adjacent properties. See also Ch. 8, Division 4 –

Supplemental Development Standards.
Building Function & Density
Respond to the Neighborhood context and Transect Zone.
Parking Standards
Minimize the impact of automobile parking and driveways on the pedestrian environment and adjacent properties.
For pedestrian and vehicular safety minimize conflict points such as the number and width of driveways and curb cuts.
Minimize off-street parking adjacent to a thoroughfare front and where possible locate parking behind the Building.
Design landscaping or surface parking areas as buffers between dissimilar Uses.
Screen parking garage structures with Habitable Space. Where Habitable Space is not provided, architectural treatments and landscaping shall screen the garage structure.
Landscape Standards
Preserve existing vegetation and/or geological features whenever possible.
Reinforce Transect Zone intention by integrating landscape and hardscape elements.
Use landscaping to enhance Building design and continuity of Streetscape.
Use landscape material, such as plantings, trellises, pavers, screen walls, planters and similar features, to enhance building design and continuity of streetscape.
Provide landscaping that screens undesirable elements, such as surface parking lots, and that enhances open space and architecture.
Sign Standards
Provide signage appropriate for the scale and character of the establishment and immediate Neighborhood.
Signage shall be within calculated aggregate area appropriate for Transect Zone.

Number of Signs for an establishment shall not exceed the allowable amount per linear Frontage.
Monument Signs shall be located within the appropriate Setback and not to disrupt pedestrian activity.
Illumination and other lighting effects shall not create a nuisance to adjacent property or create a traffic hazard.
Ambient Standards
Provide lighting appropriate to the Building and landscape design in a manner that coordinates with signage and street lighting.
Orient outdoor lighting to minimize glare to the public realm and adjacent properties.
Protect residential areas from excessive noise, fumes, odors, commercial vehicle intrusion, traffic conflicts and the spillover effect of light.

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the North Bay Village (the "Village") administrative offices were historically housed within a Village-owned structure located on the site of what today is Civic Park; and

WHEREAS, the former Village Hall structure, along with the adjacent Miami-Dade County Fire Rescue Station 27, was condemned and subsequently demolished due to environmental concerns; and

WHEREAS, the Village has incurred approximately $4 million in rent, relocation, and demolition costs during the past 13 years as a result of not having a permanent administrative office; and

WHEREAS, during the same period, the Miami-Dade Fire Rescue Department (MDFRD) has served the Village from temporary trailers at Pelican Harbor Marina; and

WHEREAS, the fire station's portion of the marina at Pelican Harbor is planned for redevelopment by Miami-Dade County ("the County"), which could result in the relocation of the station to the North Miami area within the next 2-3 years; and

WHEREAS, the absence of a fire station within North Bay Village limits is of great concern to the Village, and the construction of a new fire station is considered critical to

maintaining an adequate level of service and quality of life for the residents and businesses of the Village; and

WHEREAS, in 2008, the electorate of the Village authorized the issuance of general obligation bonds to construct a new Public Safety/Village Hall complex in partnership with the County; and

WHEREAS, in 2018, the Village purchased a site consisting of two parcels, Folio Nos. 23-3209-001-0060, and 23-3209-001-0061, located at 1335 79th Street Causeway on Harbor Island, as legally described in Exhibit A, "Legal Description" attached hereto (the "Property"); and

WHEREAS, in 2020, the Village and the County entered into a Memorandum of Understanding ("the MOU") to build a new fire rescue facility on the Property, making the Village eligible for funding from the County for design and construction a new fire rescue facility, with the Village providing the land for the project and leasing the station to the County; and

WHEREAS, in 2021, the Village amended its Unified Land Development Code pursuant to Ordinance No. 2021-013, attached hereto as Exhibit "B," to establish a T6-24 Municipal Use ("T6-24MU") zoning, while simultaneously rezoning the Property to the new zoning classification; and

WHEREAS, the amendment conferred authority onto the Village Commission to grant exemptions from transect regulations pertaining to Building Disposition and Building Configuration within the T6-24MU transect zone during site plan approval process, subject to specific criteria; and

WHEREAS, in 2023, the Village engaged Wannemacher Jensen Architects to develop a site plan and design proposal for a 5-story building, integrating the new Village Hall, headquarters for the North Bay Village Police Department, and Miami-Dade County Fire Station No. 2, along with accessory parking for each of these uses (the "Project"); and

WHEREAS, the Village is seeking approval of the site plan for the Project, attached hereto as Exhibit "C" (the "Site Plan") including approval of certain exemptions from applicable zoning requirements; and

WHEREAS, Village staff reviewed the Project and found it largely consistent with the relevant goals, objectives and policies Comprehensive Plan and the pillars articulated in the NBV100 Master Plan, and

WHEREAS, staff also evaluated the following exemption requests and found them to meet the criteria established in Sec. Sec. 15.3.A.1.b (3):

- Primary Front Setback (JFK/79th Street Causeway) reduction from a continuous 20-feet minimum to one (1) foot-four (4) inches minimum.
- Provision of an Arcade instead of a Gallery.
- Minimum required Arcade depth reduced from 20 feet to a minimum of 14 feet.
- Relief from the requirement that an Arcade overlap the whole width of the Kennedy Causeway setback up to the property line.
- Frontage at Front Setback reduced from seventy percent (70%), or 223 feet, to sixty-three percent (63%), or 201 feet.
- Secondary Frontage at ground level reduced from 48 feet to 37 feet.
- Required first story height, measured from Base Flood Elevation (BFE) plus freeboard to the finished floor of the second story, reduced from 20 feet to 19 feet;
- Loading area within the right-of-way or exemption from providing a loading zone; and

WHEREAS, staff recommends approval of the site plan subject to Village Commission approval of the requested exemptions, and to other conditions herein; and

WHEREAS, after a duly noticed public hearing held on _____, 2023, the Planning and Zoning Board recommended [approval/approval with conditions/denial] of the Site Plan request, including the requested exemptions; 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/is not] 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 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.
>
> The requested exemptions from the requirements of Chapter 15 are (a) necessary due to the Property's site conditions and constraints; (b) justified by the functional requirements of the Project; (c) the smallest possible

exemptions that allow the development to achieve the necessary functionality of the proposed uses; (d) not interfering with the purpose and intent of the T6 transect and of the T6-24MU zoning district specifically; and (e) in compliance with the Design Review Criteria of Sec. 15.7.1.

Section 3. Decision; Conditions. Pursuant to Section 5.8 of the ULDC, the site plan to construct a 5-story government facility, integrating the new Village Hall, headquarters for the North Bay Village Police Department, and Miami-Dade County Fire Station No. 2, along with accessory parking for each of these uses (as shown in Exhibit "C"), is hereby [approved/denied/approved subject to the following conditions]:

General Conditions:

1. The Project Approval should be valid for two (2) years, commencing on the effective date of the Approval Resolution, within which time the Master Building Permit should be obtained, except as provided in 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 good faith efforts have been made 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 at least thirty (30) days prior to the end of the then-current Project Validity Period.

2. The Site Plan should incorporate and be developed in substantial conformance with the following documents:
   A. Sketch of Survey and Route Survey prepared by Royal Point Land Surveyor, Inc., dated 5.11.23, drawn by Jacob Gomis, P.S.
   B. Tree Survey prepared by Royal Point Land Surveyor, Inc., dated 6.21.23, drawn by Jacob Gomis, P.S.
   C. Specific Purpose Survey prepared by Longitude Surveyors, dated 4.24.23, drawn by G.P.
   D. Architectural plans prepared by Wannemacher Jensen Architects, Inc., and Wolfberg Alvarez, with revisions dated 10.11.23:
      1) PZ-A000 and PZ-A001: Cover Sheet and Index of Drawings
      2) PZ-A002: Zoning Data
      3) PZ-A003: Zoning Diagrams
      4) PZ-A004: Building Areas
      5) PZ-A005 - PZ-A008: Renderings
      6) PZ-A100: Site Plan
      7) PZ-A101 - PZ-A106: Individual Floor Plans (Ground to Roof Level)
      8) PZ-A107 - PZ-A108: Exterior Elevations
      9) PZ-A109: Ground Floor Plan (Copy 1)
      10) PZ-A310: Building Sections

11) PZ-A701: Wall Sections

E. Landscape Plans prepared by Curtis + Rogers Design Studio, dated 8.25.23 and revised 10.11.23:
   1) L-100 and L-101: Tree Disposition Plan and Tree Disposition Notes
   2) L-200: Planting Plan
   3) L-201: Landscape Legend
   4) L-202: Planting Notes and Details
   5) L-300: Irrigation Plan
F. Civil Engineering Plans prepared by A.D.A. Engineering, Inc., dated 8.25.23 and revised 9.29.23:
   1) PZ-C00, PZ-C01 and PZ-C02: Cover Sheet, General Notes and Summary of Pay Items
   2) PZ-C03: Demolition Plan
   3) PZ-C04: Grading Plan
   4) PZ-C05: Pavement Marking
   5) PZ-C06: Drainage Storm Plan
   6) PZ-C07: Water and Sewer Plan
   7) PZ-C08 – PZ-C09: Auto-turn (left and right bay)
G. Photometrics Sheet PZ-E100 prepared by SDM Consulting Engineers, Inc, dated 8.25.23 and revised 9.29.23.
H. Traffic Impact Analysis prepared by Richard Garcia and Associates, dated 5.25.23; signed by Carlos X. Valentin, P.E.; and revised X.X.XX.

Prior to the Village Commission's Public Hearing on the Proposed Site Plan:

A. All the tables providing calculations and plans in the project's plan set (including Landscape and Civil Engineering Plans) should be verified against each other for accuracy and internal consistency. Notes and labels should be added where appropriate to improve clarity.
B. An updated Traffic Impact Analysis should be submitted addressing Village Staff comments.

Recommendations Prior to issuance of a Building Permit:

Landscape and Public Realm:

1. Any blank walls over 25' in length and other unattractive areas of the site or building should be heavily screened with landscaping. Rooflines 25 feet or greater in length should be broken by vertical landscaping materials. Shade and accent trees planted at 20-foot minimum intervals should be used to achieve this screening.
2. Landscape screening should be utilized around dumpsters, FPL transformers, propane tanks, A/C units, generators, above ground utilities, and irrigation pumps.
3. Palms should not exceed a maximum of thirty percent (30%) of the total proposed trees, parking trees and street trees.
4. The principles of Florida Friendly Landscape should be followed on this project.
5. The following items should be added to, addressed, or verified on the planting plans:
   a) Tree Barricade locations in plan view where existing trees will be preserved.
   b) Final irrigation plan, notes, and details.

c) Labels indicating proposed or existing stop/yield signs demonstrating proper visibility.
d) Proposed and existing site lighting, demonstrating a separation of 15 feet between the lights and large trees or 7.5 feet between the lights and small trees.
e) Plant list with the specifications for all plant materials.

6. Average lighting levels measured at the Building Frontage should not exceed twenty foot-candles (20 fc).
7. Lighting of the building and contingent open spaces should be compatible with street lighting of abutting public spaces.
8. The garage should be screened from view from the adjacent rights-of-way by an art treatment, to be approved by the Village Manager. Interior garage lighting fixtures should not be visible from streets, view corridors or the water.
9. The lighting fixtures of exposed rooftop parking should be concealed by a parapet wall and should not be seen from surrounding streets.
10. The project should seek to attain no less than 20 points from the North Bay Village Green Building Program, which should include pursuing FGBC Gold certification for the project.

Infrastructure/Drainage:

1. All pending general and site-specific Engineering Review comments by Village staff should be addressed.
2. Compliance with the applicable Level of Service (LOS) requirements should be documented at the time of application for any building permit.
3. The final design should accommodate all existing and proposed utility easements, services, and appurtenances. Water meters and backflow devices should be located within landscaped areas and no permanent structures, including landscaping, should be located above the water or sanitary system.
4. The Village should obtain 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, prior to issuance of the Master Building Permit.
5. Fixture unit count should be documented to support water meter sizing.
6. Specifications of the permeability coefficient of proposed pervious paving materials should be completed prior to Master Building Permit approval.
7. A signed and sealed drainage report should be 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.
8. To the extent the Property's area allows under generally accepted engineering standards, additional injection wells should be installed to meet stormwater retention calculations based on the updated NOAA Atlas 14 data set.

Traffic/Circulation/Parking:

1. The proposed development should be reviewed and found in compliance for access management consideration by all agencies having jurisdiction.

2. The Village should coordinate with Miami Dade County Traffic Engineering Department to develop modified and acceptable signal timing plans for the junction of 79th Street Causeway and Harbor Island Drive to ensure the effectiveness of the proposed signal timing optimization.
3. The minimum distance from the curb cut to the intersection of West Drive with Harbor Island Drive should be approximately 34 feet.
4. A loading area to serve the project should be allowed to be designated within the right-of-way. If the loading zone is so provided, the Village should ensure that loading/unloading and deliveries do not interfere with traffic flow on the public right-of-way or with ingress into or egress from the building.
5. All sidewalks providing circulation to the public should meet the minimum design criteria of the ADA. Ramp curbs should be provided on the sidewalk at the driveway entrance (FDOT index 304).
6. Sidewalk/grass strip restoration should be performed according to North Bay Village core requirements.
7. Village staff should ensure that garbage collection occurs during off-peak hours.

Other:
1. All signage should comply with the restrictions of Chapter 11.

Section 4. 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 5. Effective Date. This Resolution should 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: 7938-7940 West Drive, NORTH BAY VILLAGE

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

LOTS 38, 40, 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”
SITE PLAN APPLICATION SET

(Attached)

Exhibit “C”
DEVELOPMENT AGREEMENT

(Attached)

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 - NOV. 15, 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

11/02/2023

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
2 day of NOVEMBER, 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 NOVEMBER 15, 2023, AT 6:00 P.M. AT 1666 KENNEDY CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141, AND VIA ZOOM, OR AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, COMPREHENSIVELY UPDATING THE UNIFIED LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; 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 USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; 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 S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 178 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

11/15/2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

TO PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 823 7591 9425
PASSCODE: 525921
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.

ALBA L. CHANG, CMC
VILLAGE CLERK
11/2

23-124/0000692532M

2|2

ITEM NO. 4B

North Bay Village
Recommendation Memorandum

DATE: November 15, 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 Application for a Multifamily Residential Project to Be Located at Approximately 7913-7915 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 S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

Recommended Action: Approval is contingent on meeting conditions recommended by Staff. This item is accompanied by a variance request submitted pursuant to Sec. 7.3.

BACKGROUND AND ANALYSIS

Refer to attached Staff report and related attachments 1-9.

Attachment 1 – Letter of Intent (LOI, Site Plan Application and Lobbyist Authorization Form
Attachment 2 – Topographic Survey and Plat
Attachment 3 – Marina View Architectural Plans (updated)
Attachment 4 – Marina View Landscape Plans (updated)

Attachment 5 – Marina View Civil Engineering Plans (new)
Attachment 6 – Marina View Traffic Study
Attachment 7 – Marina View Supplement to TIS (new)
Attachment 8 – Marina View Shadow Study
Attachment 9 – Resolution Site Plan Marina View

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

PERSONNEL IMPACT
n/a

ATTACHMENTS
Staff Report_7913 West Dr_111523.pdf
Attachment 1_LOI, Site Plan Application .pdf
Attachment 2_Topographic Survey and Plat.pdf
Attachment 3_Marina View Architectural Plans (updated)
Attachment 4_Marina View Landscape Plans (updated).pdf
Attachment 5_Civil Engineering Plans (new).pdf
Attachment 6_Marina View Traffic Study.pdf
Attachment 7_Marina Drive Supplement to TIS.pdf
Attachment 8_Marina View Shadow Study.pdf
Attachment_9_Reso_Site_Plan_Marina_View_PZB-111523.docx
Notice of Meeting - DBR

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: **November 15, 2023**

To: **Planning and Zoning Board**

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

Subject: **Site Plan for 7913 West Drive – Marina View**

1. General Information

Owner/Applicant:	S2 NBV, LLC (Applicant)
Applicant Address:	18851 NW 29th Ave, Suite 1011 Aventura, FL 33180
Site Address:	7913 West Drive
Site Acreage	1.046 ac (45,371 sf)
Folio Number	23-3209-001-0013
Contact Person/Owner Representative:	Graham Penn
Phone Number:	305-377-6229
E-mail Address	gpenn@brzoninglaw.com

2. Legal Description of Subject Property

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

See Attachment 2 for additional information.

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 (used as staging area for construction site)

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 (open space)
South	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential (surface parking)
West	Future Land Use	Residential (Multifamily High Density)
	Zoning District	RM-70 High-Density Multiple Family Residential
	Existing Land Use	Multifamily Residential (existing & under construction)

5. Background

The Property is located on the east side of West Drive, on a parcel of approximately 45,371 square feet (1.04 acres) in size, which historically has been used as a surface parking lot. The Property does not directly abut the waterfront and is less deep than the adjacent properties, following the conveyance of an approximately 40-foot-wide strip of waterfront to the 360 Degrees Condominium sometime prior to 2003. The Applicant/current property owner was not a party to or responsible for the decision to dispose of that property.

On July 19, 2022, the previous property owner applied for, and was granted by the Village Commission via Resolution No. 2022-058, a variance to reduce a side setback requirement from 15 feet to 0 feet, limited to one of the two interior side property lines, and a variance to reduce the rear setback requirement from 25 feet to 0 feet, limited to the rectangular portion of the Property which abuts and runs longitudinally to the 40-foot wide strip of waterfront land belonging to the 360 Degrees Condominium. These variances allow approval of a building to be constructed

against one of the interior side property lines and against the rear property line that adjoins the green ribbon owned by the 360 Degree Condominium, which for practical purposes provides a 40-foot setback from the waterfront line.

On December 13, 2022, pursuant to Sec. 8.11 of the ULDC, the Village Commission granted, via Resolution 2022-100, a Use Exception to Pacific & Orient Properties, LLC to utilize the Property as a temporary sales office, staging and storage area for the active construction site across the street (7918 West Drive). A Use Exception for temporary sales office/marketing trailers is limited to a period of twelve months. However, Resolution 2022-100 provides for the potential renewal or extension of this Use Exception, which expires on December 13, 2023.

Pacific & Orient Properties, LLC has requested an extension of the timeframe to maintain the Use Exception on the subject Property. Coincidentally, that request is being reviewed by the Planning and Zoning Board on the same agenda as this Site Plan approval request. Approval of the Site Plan may or may not eventually impact the availability of the Property to accommodate the Use Exception; however, the terms of the Property lease are between the private parties and need not influence the PZB's recommendation. The original estimated timeframe for the development of the project at 7918 West Drive, which the Use Exception serves, was 18 months from commencement. That project appears to be on track based on the progress of construction.

6. Description of Applicant's Request

According to the Letter of Intent submitted with the Site Plan application, the Applicant intends to develop the Property as a multifamily residential project. The application requests approval of a 22-story, approximately 229-foot-tall building, encompassing 94 residential units as well as complementary indoor and outdoor residential amenities which include pickleball courts, a gym, a yoga room, a CrossFit training patio, a kids' playroom, a business center with 8 workspaces, a party room, a swimming pool and a spa, and a rooftop terrace. The site plan shows a connection to the public island Walk through the site, which will require coordination with the 360 Condominium.

The unit mix includes 60 two-bedroom units and 34 three-or-more-bedroom units. The Applicant has not specified whether the units will be offered for sale or for rent. Pursuant to Section 8.10.1 of the ULDC, created by Ordinance No. 2022-13, if the Project is to offer units for rent, or converts to a rental building within five (5) years of a Certificate of Occupancy, at least 5% of the total number of units in the Project, or five (5) units, must be reserved as workforce housing serving households with incomes between 60% and 140% of Area Median Income. In addition, if the Project offers the units for sale, the Certificate of Occupancy would need to include a condition that five (5) units will be reserved for workforce housing serving households with incomes between 60% and 140% of Area Median Income in the event the development converts to a for-rent project within five (5) years of the Certificate of Occupancy.

To reach the proposed number of units (which results in an overall density of approximately 91 units per acre), the Applicant proposes to transfer 22 density rights from Village-owned properties located within Harbor Island, pursuant to Sec. 8.10.D.4.c and Sec. 8.13.B of the ULDC, which allow additional density on a site to which units are transferred, up to thirty percent (30%) of the base density. The same sections entitle properties in the RM-70 District receiving transferred

development rights to receive approval from the Village Commission for additional building height of up to thirty percent (30%) above the maximum permitted height to accommodate the transferred density. Consequently, the Applicant is requesting an additional 49 feet of height to accommodate the transferred units. The Applicant is also requesting approval of a 40-foot height bonus pursuant to Sec. 8.12, for a maximum total building height of 239 feet.

The Site Plan Application (included as Attachment 1) is accompanied a variance request to reduce the required number of parking spaces to 178 where the regulations in effect at the time of the application would require 245 spaces. (NOTE: the most recent version of the site plan shows 177 parking spaces, and the variance, if granted, should be consistent with this number). On September 28, 2023, the Village Commission adopted amendments to the parking requirements for multifamily residential development, which shifts from a minimum parking requirement to a recommended parking ratio.

7. Consistency with NBV100 Comprehensive Plan and NBV100 Master Plan

The proposed multifamily development is consistent with the NBV100 Future Land Use Map and Zoning Map and does not exceed the maximum base density by more than thirty percent (30%) consistent with Policy 2.1.13.1.

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 Property proposed for development is not a direct waterfront site but is separated from Biscayne Bay by an approximately 40-foot strip of waterfront green space and public easement located on land belonging to the adjacent 360 Condominium. This area is currently fenced and gated. However, the site plan shows paths leading from the public street and connecting to the segment of Island Walk located within the 40-foot green ribbon. The Applicant needs to coordinate with both the Village and the 360 Condominium to implement these access points, which greatly improve accessibility to the waterfront on this side Harbor Island.

The Project is prioritizing people over cars by reducing the number of parking spaces and providing 19 bicycle parking/storage spaces required by the ULDC.

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 is required to provide a minimum pervious area of twenty percent (20%) with pervious areas at the ground level required to be landscaped.

The Project must also incorporate green building features to comply with Sec. 8.10.D.5.h, which requires at least 24 points from the Green Building Program for multifamily residential projects which transfer density rights. According to the plans submitted, the Applicant will pursue NGBS Gold Certification for the building. Combined with the incorporation of additional green building features including electric vehicle charging stations, a cool roof, cool pavement, and EnergyStar-rated appliances, could achieve 32 points from the Village's Green Building Program.

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 seeks to replace a former surface parking lot in Harbor Island. By focusing on large units that can accommodate families, the Project will provide for 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 for TDRs and bonus height, as well as recurring property taxes after completion. The Project is designed to try to reduce dependence on the automobile by providing work and play spaces on site, by discouraging residents of the Project from having multiple vehicles through a reduction of parking, while encouraging alternative modes of transportation by providing ample bicycle parking and storage and by improving pedestrian facilities on and adjacent to the site. The project meets the flood protection requirements of Sections 10.5.B.2. of the ULDC and provides the minimum 20%

required pervious area. There are green/landscaped areas at the ground level as well as on the amenities deck.

8. Site Plan Approval Criteria

Section 5.8.(B)(10)(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 plan has been designed to buffer neighboring properties from the impacts of the use, most notably by locating green space on the south side adjacent to the "360" condominium parcel.

Staff Evaluation: The proposed building is designed and oriented to reduce impacts on the adjacent properties, including providing an eighty-four (84) foot side setback on the south, where the Property adjoins the 360 Condominium west tower.

In addition, the Applicant is refraining from maximizing the building height on the Property, instead limiting the overall project building height to approximately 239 feet, rather than the maximum of 312 feet that is achievable with the maximum height bonus and the transfer of TDRs. While these choices help maintain views, the shadow study (see Attachment 6) shows that there could be shadow impacts on the nearby properties during the winter months, including by casting shade over Vogel Park in the morning hours.

(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 Village has recognized during the recent ordinance discussions regarding Harbor Island that the current ULDC regulations require far too much parking – especially in new buildings with larger units – with detrimental effects to Harbor Island. The Village will soon be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. The submitted plan has been designed with the future in mind.

Staff Evaluation: The application was submitted prior to the adoption of amendments to the regulations applicable to high density multifamily residential development. To achieve the proposed reduction in the number of required parking spaces (under the previous regulations), the Applicant submitted a companion variance request. Furthermore, the proposed number of spaces is in alignment with the recently adopted amendments to the ULDC.

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

Applicant's Remark: The proposed plan meets all required setbacks, open space requirements, and landscaping standards. High quality landscaping is a focus of the design.

Staff Evaluation: The proposed site plan complies with the minimum setbacks, except for those two previously approved by the Village Commission to vary from the standards of Sec. 8.10.D.4.b of the ULDC. The site plan provides the required pervious areas, 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.

Applicant's Remark: As demonstrated by the Applicant's submitted materials, the proposed development can be accommodated by the Village's existing infrastructure.

Staff Evaluation: The Applicant has submitted an abbreviated LOS assessment indicating that the Project will not negatively impact the current levels of service. Further, Staff will recommend that the Applicant update the Level of Service (LOS) assessment at the time of building permit application to confirm compliance with the concurrency requirements.

In addition, the Applicant will be required to coordinate with Miami Dade County Traffic Engineering Department and the Village to develop modified and acceptable signal timing plans for the junction of 79th Street Causeway and Harbor Island Drive to ensure the effectiveness of a proposed signal timing optimization.

9. Compliance with Unified Land Development Code

The Project was reviewed based on the requirements of the ULDC in effect at the time of the Site Plan application submittal date (July 20, 2023). The zoning requirements are provided in Section 8.10.D – RM-70 High Density Multiple Family Residential District. The following Tables provide a breakdown of each standard and compare what is required and provided by the proposed development.

SITE DEVELOPMENT STANDARDS		
Regulation	**Standard / Requirement**	**Provided**
LOT SIZE AND SETBACKS		
Lot size	27,000 sf min.	45,371 sf
Frontage	75 feet	420 feet
Street frontage setback	25 feet	25'-1"
Rear setback	0 feet from property line abutting green space (per Reso. No. 2022-058)	0'-11" for a portion of bldg.. Otherwise 25'-1"
One side (interior) setback	15 feet from external property line. 0 feet from property line abutting green space (per Reso No. 2022-058)	15'-1" 0'-11"
Second side (interior) setback	20% of lot width 420 ft x 20% = 84 feet	84'-1"
PERVIOUS AREA		
20% of total parcel	45,371 sf x 20% = 9,074 sf	10,356 sf

DENSITY AND FLOOR AREA		
Regulation	**Standard / Requirement**	**Provided**
FLOOR AREA		
2-Bedroom units	1,200 sf	1,720 sf or larger
3-Bedroom units or larger	1,350 sf	2,135 sf or larger
DENSITY		
Max. density	70 du/ac x 1.04 ac = 72.8 du	72 units
Transfer Development Rights (TDRs) – Sec. 8.13	70 upa + 30% TDRs = 91 upa(1)	22 units
(1) Units per acre	TOTAL UNITS	94 units

According to the current Official Fee Schedule, Community Contribution Fees for TDRs Program (Sec. 8.13) are $65,000.00 for non-waterfront projects. Therefore, total fees to be collected by North Bay Village for the purchase of TDRs for this project are calculated as follows:

$$\$65{,}000 \times 22 \text{ units} = \$1{,}430{,}000$$

BUILDING HEIGHT AND BONUSES		
Regulation	**Standard / Requirement**	**Provided**
HEIGHT		
Max. building height	150 feet	150 feet
Bonus height – Sec. 8.12	Up to 90 additional feet	40 additional feet
Additional height associated with TDRs	Up to 30% of the max building height = max 57 additional feet	49 additional feet
	TOTAL HEIGHT	239’-2” (239.17’)

According to the current Village Fee Schedule, Community Contribution Fees for Bonus Height in the RM-70 District (Sec. 8.12) are $750.00 per residential dwelling unit in the building for every 10 feet of bonus building height approved by the Village Commission. There is no additional fee for the additional height related to the transfer of development rights. Therefore, total fees to be collected by North Bay Village from the are calculated as follows:

$$\$750 \times \frac{(190 \text{ ft} - 150 \text{ ft})}{10 \text{ ft}} \times 94 \text{ units} = \$\ 282{,}000$$

ADDITIONAL FEATURES AND REQUIREMENTS		
Regulation	**Standard / Requirement**	**Provided**
Public access corridor to Boardwalk	Yes	N/A
All exterior paving surfaces, except parking garages, are constructed of brick pavers	Yes	Undetermined, shall be demonstrated prior to building permit

Water feature in the front of the development	Yes	Yes
Compliance with existing landscape requirements	Yes	Yes
Streetscape benches along boardwalk	Yes	N/A
Parking garage is hidden with architectural features	Yes	Yes
Lighting is provided in the front of the development where trees are planted	Yes	Yes
Green Building and Design Points – Sec. 8.21 Sec. 8.10.D.5.c.1 (for transfer of TDRs)	18 points 24 points	26 points (potentially 30 if evcs requirement is met)

PARKING AND LOADING		
Regulation	**Standard / Requirement under previous regulations**	**Provided**
OFF-STREET PARKING – Sec. 9.3.C		
2 ps(1) per two-bedroom units	2 ps/unit x 60 units = 120 ps	Breakdown required
3 ps per three-bedroom units	3 ps/unit x 34 units = 102 ps	Breakdown required
10% of the total number of required ps for guest parking	(120 ps + 102 ps) x 10% = 22.2 ps	Breakdown required
TOTAL PARKING	120 + 102 + 22.2 = 245 ps 177 if variance is approved	177 ps (-27.7%) per plans, with reduction subject to variance request
HANDICAPPED PARKING SPACES	2 ps	6 ps
Min. aisle width for 90-degree parking	23 feet	23 feet
One-way ramp – Sec. 9.3.E.17	13 feet	13 feet
Required EVCS (4) – Sec. 8.23	If parking variance approved: 9 EVCS required	12 indicated by signage on plans (including 1 preferred green vehicle ps).
Structured Parking Design	Per Sec. 9.3.I.	Documentation of compliance shall be submitted prior to building permit
OFF-STREET PARKING SPACE DIMENSIONS		
Standard	18 feet (length) x 9 feet (width)	18 feet x 9 feet
Handicapped	18 x 13	18 feet x 13 feet
Compact	16 x 8	16 feet x 8 feet
LOADING SPACE PARKING – Sec. 9.4		
Gross floor area over 100,000 sf	3 loading berths	2 tandem loading zones on the ground floor 3rd space within Level 1 of

		garage (see below)
LOADING SPACE DIMENSIONS		
Off-street loading space	30 feet (length) x 12 feet (width) 14 ½ feet (vertical clearance)	Ground floor loading spaces are 30 feet x 12 feet, with 14 ½ feet of clearance 3rd loading space is 20 ft long X 10 ft wide with 8 ft. of clearance and meets newly adopted provision for passenger loading zone dimensions.
BICYCLE PARKING / STORAGE – Sec. 8.24		
1 bps(3) for each five residential unit	1 bps x (94 units / 5 units) = 19 bps	19 spaces shown within bicycle storage space on Level 1 of parking garage

(1) Parking spaces (2) Loading parking space (3) Bicycle parking space (4) Electric vehicle charging stations

GREEN BUILDING PROGRAM		
Regulation		
Standard / Requirement	**Response Provided**	**Points Received**
ELECTRIC VEHICLE CHARGING STATIONS (evcs) – Sec. 8.21 and 8.23		
2 points for each station installed above the baseline number required pursuant to § 8.23.A and B. – Sec. 8.21 Fractional numbers must be rounded up to the next higher whole number – Sec. 8.23.A Required evcs: 245 ps x 5% = 13 evcs (1)	Baseline number required: 9 min evcs if variance is approved. Number provided: The table states that 13 evcs are provided but 12 are shown on plans.	6 points for 3 stations above a baseline of 9 stations
WHITE ROOF / COOL ROOF – Sec. 8.21		
The entire roof surface must be covered in white/reflective covering and provide an initial and 3-year aged 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	"All roofing products will be EnergyStar certified or SRI compliant (82 SRI). All pool/ amenity/PH roof decks over conditioned space need light colored pavers with SR of 33 or higher."	4 points
COOL PAVEMENT – Sec. 8.21		
Provide a surface with an initial solar reflectance 20% higher than the 5-10% reflectance of a dark asphalt parking lot	"All ground floor hardscape to use products at or above SR .30 or higher (20% higher than asphalt)"	4 points
ENERGYSTAR RATING FOR ALL APPLIANCES/EQUIPMENT – Sec. 8.21		
All appliances/equipment associated with the building are EnergyStar rated	"EnergyStar lights (LED ok) and appliances - refrigerator,	4 points

	dishwasher, clothes washer, exhaust fans and any ceiling fans throughout the project."	
NGBS GOLD CERTIFICATION		
Obtain NGBS Gold Certification	"National Green Building Standard (NGBS) GOLD level Certification"	14 points
	TOTAL POINTS	32 points

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 substantially meets the Site Plan approval criteria and the provisions of the ULDC in effect at the time of application, except for the reduced parking, which is the subject of the Applicant's requests for a variance.

Staff's recommendation of approval is conditional upon the Applicant satisfactorily addressing the following items **prior to date of the public hearing before the Village Commission**, and subject to the conditions listed in the next section.

Approval of the Site Plan would be contingent on the parking reduction variance being granted by the Commission. Because the Site Plan application was submitted prior to the adoption of the amendments to the regulations pertaining to high-density multifamily residential development, any decision regarding the application may take into consideration but should not be based on the amended regulations.

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 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.
5. The Site Plan shall incorporate and be developed in substantial conformance with the following documents:
   A. Topographic survey prepared by Ford Armenteros & Fernandez, Inc. dated 02/27/2023.
   B. Architectural plans prepared by Charles H. Benson & Associates Architects P.A., revisions dated 03/29/23 (Attachment 3), including:
      1) GN: Rendering, Project Information and Location Map
      2) A-1: Proposed Site Plan
      3) A-2 through A-5: Proposed Floor Plans
      4) A-6: Proposed Roof Plan
      5) A-7: Sections
      6) A-8 through A-10: Elevations
   C. Landscape Plans prepared by Paradelo Burgess Design Studio, LLC with Holland Engineering, Inc., dated 10/20/2023 (Attachment 4), including notarized Professional Preparer's Statement of Landscape Compliance signed and sealed by Jonathan Burgess and dated 09/21/2023:
      1) L-1: Landscape Plan
      2) L-2: Landscape Details
      3) L-3: Site Aerial
      4) L003: Aerial Image and Existing Trees
   D. Landscape and Irrigation System Maintenance Guide from September 2023 by Paradelo Burgess Design Studio, LLC, signed and sealed by Jonathan Burges, PLA
   E. Civil Engineering plans prepared by Holland Engineering, dated 10/27/23 and sealed digitally by Susan Holland 10/30/2023:
      1) PM-1: Pavement Marking and Signage Plan Level 1
      2) PM-2: Pavement Marking and Signage Plan Level 2
      3) PM-3: Pavement Marking and Signage Plan Levels 3 and 4
   F. Traffic Study prepared by NV5, dated September 2023; by John Karnowski, P.E. 09/22/23 (Attachment 5); together with responses to comments.

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 transfer of density rights, height bonus and related requirements as approved herein.

Height Bonus (Sec. 8.12):

1. The maximum base density in the RM-70 zoning district is 150 feet. The Applicant has requested to purchase additional height from North Bay Village concurrent with the Site Plan review, pursuant to Sec. 8.12 of the ULDC. The request is for a bonus of 40 feet, which will result in a maximum building height of 190 feet, excluding additional height gained from the transfer of development rights per Sections 8.12. and 8.13 of the ULDC (as amended), which shall not exceed 30% of the maximum permitted height of 190 feet, with bonus (see below).
2. The Applicant shall pay a nonrefundable deposit equivalent to ten percent (10%) of the total amount due in community contribution fees related to the approved bonus height within 90

days of site plan approval by the Village Commission. The balance shall be paid concurrently with the issuance of a building permit. No building permit shall be issued by the Village until the applicant has paid the fees calculated pursuant to this section.

3. No building permit shall be issued by the Village until the applicant has paid all the fees due (equal to $282,000).

Density Rights Transfer and Associated Bonus Height:

1. The allocated base density of the Property is 72 dwellings. The Applicant has requested purchase of 22 additional dwellings pursuant to Sec. 8.13 of the ULDC through a transfer of density rights from Village-owned property located in Harbor Island. A total of 11.8 density rights shall be transferred from Vogel Park and 10.2 shall be transferred from East Drive/Civic Park ("Sending Sites"), leaving only zero (0) density rights available for future transfer from Vogel Park and from 41.5 density rights available for future transfer from East Drive/Civic Park.
2. The Applicant has requested and is entitled to receive approval for additional building height of approximately twenty-six percent (26%) above the maximum permitted building height, not to exceed a total of 239 feet-2 inches including the application of bonuses (but excluding height exceptions per Sec. 8.17.G.) to accommodate the transferred density.
3. The Applicant shall pay a community contribution fee of $65,000 per transferred dwelling unit to North Bay Village within 90 days of site plan approval by the Village Commission (for a total of $1,430,000).

Workforce Housing

1. Pursuant to Section 8.10.1 of the ULDC, created by Ordinance No. 2022-13, if the Project is to offer units for rent, or converts to a rental building within five (5) years of a Certificate of Occupancy, at least 5% of the total number of units in the Project, or five (5) units, as workforce housing serving households with incomes between 60% and 140% of Area Median Income. If the Project is to offer units for rent, a Workforce Housing Covenant shall be executed and recorded by the property owner prior to the first building permit. If the Project is to offer units for sale, the Certificate of Occupancy shall include a condition that five (5) units shall be reserved for workforce housing serving households with incomes between 60% and 140% of Area Median Income in the event the multifamily residential development converts to a for-rent project within five (5) years of the Certificate of Occupancy.

Landscape and Public Realm:

1. Details and specifications of proposed paving materials shall be submitted, including permeability coefficient for any pervious materials used for driveways, walkways, terraces, etc.
2. Exterior lighting shall be of the cutoff type, shielded and directed away from adjacent properties and streets.
3. Coordinate with the Village and the 360 Condominium on a strategy and agreement, to be provided to the Village in writing, to implement the proposed Island Walk access points through the site, with the goal of increasing accessibility to the waterfront.
4. Visibility triangles shall be shown on the landscape plan to demonstrate the clear zone for the north/egress driveway.
5. 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 screening, walls, hedges, fences or opaque gates.
6. 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.
7. No objects, trees, or vehicles above 2.5 ft shall be allowed within the sight triangle.

8. 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 propane tanks, A/C units, generators, above ground utilities, and irrigation pumps.
9. The Applicant shall attain no less than 24 points from the North Bay Village Green Building Program, which effort shall include pursuing National Green Building Standard (NGBS) Gold certification for the project, per the selected Green Building Program options shown on Sheet GN-1 of the plan set.

Infrastructure/Drainage:

1. Civil engineering plans submitted for permitting shall meet all paving, grading, drainage, water and sewer specifications and requirements.
2. At the time of application for a Master Building Permit, the Applicant shall provide up to date documentation of compliance with the applicable Level of Service (LOS) requirements.
3. All existing and proposed access and/or utility easements, 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.
4. 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.
5. Applicant shall provide fixture unit count to support water meter sizing.
6. Prior to Master Building Permit approval, the Applicant shall provide a signed and sealed drainage report 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.
7. Prior to Master Building Permit approval, the Applicant shall provide a detailed construction staging and management plan designed to minimize the negative impact of construction activities on the surrounding neighborhood by reducing, noise, dust, traffic, and other health hazards. At a minimum, the plan shall indicate the traffic circulation pattern for vehicles, cement and dump trucks from the construction site to adjacent streets and arterials and how impacts to residential areas are minimized, as well as addressing the following topics:
   a) parking management for construction workers
   b) pedestrian safety
   c) truck and crane staging
   d) utilities access
   e) construction hours
   f) materials storage
   g) construction fencing
   h) construction dumpsters
   i) life and safety
   j) temporary construction signage
   k) stormwater, erosion and sedimentation controls
8. 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 a breakdown of the number of parking spaces provided by unit size, as required by Sec. 9.3.C.

2. 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.
3. The Applicant shall coordinate with Miami Dade County Traffic Engineering Department and the Village to develop modified and acceptable signal timing plans for the junction of 79th Street Causeway and Harbor Island Drive to ensure the effectiveness of the proposed signal timing optimization.
4. The Applicant shall submit documentation of compliance with the parking garage conversion standards of Sec. 9.3.1.
5. The Applicant shall submit documentation that valet service is provided on a continuous basis, including a valet operations plan and an annually renewed business tax receipt.
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 include sidewalk/grass strip restoration according to North Bay Village core requirements.
8. In coordination with Village staff, the Applicant shall provide a narrative clarifying the details of the proposed operation to collect and transfer the trash dumpster from the proposed location to the loading and trash pick-up, including ensuring that garbage collection occurs during off-peak hours.
9. The loading zone within the first level of the parking garage shall be clearly designated as a passenger and/or van delivery loading zone.
10. The bicycle storage space provided within the parking garage shall provide restricted access for the safety of residents' property. Short-term bicycle parking for visitors may be provide outside of this restricted space.
11. Exterior loading zones shall be surfaced with a minimum of a rolled six-inch rock base and a one-inch durable weatherproof asphaltic pavement.

Other:
1. All signage shall comply with the restrictions of Chapter 11.

Prior to issuance of a Certificate of Occupancy
1. The 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 – Letter of Intent (LOI, Site Plan Application and Lobbyst Authorization Form
Attachment 2 – Topographic Survey and Plat
Attachment 3 – Marina View Architectural Plans (updated)
Attachment 4 – Marina View Landscape Plans (updated)
Attachment 5 – Marina View Civil Engineering Plans (new)
Attachment 6 – Marina View Traffic Study
Attachment 7 – Marina View Supplement to TIS (new)
Attachment 8 – Marina View Shadow Study
Attachment 9 – Resolution Site Plan Marina View

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TAPANES
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VIA ELECTRONIC SUBMITTAL

September 21, 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: Letter of Intent for Site Plan, Transfer of Development Rights, and Related Variance Request for the "Marina View" Development Located at Approximately 7913 West Drive, North Bay Village, Florida (Folio number 23-3209-001-0013) -- NBV_SPA 7913 West Drive.

Dear Ms. Vargas:

This law firm represents S2 NBV, LLC (the "Applicant"), the owner of the property located at approximately 7913 West Drive in the City of North Bay Village (the "Village") and identified by Miami-Dade County Folio No. 23-3209-001-0013 (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 single related variance request to allow for a low impact and high quality residential development on the Property.

The Property. The Property is located on the east side of West Drive. The Property is approximately 45,371 square feet (1.04 acres) in size and is currently a parking lot. The Property is separated from Biscayne Bay by an approximately 40-foot strip of land belonging to the adjacent "360" condominium parcel. The 40-foot strip of the adjacent parcel separates the Property from Biscayne Bay and provides a public access easement as required by Section 8.10(D)(4)(g) of the ULDC.

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.

Recent Approval History. In 2022, the Village Commission approved a setback variance for the Property to allow for a zero (0) foot setback along the portions of the site that abut the adjacent 40-foot strip. The proposed Marina View development plan utilizes the approved variance.

Proposed Development. The proposed Marina View development contemplates up to ninety-four (94) residential units in a twenty-two (22) story building with an integrated parking pedestal. The plan has been designed to be consistent with the Comprehensive Plan and the RM-70 zoning designation. All units within the building are large, family-oriented, spaces, made up exclusively of two (2) bedroom (60 units) and three (3) bedroom (34 units) apartments. The smallest unit size is contemplated to be 1,720 square feet. Residents will have access to recreational amenities located at both the ground level and on the top of the parking pedestal.

The building has been oriented so that the tower element is located as far to the north as possible to both honor the Village's twenty (20) percent side setback requirement and limit the impact on residents of the "360" condominium.

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 that alternates between colored glass panels and openings.

The Village has recognized during the recent ordinance discussions regarding Harbor Island that the current ULDC regulations require far too much parking – especially in new buildings with larger units – with detrimental effects to Harbor Island.

The Village will soon be reviewing ULDC changes that, if adopted as currently drafted, would reduce the required parking in the RM-70 zone. The submitted plan has been designed with the future in mind.

Loading. The Applicant is proposing to include three (3) loading spaces in the design, consistent with the requirements of Section 9.4(B)(2) of the ULDC. All of the loading spaces meet the dimensional requirements of the ULDC.

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 relevant maximum.

The Applicant is proposing to use twenty-two (22) 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.

Building Height. The Applicant is proposing a building height of 240 feet. In order to achieve the proposed height, the Applicant will rely on the following:

(1) Bonus building height pursuant to Section 8.12 of the ULDC to allow for 190 feet instead of 150 feet. This will require a payment the relevant community contribution fee for 40 feet of bonus building height ($3,000 per unit in the building).

(2) A 30% additional height available because of the use of TDRs in the project, resulting in a total of 240 feet (190 x 30% = 57 feet).

As you will note, the Applicant is not proposing to "maximize" height on the Property. The application of all available bonuses and TDR-based additional height would allow a potential 312 feet, over seventy (70) feet higher than the Applicant is proposing in the Marina View development.

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. The Applicant is committing to meet this requirement.

Variance Request. The Applicant has requested a variance to provide 178 spaces where 245 would be required. 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 have negative impacts, including excessively tall and bulky parking pedestals and increased local traffic.

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. The unique shape of the Property also has created the situation where there is simply no room for a "deeper" parking structure. The proposed parking structure will meet the needs of the Marina View residents and guests while allowing a building orientation that reduces impacts on our neighbors, including providing an eighty-four (84) foot side setback on the south.

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

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

The plan has been designed to buffer neighboring properties from the impacts of the use, most notably by locating green space on the south side adjacent to the "360" condominium parcel.

(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 proposed plan provides the required loading spaces and has sufficient parking to serve the residents and guests of the building.

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

The proposed plan meets all required setbacks, open space requirements, and landscaping standards. High quality landscaping is a focus of the design.

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

As demonstrated by the Applicant's submitted materials, the proposed development can be accommodated by the Village's existing infrastructure.

Satisfaction of Required Variance Criteria. The Applicant 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;

The unique shape of the Property creates circumstances that significantly limit the development opportunities on the Property unless the requested variance is granted.

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

The Applicant did not create the location and orientation of the lot, which is a product of the original Harbor Island plat. This lot orientation, as well as the development of the 40-foot strip by the adjacent property owner, inadvertently created a situation where a reasonable development of the Property is impossible without the requested variance. The Applicant further did not create the peculiar and excessive parking requirements of the ULDC.

(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 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 variance 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 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 variance 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 variance 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 empty parking lot.

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

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 variance will support a development that will be the highest and best use of an oddly shaped and dimensioned parcel.

Conclusion. We are excited to bring the Marina View development to this part of the Village. 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

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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: S2 NBV, LLC
   c/o Graham Penn
2. Contact Phone: 305 377 6229 Email Address: gpenn@brzoninglaw.com
3. Mailing Address: 18851 NE 29 Avenue, Suite 1011
   Aventura, FL 33180

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

5. Contact Phone: Same as Owner Email Address: Same as Owner
6. Mailing Address Same as Owner

7. Address or location of Property Covered by the Application:
   Approx. 7913 West Drive

8. Legal Description of Property Covered by the Application (add pages if needed):
   See attached

DocuSign Envelope ID: 3B291B5E-AB92-4BD8-AAB1-C44B13C6E6E9

9. Folio Number(s): 23-3209-001-0013
10. Total Site Area (square feet): 45,371.71
11. Current Land Use of Property: Parking Lot
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 ___ Single-Family Residential ___ Multifamily/Planned Residential Development ___Non-Residential/Mixed-Use ___Development Agreement Required?
15. Project Description (additional pages may be attached): New multifamily residential development and accessory uses.

DocuSign Envelope ID: 3B291B5E-AB92-4BD8-AAB1-C44B13C6E6E9

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 Marc Schmulian AECCB710C93F484... _____

Marc Schmulian, Manager

Print Name_____

(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.)

DocuSigned by:
Marc Schmulian
AECCB710C93F484...
_____
Signature

STATE OF FLORIDA
COUNTY OF Florida

Sworn to and subscribed to before me this _____ day of July, 20 23,
by Marc Schmulian,

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

Notary Public Signature_____

Commission Number/Expiration_____

DocuSign Envelope ID: 3B291B5E-AB92-4BD8-AAB1-C44B13C6E6E9

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: 7/19/23

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

Full Name: Marc Schmulian, Manager of S2 NBV, LLC

Current Address: 18851 NE 29 Avenue, Suite 1011

City: Aventura State: FL Zip: 33180

Telephone: 561 305 0470 Email: ms@s2development.com

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

DocuSigned by:
Marc Schmulian
AECCB710C93F484...
Signature

SWORN AND SUBSCRIBED BEFORE ME THIS _____ DAY OF July, 2023

Notary Public, State of Florida at Large

My Commission expires _____, 20____.

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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.

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LEGAL DESCRIPTION:

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

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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)

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☐ 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

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- ☐ 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.

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Office Use Only:

Date Submitted: _____ Total Paid: $_____

Date Paid: _____ Filing Fee: $_____

Cash or Check #_____ Cost Recovery Dep: $_____

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North Bay Village
Principal (Client) Registration and Fee Disclosure Form

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

Calendar Year 2023

Village Clerk's Date Stamp

NOTE:

- All Lobbyist and Principal (Client) registrations automatically expire on December 31st of each year.
- A separate principal (client) registration form is required for each principal (client).
- Each person who withdraws as a lobbyist must file a "Notice of Withdrawal" with the Village Clerk.
- Lobbyist Expenditure Reports must be filed with the Village Clerk by January 15th of each year.
- Lobbyist Expenditure Reports must be filed even if you have no expenditures for the calendar year.
- All lobbyist & principal registration forms, reports, & notices of withdrawal shall be submitted to the Village Clerk.

I. Lobbyist Information

Graham	Penn	C.
First Name	Last Name	Middle Initial

Bercow Radell Fernandez Larkin & Tapanes, PLLC
Business/Firm Name

200 S. Biscayne Blvd., Suite 300	Miami	Florida	33131
Business/Firm Address	City	State	Zip

305-374-5300	305-377-6222	gpenn@brzoninglaw.com
Phone	Fax	E-Mail

II. Principal Information

Marc	Schmulian	
First Name	Last Name	Middle Initial

S2 NBV, LLC
Business/Firm Name

18851 NE 29 Avenue, Suite 1011	Aventura	Florida	33180
Business/Firm Address	City	State	Zip

305-374-5300		MS@s2development.com
Phone	Fax	E-Mail

Other Principals on interests holding directly or indirectly a 5% or more ownership interest (Pursuant to Section 2-11.1 (s) of the Code):

please see the attached.

Subject Matter (Must be specific and describe in detail):

Development Approvals for 7913 West Drive, North Bay Village, Florida

Identify each individual (Mayor, Commissioner, Board, Committee, or City Staff) to be lobbied:

Mayor, Commissioners, Development Boards, Development Committees, City Staff

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North Bay Village
Principal (Client) Registration and Fee Disclosure Form

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

III. Oaths

Principal:

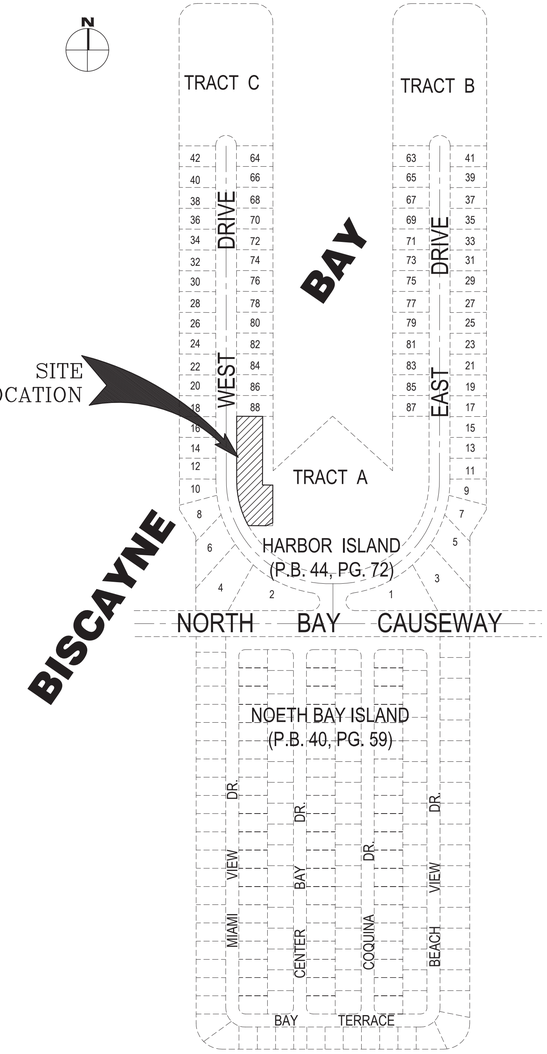
"I, the undersigned registrant, do hereby depose under oath and say that the information disclosed herein and on any attachment hereto is true and correct.

DocuSigned by:
Marc Schmulian
AECCB710C03F484...
Signature of Principal

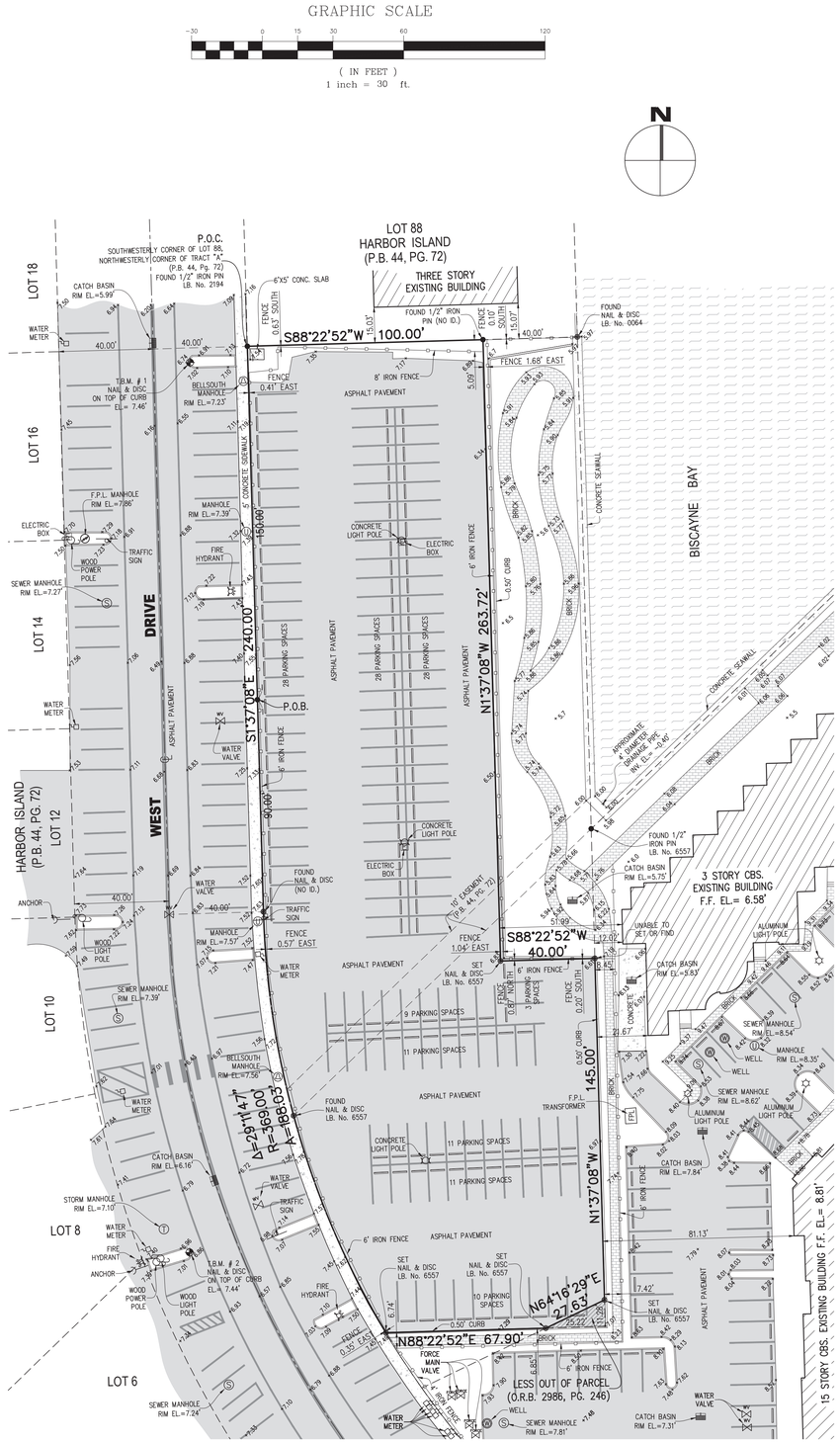
For Office Use Only: Principal Fee: $100 Check # _____

Accepted ____ Rejected ____ If rejected, state reason _____

Date logged: _____/ _____/ _____ Initials: _____



LOCATION MAP
(NOT TO SCALE')



SYMBOL LEGEND

ABBREVIATION	SYMBOL	DEFINITION
		ALUMINUM LIGHT POLE
		BELLSOUTH MANHOLE
		BELLSOUTH TELEPHONE BOX
		BENCHMARK
		CABLE BOX
		CATCH BASIN
C/L		CENTERLINE
		CLEAN OUT VALVE
CLR.		CLEAR
C.L.F.		CHAIN LINK FENCE
CONC.		CONCRETE
C.B.S.		CONCRETE BLOCK STRUCTURE
		CONCRETE LIGHT POLE
		CONCRETE POWER POLE
		CONTROL VALVE
		DRAINAGE MANHOLE
		DRILL HOLE
		DUAL POLE SIGN
		ELECTRIC BOX
		ELECTRIC METER
E.W.O.H.		ELECTRIC WIRE OVERHEAD
ELEV.	6.00	ELEVATION (EXISTING)
ELEV.	6.00	ELEVATION (PROPOSED)
F.F.		FINISHED FLOOR
		FIRE HYDRANT
		FIRE MAIN VALVE
		FLORIDA POWER AND LIGHT COMPANY MANHOLE

ABBREVIATION	SYMBOL	DEFINITION
		FORCE MAIN VALVE
FND.		FOUND
GAR.		GARAGE
		GAS MANHOLE
		GAS METER
		GAS VALVE
		GUARD POST
I.F.		IRON FENCE
I.P.		IRON PIPE
L.A. R/W		LIMITED ACCESS RIGHT OF WAY
		MAIN SEWER VALVE
		MAIL BOX
		MANHOLE
MEAS.		MEASURED
		MONUMENT
		NAIL
N. & D.		NAIL AND DISC
O/L		ON LINE
P.B.		PLAT BOOK
P.C.		POINT OF CURVATURE
P.C.P.		PERMANENT CONTROL POINT
PG.		PAGE
P/L		PROPERTY LINE
P.R.M.		PERMANENT REFERENCE MONUMENT
		RAIL ROAD CROSSING SIGN
REC.		RECORDED INFORMATION
R/W		RIGHT OF WAY

ABBREVIATION	SYMBOL	DEFINITION
SEC.		SECTION
		SECTION CORNER
		SEWER MANHOLE
		SIGN
		SPRINKLER VALVE
		SQUARE CUT AND NAIL
		STORM MANHOLE
		STREET LIGHT BOX
		STREET SIGN
		TELEPHONE BOX
		TELEPHONE MANHOLE
		TRAFFIC SIGN
		TRAFFIC SIGNAL BOX
		2' EASEMENT
		6' UTILITY EASEMENT
		10' UTILITY EASEMENT
		12' UTILITY EASEMENT
		VALVE
		WATER METER
		WATER VALVE
W.F.		WELL
		WOOD FENCE
		WOOD POWER POLE
		ASPHALT
		BRICK
		CONCRETE
		TILE

LEGAL DESCRIPTION:

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

SURVEYOR'S NOTES:

1) The herein captioned Property was surveyed and described based on the Legal Description as shown on Exhibit "A" **of ORT File No.: 22030876, ORT File No.: 22030876, Policy Number: OXFL–09186986, prepared by OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, Policy Date: December 7, 2022 at 3:20:10 pm,** furnished by the Client.

2) There may be additional Restrictions not shown on this survey that may be found in the Public Records of this County, Examination of TITLE POLICY was made to determine recorded instruments, if any affecting this property.

3) Accuracy:
The accuracy obtained by field measurement and office calculation of a closed geometric figure meets and exceeds 1 foot in 10,000 feet.

The elevations as shown are based on a closed level between the two benchmark noted below. The calculated value of a closure in feet of plus or minus 0.05 feet times the square root of the distance in miles between the two control points being tested.

Elevations of well identified features as depicted on the Survey Map were measured to an estimated vertical position accuracy or 1/100 of a foot on hard surfaces and 1/10 of a foot on ground surfaces.

Well identified features as depicted on the Survey Map were measured to an estimated horizontal position accuracy of 1/10 of a foot.

4) Underground foundations and/or footings, if any, that may cross beyond the boundary lines of the subject property unto any other adjacent property are not shown hereon.

5) Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.

6) Contact the appropriate authority prior to any design work on the herein described parcel for Building and Zoning information.

7) Underground utilities are not depicted hereon, contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified as to any deviation from utilities shown hereon.

8) Area of Property: 45,371.71 Square Feet or 1.04 Acres more or less.

9) Ownership subject to OPINION OF TITLE.

10) Type of Survey: TOPOGRAPHIC SURVEY.

11) North arrow direction and Bearing shown hereon is based on assumed meridian of N88°41'24"E, along the Center Line of North Bay Causeway as shown in Plat Book 44 Page 72, of the Public Records of Miami–Dade County, Florida.

12) Elevations are based on: National Geodetic Vertical Datum of 1929 (N.G.V.D.29).

13) Miami–Dade Bench Mark Used:
CAUSE 2 Elevation= 16.89' (N.G.V.D.29)
Bench Mark Location:
N.E. 79th Street (North Bay Causeway) Bridge ––– 45' North of Center Line of Median.
Intracoastal Waterway ––– 2.6' North of South Edge of Walkway, 2.6' South of North Guardrail.
US C & G Brass Disc in N.W. Corner of Bridge in West end of Concrete Walkway.
Miami–Dade Bench Mark Used:
A–26 Elevation= 6.19' (N.G.V.D.29)
Bench Mark Location:
N.E. 79th Street (North Bay Causeway) ––– 43' North of Center Line.
Pelican Harbor Drive ––– 210' East of Center Line.
PK Nail and Aluminum Washer in Concrete Catch Basin.

14) Temporary Bench Mark (T.B.M.):
T.B.M. # 1 NAIL & DISC ON TOP OF CURB ON N.E. OF PROPERTY
ELEVATION: 7.46' (N.G.V.D.29)
T.B.M. # 2 NAIL & DISC ON TOP OF CURB ON S.E. OF PROPERTY
ELEVATION: 7.44' (N.G.V.D.29)

15) Property Address:
West Drive, Parking Lot,
North Bay Village, Florida 33141

16) Flood Zone: "AE"
Base Flood Elev.= 8.0'
AS PER FEMA Panel Number: 12086C0306L
Community Number: 120654 (CITY OF NORTH BAY VILLAGE)
Date: September 11, 2009.

17) This TOPOGRAPHIC SURVEY, has been prepared for the exclusive use of the entities named hereon. The Certificate does not extended to any unnamed party:
a. S2 NBV LLC.
b.
c.
d.

18) Field Book: A 466, Pg. 50–58 Project No.: 06A185–5800
Data Collector File: 360 POINTS.txt

19) This Map of Survey is intended to be displayed at a scales of One inch equals 20 feet or smaller.

SURVEYOR'S CERTIFICATE:

I Hereby Certify to the best of my knowledge and belief that this drawing is a true and correct representation of the TOPOGRAPHIC SURVEY of the real property described hereon.

I further certify that this survey was prepared in accordance with the applicable provisions of Chapter 5J–17.052 (Formerly 61G17–6), Florida Administrative Code, and conforms to the Standards of Practices set forth by the Florida Board of Land Surveyors and Mappers pursuant to Section 472.027, Florida Statutes.

FORD, ARMENTEROS & FERNANDEZ, INC., LB6557

Original Field Work Survey Date: 02–07–2022
Revision 1:
Revision 2:
Revision 3:

Digitally signed by Ricardo Rodriguez
Date: 2023.02.13 15:33:53 -05'00'

By: _____
Ricardo Rodriguez, P.S.M., For the Firm
Professional Surveyor and Mapper
State of Florida, Registration No.5936

FORD, ARMENTEROS & FERNANDEZ, INC.
1950 N.W. 94th AVENUE, 2nd FLOOR
DORAL, FLORIDA 33172
PH. (305) 477-6472
FAX (305) 470-2805
L.B. No. 6557

THESE DRAWINGS AND SPECIFICATIONS CONTAIN THE ORIGINAL AND CREATIVE AUTHORSHIP OF FORD, ARMENTEROS & FERNANDEZ (FAF) AND ARE ENTITLED TO PROTECTION UNDER FEDERAL COPYRIGHT LAWS. THEY REMAIN THE PROPERTY OF FAF AND CANNOT BE DUPLICATED, REVISED, ALTERED, REPURPOSED, INCORPORATED INTO OTHER DRAWINGS OR PLANS, OR USED FOR ANY PURPOSE OTHER THAN THE PROJECT FOR WHICH THEY WERE PREPARED. IF ANY OF THE FOR THIS PROJECT IS EVER EXECUTED, THEY CAN NOT BE USED ON OTHER PROJECTS EXCEPT BY PRIOR WRITTEN AGREEMENT FROM FAF AND APPROPRIATE COMPENSATION TO FAF.

RECORD OF REVISION

No.	DATE	DESCRIPTION	BY	APP.

S2 NBV LLC

TYPE OF PROJECT: TOPOGRAPHIC SURVEY
SHEET NAME: LOCATION MAP, SURVEYOR'S NOTES LEGAL DESCRIPTION, SKETCH OF SURVEY AND SYMBOL LEGEND
CLIENT: S2 NBV LLC.
CLIENT ADDRESS: 18851 N.E. 29th Avenue, Suite 1011 Miami, Florida 33180
PROJECT LOCATION: SECTIONS 8 & 9, TOWNSHIP 53 SOUTH, RANGE 42 EAST MIAMI-DADE COUNTY, FLORIDA.

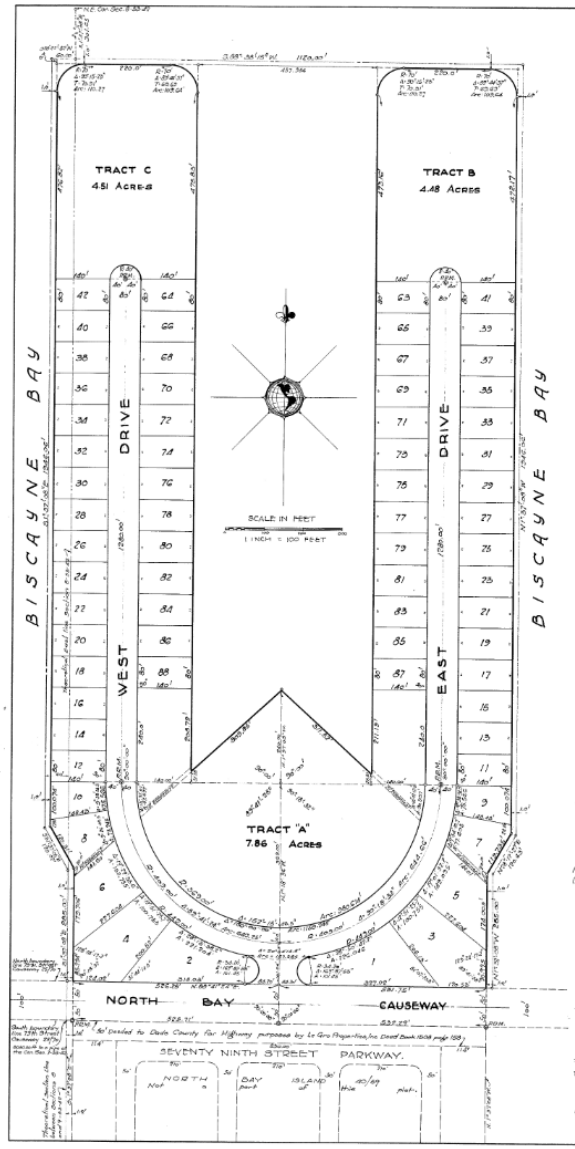
SCALE: AS SHOWN
DRAWN BY: E.D.
CHK'D BY:
QUALITY CONTROL:
DATE: 02-07-2023
PROJECT No: 06A185-5800
SHEET: 1 OF 1 SHEETS

Q:\FORD COMPANIES\Engineering & Surveying\Survey\Topo Survey\06A185 S2NBV LLC\06A185-5800 S2 NBV LLC.dwg

HARBOR ISLAND 44-72

A SUBDIVISION IN SECTIONS 8 & 9, TWP 53 S., RGE 42 E., DADE COUNTY, FLORIDA.

MIAMI, FLORIDA. IN VILLAGE OF NORTH BAY ISLAND M. B. CADDIS CIVIL & CONSULTING ENGINEER DECEMBER 1945.



KNOW ALL MEN BY THESE PRESENTS:- That Sea Bay Corporation, East Corporation, West Corporation and The Dover Corporation, all corporations organized and existing under and by virtue of the laws of the State of Florida, have caused to be made the attached plat of "HARBOR ISLAND" a subdivision of the following described property, to-wit:- lying and being in Dade County, Florida, to-wit:-

In beginning a point of beginning, begin at the Northeast corner of Section 8, Township 53 South, Range 42 East; run South 1 degree, 57 minutes, 08 seconds East along the Section line between Sections 8 and 9, a distance of 301.65 Feet to said point of beginning; thence run South 88 degrees 02 minutes, 52 seconds West, a distance of 60 Feet; thence run South 1 degree, 57 minutes, 08 seconds East, parallel to the East line of said Section 8, a distance of 1320.00 Feet; thence run South 34 degrees, 57 minutes, 08 seconds East a distance of 120.02 Feet, to a point on the East line of said Section 8, which point is 2314.65 Feet distant from the Northeast corner of said Section 8; thence run South 1 degree, 57 minutes, 08 seconds East, along the section line between Sections 8 and 9 a distance of 885 Feet to the Northerly boundary line of the right of way of the Northeast Seventy Ninth Street Causeway, as shown on plat recorded in Plat Book 28, page 10 of the Public Records of Dade County, Florida; thence run North 88 degrees 4 minutes, 52 seconds East along the North boundary of said right of way, a distance of 1000 Feet; thence run North 1 degree, 57 minutes, 08 seconds West, a distance of 985 Feet; thence run North 88 degrees, 52 minutes, 52 seconds East a distance of 121.5 Feet; thence run North 1 degree, 57 minutes, 08 seconds West, a distance of 1345.06 Feet; thence run in a straight line in a Westerly direction, to the point of beginning.

Containing 10.342 acres, more or less, all lie right lying and being in Sections 8 and 9, Township 53 South, Range 42 East, Dade County, State of Florida.

The official zoning regulations now in effect, or as the same may be from time to time changed or amended, applicable to the area constituting this subdivision, will be observed.

The Drives as shown on the attached plat, together with all existing and future planting, trees and shrubbery thereon, are hereby dedicated to the perpetual use of the public for proper purposes, reserving to the Sea-Bay Corporation, its successors or assigns, the reversion or reversions thereof, whenever discontinued by law.

IN WITNESS WHEREOF the Sea Bay Corporation, East Corp., West Corp., and The Dover Corp. have caused these presents to be signed in their corporate names by their respective presidents and their respective corporate seals to be hereunto affixed and attested by their respective secretaries this 8 day of Dec., A.D. 1945.

In Presence of:

SEA-BAY CORPORATION

Joel Hurt — By Joel Hurt, President. Attest: Virginia L. Hurt, Secretary

EAST CORP.

Joel Hurt — By Joel Hurt, President. Attest: Edith M. Cracken, Secretary

WEST CORP.

Joel Hurt — By Joel Hurt, President. Attest: Edith M. Cracken, Secretary

THE DOVER CORP.

Kenneth F. Nash — By Kenneth F. Nash, President. Attest: Geraldine L. Wright, Secretary

STATE OF FLORIDA S.S.
COUNTY OF DADE:

Before me this day personally appeared Joel Hurt and Virginia L. Hurt, President and Secretary respectively of Sea-Bay Corporation, to me well known to be the persons described in and who executed the foregoing instrument, who upon being duly sworn acknowledged the execution thereof to be their free and voluntary act and deed, as such officers of said corporation and for the purposes therein mentioned and that they affixed the official seal of said corporation by and with the authority of the Board of Directors and that the same is the free act and deed of said corporation.

Witness my hand and seal of Village of North Bay Island, Florida, this 8 day of December A.D. 1945.

Nancy Bryan — Notary Public State of Florida. My Commission expires July 19, 1948

STATE OF FLORIDA S.S.
COUNTY OF DADE:

Before me this day personally appeared Joel Hurt and Edith M. Cracken, President and Secretary respectively of East Corp. and West Corp., to me well known to be the persons described in and who executed the foregoing instrument, who upon being duly sworn acknowledged the executing thereof to be their free and voluntary act and deed as such officers of said corporations and for the purposes therein mentioned, and that they affixed the official seals of said corporations by and with the authority of the Boards of Directors and that the same is the free act and deed of said corporations.

Witness my hand and notorial seal at Village of North Bay Island, Florida, this 8 day of December A.D. 1945.

Nancy Bryan — Notary Public State of Florida. My Commission expires July 19, 1948

STATE OF MARYLAND S.S.
CITY OF BALTIMORE:

Before me this day personally appeared Kenneth F. Nash and Geraldine L. Wright, President and Secretary respectively of The Dover Corp., to me well known, to be the persons described in and who executed the foregoing instrument, who upon being duly sworn acknowledged that the execution thereof, to be their free and voluntary act and deed as such officers of said corporation and for the purposes therein mentioned and that they affixed the official seal of said corporation by and with the authority of the Board of Directors and that the same is the free act and deed of said corporation.

Witness my hand and notorial seal at Baltimore, Maryland, this 12th day of December A.D. 1945.

Gladys N. Carey — Notary Public State of Maryland. My commission expires May 5, 1947

This plat was approved by Ordinance No. 8 passed and adopted by the Village Council of the Village of North Bay Island, Florida, this 13th day of December A.D. 1945.

Attest: [illegible] Deputy Village Clerk. Signed J. B. Pidcock Mayor.

Approved for record [illegible] County Engineer, Dade County, Florida.

This plat approved by resolution passed and adopted by the Board of County Commissioners of Dade County, Florida, this 22 day of January A.D. 1946 with the understanding that the streets are dedicated for public use but are not accepted as County Roads.

Attest:- E. B. Leatherman, Clerk of the Circuit Court

by [illegible] Deputy Clerk. Signed [illegible] Chairman of the Board.

I HEREBY CERTIFY that the attached plat of "HARBOR ISLAND" is a true and correct plat of such property as recently surveyed and platted under my direction.

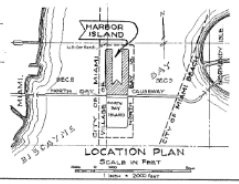
I Also Certify that permanent reference monuments were set the 14th day of December A.D. 1945, in accordance with the Section 7, Chapter 10775 (No. 703) Laws of the State of Florida.

[signature] Registered Civil Engineer No. 321
Land Surveyor No. 45
State of Florida.

Filed for record this 24 day of Jan A.D. 1946 at 2:47 P.M. in Book 44 of plats at page 72 of the Public Records of Dade County, Florida. This plat complies with the provisions of Chapter 10775 (No. 703) Laws of the State of Florida.

E. B. Leatherman, Clerk of the Circuit Court.

by [illegible] Deputy Clerk.



RENDERINGS



NORTH WEST VIEW



SOUTH EAST VIEW



NORTH EAST VIEW

LOCATION MAP



LEGAL DESCRIPTION

FOLIO: 23-3209-001-0013

Title Legal Description

A PORTION OF TRACT "A", HARBOR ISLAND, ACCORDING TO THE THEREOF AS RECORDED IN PLAT BOOK 44, AT PAGE 72 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF LOT 88, OR THE NORTHWESTERLY CORNER OF TRACT "A" AS SAME ARE SHOWN ON A PLAT ENTITLED HARBOR ISLAND, AS RECORDED IN PLAT BOOK 44, AT PAGE 72, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; RUN SOUTHERLY ALONG THE SOUTHERLY PRODUCTION OF THE WESTERLY LINE OF SAID LOT 88 OR THE WESTERLY LINE OF TRACT "A" AS SHOWN ON THE AFORESAID PLAT, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING CONTINUE SOUTHERLY ALONG THE EASTERLY LINE OF WEST DRIVE OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 90.00 FEET TO THE POINT OF CURVATURE (PC) OF A CIRCULAR CURVE, THENCE RUN SOUTHEASTERLY ALONG THE ARC OF A CIRCULAR CURVE DEFLECTING TO THE LEFT HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 29°11' 47", A RADIUS OF 369.00 FEET, A DISTANCE OF 188.03 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF THE LAST MENTIONED ARC WITH A LINE PARALLEL TO AND 420.00 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88; THENCE RUN EASTERLY ALONG A LINE PARALLEL TO AND 420 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF LOT 88 A DISTANCE OF 93.88 FEET TO A POINT THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00'00" TO THE LEFT, SAID LINE BEING PARALLEL TO AND 40.00 FEET DISTANT EASTERLY FROM THE EASTERLY LINE OF SAID WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" PRODUCED SOUTHERLY, A DISTANCE OF 156.28 FEET TO A POINT, THENCE RUN ALONG A LINE DEFLECTING 90°00' 00" TO THE LEFT, SAID LINE BEING PARALLEL TO AND 263.72 FEET DISTANT SOUTHERLY FROM THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 40.0 FEET, THENCE RUN NORTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE RIGHT ALONG A LINE PARALLEL TO AND 100.00 FEET DISTANCE EASTERLY FROM THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A", A DISTANCE OF 263.72 FEET TO A POINT, THENCE RUN WESTERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE SOUTHERLY LINE OF SAID LOT 88, A DISTANCE OF 100.00 FEET, THENCE RUN SOUTHERLY ALONG A LINE DEFLECTING 90° 00' 00" TO THE LEFT, SAID LINE BEING THE EASTERLY LINE OF WEST DRIVE, OR THE WESTERLY LINE OF SAID TRACT "A" A DISTANCE OF 156.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED;

LESS AND EXCEPT A TRIANGULAR PIECE OF LAND IN THE SOUTHEAST COMER WHICH WAS PREVIOUSLY CONVEYED TO THE WOLF CORP., A DELAWARE CORPORATION BY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2986, PAGE 246, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AS THE SAME MAY BE AMENDED OR CORRECTED. .

NOTES

THE PARCEL PROPOSED FOR LAND CLEARING OR DEVELOPMENT DOW NOT SERVE AS HABITAT FOR A RARE, THREATENED, OR ENDANGERED SPECIES OR A SPECIES OF SPECIAL CONCERN; OR IS NOT AN ENVIRONMENTALLY SENSITIVE AREA.

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.

LIST OF DRAWINGS

ARCHITECTURAL

GN-1	RENDERING, PROJECT INFORMATION, LOCATION MAP	N.T.S
A-1	PROPOSED SITE PLAN	1:20
A-2	PROPOSED FIRST & SECOND LEVEL PLANS	1/16"
A-3	PROPOSED THIRD & FOURTH LEVEL PLANS	1/16"
A-4	PROPOSED FIFTH THRU TWENTIETH LEVEL PLANS	1/16"
A-5	PROPOSED TWENTY FIRST THRU TWENTY SECOND LEVEL PLANS	1/16"
A-6	ROOF PLAN	1/16"
A-7	SECTIONS	1/16"
A-8	WEST ELEVATIONS	1/16"
A-9	EAST ELEVATIONS	1/16"
A-10	NORTH & SOUTH ELEVATIONS	1/16"

LANDSCAPE

L-1	LANDSCAPE PLAN
L-2	LANDSCAPE DETAILS

SITE PLAN INFORMATION

- **ZONING CLASSIFICATION:** RM-70
- **LOT AREA:** 45,371 SF (1.046 ACRES)
- **LOT SIZE:** 420'-0" X (100'-0" & 140'-0")
- **DENSITY CALCULATION :**

	UNITS ALLOW.	UNITS PROV.
RM-70 1.046 ACRES x 70 UNITS/ACRE	72.91	94 (72.91 X 30% W/ 22 TOPS)

	MAXIMUM	PROVIDED
- **BUILDING HEIGHT:**	150'-0"+ 90' BONUS	239'-2" (PH. ROOF DECK)
- **STORIES:**	15	22 (WITH HEIGHT BONUS)
- **PERVIOUS AREA :** (DRAINABLE AREA ON GROUND EXCLUDING DRAINABLE PAVERS)		
GROSS PERVIOUS AREA:	9,074 SF (20.00%)	9,968 SF (21.97%)
- **FRONT AREA GREEN SPACE :** (10,717 SF)		3,893 SF (36.32%)
- **LOT COVERAGE :**		24,435 SF (53.92%)

- **BUILDING SETBACKS :**

FRONT	25'-0"	25'-1"
REAR	25'-0"	0'-11" (VARIANCE GRANTED)
SIDE (NORTH)	15'-0"	15'-1"
SIDE (SOUTH)	84'-0" (20% OF LOT WIDTH)	84'-1"

- **FLOOR AREA :** (A/C & NON-A/C AREAS)

LEVEL 1	24,435.15 SF
LEVEL 2	23,979.40 SF
LEVEL 3	24,602.84 SF
LEVEL 4	24,602.84 SF
LEVEL 5-21 (13,433.53 SF X 17)	228,370.01 SF
LEVEL 22 (PH. ROOF ACCESS)	2,287.12 SF
TOTAL	328,277.36 SF

- **PARKING DATA :**

UNIT TYPE	# OF UNITS	SPAC. REQ. PER UNIT	REQ.	PROV.
TWO BEDROOM	60	2.00	120	
THREE BEDROOMS	34	3.00	102	
GUEST (222 required spaces x 10%)		10%	22.2	
TOTAL (Total spaces not covered by F.B.C.A section 208.3.1 = 84 x 2% = 2 spaces req. 6 prov.)	94		245	177 (13 E.H.) (27.75% reduction)
BICYCLE PARKING				
APARTMENTS (94 units / 5)			19	19
LOADING SPACES				
APARTMENTS (12'x30'x14.5') (12'x30'x14.5') (10'x25'x8.0')			3	3

SCHEDULE OF AREAS :

LEVEL 1	
CIRCULATION & SERVICES	6,400
PARKING	18,035
TOTAL	24,435
LEVEL 2	
CIRCULATION & SERVICES	3,029
PARKING	20,950
TOTAL	23,979
LEVEL 3	
CIRCULATION & SERVICES	3,084
PARKING	21,519
TOTAL	24,603
LEVEL 4	
CIRCULATION & SERVICES	3,642
PARKING	20,961
TOTAL	24,603
LEVEL 5	
RECREATION AREA	11,407
CIRCULATION & SERVICES	2,026
TOTAL	13,433
POOL DECK AND PRIVATE TERRACES	11,002 SF

LEVEL 6-21 UNIT TYPE	# OF UNITS	REQ. AREA PER UNIT	PROV. AREA PER UNIT	TOTAL AREA
STUDIO	0	600	0	0
ONE BEDROOM	0	900	0	0
TWO BEDOOMS	30	1,200	1,720	51,600
TWO BEDOOMS	15	1,200	1,802	27,030
TWO BEDOOMS	15	1,200	1,895	28,425
THREE BEDROOMS	30	1,350	2,135	64,050
THREE BEDROOMS / DEN	1	1,350	2,651	2,651
THREE BEDROOMS / DEN	1	1,350	2,744	2,744
THREE BEDROOMS / DEN	2	1,350	3,007	6,014
TOTAL SELLABLE AREA				182,514
CIRCULATION & SERVICES (FROM 5TH TO 21TH LEVEL)			2,026.29 X 16	32,421
TOTAL	94			214,935
UNIT BALCONIES				53,872
PENTHOUSE ROOF TERRACES				10,324
ROOF LEVEL				
CIRCULATION & SERVICES				2,287
MECHANICAL ROOF SLAB				822
GRAND TOTAL SLAB AREA				404,295 SF

NGBS - GOLD CERTIFICATION

GREEN DESIGN OPTION	DESCRIPTION	POINTS RECEIVED
WHITE ROOF/ COOL ROOF	ALL ROOFING PRODUCTS WILL BE ENERGYSTAR CERTIFIED OR SRI COMPLIANT (82 SRI). ALL POOL/AMENITY/PH ROOF DECKS OVER CONDITIONED SPACE NEED LIGHT COLORED PAVERS WITH SR OF 33 OR HIGHER.	4
ELECTRICAL VEHICLE CHARGING STATIONS FOR PARKING SPACES	PROVISIONS FOR 13 CHARGING STATIONS (NOT FEWER THAN 2% OF PARKING STALLS. (AN ADDITIONAL 2 POINTS CAN BE EARNED FOR EACH PERCENTAGE POINT ABOVE 2% NOT EXCEED 10 POINTS.)	10
ENERGYSTAR RATING (Appliance + Equipment)	ENERGYSTAR LIGHTS (LED OK) AND APPLIANCES - REFRIGERATOR, DISHWASHER, CLOTHES WASHER, EXHAUST FANS AND ANY CEILING FANS THROUGHOUT THE PROJECT	4
COOL PAVEMENT	ALL GROUND FLOOR HARDSCAPE TO USE PRODUCTS AT OR ABOVE SR 30 OR HIGHER (20% HIGHER THAN ASPHALT)	4
NGBS GOLD CERTIFICATION	NATIONAL GREEN BUILDING STANDARD (NGBS) GOLD LEVEL CERTIFICATION	14
	TOTAL	30

HEI HOLLAND ENGINEERING CIVIL ENGINEERING SOLUTIONS

Holland Engineering Inc.
Civil Engineering Solutions
801 SW 7th Street, Ft. Lauderdale, FL 33315
(954) 367-0371 office
CA0007325 www.hei-hoa.com

June 1, 2023

Level of Service Calculations for
S2 Development
West Drive, North Bay Village

These Level of Service (LOS) calculations are for a proposed 94-unit condominium building with a total population of 250 residents. The LOS calculations and units of measure are per Chapter 5 of the North Bay Village Unified Land Development Code.

The current use of the property is a parking lot. Therefore, calculations for existing capacity are not included.

SERVICE DEMANDS BY TYPE:

	Unit of Measurement	Number of Residents	Total
Potable Water	120 GPD/Capita	250	30,000 GPD
Sanitary Sewer	110 GPD/Capita	250	27,500 GPD
Solid Waste	7 lbs./Capita/Day	250	1,750 lbs./day

Storm Drainage Drainage will be provided through the use of exfiltration trenches and drainage wells to provide capacity for a five-year frequency storm event with detention of the 1st inch of runoff.

CLIENT
S2 NBV, LLC.
18851 NE 29th AVENUE SUITE 1011
AVENTURA, FLORIDA 33180
T 305.935.5050

CIVIL ENGINEERS
HOLLAND ENGINEERING, Inc.
301 sw 7TH STREET
FORT LAUDERDALE, FL 33315
T 954.367.0371 / F 954.367.0372

LANDSCAPE ARCHITECT
PARADELO BURGESS DESIGN STUDIO, LLC
1250 ELIZABETH AVENUE, SUITE 1
WEST PALM BEACH, FLORIDA 33401
T 786.671.8250/ C 561.309.7263

Project
MARINA VIEW
NEW CONDO
7913 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

ARCHITECT OF RECORD
CHARLES H. BENSON & ASSOCIATES ARCHITECTS, P.A.
architect planner interiors
1665 WASHINGTON AVE., 2nd FLOOR
MIAMI BEACH, FLORIDA 33139
V 305.532.6161 F 305.532.6151
ARCHITECTURAL LICENSE No. AR 14022
NCARB CERTIFICATE No. 42,136

Seal
STATE OF FLORIDA · CHARLES H. BENSON · REGISTERED ARCHITECT · AR0014022
Charles H. Benson
Digitally signed by Charles H. Benson
DN: c=US, o=Florida, dn=Charles H. Benson, cn=Charles H. Benson
Date: 2023.10.30 15:43:39 -04'00'

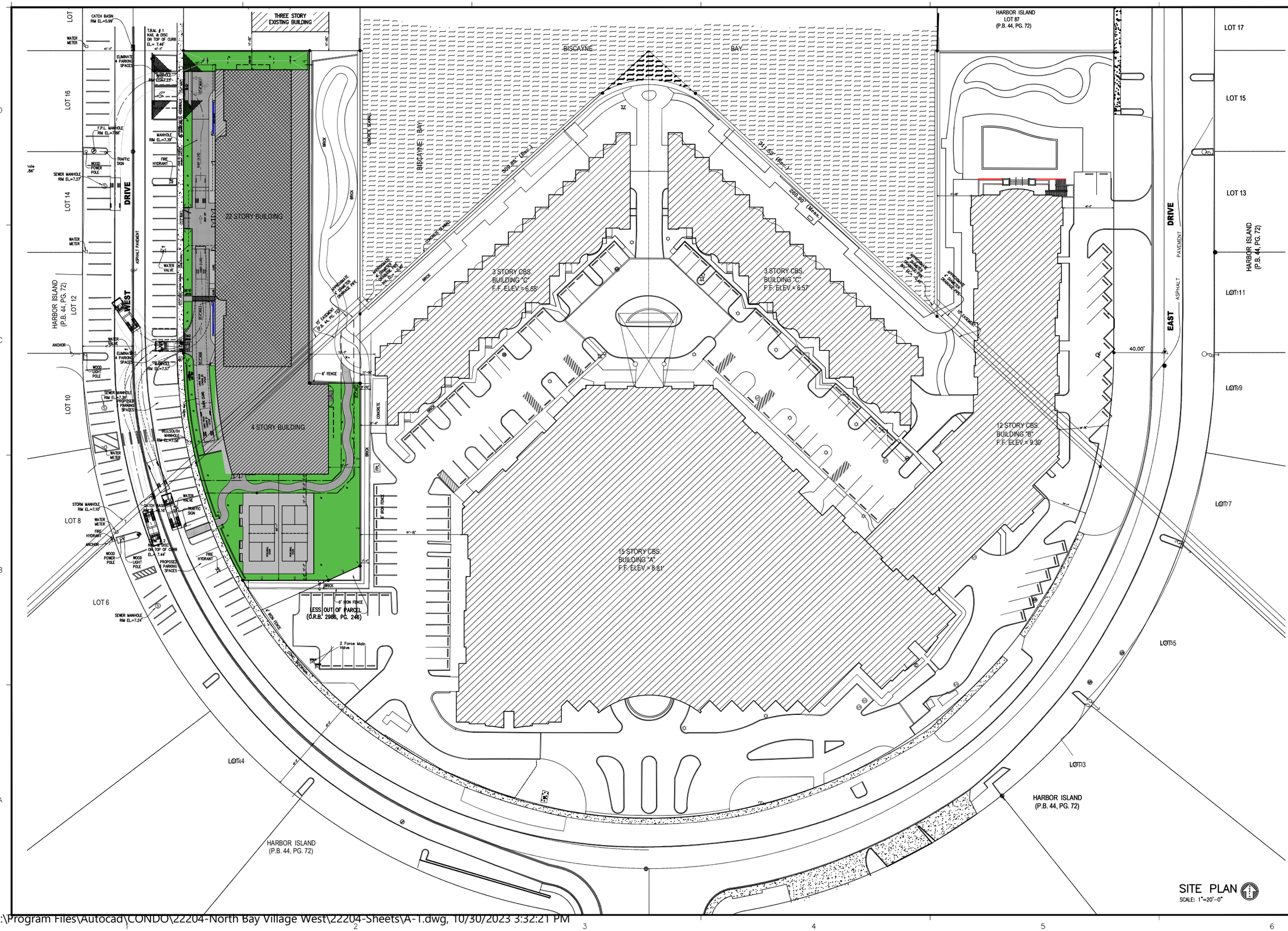
THESE DRAWINGS AND COPIES THEREOF FURNISHED BY THE ARCHITECT ARE THE PROPERTY OF MEACH II, LLLP, LTD. THEY ARE NOT TO BE USED ON OTHER WORK AND ARE TO BE RETURNED UPON DEMAND AT THE COMPLETION OF WORK.

Revised:

LOCATION MAP
SITE ANALYSIS
RENDERINGS

22302 | 3/29/2023

GN-1 OF 1



SITE PLAN
SCALE: 1"=20'-0"

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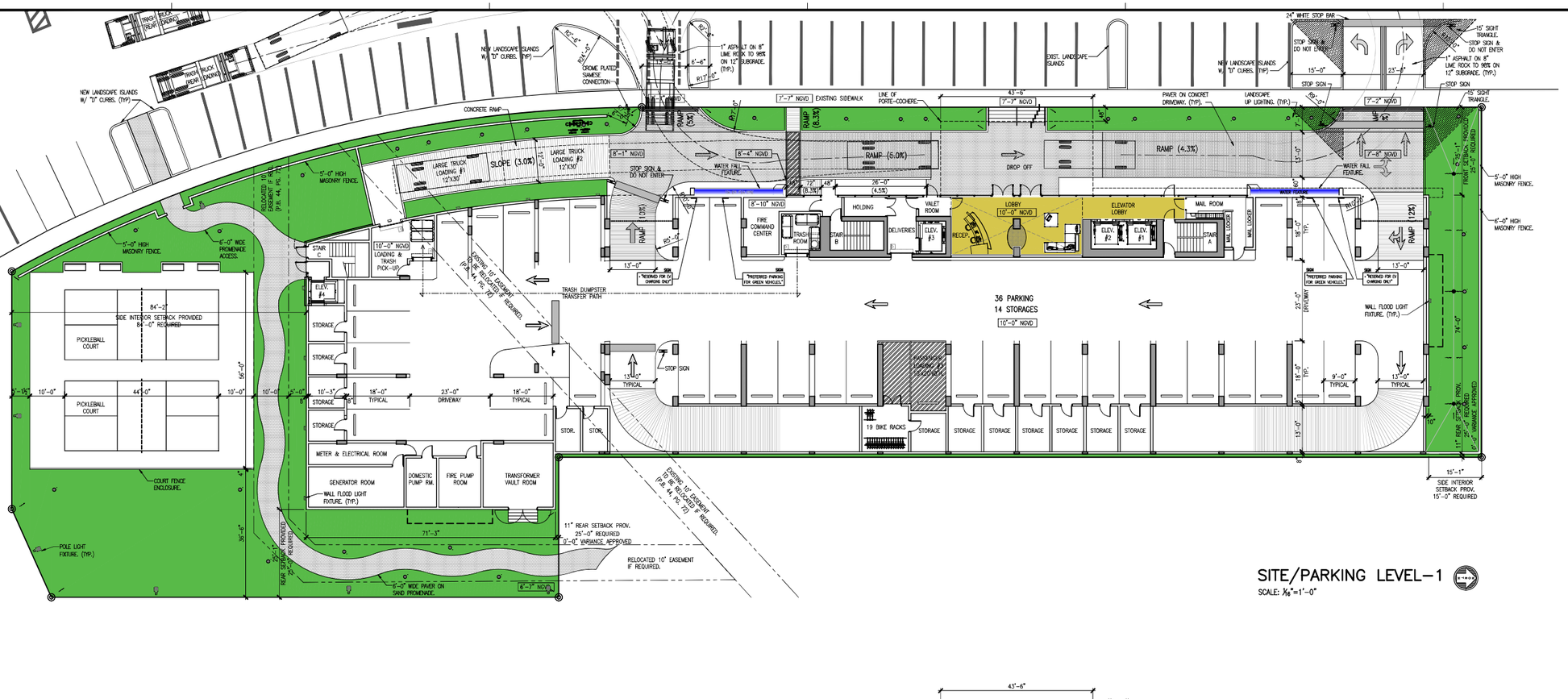
Revised:

SITE PLAN

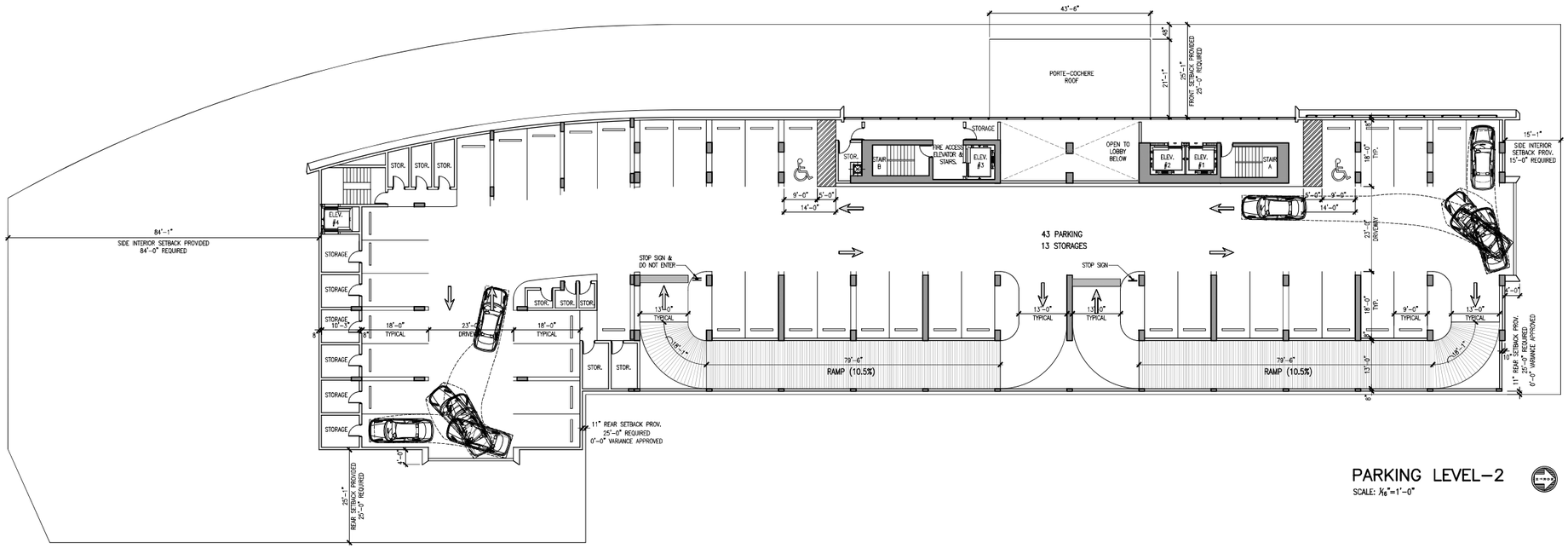
22302	3/29/2023

A-1



SITE/PARKING LEVEL–1

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



PARKING LEVEL–2

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

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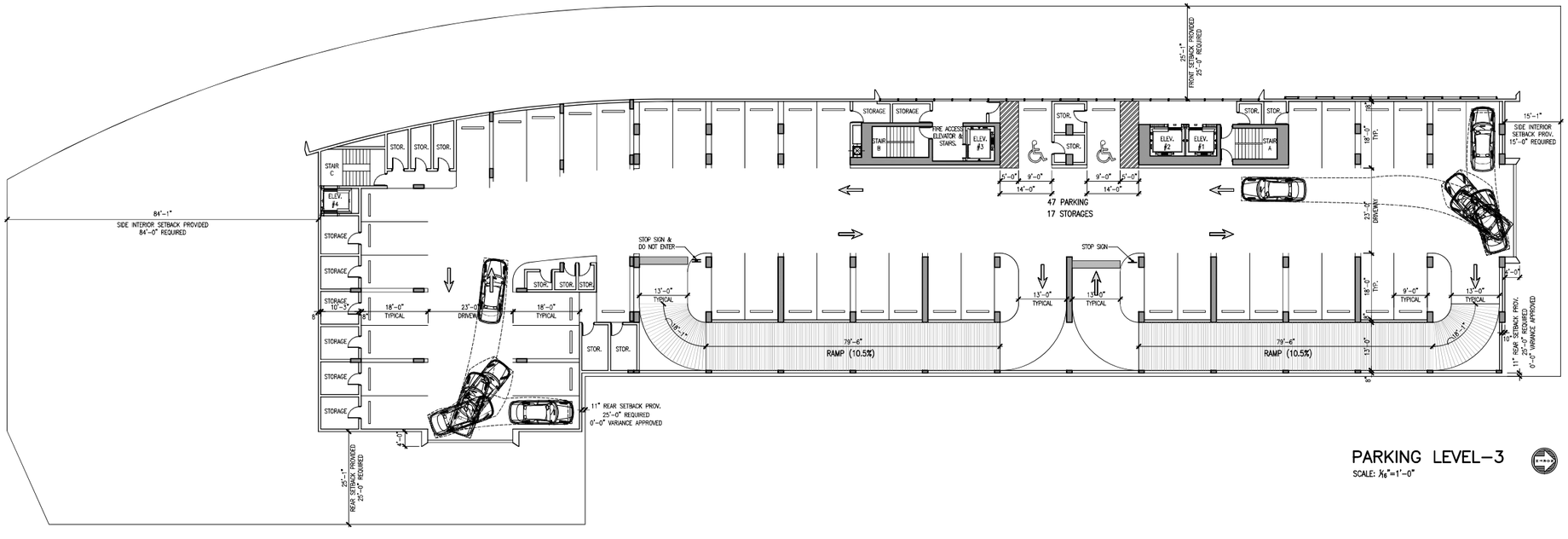
Revised:

PARKING LEVELS 1 THRU 2

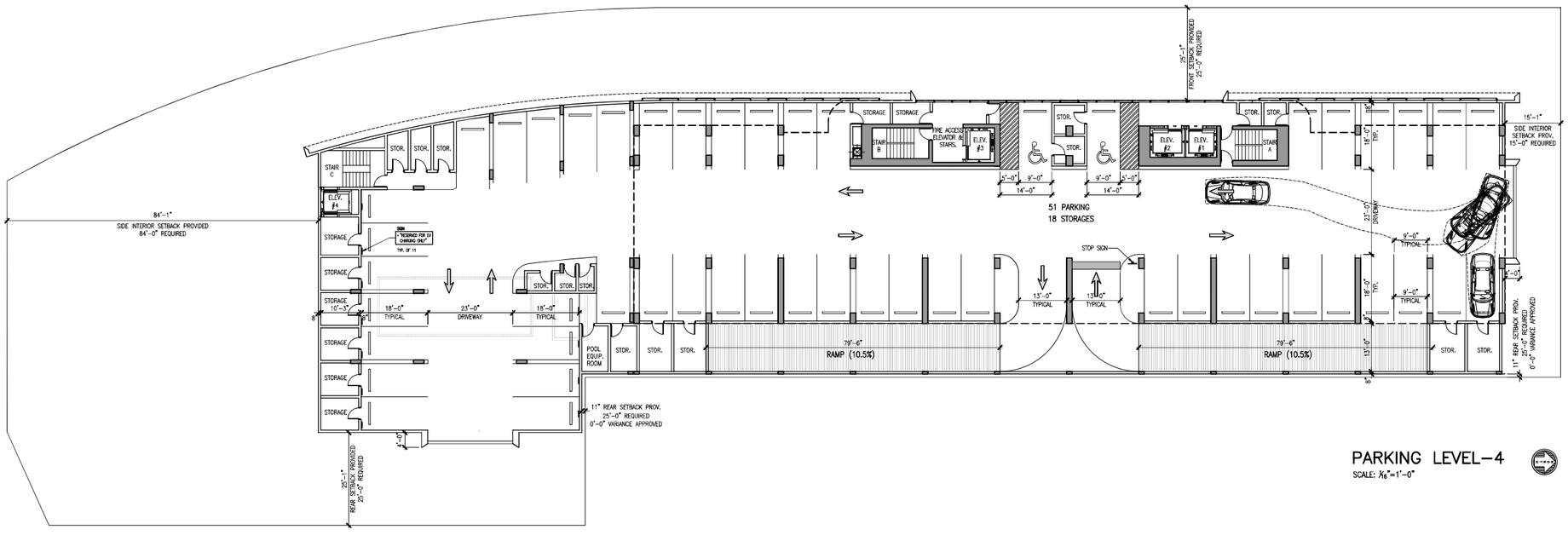
22302	3/29/2023

A-2



PARKING LEVEL–3

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



PARKING LEVEL–4

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

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Revised:

PARKING LEVELS 3 THRU 4

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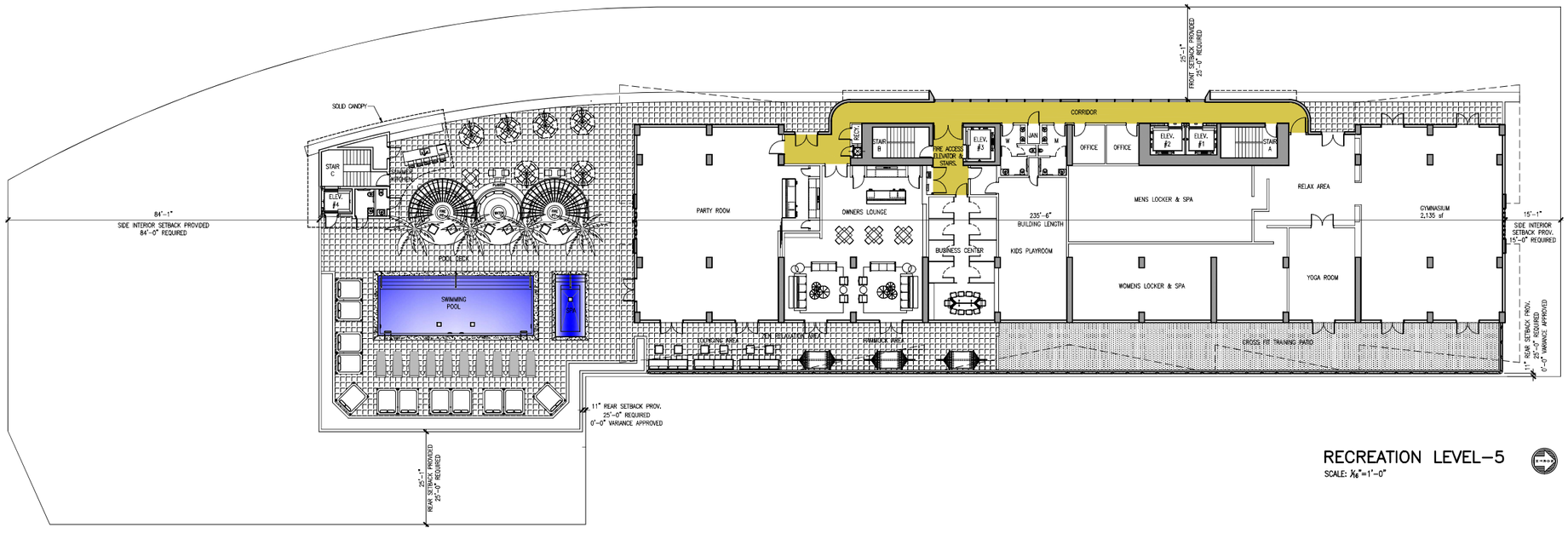
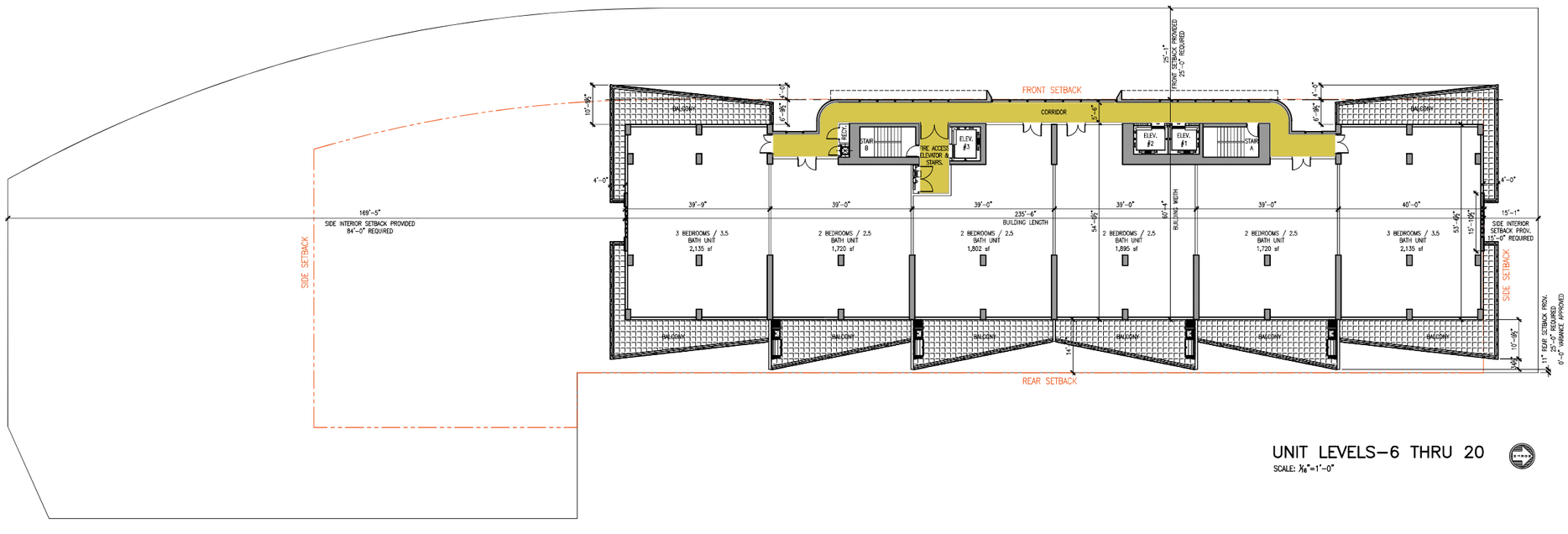


RECREATION LEVEL–5

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



UNIT LEVELS–6 THRU 20

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

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Project
MARINA VIEW
NEW CONDO
7913 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

ARCHITECT OF RECORD
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architect planner interiors
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RECREATION & CONDO LEVELS 5 THRU 20

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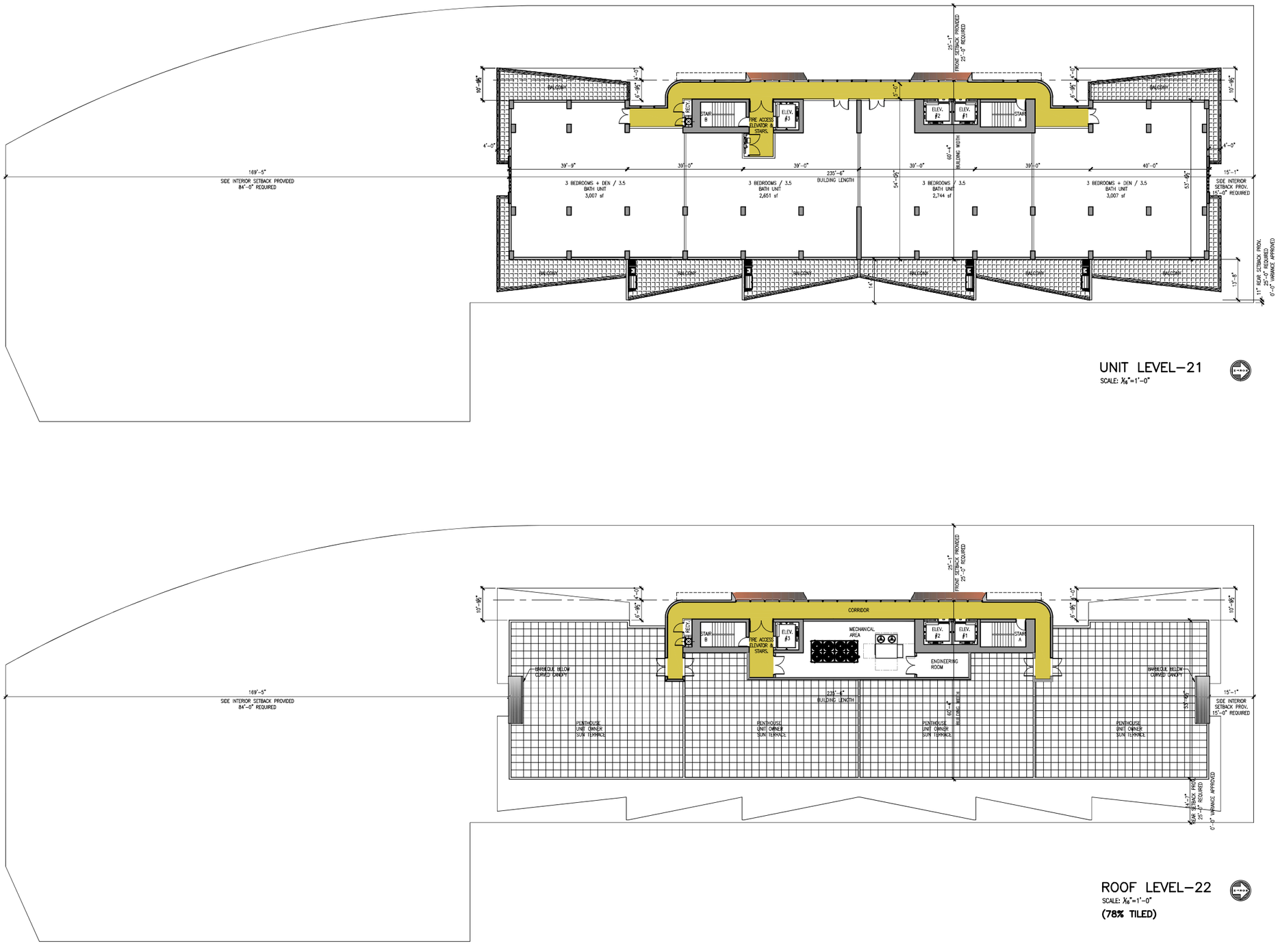

UNIT LEVEL–21

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

ROOF LEVEL–22

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

(78% TILED)

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CONDO & ROOF LEVELS 21 THRU 22

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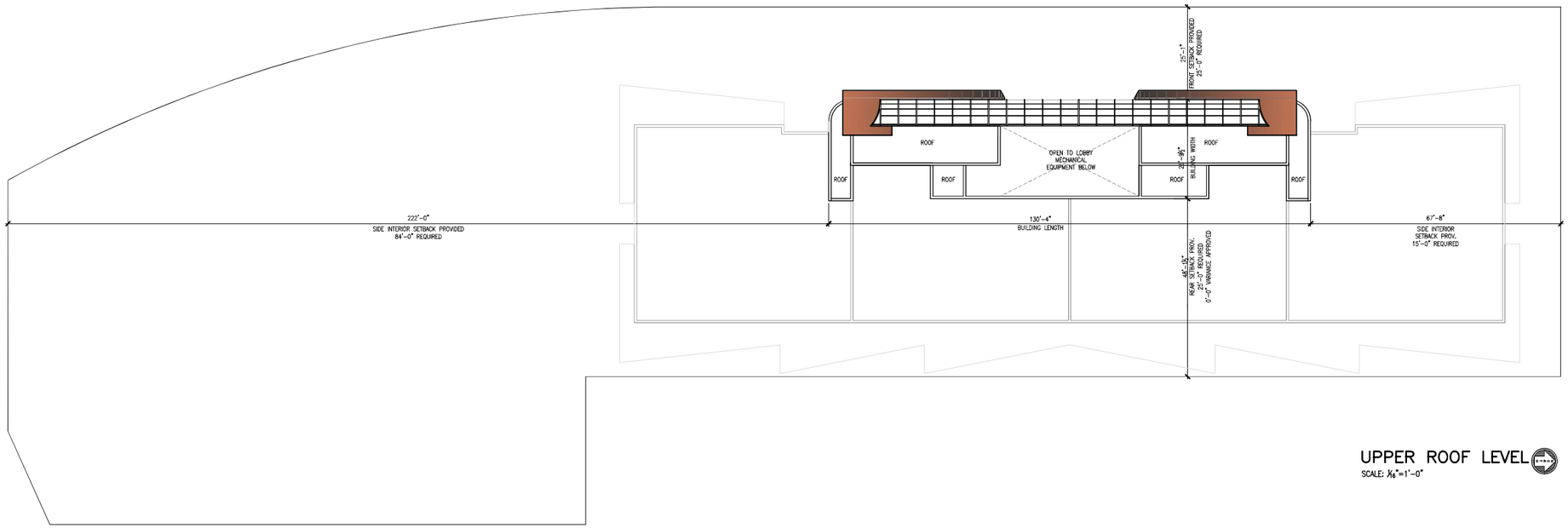

UPPER ROOF LEVEL

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

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UPPER ROOF LEVEL

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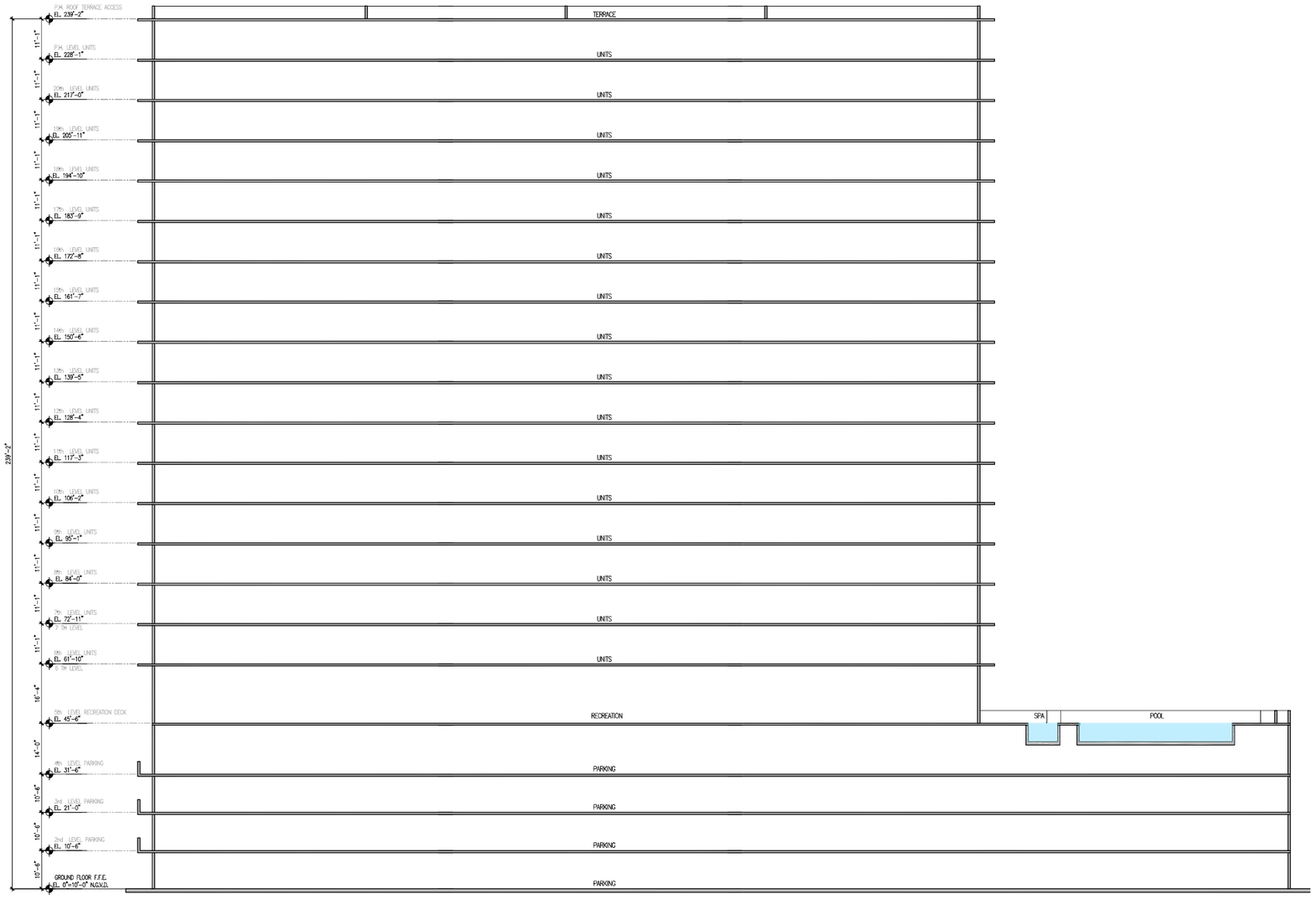
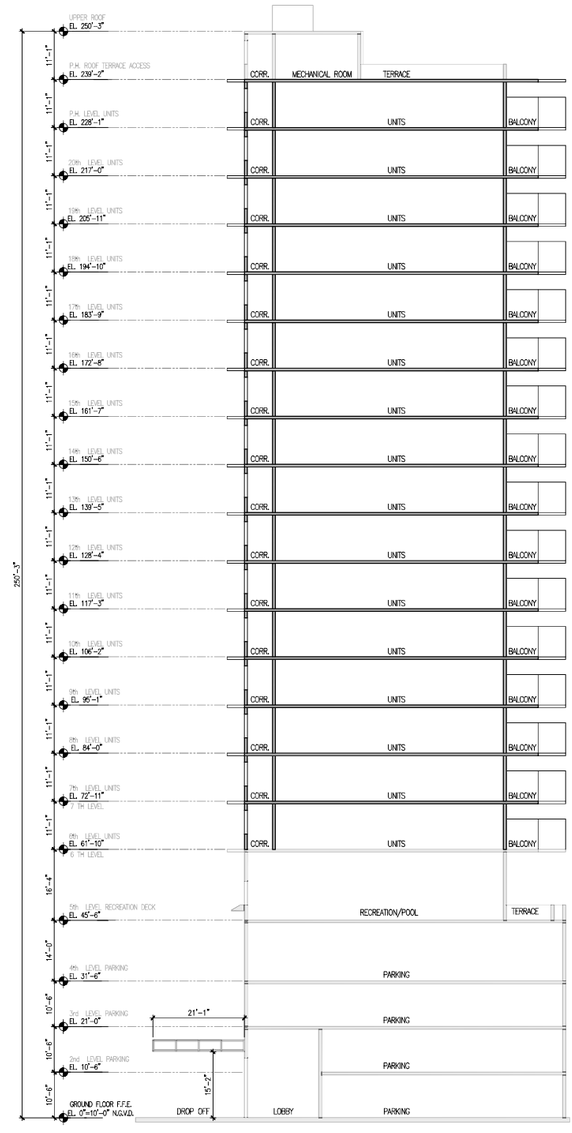


TRANSVERSAL SECTION
SCALE: 1/8"=1'-0"



CROSS SECTION
SCALE: 1/8"=1'-0"

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

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BUILDING CROSS SECTION

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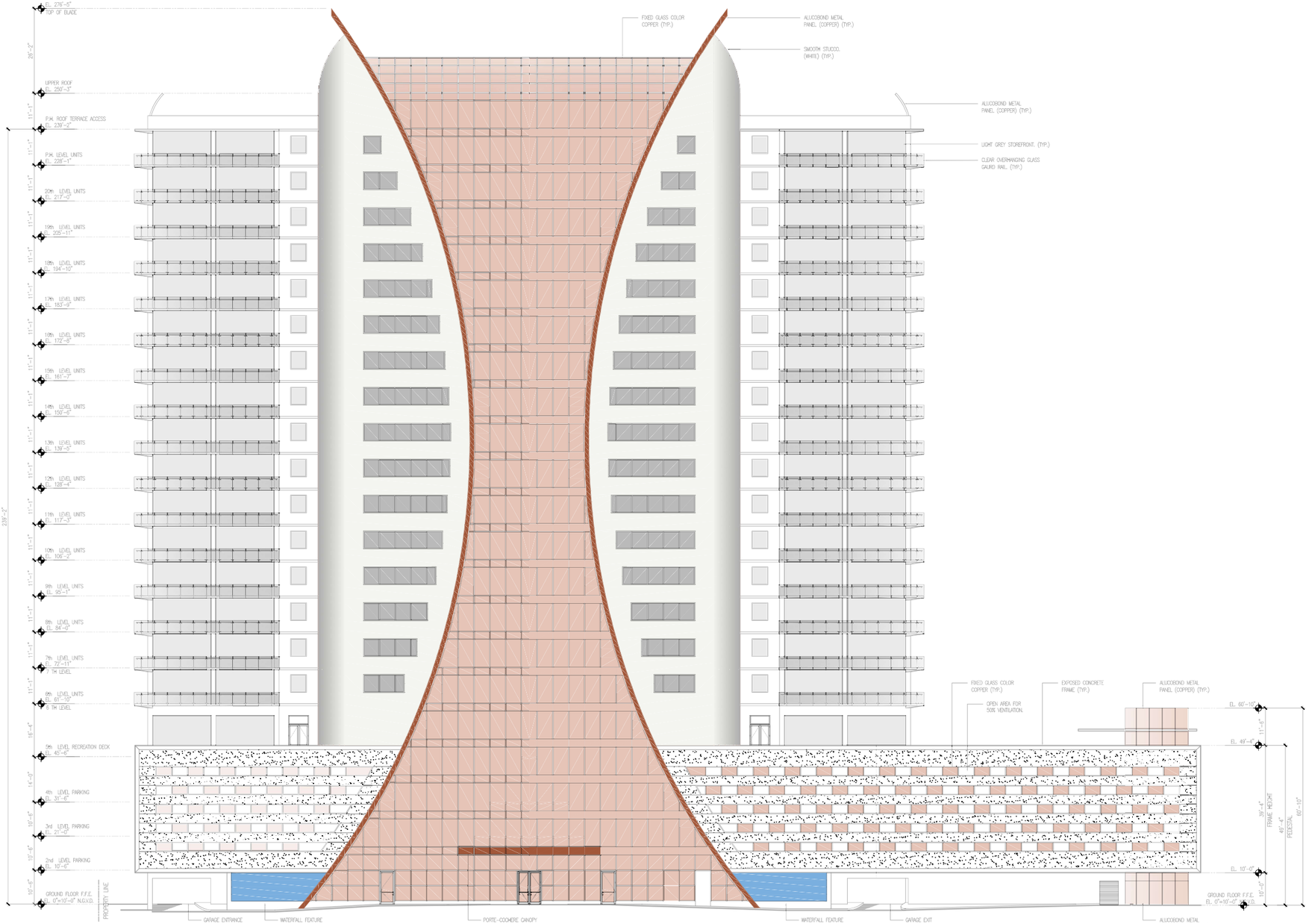

WEST ELEVATIONS
SCALE: 1/8"=1'-0"

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WEST ELEVATION

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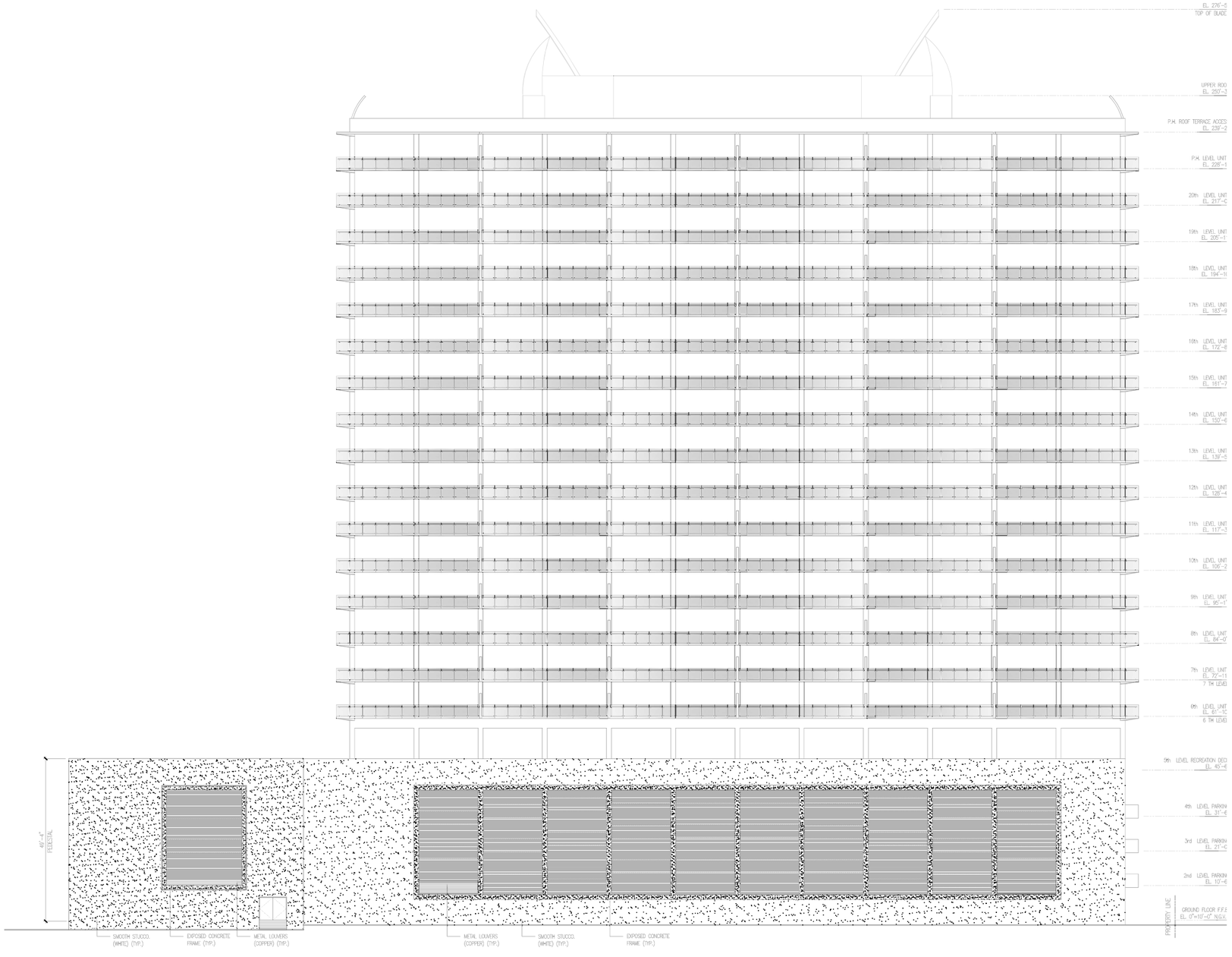

EAST ELEVATIONS

SCALE: 1/8"=1'-0"

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EAST ELEVATION

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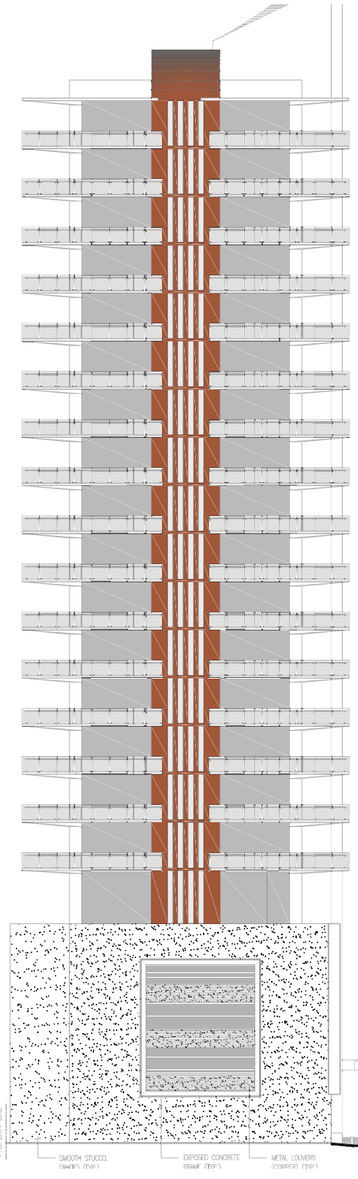
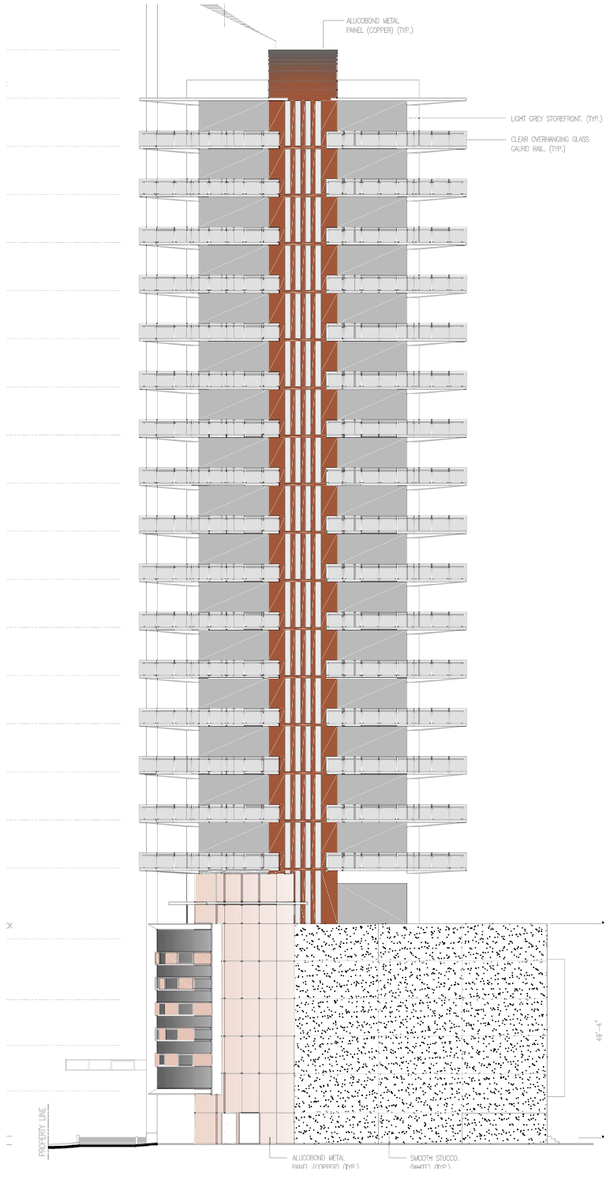


NORTH ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"

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NORTH & SOUTH ELEVATION

22302	3/29/2023

A-10

Professional/Corp.

PROFESSIONAL PREPARER'S STATEMENT OF LANDSCAPING COMPLIANCE

PROCESS NUMBER _____ **PERMIT NUMBER** _____

Folio No. 23-3209-001-0013
Legal description: lot _____ Block _____, Subdivision name Tract 'A', Harbor Island (001),
P.B. 44 Page 72, Development name Marina View Condominium
Located at (address) 7913 West Drive, North Bay Village, FL

I/We hereby certify that the landscaping/irrigation plan being submitted for the above captioned complies with the requirements of **Chapter 18A** (18-13 Landscape Ordinance Effective March 24, 1998) as to species, height, trunk width and location at time of planting, and that the species as shown a re in accordance with the accepted species approved by Miami-Dade County and that none of the species are from the prohibited list.

Additionally, automatic sprinkler system (if applicable) comply with requirements of said ordinance as to type of heads, spray system, location, etc.

_____
Professional Preparer's Signature

Jonathan Burgess
Print Name

97

Seal
REGISTERED LANDSCAPE ARCHITECT
JONATHAN BURGESS
LA 6667220
STATE
9-21-2023
FLORIDA

STATE OF FLORIDA
COUNTY OF PALM BEACH

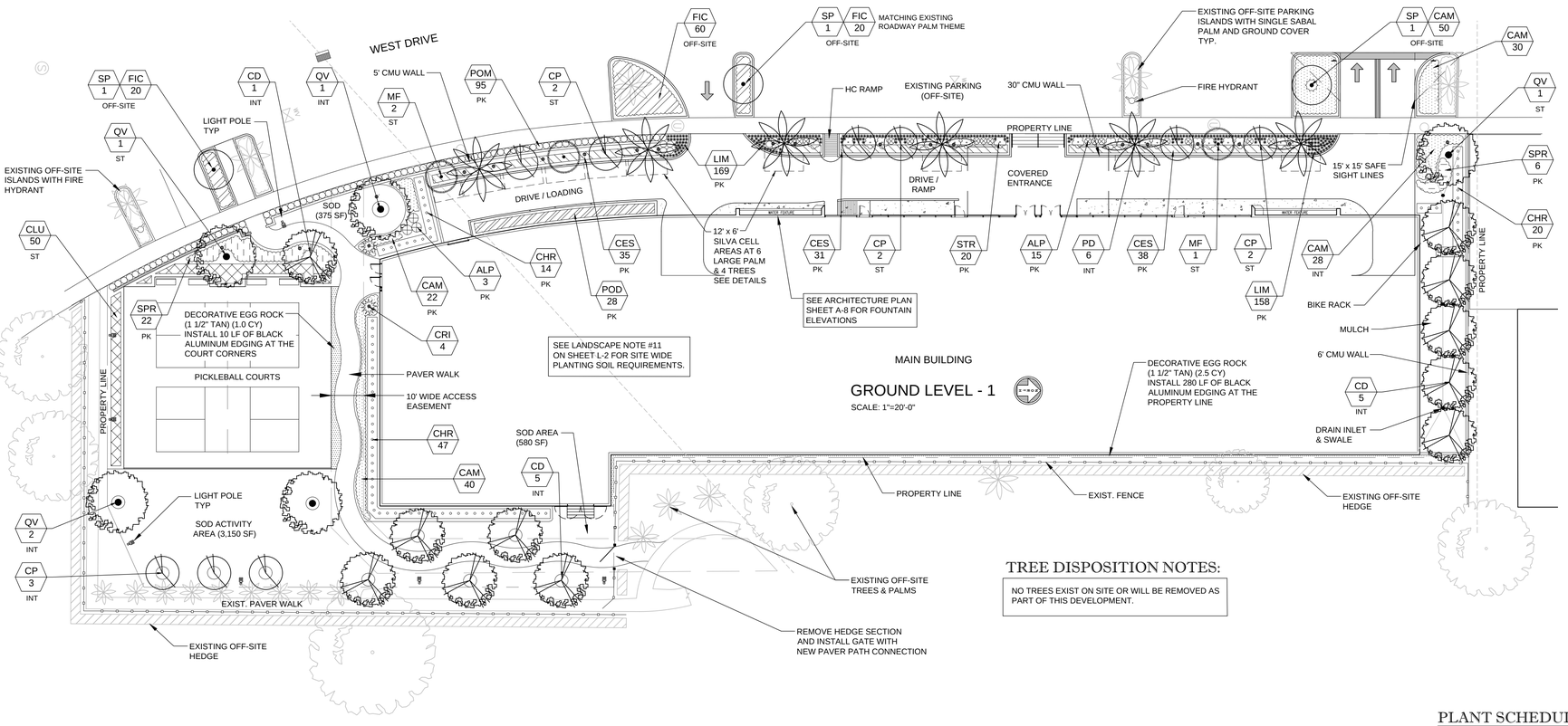
The foregoing instrument was acknowledged before me this 21 day of SEPTEMBER 2023 ~~199~~, by JONATHAN BURGESS of PARADELO BURGESS a FLORIDA corporation, on behalf of the corporation. He/She is personally known to me or has produced IN PERSON, as identification and did/did not take an oath.

Witness my signature and official seal this 21 day of SEPTEMBER, 2023 ~~199~~, in the County and State aforesaid, the date and year last aforesaid.

Marta Valens
Notary Public

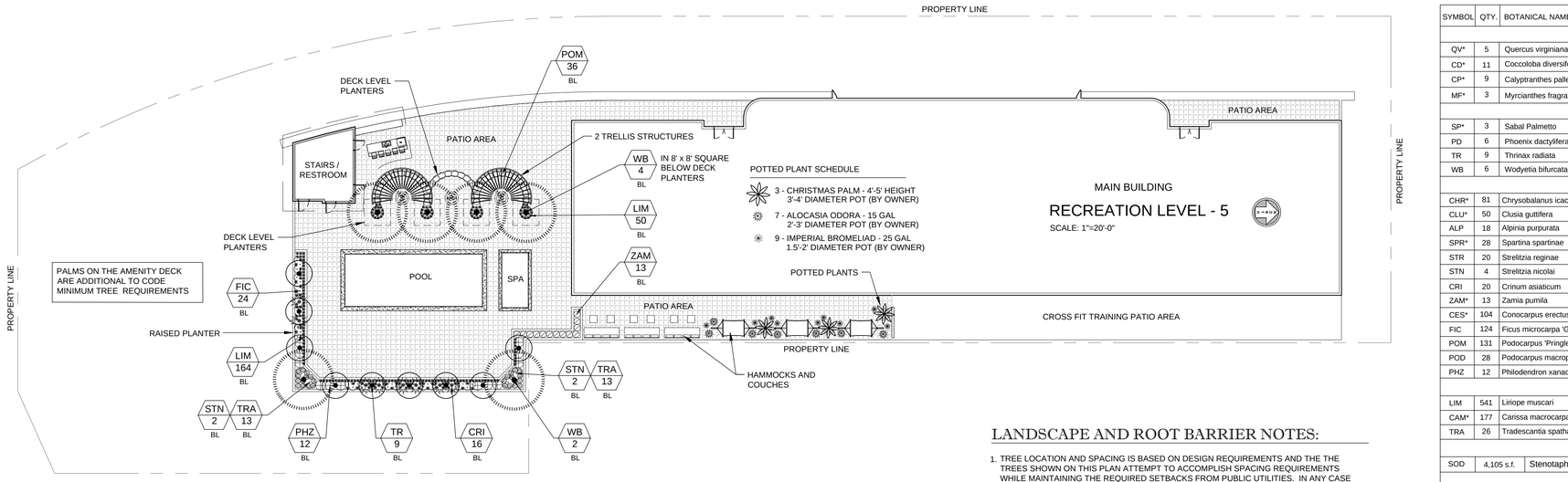
Notary Public State of Florida
Marta M Valens
My Commission HH 055478
Expires 10/21/2024

MARTA VALENS
Print Name



TREE DISPOSITION NOTES:

NO TREES EXIST ON SITE OR WILL BE REMOVED AS PART OF THIS DEVELOPMENT.



LANDSCAPE AND ROOT BARRIER NOTES:

1. TREE LOCATION AND SPACING IS BASED ON DESIGN REQUIREMENTS AND THE THE TREES SHOWN ON THIS PLAN ATTEMPT TO ACCOMPLISH SPACING REQUIREMENTS WHILE MAINTAINING THE REQUIRED SETBACKS FROM PUBLIC UTILITIES. IN ANY CASE THE TREES SHALL BE PLANTED IN ACCORDANCE WITH THE PLANT DETAILS SHOW HEREIN.
2. IF ANY NEW LANDSCAPE MATERIALS ARE INSTALLED AS PART OF THIS PROJECT THEN SOD ONLY WITH NO SHRUBS AND/OR TREES ARE TO BE INSTALLED WITHIN 5' OF ANY WATER METER AND WITHIN 7.5' OF ANY FIRE HYDRANT. TREES CANNOT BE INSTALLED WITHIN 10' OF A WATER OR GRAVITY SEWER MAIN WITHOUT PRIOR CITY APPROVAL AND THE INSTALLATION OF A ROOT BARRIER. ALSO IF ANY EXISTING TREES ARE LESS THAN 10' MINIMUM OF ANY NEW WATER OR GRAVITY SEWER MAIN A ROOT BARRIER IS REQUIRED TO BE INSTALLED OR TREE RELOCATED/REMOVED.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

SITE DATA:

SITE AREA: 45,371 SF (1.046 AC)
BUILDING AREA (1ST FLOOR) : 24,435 SF
VEHICLE USE AREA: 5,256 SF
PERVIOUS AREA: 9,968 SF (22%)

PLANT KEY LEGEND:

BU - BUFFER
PK - PARKING
ST - STREET
BL - BUILDING
INT - INTERIOR

LANDSCAPE CALCULATIONS:

Zoning District: RM-70 — Net Lot Area: 1.046 acres 45,371 s.f.

OPEN SPACE	REQUIRED	PROVIDED
A. Square Feet of open space required by Chapter 33, as indicated on the site plan: Net lot area = 20,936 s.f. x 40% = 8,375 sf.	40%	46%
B. Square Feet of parking lot open space required by Chapter 18A, as indicated on site plan: No. parking spaces 0 x 10 s.f. per parking space = 0	0%	0%
C. Total s.f. of landscaped open space required by Chapter 33, A+B= 8,375 s.f.	8,375 s.f.	9,968 s.f.
LAWN AREA CALCULATIONS		
A. 9,968 Total s.f. of landscaped open space required by Chapter 33.		
B. Maximum lawn area (sod) permitted = 60% x 9,968 s.f = 5,981 s.f.	5,981 s.f.	4,105 s.f.
TREES		
A. No. trees required per net lot area, less existing trees meeting requirements: 28 trees per acre x net lot acres 1.046 acres = 28 trees	28 Trees	41 Trees
B. Palms Allowed: No. trees provided x 30% = 9 palms 0% Palms permitted to count as street trees on 1:1 basis x 30% = 0	9 Palms 0	6 Palms 0
C. % Natives Required: 28 trees x 30% = 9 native trees 0% Palms counted as street trees on site at 1:1 basis x 30% = 0	30% Native	100% Native
D. Street Trees: Maximum spacing of 35' o.c. 388 lf (428 lf - 40 lf drives) linear feet along street / 35 = 11 Trees (No trees below powerlines)	11 Trees	11 Trees
SHRUBS		
A. No. trees required x 10 = No/ of shrubs required	280 Shrubs	280+ Shrubs
B. No. shrubs allowed x 30% = No. native shrubs required 280 shrubs x 30% ÷ 84 native shrubs	84 Native	281 Native

IRRIGATION PERFORMANCE NOTES:

1. AN UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED, THAT WILL PROVIDE 100 PERCENT COVERAGE WITH LOW TRAJECTORY HEAD TO HEAD OVERLAP FOR ALL LANDSCAPE. THE WATER SOURCE WILL BE CITY WATER. GROUND LEVEL WATER APPLICATION WILL BE A COMBINATION OF TRADITIONAL POP-UP SPRAY HEADS AND DRIP SYSTEM. THE 5TH FLOOR ACTIVITY DECK VEGETATION WILL BE WATERED WITH A DRIP SYSTEM.
2. THE SYSTEM WILL INCLUDE THE INSTALLATION OF A SMART CONTROLLER WITH AN ET MODULE AND RAIN SENSOR FOR WATER CONSERVATION. SYSTEM WILL OPERATE AS NEEDED BETWEEN 10 PM TO 6 AM.
3. THE IRRIGATION SYSTEM WILL FOLLOW FLORIDA FRIENDLY WATERWISE PRINCIPLES AND DESIGNED WITH HYDRO-ZONES BASED ON PLANT WATERING NEEDS. TURF, SHRUBS, AND TREES WILL BE WATERED BY SEPARATE AUTOMATIC IRRIGATION ZONES, AND ALL TREES AND PALMS WILL HAVE BUBBLER HEADS.
4. AN IRRIGATION PLAN WITH DESIGN PRESSURE, ZONE RUN TIME, APPLICATION RATES, AND DAILY WATER CONSUMPTION TABLES WILL BE SUBMITTED AND APPROVED PRIOR TO ISSUANCE OF A BUILDING PERMIT.

PLANT SCHEDULE: (ALL TREE, SHRUBS & GC SPECIES FROM MIAMI LANDSCAPE MANUAL)

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SPECIFICATIONS (ALL MINIMUMS)	SALT TOL.	LIGHT REQ.	FOLIAGE TYP.
TREES							
QV*	5	Quercus virginiana	Live Oak	12' Ht x 5' Spr x 2" Cal, 4' Ct (Street+ 1% Int)	H	FS	E
CD*	11	Coccoloba diversifolia	Pigeon Plum	10' Ht x 5' Spr x 2" Cal (70% Interior)	M	FS	E
CP*	9	Calyptranthes pallens	Spicewood	12' Ht x 5' Spr x 2" Cal (Street+ 15% Int)	M	FS-PS	E
MF*	3	Myrcianthes fragrans	Simpson's Stopper	12' Ht x 5' Spr x 2" Cal (Street)	M	FS-PS	E
PALMS							
SP*	3	Sabal Palmetto	Sabal Palm	20' Ht (Planted off-site)	H	FS	E
PD	6	Phoenix dactylifera 'Medjool'	Medjool Date Palm	18' GW, Specimen (15% Interior)	M	FS	E
TR	9	Thrinax radiata	Florida Thatch Palm	10' Ht x 3" Cal (2:1 Credit)	H	FS	E
WB	6	Wodyetia bifurcata	Foxtail Palm	10' GW (2:1 Credit)	M	FS	E
SHRUBS							
CHR*	81	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	36" Ht x 24" Spr, 30" On Center, Hedge	H	FS	E
CLU*	50	Clusia guttifera	Small Leaf Clusia	36" Ht x 24" Spr, 30" On Center, Hedge	H	FS	E
ALP	18	Alpinia purpurata	Red Ginger	24" Ht x 18" Spr, 24" On Center	M	FS-PS	E
SPR*	28	Spartina spartinae	Cordgrass	24" Ht x 18" Spr, 30" On Center	H	FS	E
STR	20	Strelitzia reginae	Dwarf Bird of Paradise	36" Ht x 24" Spr, Space As Shown	M	FS-PS	E
STN	4	Strelitzia nicolai	White Bird of Paradise	36" Ht x 24" Spr, Space As Shown	M	FS-PS	E
CRI	20	Crinum asiaticum	Crinum Lily	24" Ht x 18" Spr, Plant 2 per location	M		E
ZAM*	13	Zamia pumila	Coontie	18" Ht x 18" Spr, 24" On Center	H	FS	E
CES*	104	Conocarpus erectus 'sericeus'	Silver Buttonwood	24" Ht x 18" Spr, 24" On Center, Hedge	H	FS	E
FIC	124	Ficus microcarpa 'Green Island'	Green Island Ficus	24" Ht x 18" Spr, 24" On Center, Hedge	M	FS	E
POM	131	Podocarpus 'Pringles'	Pringles Podocarpus	18" Ht x 18" Spr, 24" On Center	H	FS	E
POD	28	Podocarpus macrophyllus	Yew Podocarpus	24" Ht x 18" Spr, 24" On Center	H	FS	E
PHZ	12	Philodendron xanadu	Yew Podocarpus	18" Ht x 18" Spr, Space As Shown	M	FS-PS	E
GROUND COVER							
LIM	541	Liriope muscari	Lilyturf	12" Ht x 12" Spr, 16" On Center	M	FS-PS	E
CAM*	177	Carissa macrocarpa	Dwarf Natal Plum	12" Ht x 18" Spr, 24" On Center	H	FS-PS	E
TRA	26	Tradescantia spathacea	Oyster Plant	12" Ht x 12" Spr, 16" On Center	M	FS	E
SOD							
SOD	4,105 s.f.	Stenotaphrum secundatum 'Floratam'	St. Augustine	Tight Joints, Neat, Level	H	FS-PS	E
MULCH							
MULCH	TBD	3" Layer of arsenic free organic mulch - Shredded Hardwood (Cocoa Brown)					

* NATIVE SPECIES
** SOD AREA - CONTRACTOR TO VERIFY SQUARE FOOTAGE + 10% FOR CUTS

CPTED REQUIREMENTS:

1. LANDSCAPE SHOULD BE MAINTAINED NOT TO OBSTRUCT EXTERIOR LIGHTING OR BLOCK VIEW OF WINDOWS, ADDRESS NUMBERS, AND WALKWAYS

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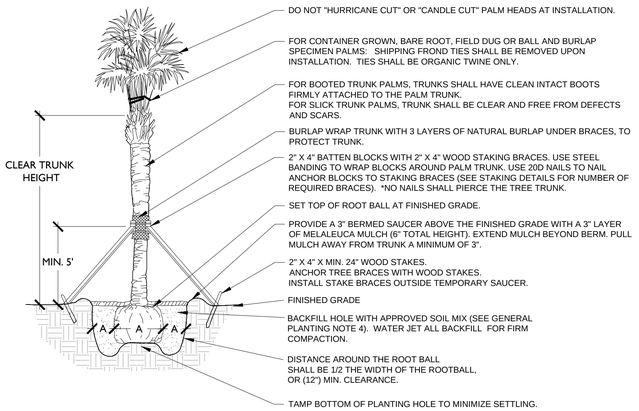
L-1

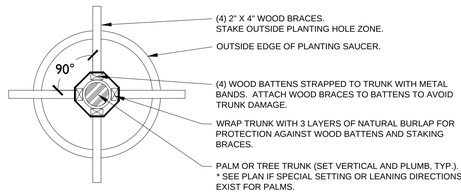
NOTE:
1. ALL SUPPORT MATERIALS ARE TO BE REMOVED FROM EACH PALM ONCE IT IS ESTABLISHED, TYPICALLY ONE YEAR AFTER PLANTING.



1 PALM PLANTING DETAIL
SCALE: NTS

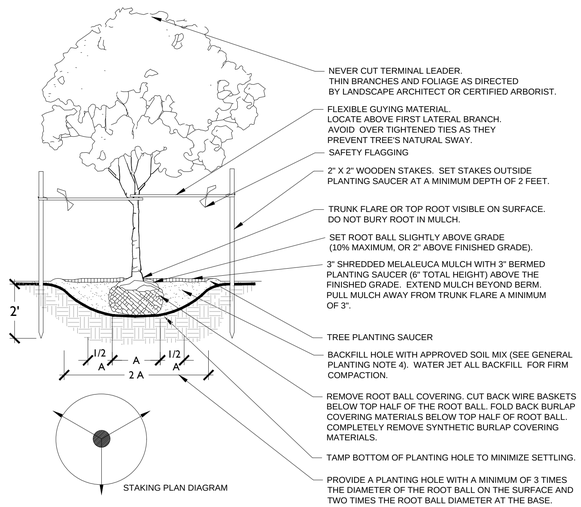
4 SHRUB PLANTING DETAIL
SCALE: NTS

NOTE:
1. APPLICABLE TO ALL MULTI-TRUNK PALMS AND PALMS WITH CALIPER SIZE OF SIX (6) INCHES OR GREATER
2. ALL TREE SUPPORTS MATERIALS ARE TO BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED. TYPICALLY SIX MONTHS FOR SHADE TREES OR ONE YEAR FOR PALMS.

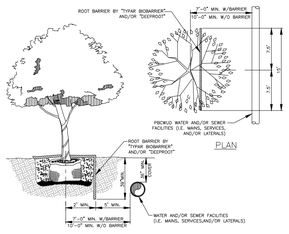


3 LARGE PALM OR TREE STAKING PLAN
SCALE: NTS

NOTE:
1. ALL SUPPORT MATERIALS ARE TO BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED, TYPICALLY ONE YEAR AFTER PLANTING.



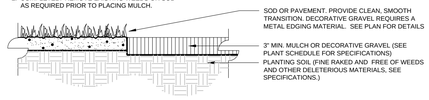
2 TREE PLANTING DETAIL
SCALE: NTS



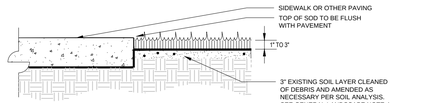
NOTES:
1. TREES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY. TREE SPACING IS BASED ON DESIGN REQUIREMENTS AND THE TREES SHOWN ON THESE PLANS ATTEMPT TO ACCOMPLISH THAT SPACING WHILE MAINTAINING THE REQUIRED SETBACKS FROM UTILITIES. TREES MAY BE FIELD ADJUSTED TO AVOID CONFLICTS WITH DRIVEWAYS AND UNDERGROUND UTILITIES. IN ANY CASE THE TREES SHALL BE LOCATED IN THE FIELD IN ACCORDANCE WITH THE PLANTING DETAILS SHOWN HEREON.
2. TREES ARE TO BE INSTALLED WITH A TEN FOOT (10') SEPARATION FROM ANY WATER OR SEWER MAIN AND/OR SERVICE, HYDRANTS, AND LIFT STATIONS. IF A TEN FOOT (10') SEPARATION CANNOT BE ACHIEVED, THE TREE CAN BE INSTALLED WITH A ROOT BARRIER SYSTEM. HOWEVER, IN NO CASE SHALL A TREE ENCROACH INTO AN EASEMENT WITHOUT PRIOR DEPARTMENT APPROVAL.
3. ONLY SOD CAN BE INSTALLED WITHIN 7.5' MINIMUM OF A FLUSHING HYDRANT UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL AND THE DEPARTMENT.
4. SOD ONLY SHALL BE INSTALLED WITHIN 5.0' MINIMUM OF ANY DEPARTMENT WATER METER.

5 LANDSCAPE ROOT BARRIER DETAIL
SCALE: NTS

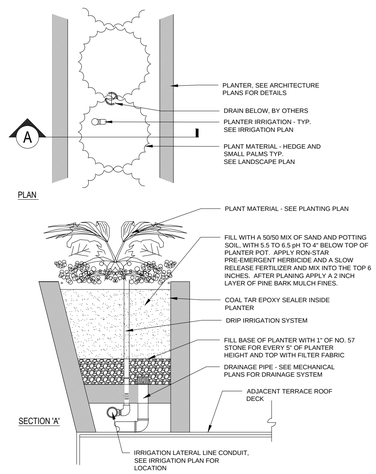
NOTES:
1. ALL MULCH SHALL BE PEST AND INSECT FREE.
2. COMPLETELY REMOVE EXISTING WEEDS OR SOD AS REQUIRED PRIOR TO PLACING MULCH.



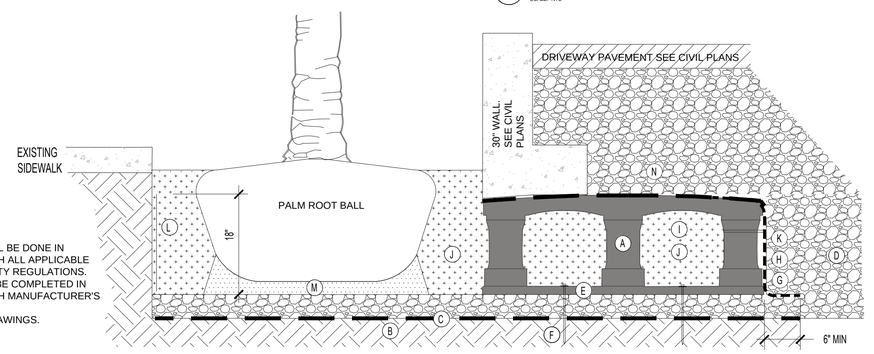
6 MULCH / DECORATIVE GRAVEL APPLICATION
SCALE: NTS



7 SOD APPLICATION
SCALE: NTS



8 TYPICAL TERRACE RAISED PLANTER DETAIL
SCALE: NTS



NOTES:
1. EXCAVATION SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE HEALTH AND SAFETY REGULATIONS.
2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
3. DO NOT SCALE DRAWINGS.

(A) 1X SILVA CELL SYSTEM (2' W x 4' L x 1.5' D)
(B) SUBGRADE, COMPACTED
(C) GEOTEXTILE FABRIC, PLACED ABOVE SUBGRADE
(D) AGGREGATE SUB BASE, COMPACTED TO 95% PROCTOR
(E) SILVA CELL BASE SLOPE, 10% MAX
(F) ANCHORING SPIKES, CONTACT DEEPROOT FOR ALTERNATIVE
(G) GEOGRID, WRAPPED AROUND PERIMETER OF SYSTEM, WITH 6" TOE (OUTWARD FROM BASE) AND 12" EXCESS (OVER TOP OF DECK)
(H) CABLE TIE, ATTACHING GEOGRID TO SILVA CELL AT BASE OF UPPER LEG FLARE, AS NEEDED
(I) ADJACENT LANDSCAPE AREA
(J) PLANTING SOIL, 70/30 MIX BY ATLAS PEAT & SOIL, INC. PLACED IN LIFTS AND WALK-IN COMPACTED TO 75-85% PROCTOR
(K) 2 OZ. WEEDSTOPPER SPUNBOND FILTER FABRIC BY FABRISCAPE OR APPROVED EQUAL
(L) DEEPROOT ROOT BARRIER, 18", DEPTH. INSTALL DIRECTLY ADJACENT TO CONCRETE EDGE RESTRAINT
(M) PLANTING SOIL BELOW ROOT BALL, COMPACTED WELL TO PREVENT SETTLING
(N) PAVEMENT AND AGGREGATE BASE
MINIMUM PAVEMENT PROFILE OPTIONS TO MEET H-20 LOADING = 2 3/4" CONCRETE PAVER OVER 1 1/2" SAND BEDDING OVER 6" LIMEROCK BASE

9 SILVA-CELL SECTION ELEVATION DETAIL
SCALE: NTS

GENERAL NOTES:

1. NO REFERENCE TO ENGINEERING SHOULD BE MADE FROM THIS SHEET. SHEET(S) ARE FOR LANDSCAPE REFERENCE ONLY.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE PLANS AND WRITTEN SPECIFICATIONS. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN APPROVAL BY THE OWNER'S REP.
3. THE LANDSCAPE PLANTINGS SHALL BE INSTALLED IN COMPLIANCE WITH EXISTING CODES AND APPLICABLE DEED RESTRICTIONS OR REQUIREMENTS.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL MATERIALS AND QUANTITIES PRIOR TO BIDDING, AND NOTIFY OWNER'S REP OF ANY PLAN DISCREPANCIES PRIOR TO CONSTRUCTION. RESOLUTION OF DISCREPANCIES FOUND DURING CONSTRUCTION SHALL BE IN FAVOR OF THE OWNER.
5. ANY DEVIATION FROM PLANT QUANTITY, SIZE OR GRADE MAY JEOPARDIZE THE CERTIFICATE OF OCCUPANCY.
6. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. DIMENSIONS ARE MINIMUMS ONLY. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB. OWNER'S REP SHALL BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN ON THE PLANS.
7. CONTRACTOR TO NOTIFY 'SUNSHINE STATE ONE CALL OF FLORIDA, INC AT 800-432-4770 TWO FULL BUSINESS DAYS PRIOR TO DIGGING FOR UNDERGROUND UTILITY LOCATIONS.
8. THE HEALTHY, NEAT, AND ORDERLY APPEARANCE OF ALL REQUIRED LANDSCAPING MATERIALS IS THE CONTINUAL RESPONSIBILITY OF THE PROPERTY OWNER AFTER FINAL ACCEPTANCE.
9. DEVELOPMENTS SHALL COMPLY WITH EXISTING LANDSCAPING REQUIREMENTS, AS WELL AS CHANGES IMPLEMENTED IN THE FUTURE TO CONFORM TO CONTIGUOUS DEVELOPMENTS AND LANDSCAPING PLANS IMPLEMENTED FOR THE CAUSEWAY AND INTERIOR ISLAND AREAS.

PLANTING NOTES:

1. NUISANCE, EXOTIC PLANT SPECIES REMOVAL SHALL BE COMPLETED IN ACCORDANCE WITH SECTIONS OF THE MUNICIPAL REGULATIONS, GUIDELINES AND STANDARDS.
2. ALL PLANT MATERIAL SHALL BE FLORIDA NO. 1 OR BETTER, AS SET FORTH BY THE LATEST EDITION OF FLORIDA GRADES AND STANDARDS,
3. PLANT MATERIAL SHALL BE LOCAL FLORIDA NURSERY STOCK SELECTED FROM THE MIAMI-DADE LANDSCAPE MANUAL.
4. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A 2-FOOT DEPTH OF NEW PLANTING SOIL FOR ALL LANDSCAPE AREAS, WITH AN ANALYSIS REPORT, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SEE NOTE 11.
5. ALL PLANT MATERIAL HOLES SHALL BE HAND DUG EXCEPT WHERE MACHINE DUG HOLES WILL NOT ADVERSELY AFFECT OR DAMAGE UTILITIES OR PROJECT IMPROVEMENTS.
6. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPE ELEMENTS UNTIL FINAL ACCEPTANCE BY THE OWNER'S REP. THIS MAINTENANCE SHALL INCLUDE BUT MAY NOT BE LIMITED TO WATERING, MOWING, EDGING AND TRIMMING GRASS, KEEPING PLANTING BEDS FREE OF DEBRIS AND WEEDS, MANAGING ALL DISEASE OR INFESTATION, AND MAINTAINING MULCH DEPTH.
7. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF 1 YEAR FROM THE DATE OF FINAL ACCEPTANCE BY THE OWNER'S REP.
8. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND STAKE ALL UTILITIES. A MINIMUM OF TEN FEET SEPARATION IS REQUIRED BETWEEN UTILITIES AND TREE PLANTINGS. IN ADDITION, ALL TREES SHALL BE LOCATED AT LEAST SIX FEET AWAY FROM THE FLOW LINE OF SWALES AND PROPOSED OR EXISTING STORM WATER INLETS.
9. NEW PLANT MATERIAL TO BE INSTALLED WILL BE FIELD ADJUSTED TO ACCOMMODATE EXISTING CONDITIONS. THIS WILL ENSURE ANY EXISTING PLANT MATERIAL TO REMAIN IN ITS NATURAL STATE. THEREFORE, NO EXISTING PLANT MATERIAL WILL BE ALTERED BY REMOVING, CUTTING TRIMMING OR DESTROYING IN ORDER TO INSTALL NEW PLANT MATERIAL.
10. ALL PLANT MATERIALS TO BE CONTAINER GROWN UNLESS OTHERWISE SPECIFIED. BAG GROWN PLANTS ARE NOT ACCEPTABLE.
11. A 2-FOOT DEPTH OF PLANTING SOIL SHALL BE INSTALLED IN ALL LANDSCAPE AREAS ACROSS THE ENTIRE PARCEL. THE ENTIRE SITE IS CURRENTLY COVERED BY A PARKING AREA WITH UNACCEPTABLE SOILS FOR PLANT HEALTH AND DRAINAGE. PLANTING OPERATIONS, INCLUDING PROPOSED PARKING ISLANDS OFF-SITE, SHALL INCLUDE THE INSTALLATION OF A 2-FOOT DEPTH OF COMPACTED 70/30 MIX (CLEAN SAND/COMPOST OR MUCK). THE TOPSOIL SHALL CONSIST OF NATURAL, FRIABLE, FINE LOAM SOIL WITH A pH OF 5.5 TO 7.0, AND 3-5% ORGANIC MATTER. IT SHALL BE FREE OF WEED SEEDS, PATHOGENS, LITTER, SOD, CLAY, ROAD BASE, STONES, LIME BASED SOILS, ROOTS AND STUMPS. SOIL DEPTH SHALL BE MEASURED AFTER LIGHT COMPACTION OF FOUR 6-INCH LIFTS. SEE NOTE 4. SEE DETAIL 8 FOR PLANTING SOIL IN RAISED PLANTERS ON ROOF TERRACE.
12. SHRUB AND GROUNDCOVER BED PREPARATION: DIG PLANTING PITS AT 1.5 TIMES THE DIAMETER OF THE POT. FILL PLANT PIT WITH SPECIFIED PLANTING SOIL AND COMPACT SO THAT THE TOP OF ROOT BALL WILL SETTLED 1/8 DEPTH OF THE ROOT BALL ABOVE FINISH GRADE. SET PLANT AND FILL REMAINDER OF THE HOLE WITH PLANTING SOIL. RE-GRADE THE BED TO ITS ORIGINAL GRADE AND WATER IN THOROUGHLY. RESET ANY PLANTS THAT SETTLE TOO DEEP. COVER ALL PLANTING BEDS AND TREE RINGS WITH A 3" DEPTH OF APPROVED ORGANIC MULCH, ENSURE MULCH OVER ROOT BALLS DOES NOT EXCEED A DEPTH OF ONE INCH. REMOVE ALL DEBRIS FROM THE MULCH. WATER BED THOROUGHLY.
13. ALL PROPOSED PLANTING AREAS SHALL RECEIVE A THREE INCH LAYER OF MULCH. ALL TREES NOT LOCATED WITHIN A PLANTING BED SHALL RECEIVE A FOUR FEET DIAMETER MULCH RING. MULCH SHALL BE DOUBLE GROUND HARDWOOD WITH COCOA BROWN COLOR.
14. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR HOLDING THE FINE GRADING OF PLANTING AREAS TO ENSURE AT LEAST THREE PERCENT POSITIVE DRAINAGE AWAY FROM BUILDINGS AND INTO PLANTING AREAS, PONDS, STREETS OR OTHER DRAINAGE WAYS. IN ADDITION, THE FINISH MULCH ELEVATION AT THE BUILDINGS SHALL BE AT LEAST SIX INCHES BELOW FINISH FLOOR OF THE ADJACENT BUILDING. PARKING LOT ISLANDS SHALL SLOPE AT THREE PERCENT FROM CENTER. TURF AND PLANTING BEDS SHALL MEET SIDEWALKS AND FLATWORK AT TWO INCHES BELOW THE FLATWORK.
15. SLOPES GREATER THAN 4:1 SHALL REQUIRE SODDING FOR STABILIZATION.
16. ANY AREAS SUBJECT TO EROSION MUST BE ADEQUATELY STABILIZED WITH VEGETATIVE MATERIAL THAT WILL, WITHIN A REASONABLE TIME FRAME, DETER SOIL DISTURBANCE. SODDING, PLUGGING, SPRIGGING OR SEEDING IS ACCEPTABLE FOR STABILIZATION; HOWEVER, SODDING MAY BE REQUIRED IN AREAS OF EROSION-PRONE SOILS OR WHERE SLOPES ARE GREATER THAN 4:1. VEGETATION OTHER THAN GRASS IS ACCEPTABLE AND MAYBE UTILIZED AT THE OWNERS DISCRETION.
17. IF ALTERNATIVE VEGETATION IS UTILIZED (I.E. MATCHING AND/OR EXTENDING EXISTING SHRUB BED, THE INSTALLED MATERIAL MUST BE HEAL THY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASES. ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE TO FLORIDA NO.1 GRADE, ACCORDING TO THE "GRADES AND STANDARDS FOR NURSERY PLANTS", PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. MATERIAL IN SOME INSTANCES SHALL EXCEED NO. 1 GRADE, IN ORDER TO MEET THE MINIMUM REQUIREMENTS OF THIS PROJECT. ALTERNATIVE MATERIAL SHALL BE SELECTED FROM THE MIAMI-DADE LANDSCAPE MANUAL PLANT LIST.
18. SOD SHALL BE INSTALLED IN ALL DISTURBED LANDSCAPE AREAS THAT ARE NOT PLANTED OR HARDSCAPED. CONTRACTOR SHALL VERIFY SOD QUANTITY.
19. LANDSCAPE CONTRACTOR SHALL REPLACE ANY CONSTRUCTION DAMAGED LANDSCAPE MATERIALS, ON OR OFF SITE. CONTRACTOR SHALL OBTAIN APPROVAL FROM OWNER'S REP. PRIOR TO ANY REMEDIATION LANDSCAPE EFFORTS.
20. ALL LANDSCAPED AREAS TO BE IRRIGATED WITH A FULLY AUTOMATED IRRIGATION SYSTEM. SEE IRRIGATION PERFORMANCE NOTES ON SHEET L-1.

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CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

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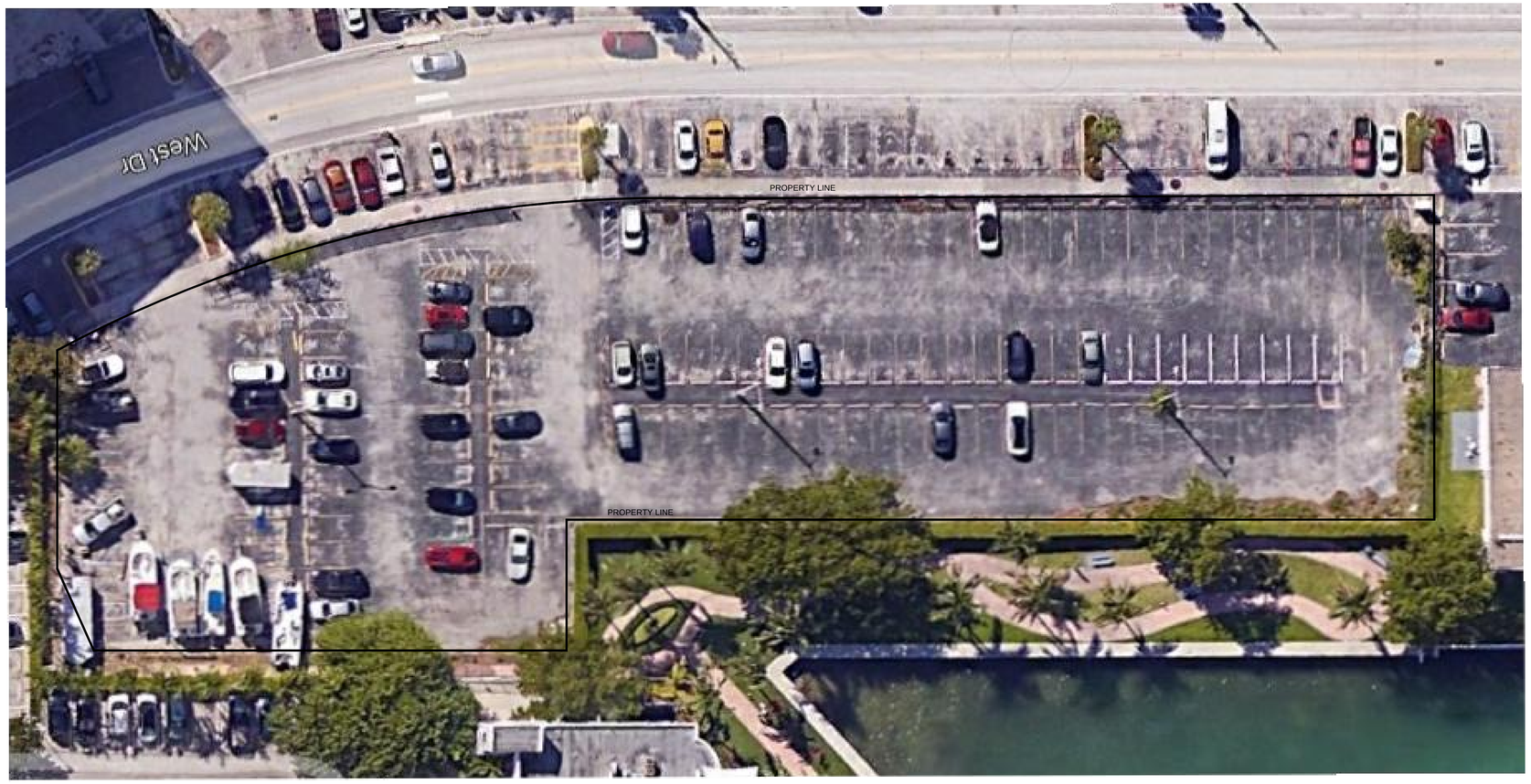

EXISTING GROUND LEVEL

SCALE: 1"=20'-0"

TREE DISPOSITION NOTES:

NO TREES EXIST ON SITE OR WILL BE REMOVED AS PART OF THIS DEVELOPMENT.

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MARINA VIEW CONDOMINIUM

7913 WEST DRIVE, NORTH BAY VILLAGE, FL

LANDSCAPE AND IRRIGATION SYSTEM MAINTENANCE GUIDE

September 2023



Prepared by:
Jonathan Burgess, PLA
License #: LA6667220
For: Paradelo Burgess Design Studio, LLC

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INTRODUCTION

The purpose of this guide is to provide information to the landscape maintenance staff on basic care of the landscaping and irrigation system, including trees, palms, shrubs, lawns. Knowledge of this information will aid the Association's maintenance staff in evaluating the work of the maintenance contractor. Half-scale sized landscape plans are supplied along with this manual.

Only qualified landscape contractors experienced with the care and maintenance of similar large commercial landscapes should be employed. The maintenance contractor should have a qualified arborist, certified pesticide applicator(s), and an experienced irrigation operator. They should be well-versed in Integrated Pest Management and able to use this method to care for the landscape and irrigation system.

During the first year, the Association should make 6 monthly site inspections to monitor maintenance practices, and site conditions. The Association shall coordinate with the maintenance contractor to meet and walk site at each visit.

PLANT LIST

TREES:
Quercus virginiana / Live Oak
Cocoloba diversifolia / Pigeon Plum
Calyptranthes pallens / Spicewood
Myrcianthes fragrans / Simpson

PALMS:
Sabal palmetto / Sabal Palm
Phoenix dactylifera 'Medjool' / Medjool Date Palm
Thrinax radiata / Florida Thatch Palm
Wodyetia bifurcate / Foxtail Palm

SHRUBS:
Chrysobalanus icaco 'Red Tip' / Red Tip Cocoplum
Clusia guttifera / Small Leaf Clusia
Alpinia purpurata / Red Ginger
Strelitzia reginae / Orange Bird of Paradise
Strelitzia Nicolai / White Bird of Paradise
Crinum asiaticum / Crinum Lily
Zamia pumila / Coontie
Conocarpus erectus 'Sericeus' / Silver Buttonwood
Ficus macrocarpa 'Green Island' / Green Island Ficus
Podocarpus macrophyllus 'Pringles' / Dwarf Podocarpus
Podocarpus macrophyllus / Yew Podocarpus

GROUNDCOVER:
Liriope muscari / Liriope
Carissa macrocarpa / Dwarf Natal Plum
Tradescantia spathacea / Oyster Plant

MAINTENANCE SUMMARY

(Refer to Further Sections for Additional Specifications)

IRRIGATION:

Trees: Supplemental watering.

Shrubs/Groundcover: 1" of water per week.

Palms: Supplemental watering

Lawn Grass: 1.5" of water per week

Check soil moisture across site monthly; adjust irrigation regimes as necessary.

Monthly monitoring:

- Test system; check for coverage, malfunctions, leaks, overspray, etc.
- Check backflow preventer and pump station.
- Clean and thoroughly test operation of timers and control valves.
- Inspect all valve boxes and repair/set to plumb as necessary.
- Set all heads to plum.
- Check quick-coupler valves.

Miscellaneous repairs as necessary.

FERTILIZATION:

Trees, Shrubs, Groundcover: Two times per year

Lawns: Three times per year

Palms: Four time per year

SOIL TESTING:

Once per year from at least 6 areas across site, usually early spring. More may be determined to be necessary.

WEED CONTROL:

Planting beds: Weed entire site once every 2 weeks. Weeding should not be done piecemeal across the site but should be done all at once.

Lawns: Weed control at time of fertilization with spot treatments throughout the year.

PEST/DISEASE CONTROL:

Trees, palms, shrubs, groundcover: Observe the site monthly and treat only if necessary.

Lawns: Pest control at time of fertilization with spot treatments throughout the year.

PRUNING:

Trees and palms: Bi-annual pruning should be provided in March & September

Shrubs and groundcover: Monthly pruning should be provided

MULCH:

Monitor mulch at each maintenance visit and if depleted down to below 2 inches, add fresh mulch to landscape beds and adjust mulch level to 3" maximum depth. Pull mulch out of tree, palm, shrub & groundcover crowns and away from tree trunks. Repair mulch areas immediately after irrigation repairs or plant replacements.

PLANT BED EDGES:

Edge beds at time of mowing with string trimmer or metal blade.

MISCELLANEOUS:

Clean up debris from landscape areas a minimum of once per week or as needed.

MOWING, Trimming, Edging:

Mow when turf reaches a height where max of 1/3 the blade height will be removed with mower. Approximately 40 times per year.

WEED CONTROL:

- 1 pre-emergent herbicide application in the spring where necessary for vigorous weed areas.
- Post-emergent broadleaf herbicide application: As necessary along with a

hand pulling regiment around shrubs and groundcover.

- Same broadleaf weed control should be used for lawn areas.

PEST/DISEASE CONTROL:

Observe site monthly. Apply treatments as necessary.

TREE, PALM, SHRUB, AND GROUND COVER CARE

Irrigation of Plant Materials

A proper watering regime is the key ingredient to keeping the landscape flourishing and healthy (See Table 1). The most common landscape problem is overwatering. Overwatered plant's symptoms look like symptoms when plants are under-watered, which include yellowing foliage, defoliation of lower leaves, and stunted plants. Excessive fungi growing out of the mulch is another sign of overwatering.

Established trees do not need supplemental irrigation at all unless drought conditions exist. After establishment, all native species only need supplemental watering during hot dry weather. Trees will not show adverse symptoms from drought until 1-2 years later, so do not depend on current signs for watering needs. Give trees long thorough soaks across their entire root zone (under the tree canopy) during drought; frequent short irrigation of the surrounding turf can cause trees to develop shallow root systems that can dry out easily during drought periods.

Monitor how much water the plants are receiving. Adding a rain gauge in the middle of plant beds is a way of checking to see how much water (or precipitation) the system is delivering. Make sure precipitation and irrigation have a clear path to get into the rain gauge. Another method is to purchase an inexpensive soil probe and periodically check the soil moisture.

The best time to water is from 4 AM to 10 AM, to reduce wind effects on spray nozzles, less water is lost due to evaporation, and the grass and plant leaves have time to dry in the daytime hours which reduces chances of disease.

Become familiar with the characteristics of the plantings and maintain constant moisture in (but not saturation of) the root ball. Monitor the irrigation system and plant condition every two weeks during the establishment period, and monthly during the first year of growth. Monitor the site for changes in moisture levels caused by rainfall. Do not allow the root balls of newly planted trees to dry out, nor be saturated for long periods.

Practice intense irrigation management, irrigating plants with larger amounts of water for short periods of time so plants establish more rapidly and become more quickly resistant to drought, pests and disease.

During the plant establishment period, do not skip an irrigation because of rainfall, unless it measures over an inch. After plant establishment, adjust the irrigation system to account for normal rainfall.

During the cooler months plants may need less water, depending on the weather and soil drainage. Monitor mulch depth. Plants with more than about one inch of mulch over the root ball may need more water volume to allow enough water to drain through the mulch and reach the root ball.

To determine whether the amount of water being supplied is adequate for the site conditions, conduct the following tests: Weekly during the plant establishment period, gently dig a small hole in the loosened backfill soil just outside the root ball and half its depth. Do this several hours after watering. Squeeze soil taken from the bottom of the hole in the palm of your hand. If water drips out between your fingers, you are watering too much; if soil crumbles and falls out of your hand as you open your fingers, you are watering too little. If soil stays together as you open your fingers, moisture in the backfill soil is just right. Poke a finger into the root ball to check the moisture there. If it feels dry, increase the amount of daily irrigation. If the soil smells sour or you can squeeze water from it, it is too wet. A soil probe can be used to test soil moisture. Soil moisture sensors with various types of gauges are designed to help schedule irrigation for established landscapes.

To determine how much irrigation to apply during the first several weeks after planting by asking the nursery operator how much was applied in the nursery just prior to purchase. Apply this amount or slightly more directly to the root ball. There is no need to wet the surrounding soil. If you are not able to determine the amount of irrigation used in the nursery, water use the guidelines in Tables 1 & 2.

Table 1.

Length of tree establishment period with optimum irrigation.*

Trunk diameter of nursery stock	**Establishment Period (in months)**
	South Florida
Trees less than 2" & Small Palms	4
Trees 2" to 4" & Large Palms	6
Shrubs	1
*See Table 2 for irrigation schedule.	
Improper watering, or soil conditions may extend the establishment period 2 months for every inch of caliper.	

Table 2.

Irrigation schedule for establishing plants in well-drained sites during the growing season.

Trunk diameter of tree	**Irrigation schedule for vigor***	**Irrigation schedule for after establishment**
< 2"	3 gallons per foot diameter of root ball, daily for 2 weeks, every other day for 2 months, then weekly until established.	Twice weekly.
2" to 4" & Palms	6 gallons per foot diameter of root ball, daily for 1 month, every other day for 3 months, then weekly until established.	Twice weekly.
Shrubs	Daily for 2 weeks, then every other day until established.	Twice weekly.
*Frequency of irrigation may be reduced based on soil testing. Frequency may also be reduced during cooler months, areas of poorly-drained soils, or as directed by the Landscape Architect.		

Fertilization

The maintenance contractor shall follow UF/IFAS guidelines for fertilization, and ensure that all of employees who specify, handle, or apply fertilizer have a valid Florida Department of Agriculture and Consumer Services Limited Urban Commercial Fertilizer Applicator Certification (FDACS LUFAC). Contractor shall ensure that fertilization scheduling does not exceed the fertilizer label rate prescribed and complies with state and local ordinances. Observe current county mandated fertilization black-out periods. Call the county extension office for more information.

Fertilize with an organic granular slow-release fertilizer only when plants area actively growing. Apply fertilizer for nutrient deficiencies in accordance with University of Florida IFAS recommendations until deficiencies are corrected. The type number of applications of fertilizer depends on soil and plant materials. Contractor shall apply the minimal amount of fertilizer needed. Fertilizer rates shall be adjusted according to health, maturity, and desired growth patterns.

At the end of the first growing season 6 soil analysis tests spread out across the site shall be obtained from a testing lab with fertilizer recommendations and site soil conditions and recommendations. There are several soil testing laboratories in South Florida but make sure to use a lab that does agricultural-type testing. South Florida soils tend to be deficient in iron. Iron deficiency shows up as chlorotic (pale green or yellowish) foliage, especially on lawns and oaks trees. If soil tests show iron to be deficient, there are many iron-containing compounds on the market that can be incorporated into the fertilizer program.

Fertilizer shall be broadcasted uniformly over the desired areas of the landscape. Contractor shall consider root location, fertilization objectives, and plant species when applying fertilizer. In areas

where tree or shrub fertilization zones overlap with lawn fertilization zones Contractor shall fertilize one or the other of the plant types, but not both. Application shall include the use deflector shields on all application equipment to minimize inadvertent application of fertilizer on non-plant areas. Contractor shall blow, sweep, or wash back into the landscape any fertilizer deposited on paved or impervious surfaces. After fertilizing, the maintenance contractor shall irrigate with at least a 1/4 inch of water to avoid the loss of nitrogen and increase uptake efficiency. Fertilizers shall not come into direct contact with the water.

Contractor shall the store nitrate-based fertilizers separately from solvents, fuels, and pesticides, because nitrate fertilizers are oxidants and can accelerate a fire. The Association shall work with Contractor to secure fertilizers and other chemicals the at the Worksite.

Fertilization of Turf

St. Augustine Turf shall be fertilized 3 times per year with a 16-4-8 (with Iron) or similar nutrient ratio. The maintenance contractor shall not exceed the nitrogen application rate of 4 – 6 lbs. N/ 1000 square feet annually for St. Augustine turf. The rate shall be adjusted to achieve healthy, mature, desirable growth.

Fertilization of Trees, Palms, Shrubs, and Ground Covers

Trees, Shrubs and Ground Cover shall be fertilized 2 times per year with a 12-4-8 (with micronutrients) or similar nutrient ratio. Fertilize the entire root zone by broadcast method (no spikes) is acceptable with an application rate of 2 – 4 lbs. N/ 1000 square feet annually. The rate shall be adjusted to achieve healthy, mature, desirable growth.

Fertilization of Palms

Palms shall be fertilized with a palm special fertilizer 4 times per year with an 8-0-12 (4 magnesium & micronutrients) or similar nutrient ratio. The maintenance contractor shall not exceed the nitrogen application rate of 5 lbs. for mature palms, and 2 lbs. for palms under ten feet in height at each application. The rate shall be adjusted to achieve healthy, mature, desirable growth.

Pest/Disease Control

Observe plantings on a weekly basis for disease and pest infestations. Optimal insect pest control shall be achieved in landscapes by following IFAS recommended cultural practices to promote healthy plants and conserve natural biological control organisms. No longer is a broad-based approach acceptable, such as applying broad spectrum pesticides at the same time every spring regardless of whether pests are present or not. Monitoring and evaluating the need for control is the key to keeping some problems in check without creating others by the solution.

Apply pesticides in accordance with the rules and regulations governing use of pesticides in Florida. Contractor shall follow all provisions of Florida Statutes. 482. The maintenance contractor shall use Integrated Pest Management (I.P.M.) principles and methods. Contractor shall use a pest-control strategy only when the pest is causing or is expected to cause more damage than can be reasonably and economically tolerated. Contractor shall implement a control strategy that reduces the pest numbers to

an acceptable level while minimizing harm to non-targeted organisms. The Contractor shall post appropriate application signs with each treatment. Per Florida statutes,

Records shall be kept of pest problems identified and control treatments applied. Contractor shall record in the records whether the "corrective actions" reduced or prevented pest populations. Copies of records shall be available to the Association. Contractor shall refer to past corrective actions when making similar decisions in the future. Contractor shall dispose of used containers in compliance with label directions to prevent water contamination.
Contractor shall follow current University of Florida IFAS pest management recommendations as per IFAS Publication ENY- ENY-298, Landscape Integrated Pest Management, at http://edis.ifas.ufl.edu/in109.

Contractor shall use IPM practices to manage insects in the landscape, which include:

- Proper insect identification
- Active monitoring for insect activity and abundance
- Utilizing mechanical and cultural practices first, when available
- Preserving natural, biological control organisms
- Spot-treating insect pest-infested areas when possible, rather than cover spraying the landscape

When possible, contractor shall use selective, reduced-risk insecticides rather than broad-spectrum, non-selective products. This conserves natural predators and parasitoids in the landscape that are attacking other plant pests.

Treat fire-ant mounds individually as they occur with bait formulas. Place fresh bait surrounding the mound, without disturbing the mound itself, by broadcast baiting as needed.

Insects including southern chinch bug, fall armyworm, tropical sod webworm, hunting billbug, scale, aphids, mole crickets, etc. shall be treated using systemic or translaminar products that get into plant material to be ingested by the insect.

Proper maintenance practices are the key to control of plant diseases, especially proper irrigation. Root rots and foliar leaf spots in turfgrass and plant beds often occur when excessive moisture is present for extended periods. If any outbreaks occur reduce the frequency of irrigation. If disease is significant and persistent, apply fungicide per advice from the UF/IFAS Extension Service

For palm diseases that are serious including Ganoderma Butt Rot and Fusarium. The maintenance contractor shall seek and advice from the UF/IFAS Extension Service to control the diseases discovered.

Pruning

When pruning trees, palms, and shrubs the maintenance contractor shall use current techniques and

standards approved by UF/IFAS and the International Society of Arboriculture. Contractor shall prune selectively to improve structure and health and to enhance fruiting, flowering, or appearance. When preforming corrective pruning, the natural shape and characteristics of the species should be retained. Disinfect pruning tools prior to and after each property, tree, and palm tree to prevent disease transmission. After all pruning operations, remove debris from the property and ensure an aesthetically clean appearance.

Remove dead or broken branches. Selective removal of small sections of branches as a form of insect pest control is also acceptable providing the natural shape of the plant is maintained. Contractor shall not prune during or immediately after growth flushes.

Pruning Trees

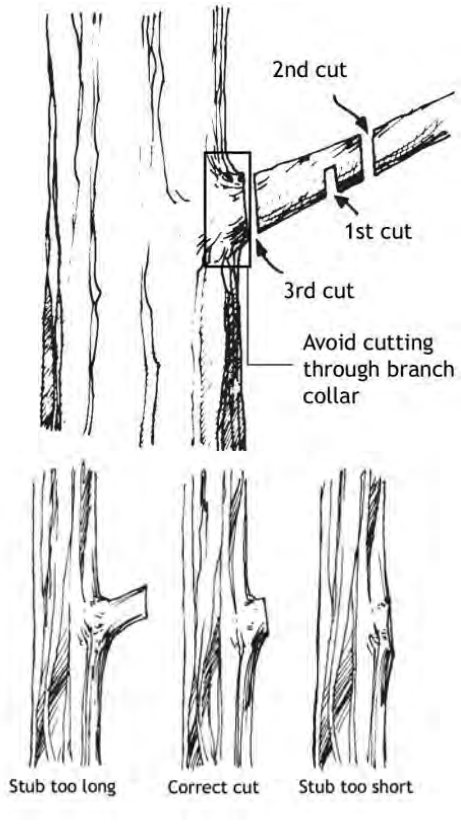
Maintain the central leader (trunk) of all trees. Do not top-off, hat-rack, or "lollipop" trees. Prune trees biannually by removing dead, broken or crossing branches, crossed limbs and sucker growth by hand pruning. All branches needing removal shall be removed using "collar cuts." The maintenance contractor shall follow University of Florida IFAS pruning recommendations, which are set forth at the following website: https://edis.ifas.ufl.edu/topic_tree_pruning for UF/IFAS.

Trees must appear neat and shall maintain branches and limbs a minimum of two feet away from all buildings, especially roofs. Contractor shall maintain trees near sidewalks and parking lots to provide clearance for pedestrians and vehicles. For property entry areas, the maintenance contractor shall follow FDOT clear site recommendations set forth at the following website: http://www.dot.state.fl.us/statemaintenanceoffice/RDW/Guide_LandscapeandTreeMaintenanc e.pdf

Contractor shall monitor trees that are staked and guyed. Contractor shall adjust supports, when appropriate, to prevent girdling of the trunk, and remove one year after installation.

When the need to cut large tree limbs (greater than 1" diameter) arises, follow this cutting method to prevent the branches from ripping bark down the side of the tree:

- Make initial cut on the underside of the limb, approximately 1-2' from the crotch, penetrating into the branch about 1/3 of the branch's diameter.
- The second cut should be made cleanly through the branch to be removed about 1-3" further out from the initial cut. The bulk of the branch will be removed without the bark tearing at the trunk.
- Remove the stump of the branch between the shoulder rings (or just on outside edge of branch collar, if there are no shoulder rings). The lower edge of the cut will be slightly farther out from the top edge of the cut.



- Make the final cut on the outside edge of the branch collar (where the branch flares out from the trunk).

Pruning Palms

Prune palms monthly as per current University of Florida/IFAS recommendations. Do not remove green fronds. Remove brown fronds, palm flower and fruit clusters by handsaw without damaging live tissue to prevent seedlings. Make reasonable efforts to avoid removing fronds that are growing horizontally or upward. Cut fronds close to the petiole base but shall not damage living trunk tissue.

Monitor palms weekly and assess discoloration of lower palm leaves for nutritional deficiencies.

Pruning Shrubs

Prune shrubs monthly based on the need of each species. Certain flowering shrubs have specific times when they should or should not be pruned. Detailed pruning of accent shrubs shall be done with hand shears as needed to provide an informal shape, fullness, and blooms. Contractor shall not prune spring-flowering shrubs until after the bloom cycle. Maintain shrubs to avoid contact with structures and provide clearance of 12-18 inches. Prune formal hedges with power shears, ensuring that the top of the hedge is maintained at a width narrower than the bottom to allow sunlight to reach lower foliage.

Shrubs in parking areas and along drive aisles shall be maintained at 30" in height or less above the pavement surface. Shrubs within the perimeter buffers, building foundation areas and common space outside of parking areas and drive aisles shall be maintained as required by the local municipality regulations and the approved landscape plans.

Pruning Groundcovers

Groundcovers require minimal pruning. Prune groundcovers monthly, or as needed, to maintain plant character and growth habit. Do not allow groundcover to grow over paved areas.

Mulch

The maintenance contractor shall maintain mulch at a depth of at least two inches after settling. The use of mulches made from sustainable materials such as recycled hardwood mulch, Melaleuca trees, Eucalyptus, pine needles, and pine bark is recommended. Contractor shall not use cypress, or cedar wood.

Mulch shall be maintained at bedded areas and around trees and palms, leaving a 2-inch space between the trunks of shrubs, and 4" between tree trunks and mulch. Mulch shall be inspected every 6 months to maintain proper depth. When proper mulch depth is depleted, new mulch shall be applied in a level profile consistent with pre-existing grades so that the final uniform mulch depth comprised of both existing and new layers will be a minimum of 2 inches but will not exceed 3 inches. In all locations where the existing mulch bed is in contact with a paved surface (i.e., sidewalks, roadway edges, or curbing and driveways), Contractor shall lightly trench the mulch-hard surface bed line to better

contain the existing and applied mulch. Rake or sweep mulch off paved areas and turfgrass into beds each day as the mulch application progresses. Contractor shall break up any existing mulch that is

matted excessively. Contractor shall rake smooth any mounded areas so that depth does not exceed 3 inches.

Weed Control

Observe planting beds on a weekly basis and continually maintain weed free planting beds and lawn areas by hand removal or with herbicide application where applicable. Weed infestations close to shrubs and groundcovers shall be removed by hand, as there are a limited number of herbicides available that can be safely applied over the top of and around most landscape plants. If significant and continuing weed problems occur, the use of a pre-mergence herbicide is recommended. Apply herbicides per their labels, and in accordance with local and state ordinances.

The most effective control of perennial broadleaf weeds in lawns is obtained when post-emergent herbicides (those used when the weeds are up and growing) are applied in early fall (early September through October) or in spring (mid-March through mid-May) after the weeds have flowered. 2,4-D is a popular post-emergent broadleaf herbicide, but it is usually mixed with other post-emergents to affect a wider range of weeds. If one of those post-emergents is Dicamba be VERY careful when applying near woody plant roots, as this herbicide will be taken up by any woody plant and will affect the health of the plant. Repeated applications of broadleaf herbicides may be necessary for heavy weed problems. Post-emergent herbicides may be applied any time the weeds are actively growing, the air temperature is 60– 80 degrees F, there are no winds, and there is no rain in the forecast for 48 hours. Liquid formulations are better than granular because post-emergent herbicides must be absorbed through the leaves.

Mowing

The maintenance contractor shall mow, trim and edge grass areas weekly from March thru October with reduced mowing frequency from November thru January, averaging a minimum of 40 cuts per season. Mowing shall be in a manner consistent with landscape maintenance industry standards that ensures smooth surface appearance without scalping or leaving any uncut grass. No more than one-third (1/3) of the leaf blades shall be cut per mowing event. Mower heights for St. Augustine shall be 2.5 – 4 inches measured with mowers on a flat, paved surface. Mower blades must be kept sharp to provide a high-quality cut. Contractor shall mow in a different direction each time the grass is cut.

Prior to mowing, the maintenance contractor shall pick up and dispose of paper and other debris from the grass and from in and around storm drains. The grass shall be maintained at the recommended height of 2 – 4 inches, using rotary mowers, leaving no readily visible clumps of clippings on the grass surface after mowing. Large clumps of clippings shall be dispersed into the turf, and any accumulated debris removed. Any turfgrass heat stress, disease, and irrigation malfunctions shall be reported to the the Association.

The maintenance contractor shall complete all edging and trimming at the time of mowing, using string trimmers or a blade edger, as appropriate. Edge tree rings, plant beds, buildings, sidewalks,

fences, driveways, parking areas, and other hard-surfaced areas bordered by grass. Contractor shall use string trimmers to trim turfgrass adjacent to any water bodies. Contractor shall use string trimmers to trim around in-ground irrigation control boxes to maintain visibility and access. Contractor shall avoid

damaging plants with string trimmers.

On the same day of mowing, edging and trimming, grass clippings and debris shall be removed from sidewalks, streets, drives, gutters, and curbs or surfaces by blowing or sweeping. Debris should be removed from the vicinity of stormwater inlets or catch basins. The maintenance contractor shall not allow grass clippings or debris to enter any drain inlet, catch basins, or bodies of water.

If weather conditions prevent mowing or edging on the scheduled day, then Contractor shall perform the mowing and edging the following day. If the wet weather persists, Contractor shall coordinate with The Association to set up an alternate schedule. During extended rainy or dry periods, Contractor shall mow as conditions dictate. Contractor shall not mow wet turf.

Thatch Control

Mechanically dethatch St. Augustine lawns every 2 - 3 years and remove debris from the property. Thatch is a layer of both dead and living plant material between the green grass blades and the soil that can become almost impenetrable. Grass clippings do not contribute to thatch, but instead thatch arises from grass parts that are not easily decayed. Some thatch is good but too much (over 1 ½") can increase disease and pest occurrences, decrease rooting, and cause a reduction in water availability to roots.

IRRIGATION SYSTEM CARE & MANAGEMENT

The maintenance contractor shall continually monitor the system and adjust irrigation frequency and timing to comply with all state and local regulatory requirements. The irrigation system shall be monitored weekly and calibrated monthly so that all areas receive adequate coverage. Only certified irrigation technicians can provide maintenance services for irrigation work.

In accordance with section 373.62(2), Florida Statutes, if a contractor installs or performs work on an automatic landscape irrigation system, they shall test for the correct operation of each inhibiting or interrupting device or switch on the system. If such devices are not installed or are not functioning properly, they shall install new devices or repair the existing ones and ensure that each is operating properly before completing other work on the system.

After plant establishment, the maintenance contractor shall ensure that adequate water is applied during irrigation events without overwatering. The exact amount of irrigation needed for each event depends on a plant's needs for growth, fruiting, dormancy for that time of year, and soil characteristics. The maintenance contractor shall provide a seasonal operating schedule for each irrigation zone for both establishment, and maintenance conditions including seasonal average precipitation rates, and shall adjust the system based on conditions.

The maintenance contractor shall ensure that irrigation takes place early in the morning, if possible, monitors zone run times and gallons being used.

Irrigation System Maintenance & Repair

Proper maintenance extends the life of an irrigation system and helps it to perform optimally. The maintenance contractor shall perform the following preventive-maintenance tasks:

(a) Inspect irrigation system weekly to identify and correct problems, including checking timers, valves and rain sensing devices; cleaning filters; cleaning and adjusting sprinkler heads; replacing missing or damaged heads and micro-irrigation emitters; repairing leaking or broken pipes and tubing; adding or relocating heads in water-deficient areas, repairing time clocks; replacing or rebuilding valves; and locating and repairing cut wires.

(b) Report by zone and irrigation controller all irrigation deficiencies and recommend water saving solutions.

(c) Test and replace back-up batteries in irrigation controllers at least annually.

(d) Calibrate irrigation system monthly for a maximum daily application rate of 3/4".

(e) Flush micro-irrigation distribution systems quarterly.

(f) Inspect filtration systems per manufacturer's specifications.

(g) Reset irrigation controllers and timers seasonally to account for plant growth requirements and local climatic conditions.

(h) Check spray head distribution weekly.

(i) Report to the Association, any issues, deficiencies, defects, or necessary warranty work.

(j) Puddles or streaks of water in the parking lot when it hasn't rained could indicate a leak. Or, it could mean that areas are getting overwatered, that there is too much overlap between heads, or that the water is running off the soil instead of soaking in.

(k) Wilting or desiccation of plants, or when lower leaves turn brown and fall off, could mean there is a clog in the system, a valve is not functioning properly (not turning on), or there is insufficient coverage or pressure in the irrigation system.

(l) Sickly plants, stunted plants, or yellow foliage instead of green could be an indication of overwatering.

EMERGENCY WORK

The maintenance contractor shall supply to the Association the names and appropriate contact information, including phone numbers, of any employees responsible for emergencies. The Association shall provide Contractor with emergency numbers for personnel who are fluent in English. If the maintenance contractor discovers that Extra Work is required at the Worksite due to an emergency (Emergency Work), then Contractor shall notify the Association of the need for the Emergency Work as soon after Contractor's discovery as is practically possible.
If the Association notifies the maintenance contractor of the need for Emergency Work, Contractor shall make reasonable efforts to perform the Emergency Work in a timely manner or shall notify the Association as soon as possible of contractor's inability to timely perform the Emergency Work.

THE LOCATION AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF DISCREPANCIES PRIOR TO BEGINNING WORK. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND THE UTILITY OWNER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

LEGEND:

- PROPOSED ASPHALT
- PROPOSED 4" THICK CONCRETE
- PROPOSED 6" THICK CONCRETE
- PROPOSED ASPHALT RESTORATION
- 3.44 PROPOSED GRADE ELEVATION
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED VALVE
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED CATCH BASIN
- PROPOSED DRAINAGE MANHOLE
- PROPOSED YARD DRAIN
- PROPOSED SIGN (AS INDICATED)
- PROPOSED CLEANOUT
- PROPOSED RPZ BACKFLOW PREVENTER
- PROPOSED PIPING
- PROPOSED SURFACE FLOW
- PROPOSED SILT FENCE
- PROPOSED PAVERS
- PROPOSED LANDSCAPE
- EXISTING PIPING AND APPURTENANCES
- EXISTING BACKFLOW PREVENTOR
- EXISTING CATCH BASIN
- EXISTING CLEANOUT
- EXISTING ELEVATION
- GM EXISTING GAS METER
- EXISTING MANHOLE (AS DESIGNATED)
- MW EXISTING MONITORING WELL
- EXISTING SIGN (AS INDICATED)
- VB EXISTING VALVE BOX
- EXISTING WATER METER
- EXISTING CONCRETE POLE
- x EXISTING FENCE
- EXISTING FIRE HYDRANT
- +5.40' EXISTING ELEVATIONS



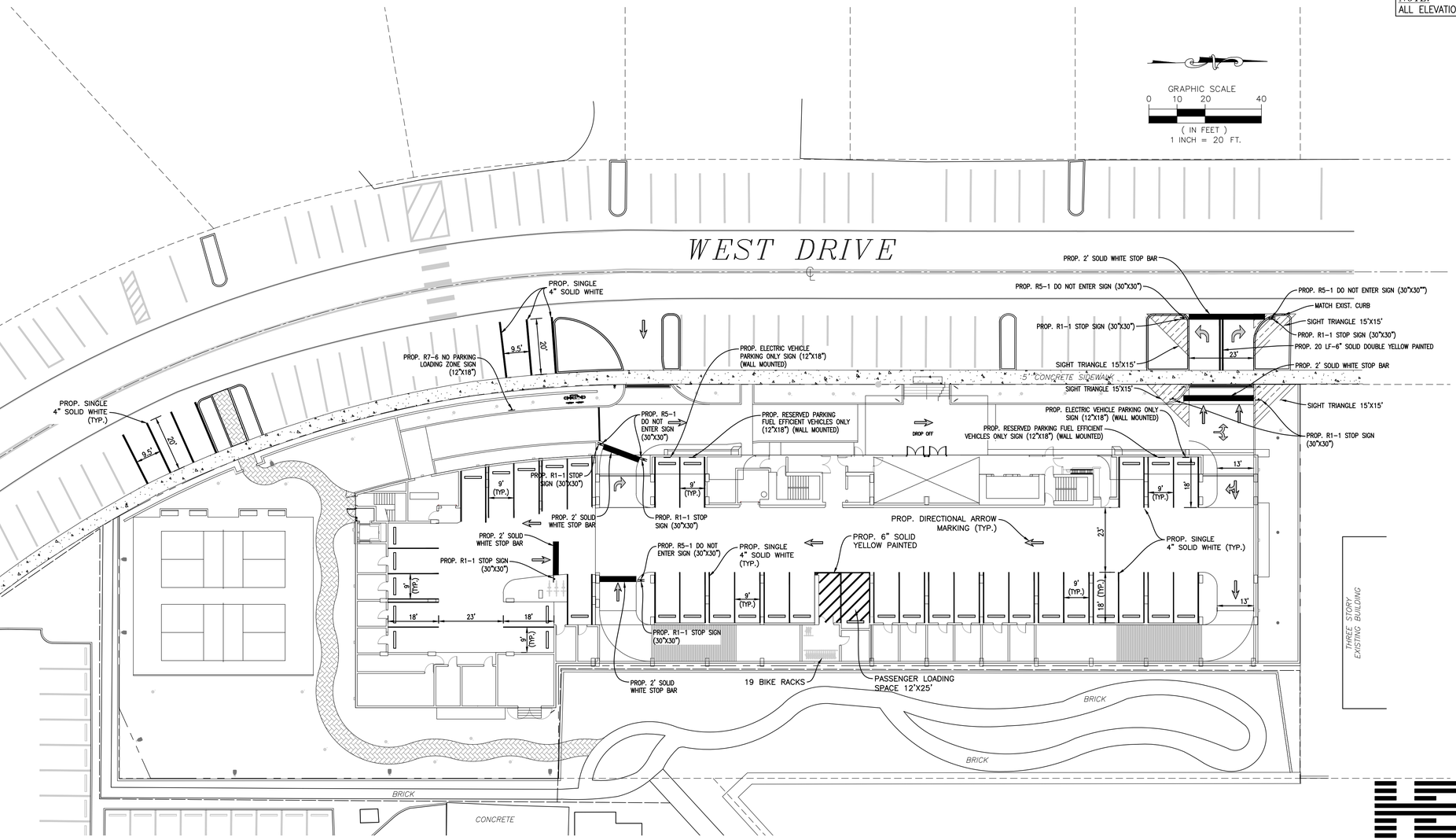
LOCATION MAP

N.T.S.

SEC 9, TWSP 53S, RNG 42E

NOTE:
ALL ELEVATIONS ARE REFERENCED TO NAVD 1988

GRAPHIC SCALE
0 10 20 40
(IN FEET)
1 INCH = 20 FT.



Ground Level

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

HOLLAND ENGINEERING
CIVIL ENGINEERING SOLUTIONS
301 SW 7th Street
Port Lauderdale, Florida 33315
Phone: 954.367.0371
Certificate of Authorization 7325

SUSAN C. HOLLAND
STATE OF FLORIDA PROFESSIONAL ENGINEER
LICENSE No. 41831

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NCARB CERTIFICATE No. 42,136

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Revised:

PAVEMENT MARKING & SIGNAGE PLAN LEVEL 1

SCALE:	1"=20'
23-23	10/27/23

PM-1

J:\CAD\23-23\CAD Files\23-23_PMS Plan.dwg — 10/30/2023 1:19 PM

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- PROPOSED 6" THICK CONCRETE
- PROPOSED ASPHALT RESTORATION
- 3.44 PROPOSED GRADE ELEVATION
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED VALVE
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED CATCH BASIN
- PROPOSED DRAINAGE MANHOLE
- PROPOSED YARD DRAIN
- PROPOSED SIGN (AS INDICATED)
- PROPOSED CLEANOUT
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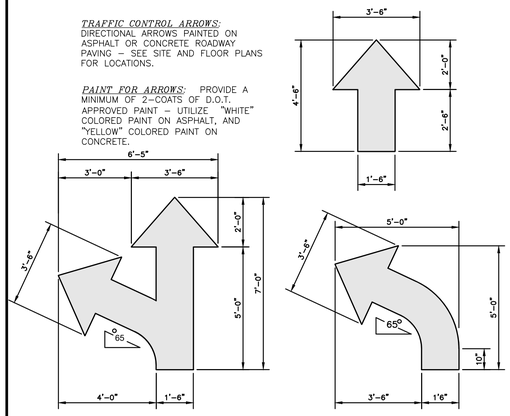
- WM EXISTING WATER METER
- EXISTING CONCRETE POLE
- X EXISTING FENCE
- EXISTING FIRE HYDRANT
- 5.40 EXISTING ELEVATIONS



LOCATION MAP
N.T.S.

SEC 9, TWSP 53S, RNG 42E

NOTE:
ALL ELEVATIONS ARE REFERENCED TO NAVD 1988



TRAFFIC CONTROL ARROWS: DIRECTIONAL ARROWS PAINTED ON ASPHALT OR CONCRETE ROADWAY PAVING – SEE SITE AND FLOOR PLANS FOR LOCATIONS.

PAINT FOR ARROWS: PROVIDE A MINIMUM OF 2–COATS OF D.O.T. APPROVED PAINT – UTILIZE "WHITE" COLORED PAINT ON ASPHALT, AND "YELLOW" COLORED PAINT ON CONCRETE.

TRAFFIC CONTROL ARROWS
N.T.S.

DO NOT ENTER — R5–1 (30" X 30")

DO NOT ENTER SIGN DETAIL
N.T.S.

NO PARKING LOADING ZONE — R7–6 (12"X18")

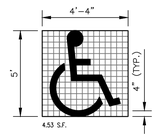
NO PARKING LOADING ZONE SIGN DETAIL
N.T.S.

ELECTRIC VEHICLE PARKING ONLY — (12"X18")

ELECTRIC VEHICLE PARKING ONLY SIGN DETAIL
N.T.S.

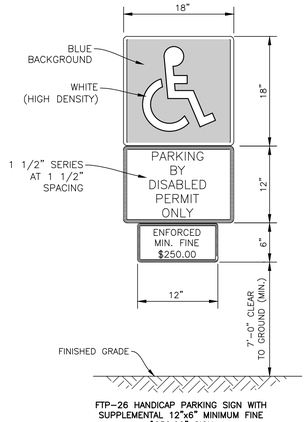
RESERVED PARKING FUEL EFFICIENT VEHICLES ONLY — (12"X18")

RESERVED PARKING FUEL EFFICIENT VEHICLES ONLY SIGN DETAIL
N.T.S.



HANDICAP SYMBOL
N.T.S.

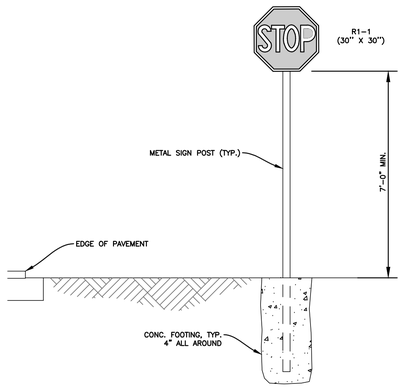
NOTES:
1. DIMENSION ARE TO CENTERLINE OF MARKINGS.
2. AN ACCESS ISLE IS REQUIRED FOR EACH ACCESSIBLE SPACE. WHEN ANGLE PARKING IS USED, CRITERIA FOR PAVEMENT MARKINGS ONLY, NOT PUBLIC SIDEWALK CURB RAMP LOCATIONS.
3. TINT BLUE PAVEMENT MARKINGS TO MATCH 15180 OR FEDERAL STANDARDS 595a.
4. MOUNT FTP–22–06 SIGN BELOW FTP–21–06 SIGN.
5. USE OF THE PAVEMENT SYMBOL IN ACCESSIBLE PARKING SPACES IS OPTIONAL. WHEN PAVEMENT SYMBOL IS USED, THE SYMBOL IS EITHER 3–0" OR 5'–0" HIGH AND WHITE IN COLOR.



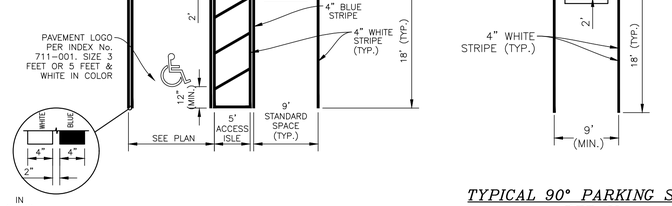
FTP–26 HANDICAP PARKING SIGN WITH SUPPLEMENTAL 12"x6" MINIMUM FINE $250.00" SIGN

HANDICAP PARKING SIGN (WALL MOUNTED)
N.T.S.

NOTES:
1. TOP PORTION OF SIGN SHALL HAVE A REFLECTORIZED BLUE BACKGROUND.
2. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. LOCATE SIGN AT CENTERLINE AND HEAD OF EACH HANDICAP PARKING STALL, WHERE APPLICABLE.



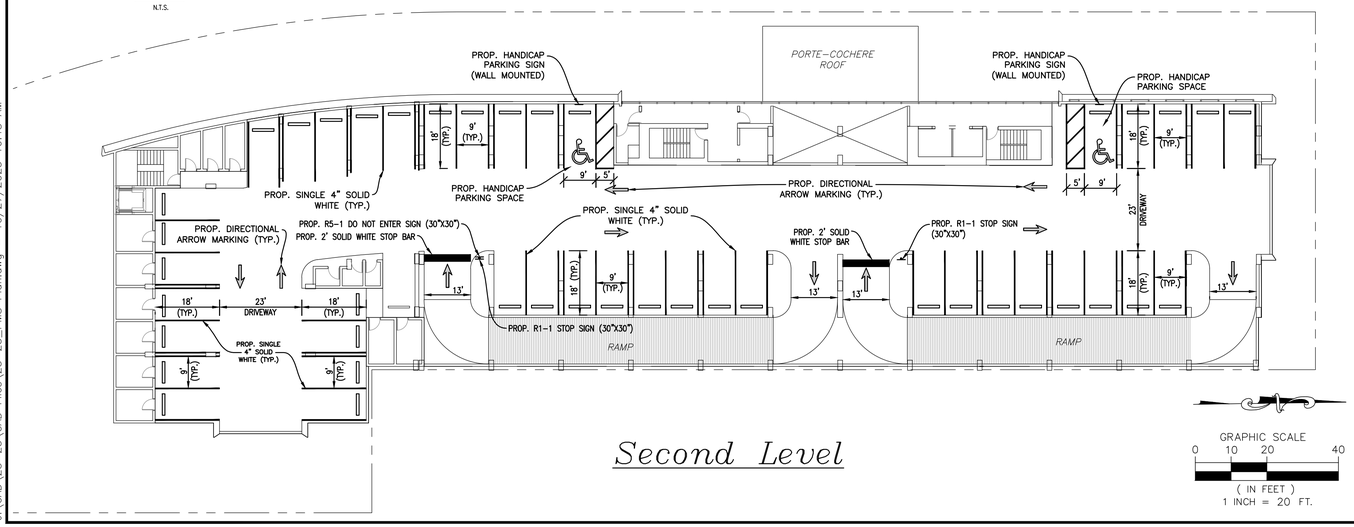
TYPICAL SIGN INSTALLATION
N.T.S.



NOTE:
ACCESSIBLE PARKING SPACES AND ACCESS ISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 1:50 (2%) IN ALL DIRECTIONS.

TYPICAL 90° PARKING STALL DETAIL
N.T.S.

TYPICAL HANDICAP PARKING DETAIL
N.T.S.



Second Level

GRAPHIC SCALE
0 10 20 40
(IN FEET)
1 INCH = 20 FT.

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Certificate of Authorization 7325

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Revised:

PAVEMENT MARKING & SIGNAGE PLAN & DETAILS LEVEL 2

SCALE:	1"=20'
23-23	10/27/23

PM-2

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- 5.40 EXISTING ELEVATIONS



LOCATION MAP

N.T.S.

SEC 9, TWSP 53S, RNG 42E

NOTE:
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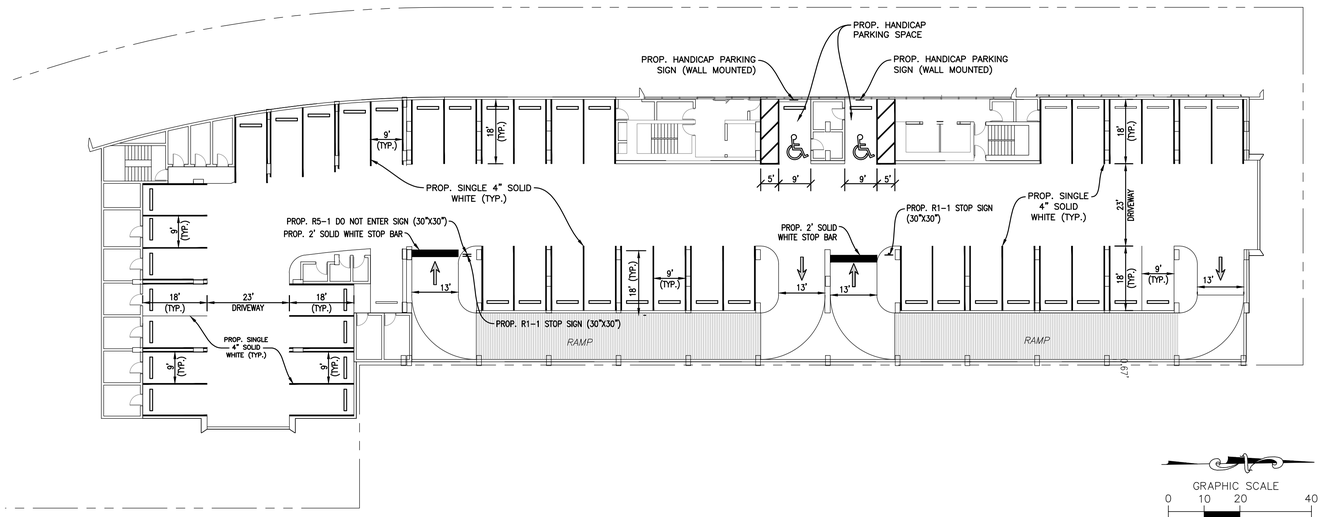
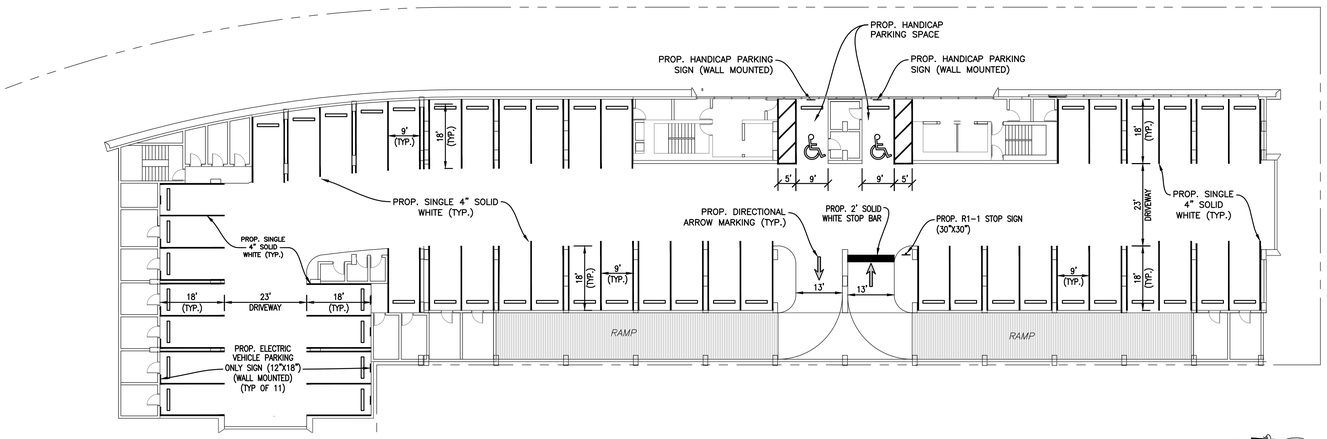


Third Level

GRAPHIC SCALE
0 10 20 40
(IN FEET)
1 INCH = 20 FT.



Fourth Level

GRAPHIC SCALE
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(IN FEET)
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Revised:

PAVEMENT MARKING & SIGNAGE PLAN LEVEL 3 AND 4

SCALE: 1"=20'

23-23 | 10/27/23

PM-3

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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:	October 6, 2023
To:	**Silvia E. Vargas, FAICP** Principal Planner / Calvin Giordano & Associates
From:	Salman Rathore, PE; Pablo Chon Kan, E.I.
Subject:	7913 West Drive Site Plan Review Comments (1st Submittal)
Project:	CGA 237854
CC:	

Traffic Study Comments

The following comments are based on the Traffic Study Report prepared by NV5, Inc. dated April 13th, 2023:

1. **Pg 1 / Introduction** – Modify the below for West Drive as evaluated in the analysis.

   The following road segments are included in the study:

   A. 79th Street/John F Kennedy Causeway (SR 934), west of Harbor Island Drive
   B. 79th Street/John F Kennedy Causeway (SR 934), east of Harbor Island Drive

   NV5 Response 09/21/23: Per the scoping agreement, the causeway is not included in the segment analysis. Reference to those segments have been removed from the report.

   CGA Response 10/06/23: Satisfied.

2. **Pg 6 / Annual Growth Rate** – As mentioned in the methodology, 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. In 7940 North Bay Village TIS, 3.91% growth rate is used. Update the report based on a higher growth rate.

   NV5 Response 09/21/23: Analysis has been done with the higher growth rate.
   CGA Response 10/06/23: Satisfied.

3. **Pg 8 / Table 2 -** 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. The proposed development is a residential project and as such a 9.0% 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 and update the report accordingly.

   NV5 Response 09/21/23: The multi-mode factor was based on the proximity of transit and sidewalk in the area and not reltative to internal capture. However, the study has been modified to not use that factor

CGA Response 10/06/23: Satisfied.

4. **Figure 8 / 2025 Build Volumes / Pg. 13** – Include Future Volume Calculation Sheet showing existing volumes, PSCF, growth rate (comment 2 above), committed developments and project trips.

   NV5 Response 09/21/23: This is included in appendix D.

   CGA Response 10/06/23: Satisfied.

5. **Committed Developments** – Include relevant pages from the TISs (i.e., trip generation table, figures etc.) included for committed development. Shoma Bay TIS is not included as committed development. Update report accordingly.

   NV5 Response 09/21/23: ADDED SHOMA BAY.

   CGA Response 10/06/23: Satisfied.

6. **2025 Build Conditions Capacity Analysis (Table 6 / Pg. 15)** – Some approaches of the signalized intersection of 79th Street /John F Kennedy Causeway 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.

   NV5 Response 09/21/23: The timings are optimized for the thru movement on 79th street. Based on the volume of traffic on 79th street, the cycle length should not be reduced. Increasing the cycle length will increase delay on the side street. Changing the green time splits do not improve the levels of services on the side streets because there is a relatively small volume that has to wait, on average, a long time between cycles. Signal timing cannot improve the level of service.

   CGA Response 10/06/23: Satisfied. The Applicant shall coordinate with Miami Dade County Traffic Engineering Department and the Village to develop modified and acceptable signal timing plans for the junction of 79th Street Causeway and Harbor Island Drive to ensure the effectiveness of the proposed signal timing optimization.

7. **2025 Build Conditions Capacity Analysis (Table 6 / Pg. 15)** – Change the control type for the intersection of Harbor Island Dr & Larry Paskow Dr to All-Way Stop.

   NV5 Response 09/21/23: Corrected.

   CGA Response 10/06/23: Satisfied.

8. **Table 7 / Pg. 16** – The above optimization should help in achieving better 95th percentile queue lengths as shown in Table 7. Please revise the table as needed.

   NV5 Response 09/21/23: Tt does not help – see explanation on comment 7.

CGA Response 10/06/23: Satisfied.

9. **Pg 18 / Segment Analysis (Tables 8 / 9 / 10)** – Use FDOT 2023 Multimodal Quality Level of Service Handbook Tables and address comment 2 above to update Tables 8, 9 and 10.

   NV5 Response 09/21/23: Per the scoping document, only west drive is included in the segement analysis.

   CGA Response 10/06/23: Not satisfied. Use FDOT 2023 Multimodal Quality Level of Service Handbook Tables and update Tables 9, 10 and 11.

10. **Parking Demand Calculations / Pg. 21** – Are parking calculations based on the latest ITE Parking Manual? Show calculations and include relevant references showing parking rates used.

    NV5 Response 09/21/23: Per section 15.7.a.b. parking minimums are 1.0 spaces per dwelling unit. ite parking generation indicates the average is 0.98 per dwelling unit. there will be just less than two spaces per dwelling unit provided.

    CGA Response 10/06/23: Not satisfied. Section 15.7.A.b. is *not* applicable to this zoning district and therefore this standard should not be used in this case. Include relevant references from ITE Parking Manual showing parking rates used.

11. **Pg. 22 / Proposed Mitigation** – Provide more detail for the mitigation as mentioned below. How many parking spaces will be lost and where will these be replaced at? Use figure to explain.

    The following mitigation measures are recommended accommodate future traffic.

    - West Drive at Site Driveway
      - Provide adequate line of sight at the exit driveway by blocking off parking spaces north and south of the driveway

    NV5 Response 09/21/23: Upon further review of the architect's plans, only one space on either side of the driveway should be cleared. This has been noted in the recommendations.

    CGA Response 10/06/23: Satisfied.

Site Plan Comments

The following comments are based on the Site Plan prepared by Charles H. Benson & Associates Architects, P.A. dated July 23rd, 2023:

12. Please provide technical documentation supporting the reduction of 27% of the total parking spaces and loading spaces required per Sec. 9.3. C of the Code of Ordinances.

    Charles H. Benson & Associates Response 09/21/23: Please see the updated Memorandum.

    CGA Response 10/06/23: The approval of this item is contingent upon council approval.

13. Please note that handicapped/ accessible parking spaces shall be provided in accordance with all applicable provisions of the FBCA. As such, the total number of handicapped/accessible parking spaces will depend on the approval of the variance to modify the required number of parking spaces.

    Charles H. Benson & Associates Response 09/21/23: NOTED. Handicapped/accessible parking spaces currently meet proposed FBCA requirements.

    CGA Response 10/06/23: The approval of this item is contingent upon council approval.

14. Please provide a Signage and Pavement Marking Sheet signed and sealed by a professional engineer registered in the State of Florida. Please note that the exit driveway is missing a callout on the right-hand side of the driveway. Please note that internal intersections may require traffic control devices, for instance, the one between the entrance driveway and the ramp to exit the parking lot or the intersection between the ramps and the dead-end aisles. Also, please note that the 5' stripe for the handicapped parking spaces should be clearly stripped to avoid misuse.

    Charles H. Benson & Associates Response 09/21/23: Architectural plans already include several instances of signage and pavement markings. Official and more complete sheets will be provided by Civil Engineering during Permit Process.

    CGA Response 10/06/23: Not satisfied. The operational scheme of the project is highly dependent on the signage and the pavement markings and is easier to detect and correct inconsistencies at this stage. Please address this issue.

15. 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.

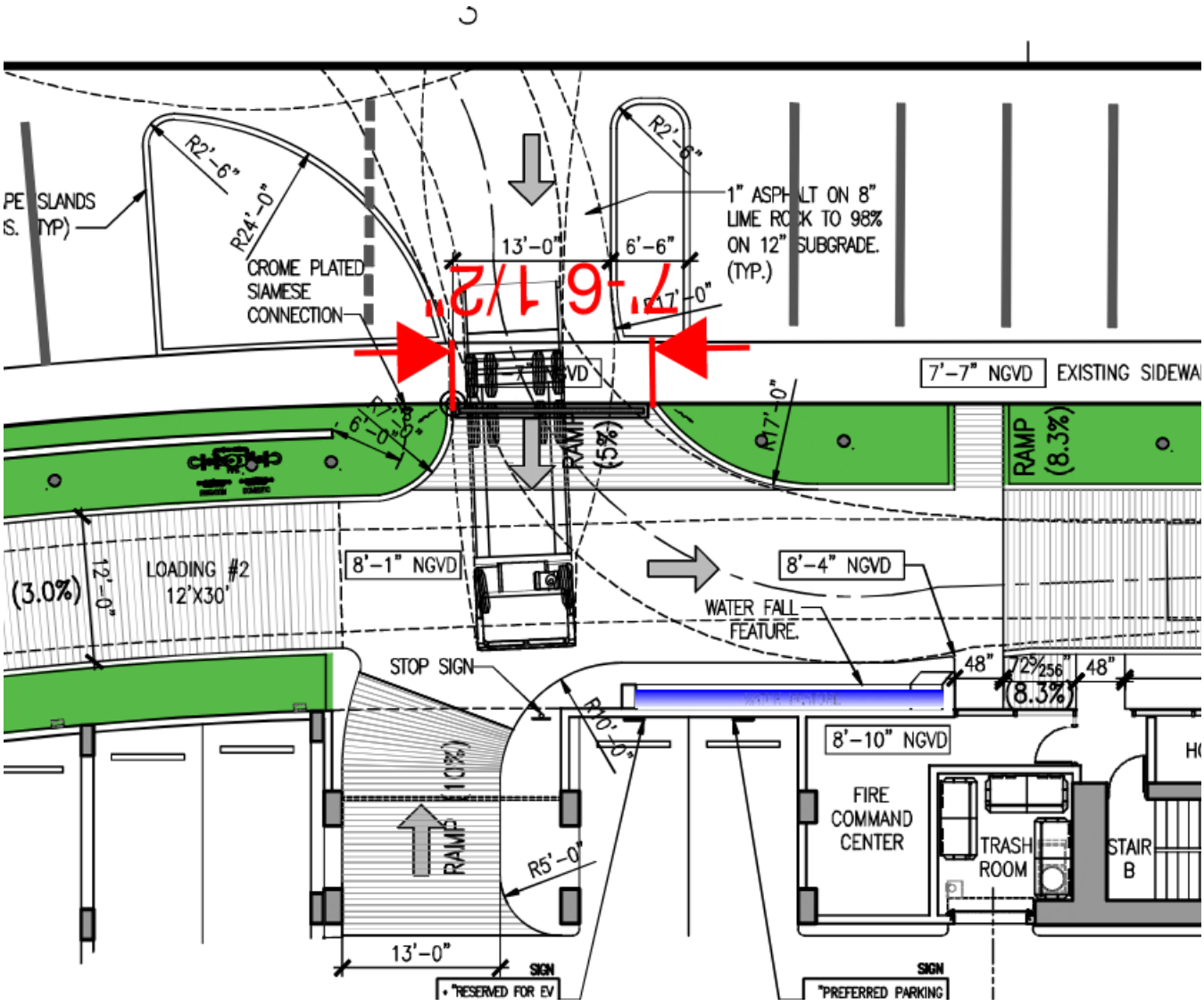
    Charles H. Benson & Associates Response 09/21/23: Added to Architectural Plans.

    CGA Response 10/06/23: Please note that no objects, trees, or vehicles above 2.5 ft are allowed within the sight triangle. The plans show parking spaces within the sight triangle.

16. Sheet A-2 shows Loading Zone #3 in the middle of the driveway which may cause issues for vehicles trying to enter the project. Furthermore, the driveway has no bypass lanes. Please move Loading Zone #3 to a location where it doesn't obstruct traffic. In case no place is found, consider applying for a variance. Please address this issue.

    Charles H. Benson & Associates Response 09/21/23: 3rd Loading dock moved to the interior of the garage, per staff suggestion.

CGA Response 10/06/23: Please note that the scale shown in A-2 is inconsistent with the dimensions shown in plans. Please show the loading dock # 3 in plans.



17. Please note that one of the parking spaces (Levels 2, 3, and 4) on the dead-end aisle is missing the wheel stop. Please add it.

    Charles H. Benson & Associates Response 09/21/23: Corrected on Architectural Plans.

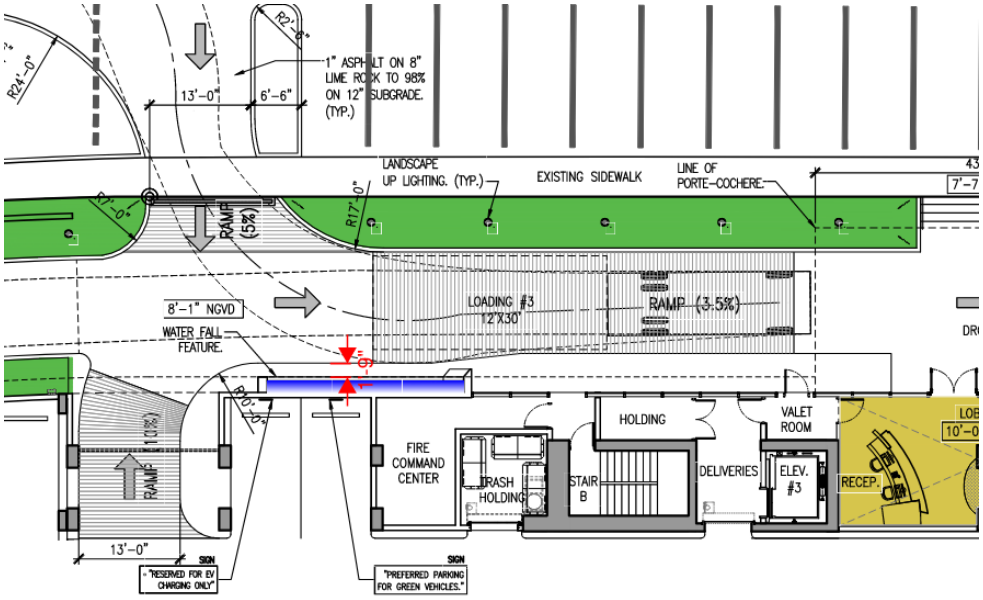
    CGA Response 10/06/23: Satisfied.

18. Please add a call-out with the turning radius to the curve at the parking lot entrance.

    Charles H. Benson & Associates Response 09/21/23: Added to Architectural Plans.

    CGA Response 10/06/23: Satisfied.

19. Please note that all sidewalks must meet ADA compliance. Taking a 1/16''-1'0'' scale, the sidewalk at the entrance does not provide enough space for a person with a wheelchair to pass through. Please see snippet below.



Charles H. Benson & Associates Response 09/21/23: Amended and compliant sidewalk added to Architectural Plans.

CGA Response 10/06/23: Satisfied.

20. Please provide the location of the dumpster. Please provide an auto-turn exhibit of the design vehicle accessing and exiting the dumpster location. Also, please provide an auto-turn exhibit showing the vehicles turning around at the dead-end.

Charles H. Benson & Associates Response 09/21/23: Dumpster location, auto-turn exhibits, and trash pick-up plan added to Architectural Plans.

CGA Response 10/06/23: Please clarify the proposed operation to collect and transfer the trash dumpster from the proposed location to the loading and trash pick-up. Please also clarify the intent of that truck driving against the flow of traffic on A-2.

21. Please note that the scale provided in sheet A-2 is inconsistent with the drawing.

Date: October 6, 2023

Transportation & Mobility Department
Calvin Giordano & Associates

MEMORANDUM OF UNDERSTANDING

To: Silvia Vargas, FAICP, Village Planner, North Bay Village

From: John Karnowski, PE, PTOE, ACIP (john.karnowski@NV5.com)

Cc: Marc Schmulian

Date: September 26, 2022

Re: 7913 West Drive, North Bay Village, FL

The following are comments were received via North Bay Village based on the Traffic Study Report prepared by NV5, Inc. dated April 13th, 2023. Responses from NV5 are in red below.

1. The address of the site is mis-typed (1713) on the cover of the report. CORRECTED
2. Pg 1 / Introduction - Modify the below for West Drive as evaluated in the analysis.
   The following road segments are not included in the study: CORRECTED
   a. 79th Street / John F Kennedy Causeway (SR 934). west of Harbor Island Drive
   b. 79tH Street / John F Kennedy Causeway (SR 934). east of Harbor Island Drive
   PER THE SCOPING AGREEMENT, THE CAUSEWAY IS NOT INCLUDED IN THE SEGMENT ANALYSIS. REFERENCE TO THOSE SEGMENTS HAVE BEEN REMOVED FROM THE REPORT.
3. Pg 6 / Annual Growth Rate - As mentioned in the methodology, 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. In 7940 North Bay Village TIS, 3.91 % growth rate is used. Update the report based on a higher growth rate. ANALYSIS HAS BEEN DONE WITH THE HIGHER GROWTH RATE
4. Pg 8 / Table 2 - Multi modal 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. The proposed development is a residential project and as such a 9.0% 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 and update the report accordingly. THE MULTI-MODE FACTOR WAS BASED ON THE PROXIMITY OF TRANSIT AND SIDEWALK IN THE AREA AND NOT RELTATIVE TO INTERNAL CAPTURE. HOWEVER, THE STUDY HAS BEEN MODIFIED TO NOT USE THAT FACTOR.
5. Figure 8 / 2025 Build Volumes/ Pg. 13- Include Future Volume Calculation Sheet showing existing volumes PSCF, growth rate (comment 2 above), committed developments and project trips. THIS IS INCLUDED IN APPENDIX D
6. Committed Developments - Include relevant pages from the TISs (i.e., trip generation table, figures etc.) included for committed development. Shoma Bay TIS is not included as committed development. Update report accordingly. ADDED SHOMA BAY.
7. 2025 Build Conditions Capacity Analysis (Table 6 I Pg. 15} - Some approaches of the signalized intersection of 79th Street /John F Kennedy Causeway 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. THE TIMINGS ARE OPTIMIZED FOR THE THRU MOVEMENT ON 79TH STREET. BASED ON THE VOLUME OF TRAFFIC ON 79TH STREET, THE CYCLE LENGTH SHOULD NOT BE REDUCED. INCREASING THE CYCLE LENGTH WILL INCREASE DELAY ON THE SIDE STREET. CHANGING THE

GREEN TIME SPLITS DO NOT IMPROVE THE LEVELS OF SERVICES ON THE SIDE STREETS BECAUSE THERE IS A RELATIVELY SMALL VOLUME THAT HAS TO WAIT, ON AVERAGE, A LONG TIME BETWEEN CYCLES. SIGNAL TIMING CANNOT IMPROVE THE LEVEL OF SERVICE.

8. 2025 Build Conditions Capacity Analysis (Table 6 / Pg. 15} - Change the control type for the intersection of Harbor Island Dr & Larry Paskow Dr to All-Way Stop. CORRECTED
9. Table 7 / Pg. 16 - The above optimization should help in achieving better 95th percentile queue lengths as shown in Table 7. IT DOES NOT HELP – SEE EXPLANATION ON COMMENT 7. Please revise the table as needed.
10. Pg 18 / Segment Analysis (Tables 8 / 9 I 1 0} - Use FOOT 2023 Multimodal Quality Level of Service Handbook Tables and address comment 2 above to update Tables 8, 9 and 10. PER THE SCOPING DOCUMENT, ONLY WEST DRIVE IS INCLUDED IN THE SEGEMENT ANALYSIS
11. Parking Demand Calculations I Pg. 21 - Are parking calculations based on the latest ITE Parking Manual? Show calculations and include relevant references showing parking rates used. PER SECTION 15.7.A.b. PARKING MINIMUMS ARE 1.0 SPACES PER DWELLING UNIT. ITE PARKING GENERATION INDICATES THE AVERAGE IS 0.98 PER DWELLING UNIT. THERE WILL BE JUST LESS THAN TWO SPACES PER DWELLING UNIT PROVIDED
12. Pg. 22 / Proposed Mitigation - Provide more detail for the mitigation as mentioned below. How many parking spaces will be lost and where will these be replaced at? UPON FURTHER REVIEW OF THE ARCHITECT'S PLANS, ONLY ONE SPACE ON EITHER SIDE OF THE DRIVEWAY SHOULD BE CLEARED. THIS HAS BEEN NOTED IN THE RECOMMENDATIONS. Use figure to explain.

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:	August 18, 2023
To:	**Silvia E. Vargas, FAICP** Principal Planner / Calvin Giordano & Associates
From:	Salman Rathore, PE; Pablo Chon Kan, E.I.
Subject:	7913 West Drive Site Plan Review Comments (1st Submittal)
Project:	CGA 237854
CC:	

Traffic Study Comments

The following comments are based on the Traffic Study Report prepared by NV5, Inc. dated April 13th, 2023:

1. The address of the site is mis-typed (1713) on the cover of the report.

2. **Pg 1 / Introduction** – Modify the below for West Drive as evaluated in the analysis.

   The following road segments are included in the study:

   A. 79th Street/John F Kennedy Causeway (SR 934), west of Harbor Island Drive
   B. 79th Street/John F Kennedy Causeway (SR 934), east of Harbor Island Drive

3. **Pg 6 / Annual Growth Rate** – As mentioned in the methodology, 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. In 7940 North Bay Village TIS, 3.91% growth rate is used. Update the report based on a higher growth rate.

4. **Pg 8 / Table 2 -** 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. The proposed development is a residential project and as such a 9.0% 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 and update the report accordingly.

5. **Figure 8 / 2025 Build Volumes / Pg. 13** – Include Future Volume Calculation Sheet showing existing volumes, PSCF, growth rate (comment 2 above), committed developments and project trips.

6. **Committed Developments** – Include relevant pages from the TISs (i.e., trip generation table, figures etc.) included for committed development. Shoma Bay TIS is not included as committed development. Update report accordingly.

7. **2025 Build Conditions Capacity Analysis (Table 6 / Pg. 15)** – Some approaches of the signalized intersection of 79th Street /John F Kennedy Causeway 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.

8. **2025 Build Conditions Capacity Analysis (Table 6 / Pg. 15)** – Change the control type for the intersection of Harbor Island Dr & Larry Paskow Dr to All-Way Stop.

9. **Table 7 / Pg. 16** – The above optimization should help in achieving better 95th percentile queue lengths as shown in Table 7. Please revise the table as needed.

10. **Pg 18 / Segment Analysis (Tables 8 / 9 / 10)** – Use FDOT 2023 Multimodal Quality Level of Service Handbook Tables and address comment 2 above to update Tables 8, 9 and 10.

11. **Parking Demand Calculations / Pg. 21** – Are parking calculations based on the latest ITE Parking Manual? Show calculations and include relevant references showing parking rates used.

12. **Pg. 22 / Proposed Mitigation** – Provide more detail for the mitigation as mentioned below. How many parking spaces will be lost and where will these be replaced at? Use figure to explain.

> The following mitigation measures are recommended accommodate future traffic.
>
> - West Drive at Site Driveway
>   - Provide adequate line of sight at the exit driveway by blocking off parking spaces north and south of the driveway

Site Plan Comments

The following comments are based on the Site Plan prepared by Charles H. Benson & Associates Architects, P.A. dated July 23rd, 2023:

13. Please provide technical documentation supporting the reduction of 27% of the total parking spaces and loading spaces required per Sec. 9.3. C of the Code of Ordinances.

14. Please note that handicapped/ accessible parking spaces shall be provided in accordance with all applicable provisions of the FBCA. As such, the total number of handicapped/accessible parking spaces will depend on the approval of the variance to modify the required number of parking spaces.

15. Please provide a Signage and Pavement Marking Sheet signed and sealed by a professional engineer registered in the State of Florida. Please note that the exit driveway is missing a callout on the right-hand side of the driveway. Please note that internal intersections may require traffic control devices, for instance, the one between the entrance driveway and the ramp to exit the parking lot or the intersection between the ramps and the dead-end aisles. Also, please note that the 5' stripe for the handicapped parking spaces should be clearly stripped to avoid misuse.

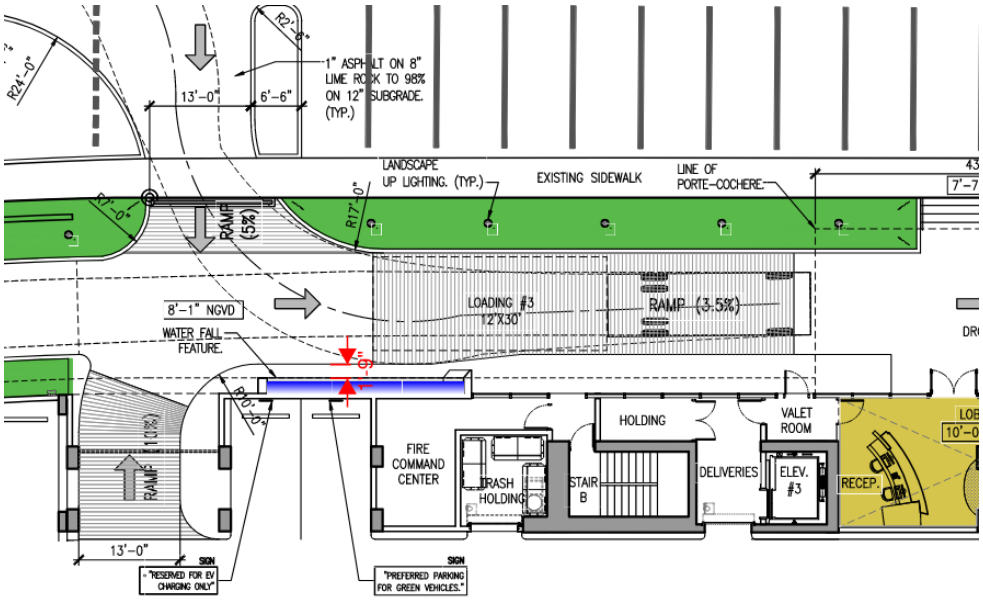
16. Please provide sight distance triangles at each access as per Sec. 9.7.B. Please note that internal intersections may need to be evaluated for visibility using the same criteria set forth by Sec. 9.7.B. of the Code of Ordinances.

17. Sheet A-2 shows Loading Zone #3 in the middle of the driveway which may cause issues for vehicles trying to enter the project. Furthermore, the driveway has no bypass lanes. Please move Loading Zone #3 to a location where it doesn't obstruct traffic. In case no place is found, consider applying for a variance. Please address this issue.

18. Please note that one of the parking spaces (Levels 2, 3, and 4) on the dead-end aisle is missing the wheel stop. Please add it.

19. Please add a call-out with the turning radius to the curve at the parking lot entrance.

20. Please note that all sidewalks must meet ADA compliance. Taking a 1/16''-1'0'' scale, the sidewalk at the entrance does not provide enough space for a person with a wheelchair to pass through. Please see snippet below.



21. Please provide the location of the dumpster. Please provide an auto-turn exhibit of the design vehicle accessing and exiting the dumpster location. Also, please provide an auto-turn exhibit showing the vehicles turning around at the dead-end.

22. Additional comments may follow.



Date: August 18, 2023

Salman Rathore, P.E.
Project Manager, Transportation & Mobility Department
Calvin Giordano & Associates

TRAFFIC IMPACT ANALYSIS FOR

7913 WEST DRIVE RESIDENTIAL DEVELOPMENT

DATE:
September 22, 2023

LOCATION:
North Bay Village, Florida

PREPARED FOR:
NBV S2, LLC

PREPARED BY:
NV5, Inc.
14486 Commerce Way
Miami Lakes, Florida 33016
P: 305.666.3563

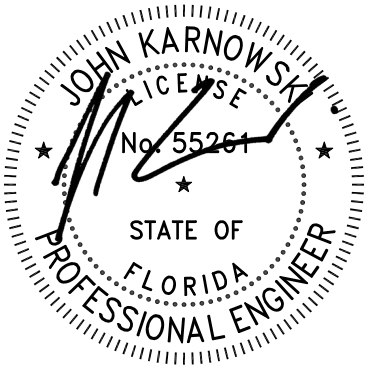
NV5
nv5.com

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: West Drive Residential Development
LOCATION: North Bay Village, Florida
CLIENT: S2 NBV 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.



9-22-2023

Executive Summary

A new residential development is planned for construction on West Drive on land that is currently a parking lot. The site will consist of 94 units in a single 21-story residential tower with multiple parking levels. Ingress is via a driveway on the south end of the property; egress will be on the north end. The project is proposed to be constructed in a single phase and completed in 2025.

The site is expected to generate a net total of 426 new daily trips, with 25 occurring during the AM peak hour (9 in, 16 out) and 30 occurring during the PM peak hour (17 in, 13 out).

Overall traffic operations at each study intersection are considered satisfactory in 2023 Existing conditions. The minor street approaches at 79th Street (JFK Causeway/SR 934) & Harbor Island Drive operate at LOS E during both peak hours. With two years of background growth and the consideration of adjacent development, overall operations are expected to remain the same in 2025 No-Build conditions the minor streets worsen slightly.

The addition of project traffic is expected to have a nominal impact on the traffic operations at each study intersection. In 2025 Build conditions, overall intersection levels of services are expected to continue to operate adequately, with small increases to delay when compared to 2025 No-Build conditions. The minor street approaches of the intersection of 79th Street (JFK Causeway/SR 934) & Harbor Island Drive will operate at LOS. Signal timing changes are not enough to reduce the delay because the demand on 79th Street is high such that more timing is needed to keep traffic moving on the Causeway. The are no improvements that are reasonable to recommend as part of this project.

The outbound site driveway is expected to operate acceptably, with site traffic posing a negligible impact on West Drive. Segment analysis of West Drive indicates adequate levels of service.

The following mitigation measures are recommended to accommodate future traffic.

- West Drive at Site Driveway
    - Provide adequate line of sight at the exit driveway by eliminating one parking space on either side of north driveway

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Introduction

This report conveys current information related a proposed development in North Bay Village, Florida. The site, illustrated in the attached Concept Plan in Appendix A, is a proposed 21-story residential development consisting of 94 residential units. The development will replace a parking lot. Ingress is via a driveway on the south end of the property; egress will be on the north end. The project is proposed to be constructed in a single phase and completed in Q1 2025.This report analyzes the impact of new traffic upon the occupancy of the development. This study includes analysis of the following scenarios:

- 2023 Existing Conditions
- 2025 No-Build Conditions
- 2025 Build Conditions

The following intersections are included in the study:

1. 79th Street/John F Kennedy Causeway (SR 934) & Harbor Island Drive
2. Harbor Island Drive & Larry Paskow Way (aka West Drive / East Drive)
3. West Drive & Site Exit Driveway

The following road segments are included in the study:

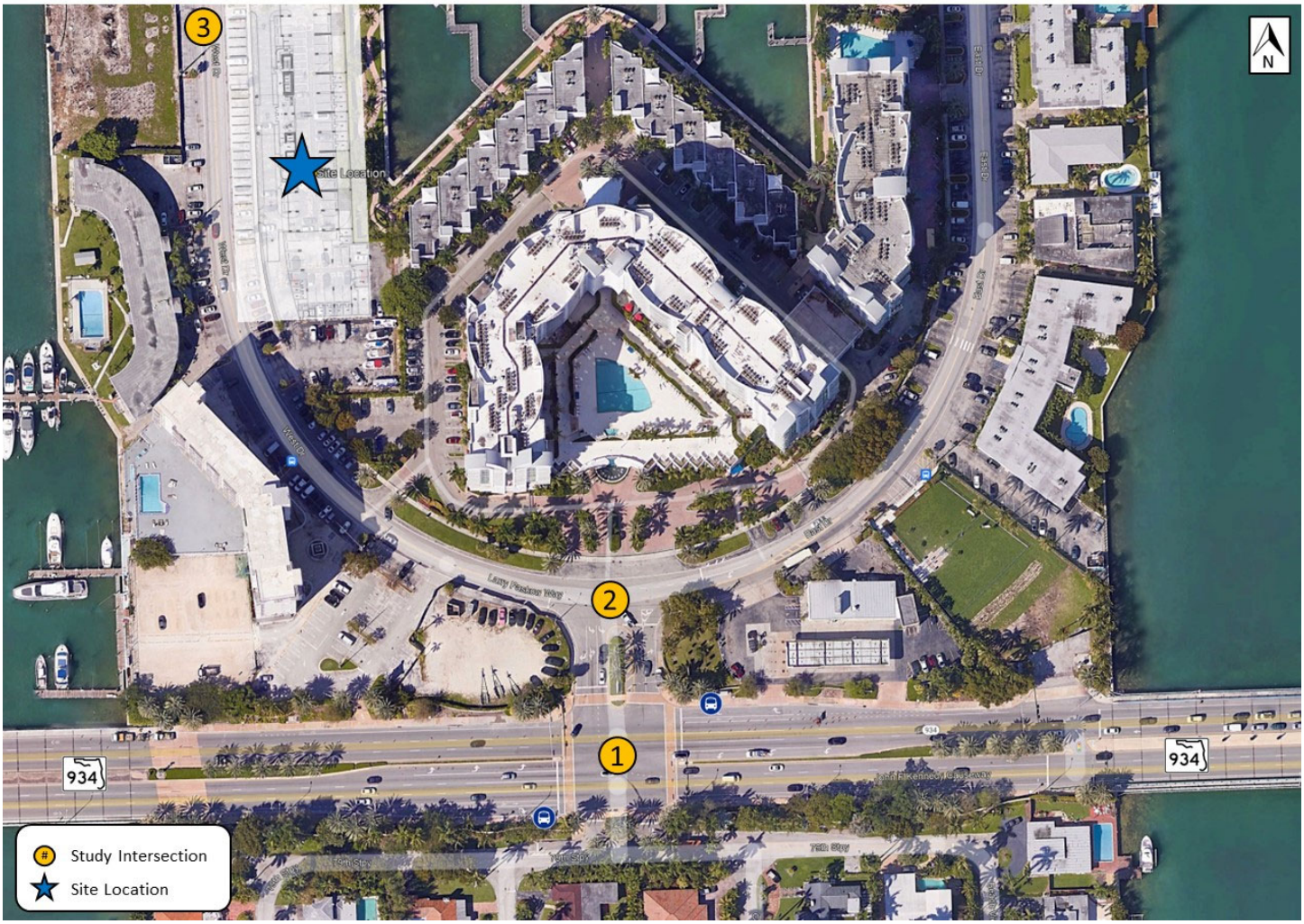
A. West Drive, west of Larry Paskow Drive

This report summarizes projected traffic at the study locations, analysis of traffic impacts in the form of level of service (LOS) and queueing and conclusions and recommendations from the analysis. Figure 1 depicts the site location in North Bay Village. The site location aerial in Figure 2 shows the study intersections listed above. The site is currently used as a parking lot.

Figure 1. Vicinity Map



Figure 2. Site Location Aerial



Existing Conditions

A.1. Transportation Facilities

79TH STREET/JOHN F KENNEDY CAUSEWAY (SR 934) is a six-lane median-divided Principal Arterial (Other) with a posted speed limit of 30 MPH within the study area. SR 934 runs east-west through North Bay Village, extending east into Miami Beach and west to Miami. Land uses within the study area are a mix of commercial and residential. Sidewalks and bicycle lanes are provided in both the east and westbound directions. There are bus stops at the intersection with Harbor Island Drive.

HARBOR ISLAND DRIVE is the entryway into the North Bay Island area. It is a short segment of roadway that splits east/west at a road called Larry Paskow Way, which becomes West Drive and East Drive. There is a traffic signal at the intersection with 79th Street and an all-way stop at the intersections with Larry Paskow Way.

WEST DRIVE is a two-lane undivided local roadway with a posted speed limit of 25 MPH. The land uses along West Drive are primarily residential. West Drive provides access to the western side of North Bay Island. Sidewalks are provided in both north and southbound directions.

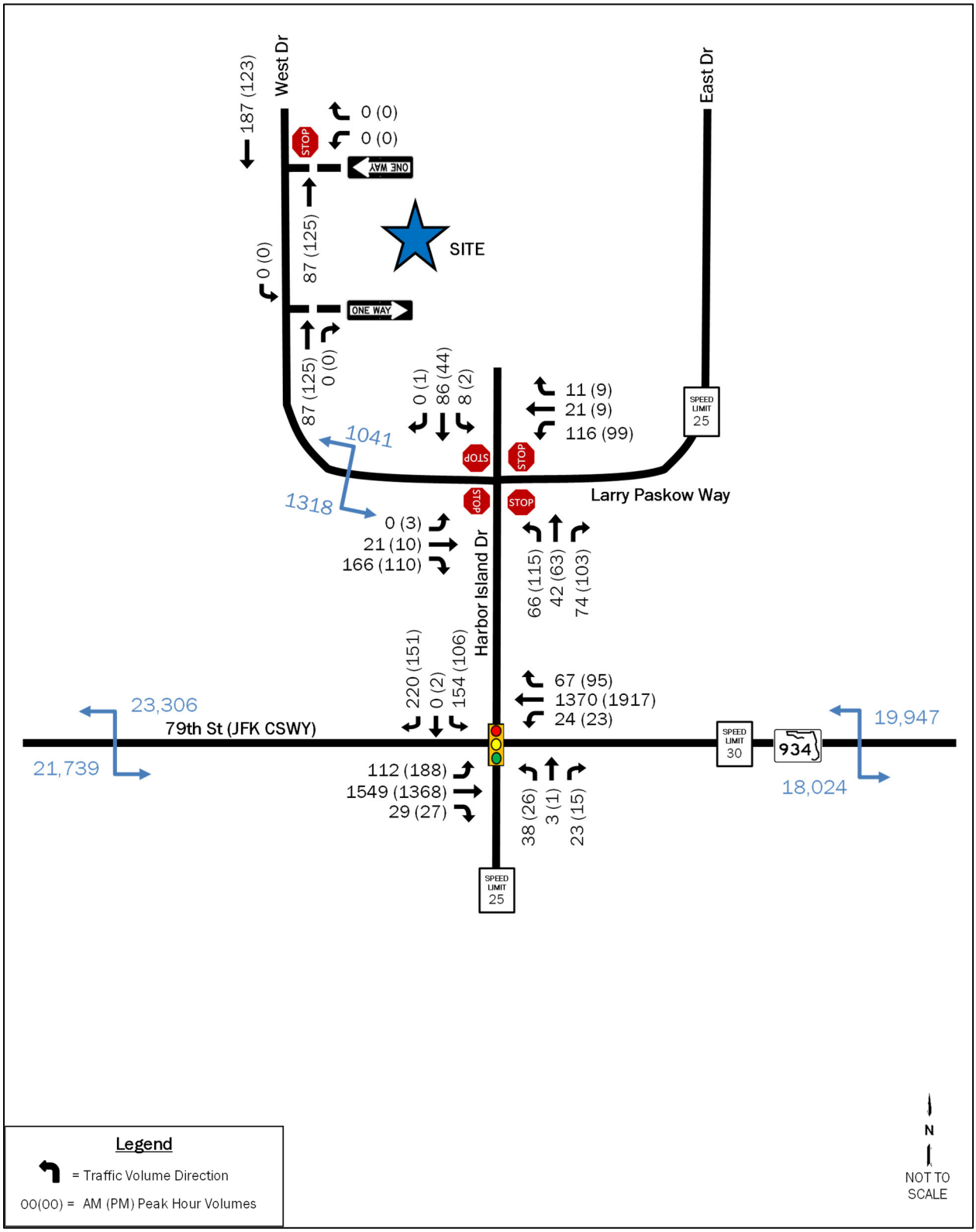
Fixed transit service is provided in the study area by GO Miami-Dade Transit (MDT) Route 112/L and the North Bay Village Shuttle. Both routes directly serve the area in close proximity to the site, with bus stops located at 79th Street & Harbor Island Drive. Route 112/L connects with over 20 additional bus routes east and west of the site, providing an effective alternative to single-occupancy vehicle traffic.

A.2. Traffic Counts

Intersection turning movement counts (TMCs) at the two existing study intersections were collected on Thursday, March 9, 2023, A 24-hr bi-directional count was collected along West Drive, west of Harbor Island Drive. A Peak Season Factor of 1.04 were determined using the Florida Traffic Online (FTO) portal per Florida Department of Transportation (FDOT) Project Traffic Forecasting Handbook methodologies and used to adjust collected TMC and two-way counts, respectively.

The FDOT peak season adjustment factor printout and detailed count sheets are included in Appendix B. Resultant existing traffic volumes are shown in Figure 3.

Figure 3: 2023 Existing Volumes



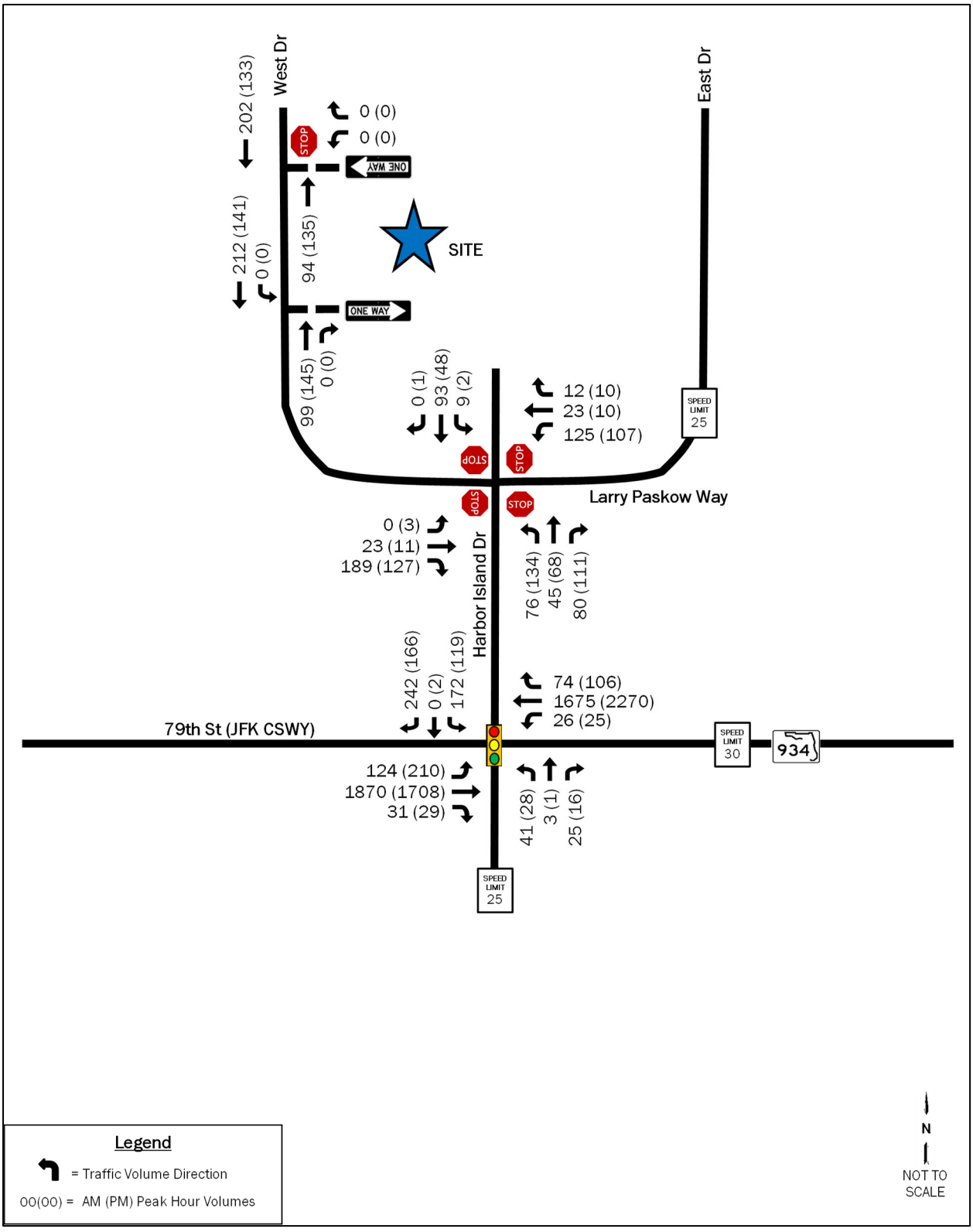
Future Conditions

B.1. Background Data Collection

The study uses an annual growth rate of 3.91% to generate future year conditions in 2025. The growth rate was advised by the city's reviewers based on similar developments in the area.

Appendix D includes a worksheet detailing how 2023 Existing and 2025 Future turning movements were calculated, including background growth, and site traffic. Figure 4 shows the existing plus background growth – i.e., No-build volume.

Figure 4: 2025 No-Build Volumes



B.2. Project Trip Generation

The proposed development will consist of a 94-unit residential tower. The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Table 1 shows the trip generation rates from ITE. Note the average trip rate was used to estimate trip generation. Table 2 shows the trip generation for the site.

Table 1: Project Trip Generation Rates

Land Use*	Ind. Variable	Average Rates		
		Daily	AM (In/Out %)	PM (In/Out %)
Multi-Family Housing (High-Rise) – ITE LUC 222	Dwelling Units	4.54	0.27 (34/66)	0.32 (56/44)

Table 2: Project Trip Generation

Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Multi-Family Housing (High-Rise) – LUC 222	94 DU	426	25	9	16	30	17	13

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.

This is illustrated in Figure 5. Access to the site will be provided along West Drive via two driveways – one inbound and the other outbound. The northern driveway will be the egress. The intersection trip distribution and trip assignment are shown in Figures 6 and 7, respectively. The 2025 Build Volumes are depicted in Figure 8.

Figure 5: Overall Distribution of Traffic

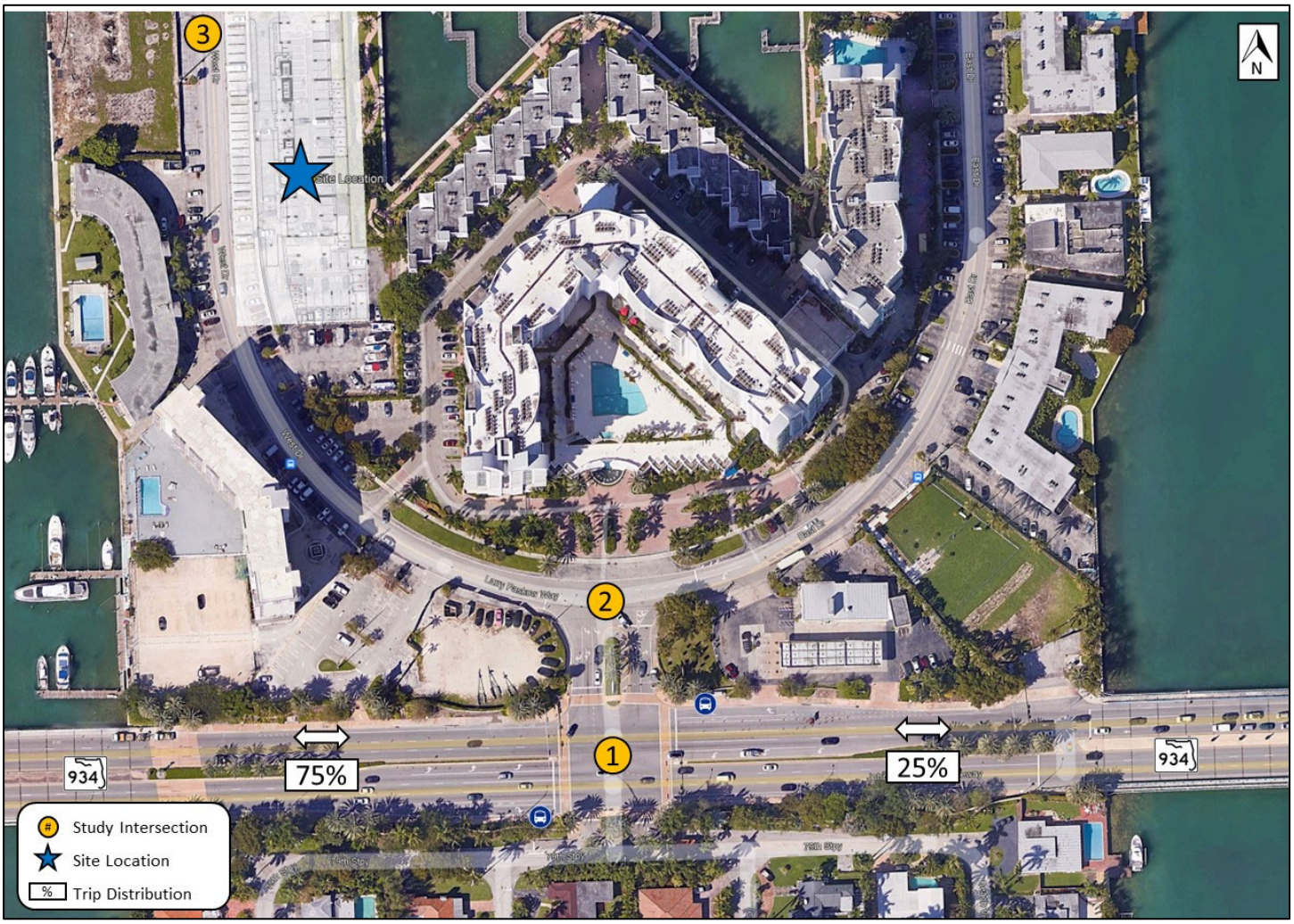


Figure 6: Intersection Trip Distribution

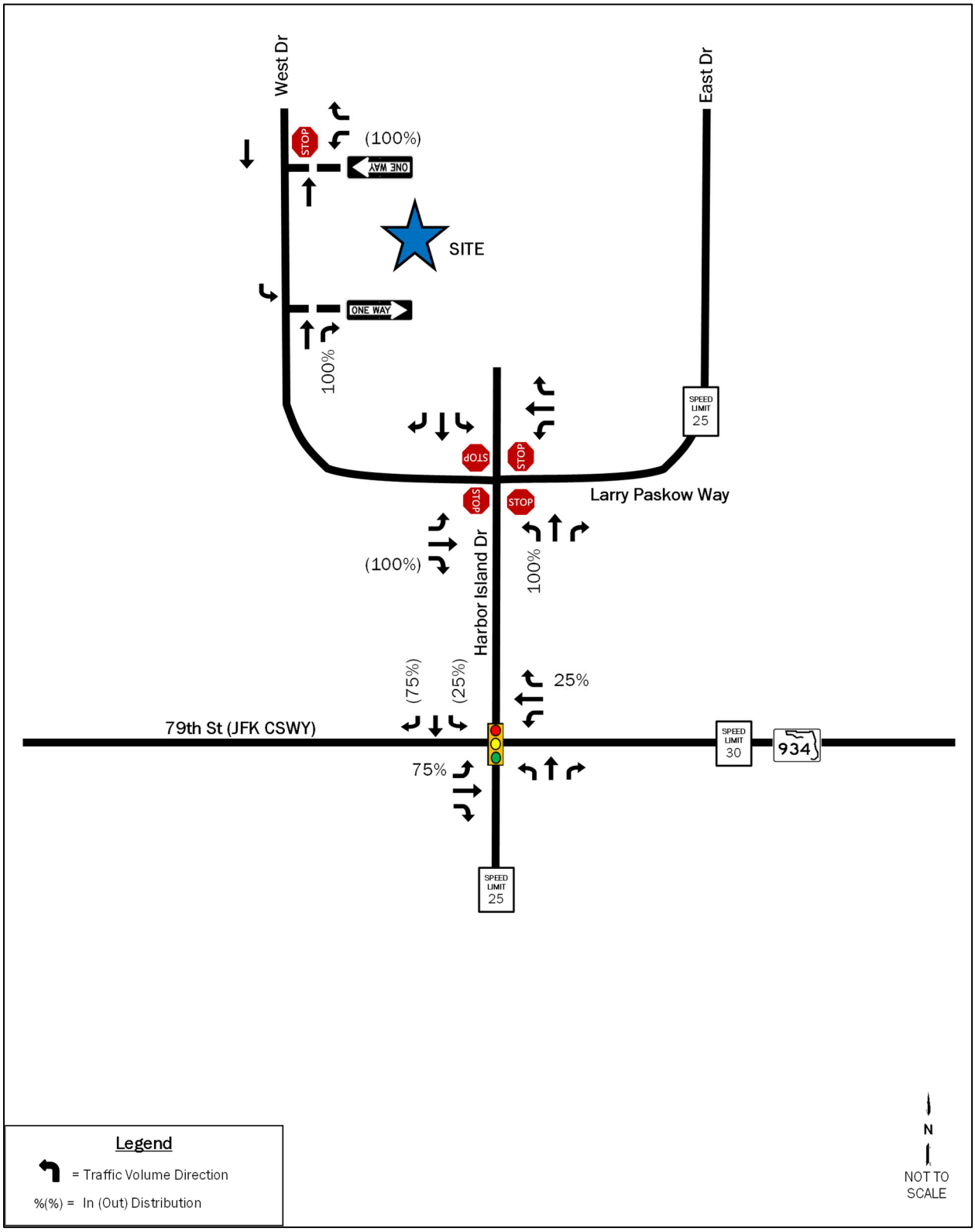


Figure 7: Project Development Volumes

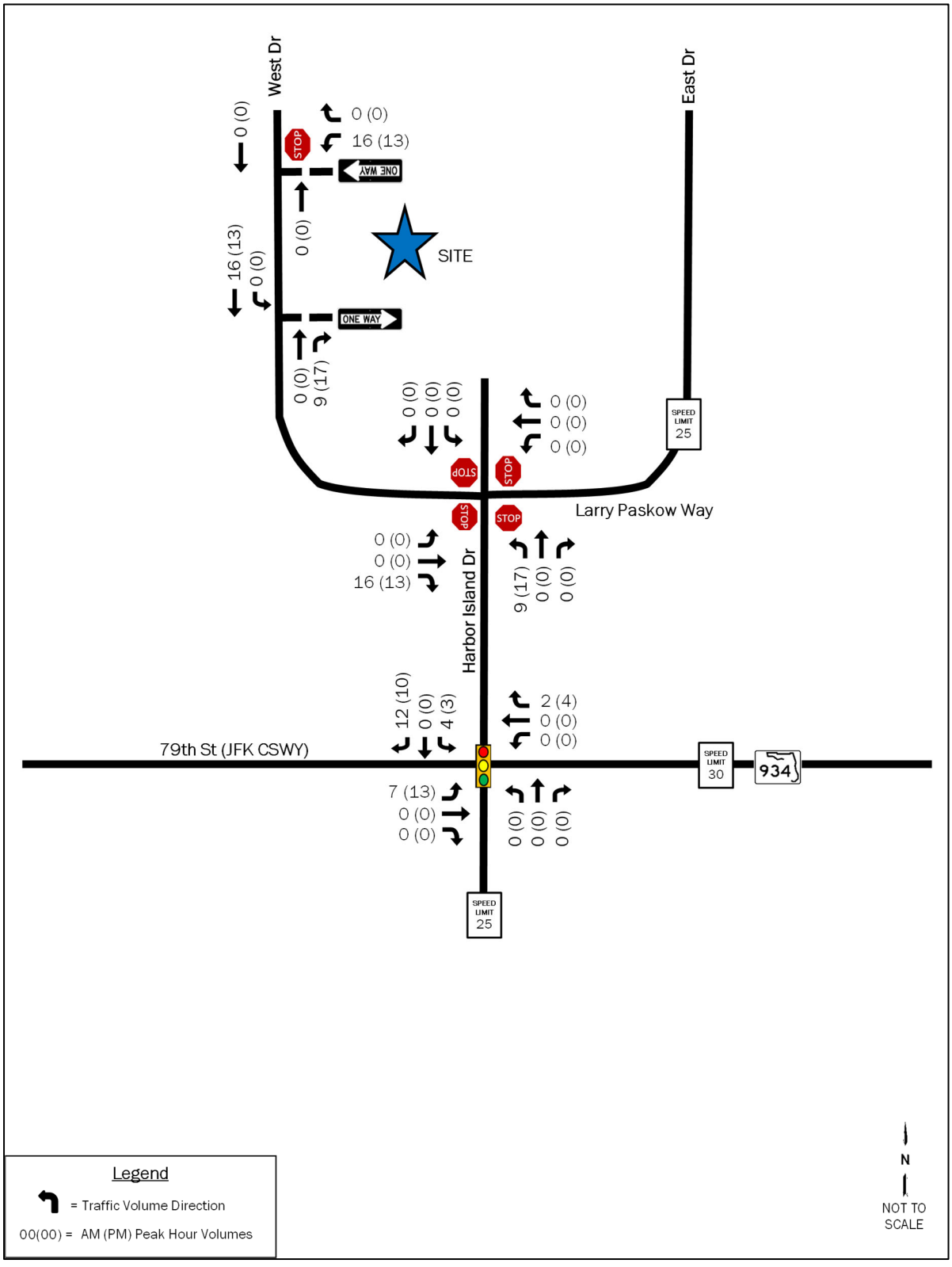
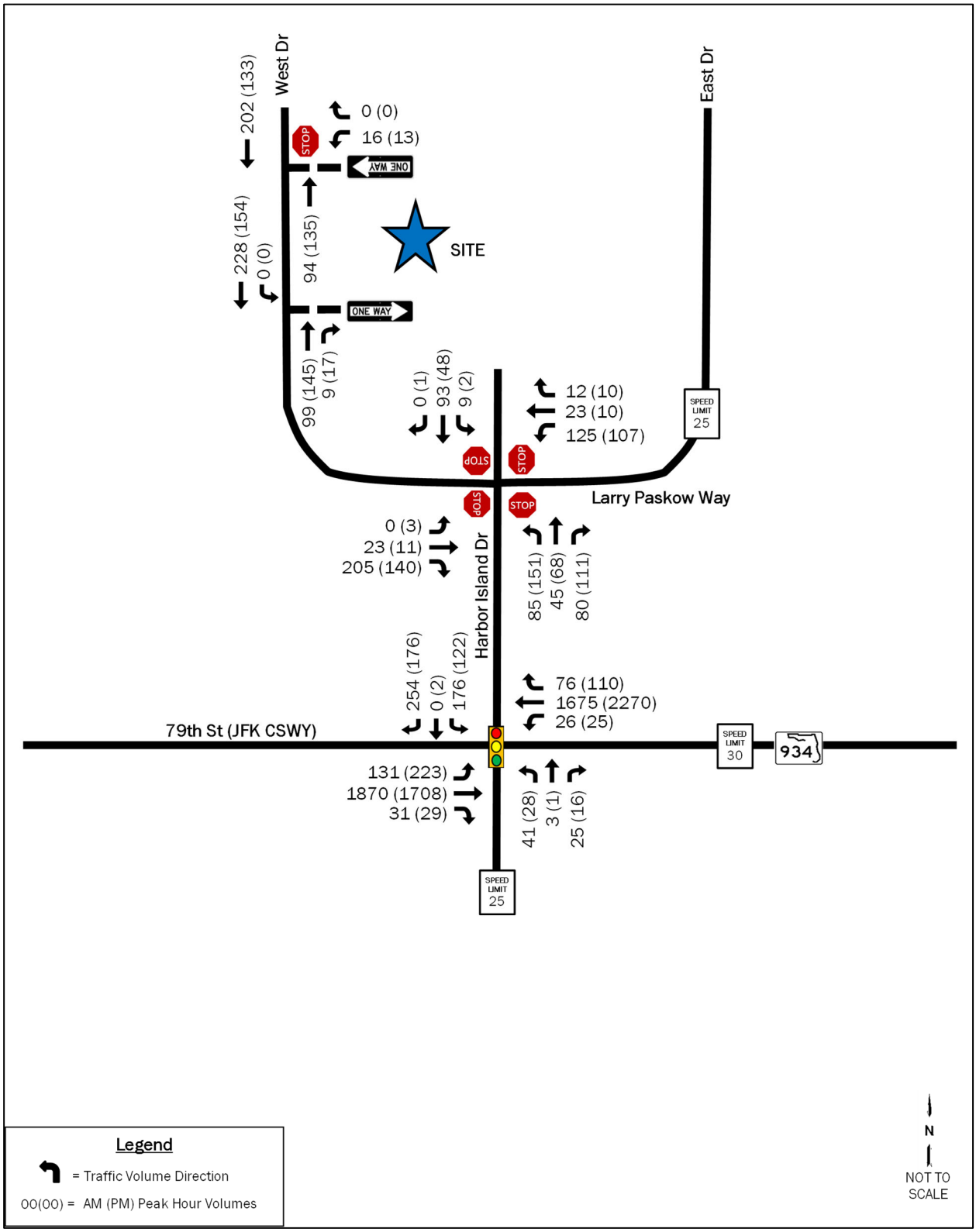


Figure 8: 2025 Build Volumes



Intersection Capacity Analysis

The capacity analysis in each of the scenarios was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), ranging from A to F as seen in Table 3. Note that HCM cannot calculate LOS at signalized intersections with shared U and left turn lanes; U-turn movements are thus assumed to be left turns. Miami-Dade County signal timing plans were used to input specific cycle lengths and phasing, with timings kept consistent between scenarios. Signal timing plans are included in Appendix G; capacity analysis reports are included in Appendix H.

Table 3: HCM Vehicular Level of Service Criteria

LOS	Signalized Intersections	All-way Stop Intersections	Unsignalized Intersections
	Ave Control Delay (s/veh)	Ave Control Delay (s/veh)	Ave Control Delay (s/veh)
A	0.0 to 10.0	0.0 to 10.0	0.0 to 10.0
B	10.1 to 20.0	10.1 to 15.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0	35.1 to 50.0
F	80.1 and higher	50.1 and higher	50.1 and higher

C.1. 2023 Existing Conditions Capacity Analysis

Existing capacity analysis results are shown in Table 4 and use the volumes shown in Figure 3. While each intersection operates at an acceptable overall LOS D or better during both peak hours, minor street approaches at 79th Street & Harbor Island Drive operate at LOS E.

Table 4: 2023 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	79th St / JFK Causeway & Harbor Island Dr	Signal	**Overall**	**C**	**26.4**	**C**	**24.4**
			EB	C	21.4	C	20.0
			WB	C	21.7	C	21.2
			NB	E	78.7	E	79.3
			SB	E	59.4	E	59.6
2	Harbor Island Dr & Larry Paskow Dr	All-way Stop	**Overall**	**B**	**10.4**	**A**	**9.8**
			EB	B	11.1	A	9.5
			WB	B	10.5	B	10.1
			NB	A	9.9	A	10.0
			SB	A	9.7	A	8.8

C.2. 2025 No-Build Conditions Capacity Analysis

The results of the 2025 No-Build conditions intersection capacity analysis are shown in Table 5 for 2025 No-Build volumes (Figure 4). Delays increase by less than one second at any intersection when compared to 2023 Existing conditions, with no change to LOS.

Table 5: 2025 No-Build Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	79th St / JFK Causeway & Harbor Island Dr	Signal	**Overall**	**D**	**35.1**	**C**	**34.2**
			EB	C	33.2	C	27.7
			WB	C	30.9	D	35.7
			NB	E	68.0	E	71.8
			SB	E	57.5	E	55.6
2	Harbor Island Dr & Larry Paskow Dr	All-way Stop	**Overall**	**B**	**10.8**	**A**	**10.0**
			EB	B	11.7	A	9.8
			WB	B	10.8	B	10.3
			NB	B	10.2	B	10.3
			SB	A	9.9	A	9.0

C.3. 2025 Build Conditions Capacity Analysis

The results of the 2025 Build conditions intersection capacity analysis are shown in Table 6 for 2025 No-Build + Project Trip volumes (Figure 8). Delays increase minimally and even decrease on the SB approach at intersection 1. (Note that the paradox is a function of the way average control delay is calculated in HCM 7th ed). Operations at the site exit driveway are acceptable, with an outbound LOS B during both peak hours.

Table 6: 2025 Build Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	79th St / JFK Causeway & Harbor Island Dr	Signal	**Overall**	**D**	**35.2**	**C**	**35.0**
			EB	C	33.0	C	30.2
			WB	C	31.0	C	35.0
			NB	E	68.0	E	71.8
			SB	E	57.3	E	55.0
2	Harbor Island Dr & Larry Paskow Dr	All-way Stop	**Overall**	**B**	**11.4**	**B**	**10.3**
			EB	B	12.8	B	10.4
			WB	B	11.8	B	11.2
			NB	B	10.7	B	11.2
			SB	A	10.2	A	9.2
3	West Dr & Site Exit	Stop-Control	WB	B	10.5	B	10.3
			NB	A	0.0	A	0.0

C.4. 2025 Build Mitigation Capacity Analysis

The results of the 2025 Build conditions intersection capacity analysis are shown in Table 7 for 2025 No-Build + Project Trip volumes (Figure 8). Signal cycles and timings were adjusted to reduce delays along the mainline. In comparison to operations under existing traffic control, delays are reduced at the northbound and southbound approaches resulting in satisfactory LOS D or better.

Table 7: 2025 Build Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	79th St / JFK Causeway & Harbor Island Dr	Signal	**Overall**	**D**	**35.1**	**D**	**36.3**
			EB	C	33.2	C	31.0
			WB	C	30.9	C	37.0
			NB	E	68.0	E	71.8
			SB	E	57.5	E	55.0
2	Harbor Island Dr & Larry Paskow Dr	All-way Stop	**Overall**	**B**	**11.4**	**B**	**10.3**
			EB	B	12.8	B	10.4
			WB	B	11.8	B	11.2
			NB	B	10.7	B	11.2
			SB	A	10.2	A	9.2
3	West Dr & Site Exit	Stop-Control	WB	B	10.5	B	10.3
			NB	A	0.0	A	0.0

Intersection Queueing Analysis

Queueing analysis in each study scenario was completed using the traffic analysis software Synchro® using HCM 7th Ed. methodology. The capacity analysis methodology described in Section C was used. Each queue corresponds to the 95th percentile queue, queue lengths exceeding their respective storage bays are highlighted. Detailed reports are provided in Appendix H. Queueing analysis results are shown in Table 7.

Table 8: Queue Analysis

ID	Intersection	Movement	Storage Length	95th% Queue Length (ft)					
				Existing		No-Build		Build	
				AM	PM	AM	PM	AM	PM
1	79th St / JFK Causeway & Harbor Island Dr	EBL	150	65	227	124	256	136	270
		EBT	-	440	326	606	463	608	466
		EBR	125	0	0	0	0	0	0
		WBL	175	20	17	22	18	22	18
		WBT	-	443	661	592	975	602	1000
		WBR	125	0	10	0	18	1	21
		NB	50	47	28	50	29	50	29
		SBL	65	144	111	157	121	161	123
		SBT	65	146	111	158	121	161	123
		SBR	65	54	46	56	46	56	47
2	Harbor Island Dr & Larry Paskow Dr	EB	-	32	14	36	16	22	38
		WBL	50	18	16	20	16	10	12
		WBTR	-	4	2	4	2	44	22
		NBTL	65	16	26	18	30	22	18
		NBR	65	8	26	10	10	4	2
		SBLT	40	6	4	6	4	8	4
		SBTR	40	10	4	10	4	12	4
3	West Dr & Site Exit	WB	-	-	-	-	-	2	2
		NB	-	-	-	-	-	0	0

The intersection of 79th Street at Harbor Island Drive has queue lengths in excess of the provided eastbound left turn storage during the PM peak hour. The turn bay is 150 feet long with a 100-foot taper. The eastbound thru lanes will back up beyond the left turn lane entry point. That is, in order to accommodate all of the left turn queues, the turn bay would have be extended to the maximum distance of the eastbound queue. This would be greater than 600 feet in length – or 450 feet longer than it is today. This is an extensive improvement and well outside the purview of this project which contributes no more than one additional vehicle to the queue. No changes are recommended.

With respect to the southbound movements at Intersection #1, the queuing analysis shows that traffic backs up beyond what is available in the short segment between 79th Street and Larry Paskow Drive. In reality, the traffic backs up into the eastbound and westbound lanes, but it generally operates well. The new site traffic is minimal and would be primarily turning right from Larry Paskow Drive to the southbound movements at 79th Street. No changes are recommended.

Segment Analysis

In addition to capacity and queueing analysis at each study intersection, segment analysis was completed along West Drive, from Harbor Island Drive to the site driveway. Segment analysis in this section of the report is based on methodology contained in the FDOT Quality/Level of Service Handbook, 2020, Table 7, included in Appendix I.

Results of the 2023 Existing conditions segment analysis are included on the next page in Table 8. Each segment analyzed operates at level of service (LOS) D or better during both AM and PM peak periods, indicating acceptable operations, based on a minimum LOS standard of D.

The 2025 No-Build segment analysis in Table 9 includes a 1.5% growth per year increase to account for general growth in the area. Committed trips from approved projects are added to the table.

Finally, Table 10 includes the site generated trips. All segments are expected to continue to operate at or better than LOS D.

Table 9: 2023 Existing Conditions Segment Analysis

Roadway	Segment		Length	Lanes	Min LOS	AM Peak Hour			Available Cap.	LOS
	From	To				Capacity*	Direction	Volume		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	525	EB/SB	187	338	C
							WB/NB	87	438	C

Roadway	Segment		Length	Lanes	Min LOS	PM Peak Hour			Available Cap.	LOS
	From	To				Capacity*	Direction	Volume		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	525	EB/SB	123	402	C
							WB/NB	125	400	C

Table 10: 2025 No-Build Conditions Segment Analysis

Roadway	Segment		Length	Lanes	Min LOS	AM Peak Hour				Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	525	EB/SB	187	10	328	C
							WB/NB	87	5	433	C

Roadway	Segment		Length	Lanes	Min LOS	PM Peak Hour				Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	525	EB/SB	123	8	394	C
							WB/NB	125	10	390	C

Table 11: 2025 Build Conditions Segment Analysis

Roadway	Segment		Length	Lanes	Min LOS	AM Peak Hour					Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips	Project Trips		
West Drive	Harbor Island Dr	1714 West Dr	1400'	2-Ln Undivided	D	525	EB/SB	187	10	15	313	C
							WB/NB	87	5	8	425	C

Roadway	Segment		Length	Lanes	Min LOS	PM Peak Hour					Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips	Project Trips		
West Drive	Harbor Island Dr	1714 West Dr	1400'	2-Ln Undivided	D	525	EB/SB	123	8	12	382	C
							WB/NB	125	10	15	375	C

*Capacity is LOS D at 750 vehicles – 10% for non-state round – 20% for undivided without turn lanes

Site Considerations

D.1. Parking

All parking will be contained on site. There will be a total of 182 spaces plus three delivery spaces. The ratio of spaces to units is consistent with the Village of North Bay requirements which requires 1.0 spaces per dwelling unit. The ITE Parking Generation Rate is 0.98 per dwelling unit. The site will provide almost two spaces per unit.

D.2. Access and Circulation

Delivery vans and garbage trucks will be able to access the site in the same manner as passenger vehicles. There are three designated spaces for delivery vehicles. A FedEx truck and an Amazon Sprinter Van was tested for turning radii and maneuverability. The AutoTurn movements are shown on the site plan.

Motorist will navigate each floor of the parking structure internally. AutoTurn movements were examined for each level and are shown on the site plan.

Garbage collection times are unknown as of the time of this study. However, garbage trucks will be prohibited from accessing the site from 7:00-9:00a and from 4:00-6:00p.

Conclusions

A new residential development is planned for construction on West Drive on land that is currently a parking lot. The site will consist of 94 units in a single 21-story residential tower with multiple parking levels. Ingress is via a driveway on the south end of the property; egress will be on the north end. The project is proposed to be constructed in a single phase and completed in 2025.

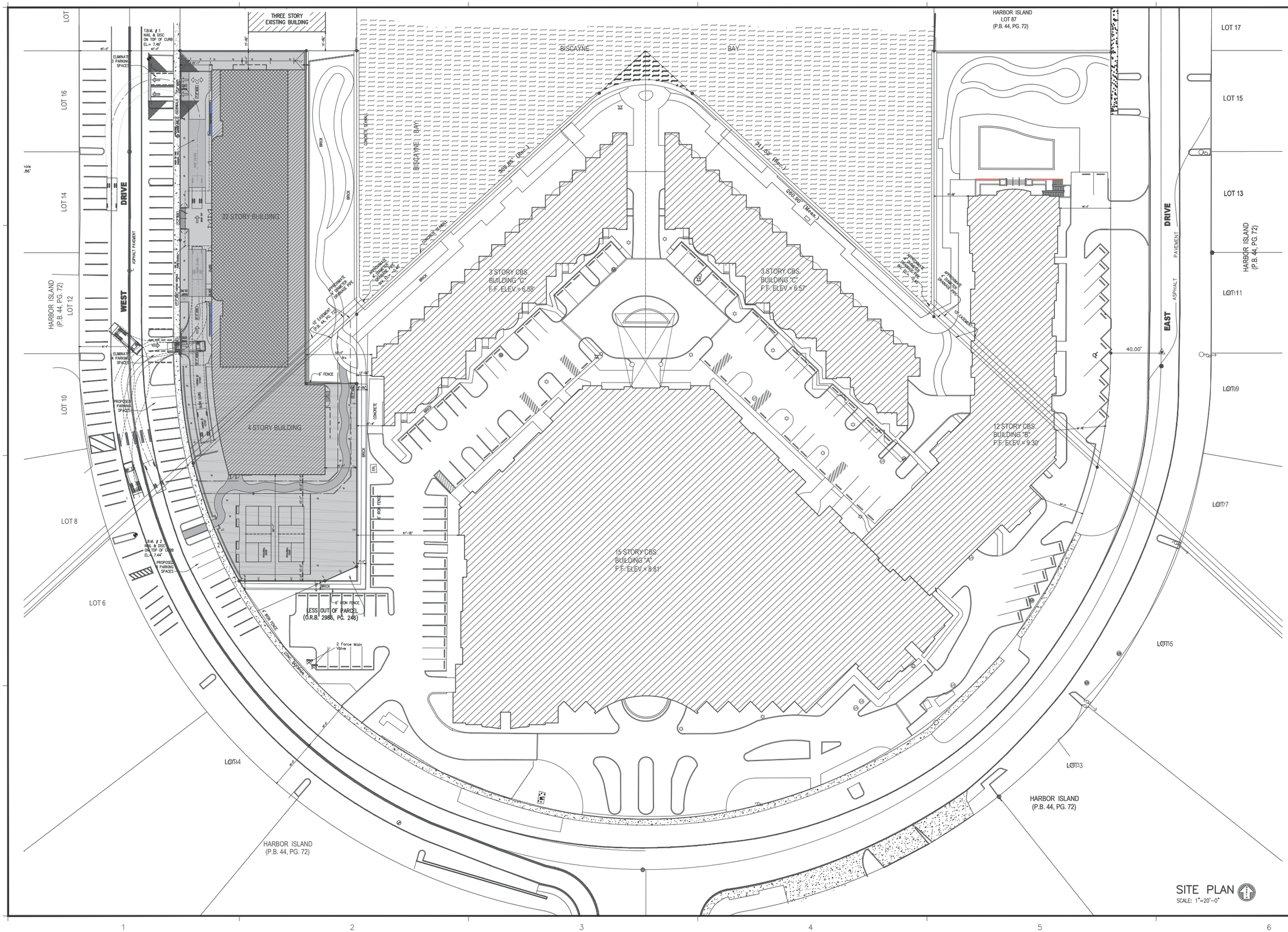
The site is expected to generate a net total of 426 new daily trips, with 25 occurring during the AM peak hour (9 in, 16 out) and 30 occurring during the PM peak hour (17 in, 13 out).

Overall traffic operations at each study intersection are considered satisfactory in 2023 Existing conditions and are expected to remain the same in 2025 No-Build conditions. The addition of project traffic is expected to have a nominal impact on the traffic operations at each study intersection. The outbound site driveway is expected to operate acceptably, with site traffic posing a negligible effect on other study intersections.

The following mitigation measures are recommended accommodate future traffic.

- West Drive at Site Driveway
    - Provide adequate line of sight at the exit driveway by eliminating one parking space on either side of north driveway

APPENDIX A: Site Plan



SITE PLAN
SCALE: 1"=20'-0"

CLIENT
S2 NBV, LLC.
18851 NE 29th AVENUE SUITE 1011
AVENTURA, FLORIDA 33180
T 305.935.5050

CIVIL ENGINEERS
HOLLAND ENGINEERING, Inc.
301 sw 7TH STREET
FORT LAUDERDALE, FL 33315
T 954.367.0371 / F 954.367.0372

LANDSCAPE ARCHITECT
PARADELO BURGESS DESIGN STUDIO, LLC
1250 ELIZABETH AVENUE, SUITE 1
WEST PALM BEACH, FLORIDA 33401
T 786.671.8250/ C 561.309.7263

Project
MARINA VIEW
NEW CONDO
7913 WEST DRIVE
NORTH BAY VILLAGE, FL 33141

ARCHITECT OF RECORD
CHARLES H. BENSON & ASSOCIATES ARCHITECTS, P.A.
architect planner interiors
1665 WASHINGTON AVE. 2nd FLOOR
MIAMI BEACH, FLORIDA 33139
V 305.532.6161 F 305.532.6151
ARCHITECTURAL LICENSE No. AR 14022
NCARB CERTIFICATE No. 42,136

Seal
STATE OF FLORIDA
CHARLES H. BENSON
AR0014022
REGISTERED ARCHITECT

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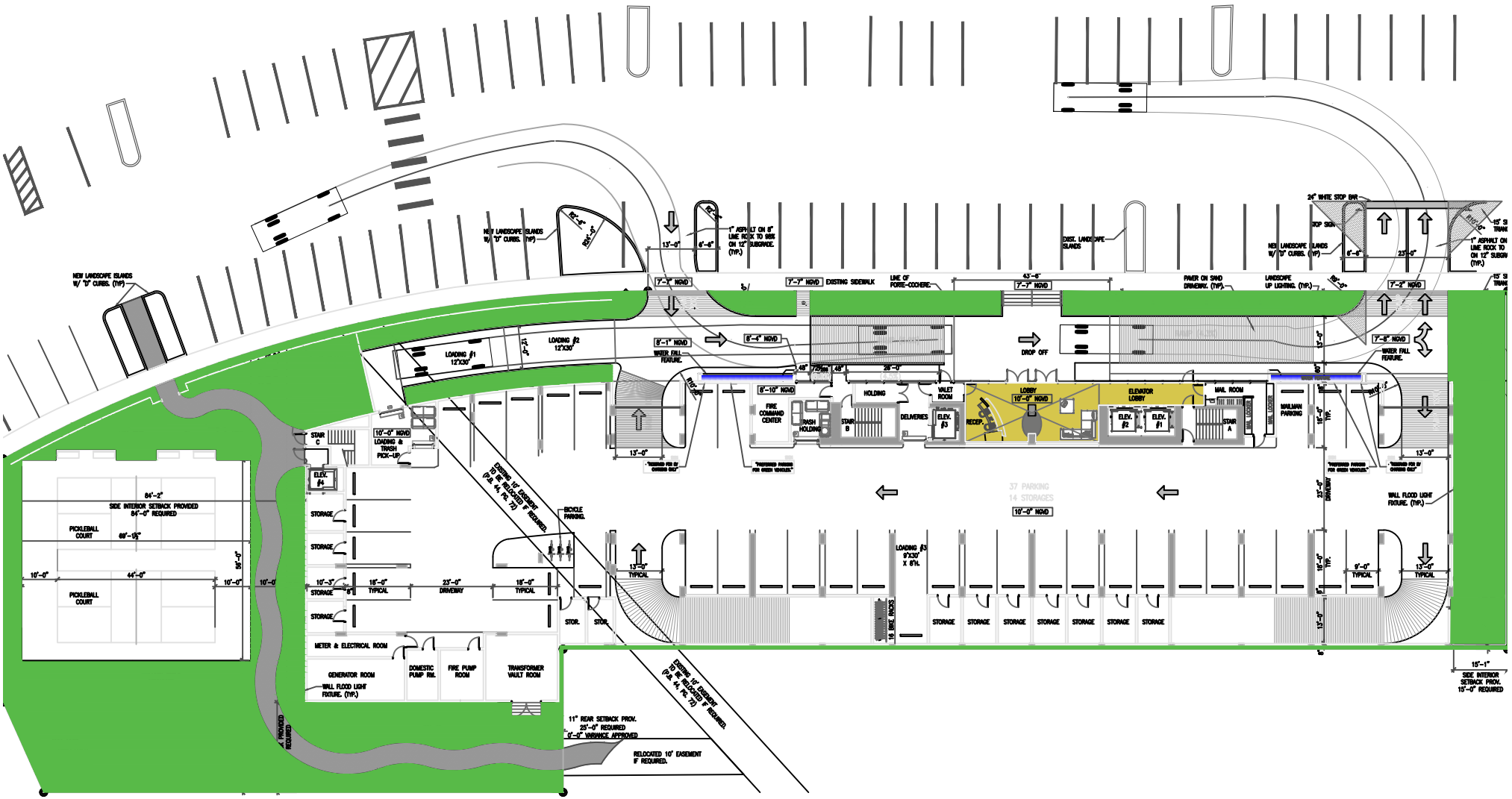
Revised:

SITE PLAN

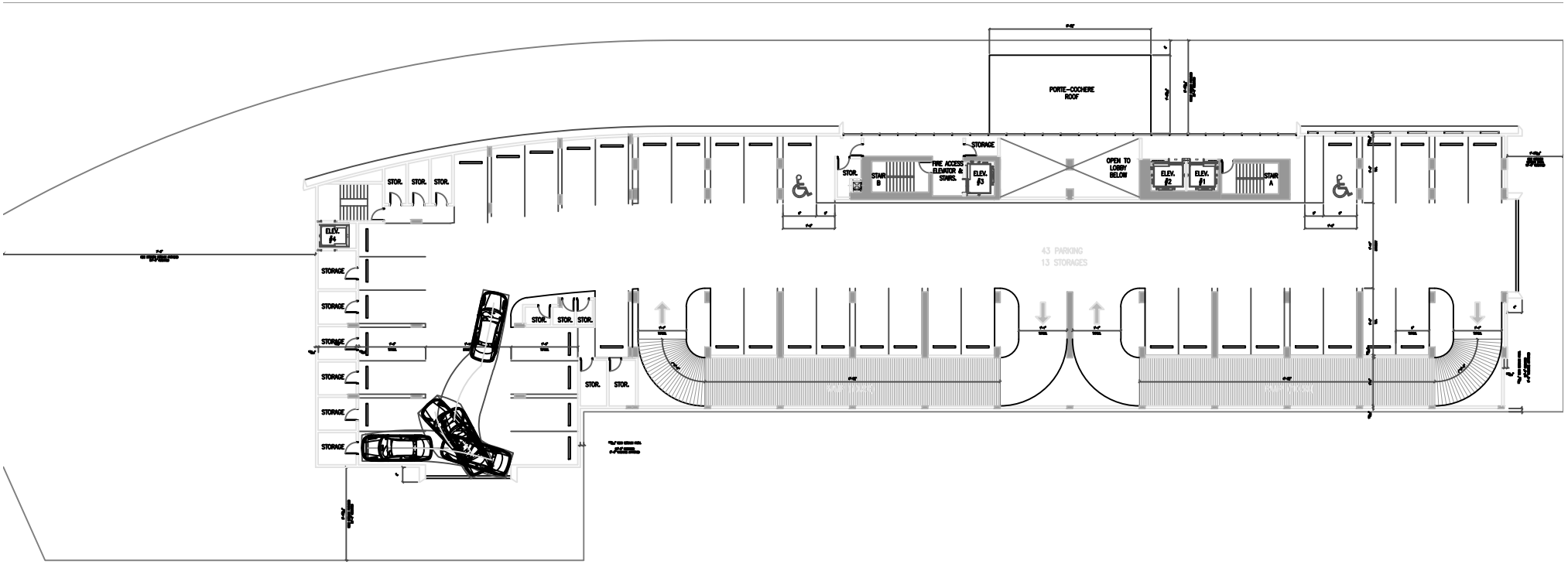
22302	3/29/2023

A-1

Ground Floor



Floor 2


PORTE-COCHERE ROOF
STOR.
STOR.
STOR.
STORAGE
STAIR B
FIRE ACCESS ELEVATOR & STAIRS
ELEV. #3
OPEN TO LOBBY BELOW
ELEV. #2
ELEV. #1
STAIR A
ELEV. #4
STORAGE
STORAGE
STORAGE
STORAGE
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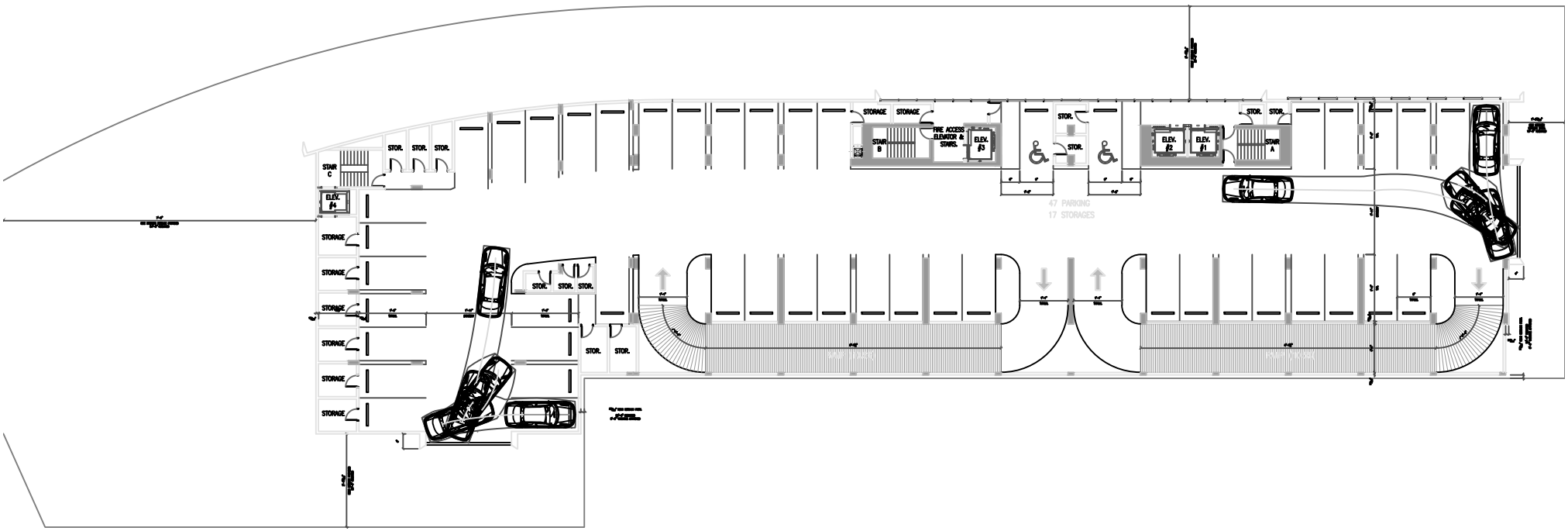
STORAGE
STOR.
STOR.
STOR.
STOR.
STOR.
43 PARKING
13 STORAGES

Floor 3


STOR.
STOR.
STOR.
STAIR C
ELEV. #4
STORAGE
STORAGE
STORAGE
STORAGE
STORAGE
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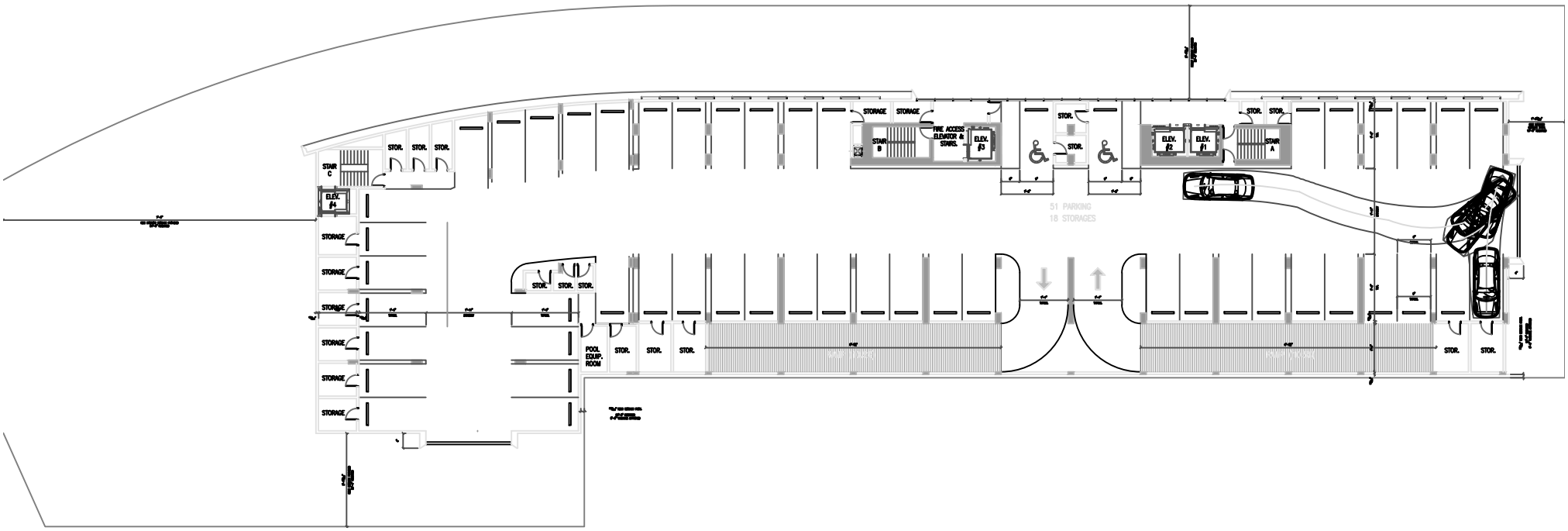
STOR.
STOR.
STOR.
STOR.
STORAGE
STORAGE
FIRE ACCESS ELEVATOR & STAIRS
STAIR B
ELEV. #3
STOR.
STOR.
STOR.
ELEV. #2
ELEV. #1
STAIR A
47 PARKING
17 STORAGES

Floor 4


STOR.
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STAIR C
ELEV. #4
STORAGE
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STOR.
STOR.
POOL EQUIP. ROOM
STOR.
STOR.
STOR.
STORAGE
STORAGE
FIRE ACCESS ELEVATOR & STAIRS
STAIR B
ELEV. #3
STOR.
STOR.
STOR.
ELEV. #2
ELEV. #1
STAIR A
STOR.
STOR.
51 PARKING
18 STORAGES
STOR.
STOR.

APPENDIX B: Traffic Count Data, Peak Season Factor

Prepared by NDS/ATD

VOLUME

Larry Paskow Way W/O Harbor Island Dr

Day: Thursday
Date: 3/9/2023

City: North Bay Village
Project #: FL23_140124_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,752	1,743	3,495

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			9		11		20		12:00			25		17		42	
00:15			10		8		18		12:15			18		22		40	
00:30			4		7		11		12:30			27		26		53	
00:45			1	24	4	30	5	54	12:45			27	97	27	92	54	189
01:00			1		5		6		13:00			21		22		43	
01:15			4		4		8		13:15			20		31		51	
01:30			1		3		4		13:30			31		24		55	
01:45			2	8	6	18	8	26	13:45			28	100	28	105	56	205
02:00			2		2		4		14:00			33		29		62	
02:15			1		4		5		14:15			20		25		45	
02:30			3		5		8		14:30			24		21		45	
02:45			1	7	4	15	5	22	14:45			28	105	26	101	54	206
03:00			1		3		4		15:00			21		19		40	
03:15			2		2		4		15:15			26		29		55	
03:30			2		4		6		15:30			16		21		37	
03:45			1	6	0	9	1	15	15:45			22	85	33	102	55	187
04:00			3		4		7		16:00			22		21		43	
04:15			4		4		8		16:15			17		28		45	
04:30			4		0		4		16:30			34		36		70	
04:45			4	15	0	8	4	23	16:45			28	101	19	104	47	205
05:00			6		4		10		17:00			21		34		55	
05:15			1		2		3		17:15			23		33		56	
05:30			5		3		8		17:30			33		40		73	
05:45			5	17	2	11	7	28	17:45			23	100	33	140	56	240
06:00			5		5		10		18:00			19		40		59	
06:15			18		7		25		18:15			34		46		80	
06:30			15		7		22		18:30			28		31		59	
06:45			25	63	12	31	37	94	18:45			37	118	35	152	72	270
07:00			22		13		35		19:00			17		28		45	
07:15			37		17		54		19:15			30		47		77	
07:30			38		11		49		19:30			18		32		50	
07:45			39	136	15	56	54	192	19:45			23	88	33	140	56	228
08:00			47		18		65		20:00			20		30		50	
08:15			38		16		54		20:15			19		38		57	
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09:00			29		23		52		21:00			9		20		29	
09:15			34		18		52		21:15			19		24		43	
09:30			30		19		49		21:30			14		19		33	
09:45			25	118	16	76	41	194	21:45			13	55	18	81	31	136
10:00			23		21		44		22:00			9		20		29	
10:15			25		22		47		22:15			11		19		30	
10:30			17		19		36		22:30			15		20		35	
10:45			28	93	14	76	42	169	22:45			10	45	15	74	25	119
11:00			30		15		45		23:00			9		17		26	
11:15			28		21		49		23:15			9		16		25	
11:30			27		22		49		23:30			4		13		17	
11:45			23	108	21	79	44	187	23:45			6	28	11	57	17	85
TOTALS				750		476		**1226**	**TOTALS**				1002		1267		**2269**
SPLIT %				61.2%		38.8%		**35.1%**	**SPLIT %**				44.2%		55.8%		**64.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,752	1,743	3,495

AM Peak Hour			07:30	11:45	**07:45**	**PM Peak Hour**			18:00	17:30	**18:00**
AM Pk Volume			162	86	**226**	**PM Pk Volume**			118	159	**270**
Pk Hr Factor			0.862	0.827	**0.869**	**Pk Hr Factor**			0.797	0.864	**0.844**
7 - 9 Volume	0	0	291	123	**414**	**4 - 6 Volume**	0	0	201	244	**445**
7 - 9 Peak Hour			07:30	08:00	**07:45**	**4 - 6 Peak Hour**			16:30	17:00	**17:00**
7 - 9 Pk Volume	0	0	162	67	**226**	**4 - 6 Pk Volume**	0	0	106	140	**240**
Pk Hr Factor	0.000	0.000	0.862	0.931	**0.869**	**Pk Hr Factor**	0.000	0.000	0.779	0.875	**0.822**

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & SR 934/John F Kennedy Causeway
City: North Bay Village
Control: Signalized

Project ID: 23-140123-001
Date: 3/9/2023

Data - Total

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				SR 934/John F Kennedy Causeway				SR 934/John F Kennedy Causeway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	1	1	0	15	0	48	0	16	237	6	0	1	238	5	0	572
7:15 AM	6	0	13	0	25	0	65	0	20	253	4	1	2	291	5	1	686
7:30 AM	7	1	2	0	19	0	59	0	19	303	4	0	3	354	4	0	775
7:45 AM	11	0	8	0	34	0	63	0	20	399	9	0	1	331	17	1	894
8:00 AM	8	2	5	0	45	0	55	0	26	282	2	0	6	328	11	1	771
8:15 AM	8	1	2	0	44	0	41	0	36	450	11	1	8	293	14	2	911
8:30 AM	10	0	7	0	25	0	53	0	25	358	6	0	3	365	22	1	875
8:45 AM	6	0	2	0	29	1	60	0	25	331	4	0	3	344	20	0	825
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	60	5	40	0	236	1	444	0	187	2613	46	2	27	2544	98	6	6309
APPROACH %'s :	57.14%	4.76%	38.10%	0.00%	34.65%	0.15%	65.20%	0.00%	6.57%	91.75%	1.62%	0.07%	1.01%	95.10%	3.66%	0.22%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	37	3	22	0	148	0	212	0	107	1489	28	1	18	1317	64	5	3451
PEAK HR FACTOR :	0.841	0.375	0.688	0.000	0.822	0.000	0.841	0.000	0.743	0.827	0.636	0.250	0.563	0.902	0.727	0.625	0.947
	0.816				0.900				0.816				0.898				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	7	0	29	1	32	0	50	328	8	0	5	482	24	0	970
4:15 PM	14	0	3	0	23	0	38	0	43	315	5	0	1	448	25	1	916
4:30 PM	4	1	3	0	28	1	40	0	44	356	7	0	9	469	19	1	982
4:45 PM	3	0	1	0	22	0	35	0	44	316	6	0	5	444	23	0	899
5:00 PM	3	1	5	0	17	0	42	0	34	288	4	1	4	426	29	3	857
5:15 PM	14	1	4	0	13	3	43	0	46	301	3	0	4	437	24	0	893
5:30 PM	2	2	3	0	35	0	35	0	65	302	7	0	2	447	30	2	932
5:45 PM	9	1	3	0	34	0	27	0	45	316	7	0	6	406	36	0	890
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	6	29	0	201	5	292	0	371	2522	47	1	36	3559	210	7	7339
APPROACH %'s :	60.23%	6.82%	32.95%	0.00%	40.36%	1.00%	58.63%	0.00%	12.61%	85.75%	1.60%	0.03%	0.94%	93.36%	5.51%	0.18%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	25	1	14	0	102	2	145	0	181	1315	26	0	20	1843	91	2	3767
PEAK HR FACTOR :	0.446	0.250	0.500	0.000	0.879	0.500	0.906	0.000	0.905	0.923	0.813	0.000	0.556	0.956	0.910	0.500	0.959
	0.588				0.902				0.935				0.957				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & SR 934/John F Kennedy Causeway
City: North Bay Village
Control: Signalized

Project ID: 23-140123-001
Date: 3/9/2023

Data - Cars

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				SR 934/John F Kennedy Causeway				SR 934/John F Kennedy Causeway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	1	1	0	15	0	48	0	16	232	6	0	1	236	5	0	565
7:15 AM	6	0	13	0	25	0	65	0	20	250	4	0	2	290	5	1	681
7:30 AM	7	1	2	0	19	0	59	0	19	297	4	0	3	351	4	0	766
7:45 AM	11	0	8	0	34	0	63	0	20	397	9	0	1	329	16	1	889
8:00 AM	8	2	5	0	44	0	55	0	26	279	2	0	6	327	11	1	766
8:15 AM	8	1	2	0	43	0	41	0	36	449	11	1	8	287	13	2	902
8:30 AM	10	0	7	0	25	0	53	0	25	355	6	0	3	363	22	1	870
8:45 AM	6	0	2	0	29	1	60	0	25	329	4	0	3	342	20	0	821
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	60	5	40	0	234	1	444	0	187	2588	46	1	27	2525	96	6	6260
APPROACH %'s :	57.14%	4.76%	38.10%	0.00%	34.46%	0.15%	65.39%	0.00%	6.63%	91.71%	1.63%	0.04%	1.02%	95.14%	3.62%	0.23%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	37	3	22	0	146	0	212	0	107	1480	28	1	18	1306	62	5	3427
PEAK HR FACTOR :	0.841	0.375	0.688	0.000	0.830	0.000	0.841	0.000	0.743	0.824	0.636	0.250	0.563	0.899	0.705	0.625	0.950
	0.816				0.904				0.813				0.894				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	7	0	29	1	32	0	50	327	8	0	5	481	24	0	968
4:15 PM	14	0	3	0	23	0	37	0	43	311	5	0	1	446	24	1	908
4:30 PM	4	1	3	0	28	1	39	0	44	351	7	0	9	460	18	1	966
4:45 PM	3	0	1	0	22	0	35	0	44	314	6	0	5	438	23	0	891
5:00 PM	3	1	5	0	17	0	41	0	34	287	4	1	4	420	28	3	848
5:15 PM	14	1	4	0	13	3	43	0	46	297	3	0	4	435	24	0	887
5:30 PM	2	2	3	0	35	0	35	0	65	300	7	0	2	445	30	2	928
5:45 PM	9	1	3	0	34	0	27	0	45	315	7	0	6	405	36	0	888
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	6	29	0	201	5	289	0	371	2502	47	1	36	3530	207	7	7284
APPROACH %'s :	60.23%	6.82%	32.95%	0.00%	40.61%	1.01%	58.38%	0.00%	12.70%	85.66%	1.61%	0.03%	0.95%	93.39%	5.48%	0.19%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	25	1	14	0	102	2	143	0	181	1303	26	0	20	1825	89	2	3733
PEAK HR FACTOR :	0.446	0.250	0.500	0.000	0.879	0.500	0.917	0.000	0.905	0.928	0.813	0.000	0.556	0.949	0.927	0.500	0.964
	0.588				0.908				0.939				0.949				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & SR 934/John F Kennedy Causeway
City: North Bay Village
Control: Signalized

Project ID: 23-140123-001
Date: 3/9/2023

Data - Buses

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				SR 934/John F Kennedy Causeway				SR 934/John F Kennedy Causeway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	1	0	1	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	5
8:00 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	0	5
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	6	1	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	0	0	0	25	0	1	0	19	2	0	49
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	96.15%	0.00%	3.85%	0.00%	90.48%	9.52%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	9	0	0	0	11	2	0	24
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.458	0.500	0.000	0.667
					0.500				0.750				0.464				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	2	1	0	8
4:30 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	9	1	0	16
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	6	1	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	3	0	0	20	0	0	0	29	3	0	55
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	90.63%	9.38%	0.00%	
PEAK HR :	**04:00 PM - 05:00 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	12	0	0	0	18	2	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.600	0.000	0.000	0.000	0.500	0.500	0.000	0.531
					0.500				0.600				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & SR 934/John F Kennedy Causeway
City: North Bay Village
Control: Signalized

Project ID: 23-140123-001
Date: 3/9/2023

Data - Bikes

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				SR 934/John F Kennedy Causeway				SR 934/John F Kennedy Causeway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	1	6
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	1	0	0	0	0	4	1	0	0	1	0	0	7
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	1	0	0	18	1	0	0	9	1	1	35
APPROACH %'s :					80.00%	0.00%	20.00%	0.00%	0.00%	94.74%	5.26%	0.00%	0.00%	81.82%	9.09%	9.09%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	0	8	1	0	0	4	1	0	17
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.500	0.250	0.000	0.607
					0.750				0.450				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	6
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	5
5:45 PM	0	0	0	0	2	0	0	0	0	5	0	0	0	2	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	1	0	0	17	0	0	0	14	3	0	39
APPROACH %'s :					80.00%	0.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	82.35%	17.65%	0.00%	
PEAK HR :	**04:00 PM - 05:00 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	0	4	0	0	0	9	0	0	16
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.667
					0.750				0.500				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & SR 934/John F Kennedy Causeway **Project ID:** 23-140123-001
City: North Bay Village **Date:** 3/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harbor Island Dr		Harbor Island Dr		SR 934/John F Kennedy Causeway		SR 934/John F Kennedy Causeway		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	1	0	0	0	2	2	7
7:15 AM	1	1	4	3	1	1	0	0	11
7:30 AM	0	4	4	3	2	0	0	2	15
7:45 AM	0	0	2	4	0	0	0	1	7
8:00 AM	0	0	9	0	4	0	1	1	15
8:15 AM	0	0	1	0	2	0	3	1	7
8:30 AM	1	0	2	2	1	0	3	1	10
8:45 AM	1	3	1	1	0	1	1	2	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	9	24	13	10	2	10	10	82
APPROACH %'s :	30.77%	69.23%	64.86%	35.14%	83.33%	16.67%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	14	6	7	0	7	4	39
PEAK HR FACTOR :	0.250		0.389	0.375	0.438		0.583	1.000	0.650
	0.250		0.556		0.438		0.688		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	4	5	0	2	0	0	1	13
4:15 PM	1	0	2	1	0	0	0	1	5
4:30 PM	0	0	0	1	0	2	3	0	6
4:45 PM	0	0	2	0	1	0	0	0	3
5:00 PM	0	1	2	1	1	1	0	0	6
5:15 PM	2	0	1	1	0	0	5	0	9
5:30 PM	0	1	1	1	1	2	0	0	6
5:45 PM	1	1	1	3	0	0	1	1	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	7	14	8	5	5	9	3	56
APPROACH %'s :	41.67%	58.33%	63.64%	36.36%	50.00%	50.00%	75.00%	25.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	2	4	9	2	3	2	3	2	27
PEAK HR FACTOR :	0.500	0.250	0.450	0.500	0.375	0.250	0.250	0.500	0.519
	0.300		0.550		0.625		0.417		

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & Larry Paskow Way/East Dr
City: North Bay Village
Control: 4-Way Stop

Project ID: 23-140123-002
Date: 3/9/2023

Data - Total

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				Larry Paskow Way/East Dr				Larry Paskow Way/East Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	12	2	7	1	0	13	0	0	0	1	25	0	24	1	1	0	87
7:15 AM	17	0	8	0	1	14	0	0	2	2	41	0	36	1	0	0	122
7:30 AM	10	5	9	0	2	18	0	0	1	5	36	0	25	0	2	0	113
7:45 AM	13	3	16	2	3	20	0	0	0	1	41	0	32	6	3	0	140
8:00 AM	16	10	16	0	4	30	0	0	0	8	49	0	22	5	1	0	161
8:15 AM	17	11	22	1	0	19	0	0	0	6	34	0	30	3	1	0	144
8:30 AM	14	16	17	0	1	14	0	0	0	5	36	0	28	6	6	0	143
8:45 AM	18	12	14	0	2	19	0	0	0	2	45	0	29	2	3	0	146
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	59	109	4	13	147	0	0	3	30	307	0	226	24	17	0	1056
APPROACH %'s :	40.48%	20.42%	37.72%	1.38%	8.13%	91.88%	0.00%	0.00%	0.88%	8.82%	90.29%	0.00%	84.64%	8.99%	6.37%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	65	49	69	1	7	82	0	0	0	21	164	0	109	16	11	0	594
PEAK HR FACTOR :	0.903	0.766	0.784	0.250	0.438	0.683	0.000	0.000	0.000	0.656	0.837	0.000	0.908	0.667	0.458	0.000	0.922
	0.902				0.654				0.811				0.850				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	22	18	33	1	1	18	0	0	1	2	25	0	19	2	3	0	145
4:15 PM	30	16	22	0	0	11	0	0	2	4	19	0	32	2	1	0	139
4:30 PM	35	8	19	2	1	5	1	0	0	1	33	0	27	3	4	0	139
4:45 PM	21	19	25	0	0	8	0	0	0	3	29	0	17	2	1	0	125
5:00 PM	38	7	17	0	0	10	0	0	1	3	23	0	26	3	1	0	129
5:15 PM	31	11	32	1	1	7	0	0	0	2	27	0	24	3	3	0	142
5:30 PM	42	17	35	3	0	7	1	0	1	4	34	0	26	5	0	0	175
5:45 PM	33	19	30	0	0	14	0	0	0	1	24	1	26	4	2	0	154
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	252	115	213	7	3	80	2	0	5	20	214	1	197	24	15	0	1148
APPROACH %'s :	42.93%	19.59%	36.29%	1.19%	3.53%	94.12%	2.35%	0.00%	2.08%	8.33%	89.17%	0.42%	83.47%	10.17%	6.36%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	144	54	114	4	1	38	1	0	2	10	108	1	102	15	6	0	600
PEAK HR FACTOR :	0.857	0.711	0.814	0.333	0.250	0.679	0.250	0.000	0.500	0.625	0.794	0.250	0.981	0.750	0.500	0.000	0.857
	0.814				0.714				0.776				0.961				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & Larry Paskow Way/East Dr
City: North Bay Village
Control: 4-Way Stop

Project ID: 23-140123-002
Date: 3/9/2023

Data - Cars

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				Larry Paskow Way/East Dr				Larry Paskow Way/East Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	2	7	1	0	13	0	0	0	1	25	0	24	1	1	0	87
7:15 AM	17	0	8	0	1	14	0	0	2	2	41	0	36	1	0	0	122
7:30 AM	10	5	9	0	2	18	0	0	1	5	36	0	25	0	2	0	113
7:45 AM	13	3	15	2	3	20	0	0	0	1	41	0	32	6	3	0	139
8:00 AM	16	10	16	0	4	30	0	0	0	8	48	0	22	4	1	0	159
8:15 AM	17	11	22	0	0	19	0	0	0	6	34	0	30	3	1	0	143
8:30 AM	14	16	17	0	1	14	0	0	0	5	36	0	28	6	6	0	143
8:45 AM	18	12	14	0	2	19	0	0	0	2	45	0	29	2	3	0	146
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	59	108	3	13	147	0	0	3	30	306	0	226	23	17	0	1052
APPROACH %'s :	40.77%	20.56%	37.63%	1.05%	8.13%	91.88%	0.00%	0.00%	0.88%	8.85%	90.27%	0.00%	84.96%	8.65%	6.39%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	65	49	69	0	7	82	0	0	0	21	163	0	109	15	11	0	591
PEAK HR FACTOR :	0.903	0.766	0.784	0.000	0.438	0.683	0.000	0.000	0.000	0.656	0.849	0.000	0.908	0.625	0.458	0.000	0.929
	0.915				0.654				0.821				0.844				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	22	18	33	1	1	18	0	0	1	2	25	0	19	2	3	0	145
4:15 PM	30	16	21	0	0	11	0	0	2	4	19	0	31	2	1	0	137
4:30 PM	35	8	19	1	1	5	1	0	0	1	33	0	27	3	4	0	138
4:45 PM	21	19	25	0	0	8	0	0	0	3	29	0	17	2	1	0	125
5:00 PM	37	7	17	0	0	10	0	0	1	3	22	0	26	3	1	0	127
5:15 PM	31	11	32	1	1	7	0	0	0	2	27	0	24	3	3	0	142
5:30 PM	42	17	35	3	0	7	1	0	1	4	34	0	26	5	0	0	175
5:45 PM	33	19	30	0	0	14	0	0	0	1	24	1	26	4	2	0	154
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	251	115	212	6	3	80	2	0	5	20	213	1	196	24	15	0	1143
APPROACH %'s :	42.98%	19.69%	36.30%	1.03%	3.53%	94.12%	2.35%	0.00%	2.09%	8.37%	89.12%	0.42%	83.40%	10.21%	6.38%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	143	54	114	4	1	38	1	0	2	10	107	1	102	15	6	0	598
PEAK HR FACTOR :	0.851	0.711	0.814	0.333	0.250	0.679	0.250	0.000	0.500	0.625	0.787	0.250	0.981	0.750	0.500	0.000	0.854
	0.812				0.714				0.769				0.961				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & Larry Paskow Way/East Dr
City: North Bay Village
Control: 4-Way Stop

Project ID: 23-140123-002
Date: 3/9/2023

Data - Buses

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				Larry Paskow Way/East Dr				Larry Paskow Way/East Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	4
APPROACH %'s :	0.00%	0.00%	50.00%	50.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.375
	0.250								0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	5
APPROACH %'s :	33.33%	0.00%	33.33%	33.33%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
	0.250								0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & Larry Paskow Way/East Dr
City: North Bay Village
Control: 4-Way Stop

Project ID: 23-140123-002
Date: 3/9/2023

Data - Bikes

NS/EW Streets:	Harbor Island Dr				Harbor Island Dr				Larry Paskow Way/East Dr				Larry Paskow Way/East Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	0	0	2	0	1	0	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.375
	0.250								0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	0	0	1	0	5	1	0	0	10
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	0.00%	100.00%	0.00%	83.33%	16.67%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	6
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500
	0.375												0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Harbor Island Dr & Larry Paskow Way/East Dr
City: North Bay Village
Project ID: 23-140123-002
Date: 3/9/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harbor Island Dr		Harbor Island Dr		Larry Paskow Way/East Dr		Larry Paskow Way/East Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	3	0	2	1	1	0	1	11
7:15 AM	3	5	1	0	2	0	0	0	11
7:30 AM	3	8	0	0	2	2	0	1	16
7:45 AM	6	3	0	0	1	1	0	2	13
8:00 AM	9	6	0	0	1	9	2	1	28
8:15 AM	3	1	0	0	2	1	0	1	8
8:30 AM	4	0	0	1	1	1	1	0	8
8:45 AM	5	6	0	0	0	1	0	1	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	36	32	1	3	10	16	3	7	108
APPROACH %'s :	52.94%	47.06%	25.00%	75.00%	38.46%	61.54%	30.00%	70.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	21	13	0	1	4	12	3	3	57
PEAK HR FACTOR :	0.583	0.542		0.250	0.500	0.333	0.375	0.750	0.509
	0.567		0.250		0.400		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	4	4	0	0	1	0	1	0	10
4:15 PM	1	4	0	1	1	2	0	1	10
4:30 PM	2	11	0	2	9	0	1	0	25
4:45 PM	5	2	0	1	0	3	3	0	14
5:00 PM	6	4	1	0	0	0	0	0	11
5:15 PM	7	1	1	1	1	2	0	0	13
5:30 PM	3	5	0	0	0	1	1	0	10
5:45 PM	5	7	0	0	0	1	0	1	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	33	38	2	5	12	9	6	2	107
APPROACH %'s :	46.48%	53.52%	28.57%	71.43%	57.14%	42.86%	75.00%	25.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	21	17	2	1	1	4	1	1	48
PEAK HR FACTOR :	0.750	0.607	0.500	0.250	0.250	0.500	0.250	0.250	0.857
	0.792		0.375		0.417		0.500		

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

TMC collection date

ADT collection date

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8700_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.90	0.98
2	01/03/2021 - 01/09/2021	1.07	1.16
3	01/10/2021 - 01/16/2021	1.24	1.35
4	01/17/2021 - 01/23/2021	1.22	1.33
5	01/24/2021 - 01/30/2021	1.19	1.29
6	01/31/2021 - 02/06/2021	1.17	1.27
7	02/07/2021 - 02/13/2021	1.15	1.25
8	02/14/2021 - 02/20/2021	1.13	1.23
9	02/21/2021 - 02/27/2021	1.11	1.21
10	02/28/2021 - 03/06/2021	1.09	1.18
11	03/07/2021 - 03/13/2021	1.07	1.16
12	03/14/2021 - 03/20/2021	1.05	1.14
13	03/21/2021 - 03/27/2021	1.06	1.15
14	03/28/2021 - 04/03/2021	1.07	1.16
15	04/04/2021 - 04/10/2021	1.09	1.18
16	04/11/2021 - 04/17/2021	1.10	1.20
17	04/18/2021 - 04/24/2021	1.08	1.17
18	04/25/2021 - 05/01/2021	1.07	1.16
19	05/02/2021 - 05/08/2021	1.06	1.15
20	05/09/2021 - 05/15/2021	1.05	1.14
21	05/16/2021 - 05/22/2021	1.05	1.14
22	05/23/2021 - 05/29/2021	1.05	1.14
23	05/30/2021 - 06/05/2021	1.05	1.14
24	06/06/2021 - 06/12/2021	1.05	1.14
25	06/13/2021 - 06/19/2021	1.05	1.14
26	06/20/2021 - 06/26/2021	1.04	1.13
27	06/27/2021 - 07/03/2021	1.04	1.13
28	07/04/2021 - 07/10/2021	1.03	1.12
29	07/11/2021 - 07/17/2021	1.02	1.11
30	07/18/2021 - 07/24/2021	1.01	1.10
31	07/25/2021 - 07/31/2021	1.00	1.09
32	08/01/2021 - 08/07/2021	0.99	1.08
33	08/08/2021 - 08/14/2021	0.98	1.07
34	08/15/2021 - 08/21/2021	0.97	1.05
35	08/22/2021 - 08/28/2021	0.97	1.05
36	08/29/2021 - 09/04/2021	0.97	1.05
37	09/05/2021 - 09/11/2021	0.97	1.05
38	09/12/2021 - 09/18/2021	0.97	1.05
*39	09/19/2021 - 09/25/2021	0.95	1.03
*40	09/26/2021 - 10/02/2021	0.94	1.02
*41	10/03/2021 - 10/09/2021	0.92	1.00
*42	10/10/2021 - 10/16/2021	0.91	0.99
*43	10/17/2021 - 10/23/2021	0.91	0.99
*44	10/24/2021 - 10/30/2021	0.92	1.00
*45	10/31/2021 - 11/06/2021	0.92	1.00
*46	11/07/2021 - 11/13/2021	0.92	1.00
*47	11/14/2021 - 11/20/2021	0.92	1.00
*48	11/21/2021 - 11/27/2021	0.92	1.00
*49	11/28/2021 - 12/04/2021	0.91	0.99
*50	12/05/2021 - 12/11/2021	0.91	0.99
*51	12/12/2021 - 12/18/2021	0.90	0.98
52	12/19/2021 - 12/25/2021	1.07	1.16
53	12/26/2021 - 12/31/2021	1.24	1.35

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8701_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8702 MIAMI DADE NORTH EXP

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.02	1.04
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	1.06	1.08
6	01/31/2021 - 02/06/2021	1.05	1.07
7	02/07/2021 - 02/13/2021	1.04	1.06
8	02/14/2021 - 02/20/2021	1.04	1.06
9	02/21/2021 - 02/27/2021	1.03	1.05
10	02/28/2021 - 03/06/2021	1.02	1.04
11	03/07/2021 - 03/13/2021	1.01	1.03
12	03/14/2021 - 03/20/2021	1.00	1.02
13	03/21/2021 - 03/27/2021	1.00	1.02
14	03/28/2021 - 04/03/2021	1.00	1.02
*15	04/04/2021 - 04/10/2021	0.99	1.01
*16	04/11/2021 - 04/17/2021	0.99	1.01
*17	04/18/2021 - 04/24/2021	0.99	1.01
*18	04/25/2021 - 05/01/2021	0.98	1.00
*19	05/02/2021 - 05/08/2021	0.98	1.00
*20	05/09/2021 - 05/15/2021	0.97	0.99
*21	05/16/2021 - 05/22/2021	0.97	0.99
*22	05/23/2021 - 05/29/2021	0.98	1.00
*23	05/30/2021 - 06/05/2021	0.98	1.00
*24	06/06/2021 - 06/12/2021	0.98	1.00
*25	06/13/2021 - 06/19/2021	0.99	1.01
*26	06/20/2021 - 06/26/2021	0.99	1.01
*27	06/27/2021 - 07/03/2021	0.99	1.01
28	07/04/2021 - 07/10/2021	1.00	1.02
29	07/11/2021 - 07/17/2021	1.00	1.02
30	07/18/2021 - 07/24/2021	1.00	1.02
31	07/25/2021 - 07/31/2021	1.00	1.02
32	08/01/2021 - 08/07/2021	1.00	1.02
33	08/08/2021 - 08/14/2021	1.00	1.02
34	08/15/2021 - 08/21/2021	1.01	1.03
35	08/22/2021 - 08/28/2021	1.01	1.03
36	08/29/2021 - 09/04/2021	1.01	1.03
37	09/05/2021 - 09/11/2021	1.01	1.03
38	09/12/2021 - 09/18/2021	1.01	1.03
39	09/19/2021 - 09/25/2021	1.00	1.02
40	09/26/2021 - 10/02/2021	0.99	1.01
41	10/03/2021 - 10/09/2021	0.98	1.00
42	10/10/2021 - 10/16/2021	0.97	0.99
43	10/17/2021 - 10/23/2021	0.97	0.99
44	10/24/2021 - 10/30/2021	0.98	1.00
45	10/31/2021 - 11/06/2021	0.98	1.00
46	11/07/2021 - 11/13/2021	0.99	1.01
47	11/14/2021 - 11/20/2021	0.99	1.01
48	11/21/2021 - 11/27/2021	1.00	1.02
49	11/28/2021 - 12/04/2021	1.01	1.03
50	12/05/2021 - 12/11/2021	1.01	1.03
51	12/12/2021 - 12/18/2021	1.02	1.04
52	12/19/2021 - 12/25/2021	1.05	1.07
53	12/26/2021 - 12/31/2021	1.08	1.10

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8702_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8703 MIAMI DADE SOUTH EXP

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.02
2	01/03/2021 - 01/09/2021	1.04	1.07
3	01/10/2021 - 01/16/2021	1.10	1.13
4	01/17/2021 - 01/23/2021	1.09	1.12
5	01/24/2021 - 01/30/2021	1.07	1.10
6	01/31/2021 - 02/06/2021	1.06	1.09
7	02/07/2021 - 02/13/2021	1.04	1.07
8	02/14/2021 - 02/20/2021	1.03	1.06
9	02/21/2021 - 02/27/2021	1.02	1.05
10	02/28/2021 - 03/06/2021	1.02	1.05
11	03/07/2021 - 03/13/2021	1.01	1.04
12	03/14/2021 - 03/20/2021	1.01	1.04
13	03/21/2021 - 03/27/2021	1.00	1.03
14	03/28/2021 - 04/03/2021	1.00	1.03
15	04/04/2021 - 04/10/2021	0.99	1.02
16	04/11/2021 - 04/17/2021	0.99	1.02
17	04/18/2021 - 04/24/2021	0.99	1.02
18	04/25/2021 - 05/01/2021	0.98	1.01
19	05/02/2021 - 05/08/2021	0.98	1.01
20	05/09/2021 - 05/15/2021	0.97	1.00
21	05/16/2021 - 05/22/2021	0.98	1.01
22	05/23/2021 - 05/29/2021	0.98	1.01
23	05/30/2021 - 06/05/2021	0.99	1.02
24	06/06/2021 - 06/12/2021	1.00	1.03
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.02	1.05
27	06/27/2021 - 07/03/2021	1.03	1.06
28	07/04/2021 - 07/10/2021	1.04	1.07
29	07/11/2021 - 07/17/2021	1.05	1.08
30	07/18/2021 - 07/24/2021	1.04	1.07
31	07/25/2021 - 07/31/2021	1.04	1.07
32	08/01/2021 - 08/07/2021	1.03	1.06
33	08/08/2021 - 08/14/2021	1.03	1.06
34	08/15/2021 - 08/21/2021	1.03	1.06
35	08/22/2021 - 08/28/2021	1.02	1.05
36	08/29/2021 - 09/04/2021	1.01	1.04
37	09/05/2021 - 09/11/2021	1.00	1.03
38	09/12/2021 - 09/18/2021	0.99	1.02
*39	09/19/2021 - 09/25/2021	0.97	1.00
*40	09/26/2021 - 10/02/2021	0.96	0.99
*41	10/03/2021 - 10/09/2021	0.95	0.98
*42	10/10/2021 - 10/16/2021	0.94	0.97
*43	10/17/2021 - 10/23/2021	0.95	0.98
*44	10/24/2021 - 10/30/2021	0.95	0.98
*45	10/31/2021 - 11/06/2021	0.96	0.99
*46	11/07/2021 - 11/13/2021	0.97	1.00
*47	11/14/2021 - 11/20/2021	0.98	1.01
*48	11/21/2021 - 11/27/2021	0.98	1.01
*49	11/28/2021 - 12/04/2021	0.98	1.01
*50	12/05/2021 - 12/11/2021	0.98	1.01
*51	12/12/2021 - 12/18/2021	0.99	1.02
52	12/19/2021 - 12/25/2021	1.04	1.07
53	12/26/2021 - 12/31/2021	1.10	1.13

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8703_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8719 MIAMI-DADE I 195

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.03
2	01/03/2021 - 01/09/2021	1.03	1.07
3	01/10/2021 - 01/16/2021	1.08	1.13
4	01/17/2021 - 01/23/2021	1.06	1.10
5	01/24/2021 - 01/30/2021	1.05	1.09
6	01/31/2021 - 02/06/2021	1.04	1.08
7	02/07/2021 - 02/13/2021	1.02	1.06
8	02/14/2021 - 02/20/2021	1.01	1.05
9	02/21/2021 - 02/27/2021	1.00	1.04
10	02/28/2021 - 03/06/2021	1.00	1.04
11	03/07/2021 - 03/13/2021	0.99	1.03
12	03/14/2021 - 03/20/2021	0.99	1.03
13	03/21/2021 - 03/27/2021	0.98	1.02
14	03/28/2021 - 04/03/2021	0.98	1.02
15	04/04/2021 - 04/10/2021	0.98	1.02
*16	04/11/2021 - 04/17/2021	0.98	1.02
*17	04/18/2021 - 04/24/2021	0.97	1.01
*18	04/25/2021 - 05/01/2021	0.96	1.00
*19	05/02/2021 - 05/08/2021	0.95	0.99
*20	05/09/2021 - 05/15/2021	0.95	0.99
*21	05/16/2021 - 05/22/2021	0.95	0.99
*22	05/23/2021 - 05/29/2021	0.95	0.99
*23	05/30/2021 - 06/05/2021	0.95	0.99
*24	06/06/2021 - 06/12/2021	0.95	0.99
*25	06/13/2021 - 06/19/2021	0.95	0.99
*26	06/20/2021 - 06/26/2021	0.96	1.00
*27	06/27/2021 - 07/03/2021	0.97	1.01
*28	07/04/2021 - 07/10/2021	0.98	1.02
29	07/11/2021 - 07/17/2021	0.99	1.03
30	07/18/2021 - 07/24/2021	1.00	1.04
31	07/25/2021 - 07/31/2021	1.01	1.05
32	08/01/2021 - 08/07/2021	1.02	1.06
33	08/08/2021 - 08/14/2021	1.03	1.07
34	08/15/2021 - 08/21/2021	1.05	1.09
35	08/22/2021 - 08/28/2021	1.05	1.09
36	08/29/2021 - 09/04/2021	1.06	1.10
37	09/05/2021 - 09/11/2021	1.06	1.10
38	09/12/2021 - 09/18/2021	1.07	1.11
39	09/19/2021 - 09/25/2021	1.05	1.09
40	09/26/2021 - 10/02/2021	1.04	1.08
41	10/03/2021 - 10/09/2021	1.02	1.06
42	10/10/2021 - 10/16/2021	1.01	1.05
43	10/17/2021 - 10/23/2021	1.01	1.05
44	10/24/2021 - 10/30/2021	1.01	1.05
45	10/31/2021 - 11/06/2021	1.01	1.05
46	11/07/2021 - 11/13/2021	1.01	1.05
47	11/14/2021 - 11/20/2021	1.01	1.05
48	11/21/2021 - 11/27/2021	1.01	1.05
49	11/28/2021 - 12/04/2021	1.00	1.04
50	12/05/2021 - 12/11/2021	1.00	1.04
51	12/12/2021 - 12/18/2021	0.99	1.03
52	12/19/2021 - 12/25/2021	1.03	1.07
53	12/26/2021 - 12/31/2021	1.08	1.13

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8719_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8739 MIAMI-DADE I 395

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.03
2	01/03/2021 - 01/09/2021	1.03	1.07
3	01/10/2021 - 01/16/2021	1.08	1.13
4	01/17/2021 - 01/23/2021	1.06	1.10
5	01/24/2021 - 01/30/2021	1.05	1.09
6	01/31/2021 - 02/06/2021	1.04	1.08
7	02/07/2021 - 02/13/2021	1.02	1.06
8	02/14/2021 - 02/20/2021	1.01	1.05
9	02/21/2021 - 02/27/2021	1.00	1.04
10	02/28/2021 - 03/06/2021	1.00	1.04
11	03/07/2021 - 03/13/2021	0.99	1.03
12	03/14/2021 - 03/20/2021	0.99	1.03
13	03/21/2021 - 03/27/2021	0.98	1.02
14	03/28/2021 - 04/03/2021	0.98	1.02
15	04/04/2021 - 04/10/2021	0.98	1.02
*16	04/11/2021 - 04/17/2021	0.98	1.02
*17	04/18/2021 - 04/24/2021	0.97	1.01
*18	04/25/2021 - 05/01/2021	0.96	1.00
*19	05/02/2021 - 05/08/2021	0.95	0.99
*20	05/09/2021 - 05/15/2021	0.95	0.99
*21	05/16/2021 - 05/22/2021	0.95	0.99
*22	05/23/2021 - 05/29/2021	0.95	0.99
*23	05/30/2021 - 06/05/2021	0.95	0.99
*24	06/06/2021 - 06/12/2021	0.95	0.99
*25	06/13/2021 - 06/19/2021	0.95	0.99
*26	06/20/2021 - 06/26/2021	0.96	1.00
*27	06/27/2021 - 07/03/2021	0.97	1.01
*28	07/04/2021 - 07/10/2021	0.98	1.02
29	07/11/2021 - 07/17/2021	0.99	1.03
30	07/18/2021 - 07/24/2021	1.00	1.04
31	07/25/2021 - 07/31/2021	1.01	1.05
32	08/01/2021 - 08/07/2021	1.02	1.06
33	08/08/2021 - 08/14/2021	1.03	1.07
34	08/15/2021 - 08/21/2021	1.05	1.09
35	08/22/2021 - 08/28/2021	1.05	1.09
36	08/29/2021 - 09/04/2021	1.06	1.10
37	09/05/2021 - 09/11/2021	1.06	1.10
38	09/12/2021 - 09/18/2021	1.07	1.11
39	09/19/2021 - 09/25/2021	1.05	1.09
40	09/26/2021 - 10/02/2021	1.04	1.08
41	10/03/2021 - 10/09/2021	1.02	1.06
42	10/10/2021 - 10/16/2021	1.01	1.05
43	10/17/2021 - 10/23/2021	1.01	1.05
44	10/24/2021 - 10/30/2021	1.01	1.05
45	10/31/2021 - 11/06/2021	1.01	1.05
46	11/07/2021 - 11/13/2021	1.01	1.05
47	11/14/2021 - 11/20/2021	1.01	1.05
48	11/21/2021 - 11/27/2021	1.01	1.05
49	11/28/2021 - 12/04/2021	1.00	1.04
50	12/05/2021 - 12/11/2021	1.00	1.04
51	12/12/2021 - 12/18/2021	0.99	1.03
52	12/19/2021 - 12/25/2021	1.03	1.07
53	12/26/2021 - 12/31/2021	1.08	1.13

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8739_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8775 MIAMI-DADE I 75

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.02	1.04
2	01/03/2021 - 01/09/2021	1.05	1.07
3	01/10/2021 - 01/16/2021	1.09	1.11
4	01/17/2021 - 01/23/2021	1.08	1.10
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	1.04	1.06
9	02/21/2021 - 02/27/2021	1.02	1.04
10	02/28/2021 - 03/06/2021	1.01	1.03
11	03/07/2021 - 03/13/2021	1.00	1.02
12	03/14/2021 - 03/20/2021	0.99	1.01
13	03/21/2021 - 03/27/2021	0.99	1.01
14	03/28/2021 - 04/03/2021	0.99	1.01
15	04/04/2021 - 04/10/2021	0.99	1.01
16	04/11/2021 - 04/17/2021	1.00	1.02
17	04/18/2021 - 04/24/2021	0.99	1.01
18	04/25/2021 - 05/01/2021	0.99	1.01
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	0.98	1.00
23	05/30/2021 - 06/05/2021	0.98	1.00
24	06/06/2021 - 06/12/2021	0.98	1.00
25	06/13/2021 - 06/19/2021	0.99	1.01
26	06/20/2021 - 06/26/2021	0.99	1.01
27	06/27/2021 - 07/03/2021	1.00	1.02
28	07/04/2021 - 07/10/2021	1.01	1.03
29	07/11/2021 - 07/17/2021	1.02	1.04
30	07/18/2021 - 07/24/2021	1.01	1.03
31	07/25/2021 - 07/31/2021	1.01	1.03
32	08/01/2021 - 08/07/2021	1.01	1.03
33	08/08/2021 - 08/14/2021	1.01	1.03
34	08/15/2021 - 08/21/2021	1.01	1.03
35	08/22/2021 - 08/28/2021	1.01	1.03
36	08/29/2021 - 09/04/2021	1.01	1.03
*37	09/05/2021 - 09/11/2021	1.00	1.02
*38	09/12/2021 - 09/18/2021	1.00	1.02
*39	09/19/2021 - 09/25/2021	0.99	1.01
*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	0.97	0.99
*43	10/17/2021 - 10/23/2021	0.97	0.99
*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	0.98	1.00
*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	1.02	1.04
52	12/19/2021 - 12/25/2021	1.05	1.07
53	12/26/2021 - 12/31/2021	1.09	1.11

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8775_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8795 MIAMI-DADE I 95

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.04	1.06
2	01/03/2021 - 01/09/2021	1.04	1.06
3	01/10/2021 - 01/16/2021	1.03	1.05
4	01/17/2021 - 01/23/2021	1.03	1.05
5	01/24/2021 - 01/30/2021	1.02	1.04
6	01/31/2021 - 02/06/2021	1.02	1.04
7	02/07/2021 - 02/13/2021	1.01	1.03
8	02/14/2021 - 02/20/2021	1.01	1.03
9	02/21/2021 - 02/27/2021	1.00	1.02
10	02/28/2021 - 03/06/2021	0.99	1.01
*11	03/07/2021 - 03/13/2021	0.98	1.00
*12	03/14/2021 - 03/20/2021	0.97	0.99
*13	03/21/2021 - 03/27/2021	0.97	0.99
*14	03/28/2021 - 04/03/2021	0.98	1.00
*15	04/04/2021 - 04/10/2021	0.98	1.00
*16	04/11/2021 - 04/17/2021	0.98	1.00
*17	04/18/2021 - 04/24/2021	0.98	1.00
*18	04/25/2021 - 05/01/2021	0.98	1.00
*19	05/02/2021 - 05/08/2021	0.97	0.99
*20	05/09/2021 - 05/15/2021	0.97	0.99
*21	05/16/2021 - 05/22/2021	0.98	1.00
*22	05/23/2021 - 05/29/2021	0.98	1.00
*23	05/30/2021 - 06/05/2021	0.99	1.01
24	06/06/2021 - 06/12/2021	0.99	1.01
25	06/13/2021 - 06/19/2021	1.00	1.02
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	1.02	1.04
29	07/11/2021 - 07/17/2021	1.02	1.04
30	07/18/2021 - 07/24/2021	1.02	1.04
31	07/25/2021 - 07/31/2021	1.02	1.04
32	08/01/2021 - 08/07/2021	1.01	1.03
33	08/08/2021 - 08/14/2021	1.01	1.03
34	08/15/2021 - 08/21/2021	1.01	1.03
35	08/22/2021 - 08/28/2021	1.01	1.03
36	08/29/2021 - 09/04/2021	1.01	1.03
37	09/05/2021 - 09/11/2021	1.01	1.03
38	09/12/2021 - 09/18/2021	1.01	1.03
39	09/19/2021 - 09/25/2021	1.00	1.02
40	09/26/2021 - 10/02/2021	1.00	1.02
41	10/03/2021 - 10/09/2021	0.99	1.01
42	10/10/2021 - 10/16/2021	0.98	1.00
43	10/17/2021 - 10/23/2021	0.99	1.01
44	10/24/2021 - 10/30/2021	0.99	1.01
45	10/31/2021 - 11/06/2021	1.00	1.02
46	11/07/2021 - 11/13/2021	1.00	1.02
47	11/14/2021 - 11/20/2021	1.01	1.03
48	11/21/2021 - 11/27/2021	1.02	1.04
49	11/28/2021 - 12/04/2021	1.03	1.05
50	12/05/2021 - 12/11/2021	1.03	1.05
51	12/12/2021 - 12/18/2021	1.04	1.06
52	12/19/2021 - 12/25/2021	1.04	1.06
53	12/26/2021 - 12/31/2021	1.03	1.05

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 6_8795_PKSEASON.TXT

APPENDIX C: Growth Rate

Year	FDOT Count*	NBV Census
2010		7137
2011		
2012		
2013		
2014		
2015		
2016		
2017	39500	
2018	41000	
2019	39500	
2020	37000	8160
2021	39000	7956
Δ% (overall)	-1.2%	15.4%
Δ% (annual)	-0.3%	1.4%

* FDOT Count Station 870533 - SR 934 between Adventure Avenue and Bay Dr

APPENDIX D: Volume Calculations

Committed projects:

1819/1855 79th St Causeway
Mixed-use Development
WB Thru Traffic – 91 AM, 78 PM
EB Thru Traffic – 93 AM, 91 PM
Source: NV5 Traffic Impact Study, 12/2022

1755 Kennedy Causeway
Mixed-use Development
Source: Kimley Horn & Assoc. Traffic Impact Analysis, 1/2022
WB Thru Traffic – 40 AM, 59 PM
EB Thru Traffic – 53 AM, 62 PM

Shoma Bay Village
Mixed-use Development
Source: David Plummer & Assoc., Traffic Impact Analysis, 11/2020
WB Thru Traffic – 65 AM, 63 PM
EB Thru Traffic – 52 AM, 78 PM

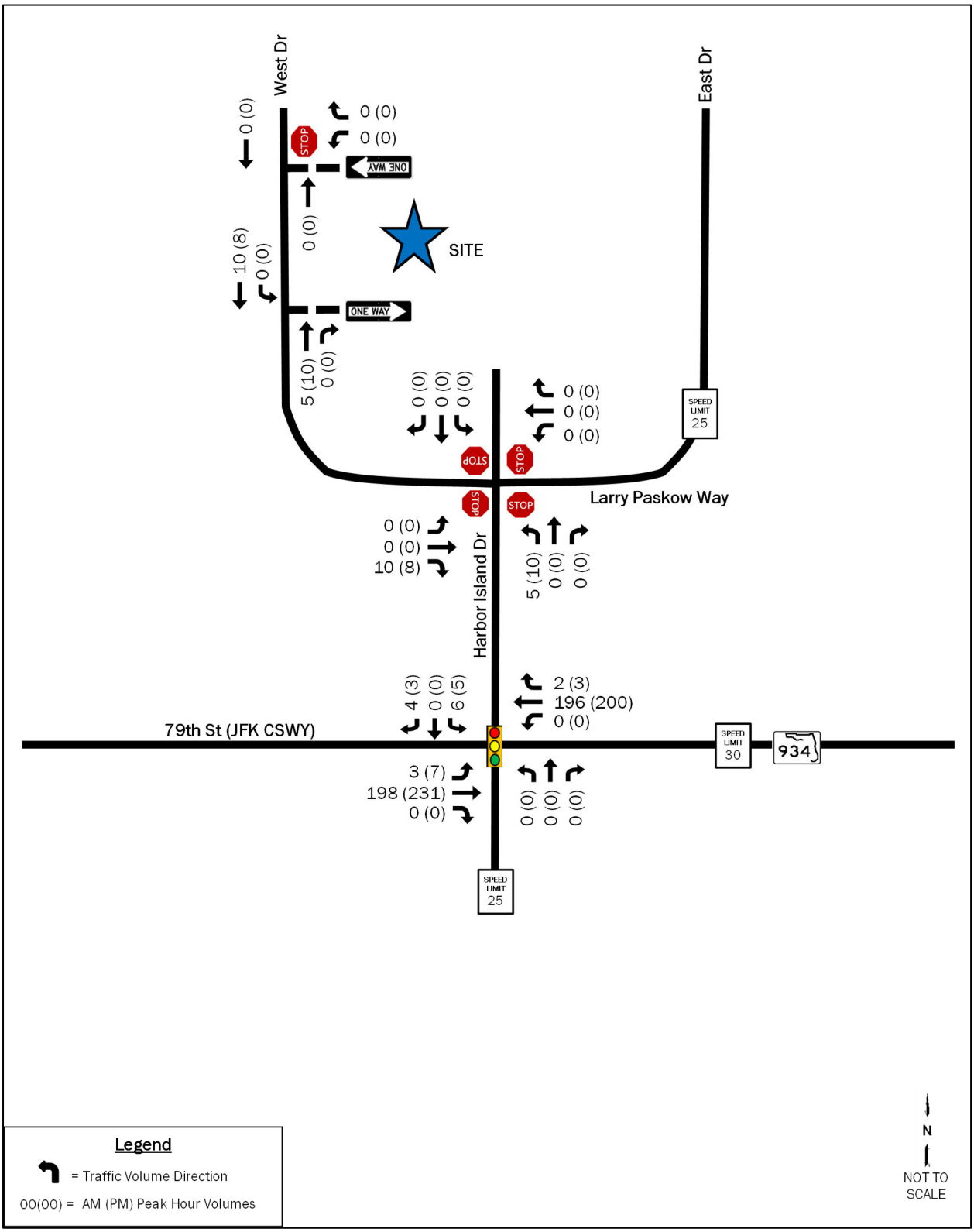
7918 West Drive
54-unit residential tower

Multifamily Housing (High-Rise) (222)
Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Not Close to Rail Transit		Project Trips		
Project Land Use	**Project Density**	**Total**	**Inbound**	**Outbound**
Multifamily Housing (High-Rise)	54 DU			
Daily		**246**	123	123
AM Peak Hour		**15**	5	10
PM Peak Hour		**18**	10	8

Source: ITE Trip Generation, 11th Ed (2021)

Committed projects traffic volume



	Existing Volumes		Ambient Growth		Adjacent Development		No-Build Volumes		Trip Dist - Cars		Primary Trips - Cars		Site Traffic Volumes		Build Volumes	
	Figure 6		Figure 5a		Figure 5b		Figure 9		Figure 7		Figure 6b		Figure 8		Figure 10	
79th St (SR 934) & Harbor Island Dr																
Node 1																
Turning Mvmt	AM	PM	AM	PM	AM	PM	AM	PM	Inbound	Outbound	AM	PM	AM	PM	AM	PM
SBL	154	106	12	8	6	5	172	119	0%	25%	4	3	4	3	176	122
SBT	0	2	0	0	0	0	0	2	0%	0%	0	0	0	0	0	2
SBR	220	151	18	12	4	3	242	166	0%	75%	12	10	12	10	254	176
SBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
NBL	38	26	3	2	0	0	41	28	0%	0%	0	0	0	0	41	28
NBT	3	1	0	0	0	0	3	1	0%	0%	0	0	0	0	3	1
NBR	23	15	2	1	0	0	25	16	0%	0%	0	0	0	0	25	16
NBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
EBL	112	188	9	15	3	7	124	210	75%	0%	7	13	7	13	131	223
EBT	1549	1368	123	109	198	231	1870	1708	0%	0%	0	0	0	0	1870	1708
EBR	29	27	2	2	0	0	31	29	0%	0%	0	0	0	0	31	29
EBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
WBL	24	23	2	2	0	0	26	25	0%	0%	0	0	0	0	26	25
WBT	1370	1917	109	153	196	200	1675	2270	0%	0%	0	0	0	0	1675	2270
WBR	67	95	5	8	2	3	74	106	25%	0%	2	4	2	4	76	110
WBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
Harbor Island Dr & Larry Paskow Way																
Node 2																
Turning Mvmt	AM	PM	AM	PM	AM	PM	AM	PM	Inbound	Outbound	AM	PM	AM	PM	AM	PM
SBL	8	2	1	0	0	0	9	2	0%	0%	0	0	0	0	9	2
SBT	86	44	7	4	0	0	93	48	0%	0%	0	0	0	0	93	48
SBR	0	1	0	0	0	0	0	1	0%	0%	0	0	0	0	0	1
SBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
NBL	66	115	5	9	5	10	76	134	100%	0%	9	17	9	17	85	151
NBT	42	63	3	5	0	0	45	68	0%	0%	0	0	0	0	45	68
NBR	74	103	6	8	0	0	80	111	0%	0%	0	0	0	0	80	111
NBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
EBL	0	3	0	0	0	0	0	3	0%	0%	0	0	0	0	0	3
EBT	21	10	2	1	0	0	23	11	0%	0%	0	0	0	0	23	11
EBR	166	110	13	9	10	8	189	127	0%	100%	16	13	16	13	205	140
EBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
WBL	116	99	9	8	0	0	125	107	0%	0%	0	0	0	0	125	107
WBT	21	9	2	1	0	0	23	10	0%	0%	0	0	0	0	23	10
WBR	11	9	1	1	0	0	12	10	0%	0%	0	0	0	0	12	10
WBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
West Drive & Site Drive																
Node 3																
Turning Mvmt	AM	PM	AM	PM	AM	PM	AM	PM	Inbound	Outbound	AM	PM	AM	PM	AM	PM
SBL	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
SBT	187	123	15	10	0	0	202	133	0%	0%	0	0	0	0	202	133
SBR	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
NBT	87	125	7	10	0	0	94	135	0%	0%	0	0	0	0	94	135
NBR	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
NBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0%	100%	16	13	16	13	16	13
WBT	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0%	0%	0	0	0	0	0	0

APPENDIX E: Trip Generation

Multifamily Housing (High-Rise) (222)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Not Close to Rail Transit Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Multifamily Housing (High-Rise)	94 DU				222	Dwelling Units				
Daily		**426**	213	213			-	50%	50%	4.54
AM Peak Hour		**25**	9	16			-	34%	66%	0.27
PM Peak Hour		**30**	17	13			-	56%	44%	0.32
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**426**	213	213						
AM Peak Hour		**25**	9	16						
PM Peak Hour		**30**	17	13						

Note:

[1] Where: T = Trips; X = Density by Variable

Entered by: *SM* 12/3/2021

Checked by: *AK* 12/7/2021

Multifamily Housing (High Rise)
(222)

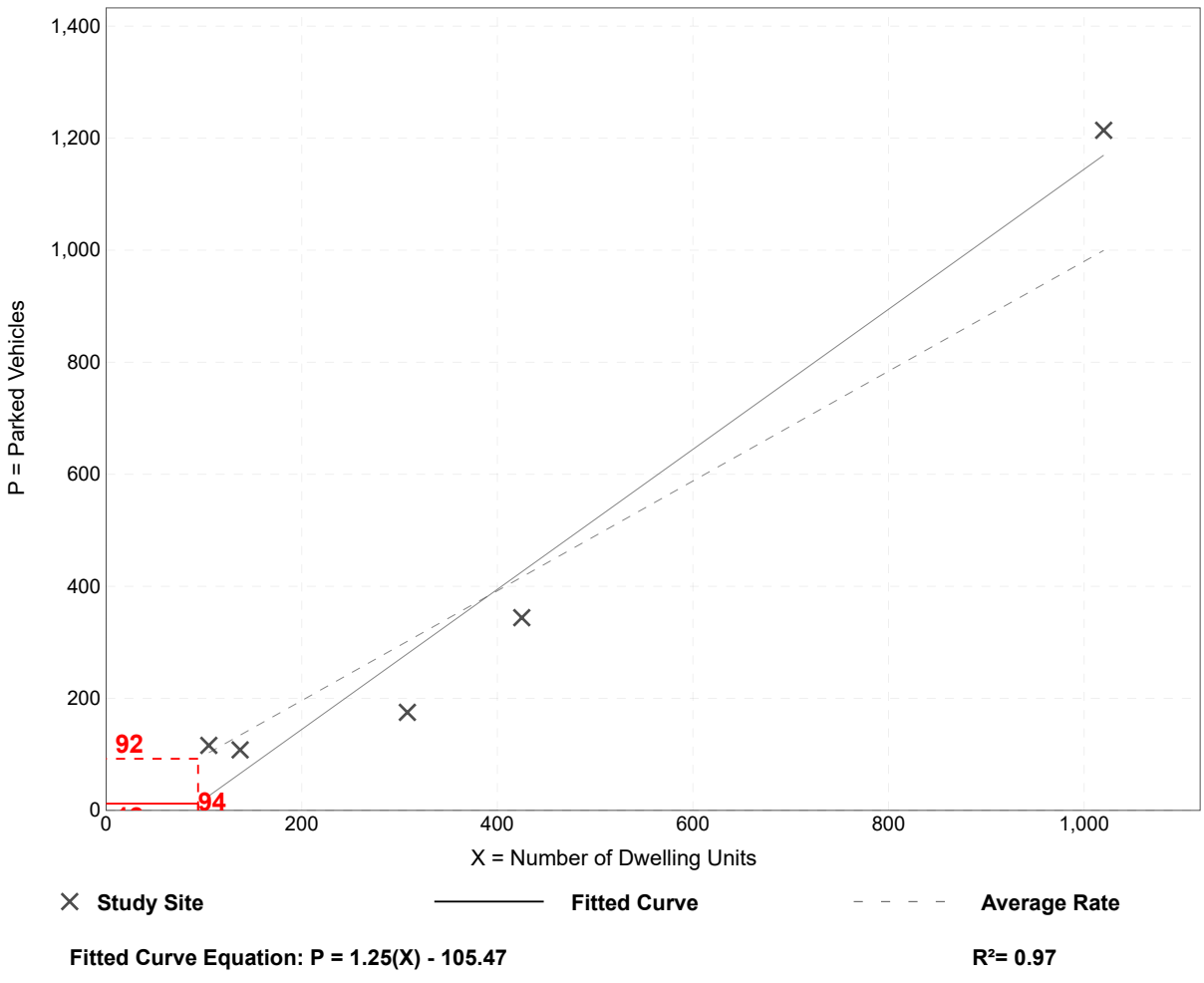
Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (no nearby rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 5
Avg. Num. of Dwelling Units: 399

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.98	0.57 - 1.19	0.78 / 1.19	***	0.27 (28%)

Data Plot and Equation

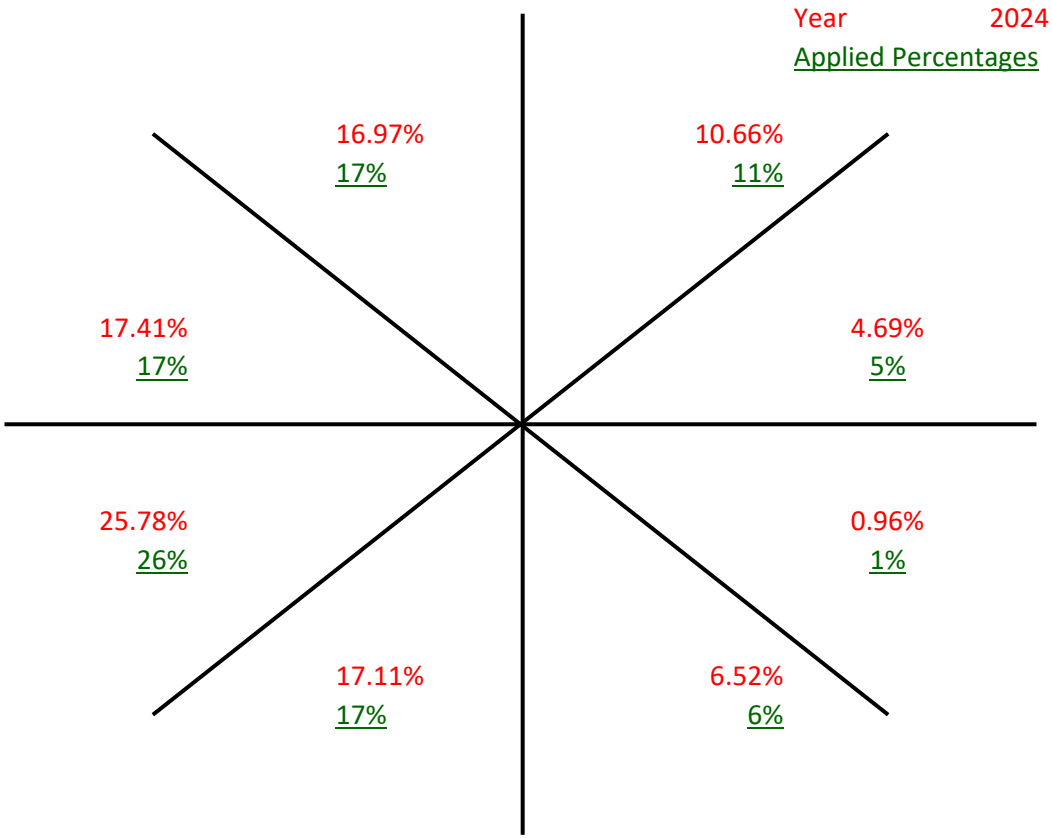
Caution – Small Sample Size



Fitted Curve Equation: P = 1.25(X) - 105.47 **R^2= 0.97**

APPENDIX F: Trip Distribution

Cardinal Distribution for TAZ 624



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2024 Interpolated	2024 Rounded
	2015	2045		
North-Northeast	10.8%	10.5%	10.66%	11.0%
East-Northeast	6.0%	3.2%	4.69%	5.0%
East-Southeast	1.1%	0.8%	0.96%	1.0%
South-Southeast	6.1%	7.0%	6.52%	6.0%
South-Southwest	15.2%	19.3%	17.11%	17.0%
West-Southwest	26.2%	25.3%	25.78%	26.0%
West-Northwest	16.8%	18.1%	17.41%	17.0%
North-Northwest	17.9%	15.9%	16.97%	17.0%
Total	**100.1%**	**100.1%**	**100.10%**	**100.0%**



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

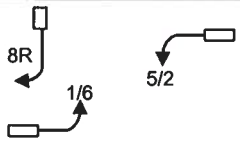
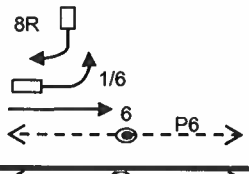
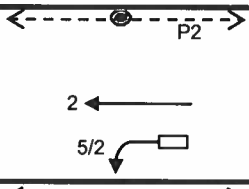
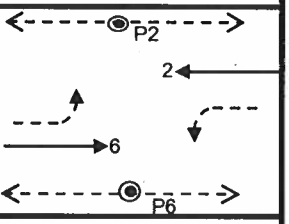
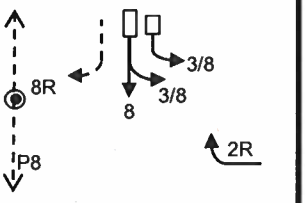
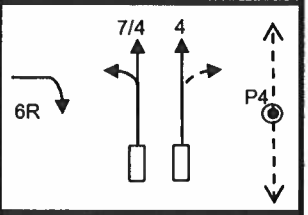
SEPTEMBER 2019

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 G: Signal Timing Plans

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

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 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	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

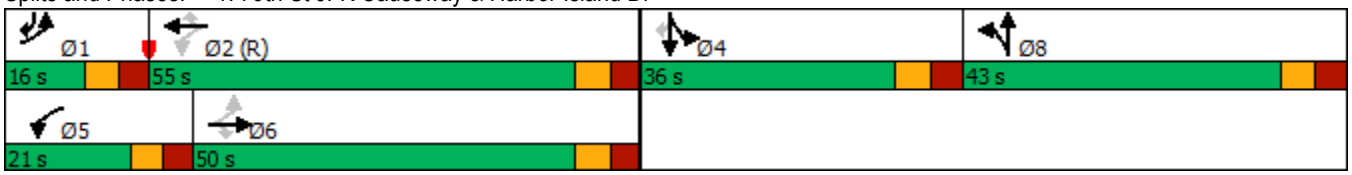
No Calendar Defined/Enabled

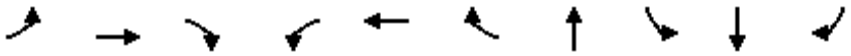
APPENDIX H: Synchro Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	112	1549	29	24	1370	67	3	154	0	220
Future Volume (vph)	112	1549	29	24	1370	67	3	154	0	220
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	1	6		5	2		8	4	4	1
Permitted Phases	6		6	2		2				4
Detector Phase	1	6	6	5	2	2	8	4	4	1
Switch Phase										
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	9.0	47.3	47.3	14.0	48.0	48.0	35.7	35.7	35.7	9.0
Total Split (s)	16.0	50.0	50.0	21.0	55.0	55.0	43.0	36.0	36.0	16.0
Total Split (%)	10.7%	33.3%	33.3%	14.0%	36.7%	36.7%	28.7%	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	3.3	3.3	3.3	3.3	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	7.3	7.0	7.3	7.3	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	106.9	98.5	98.5	92.5	86.0	86.0	7.8	12.9	12.9	27.2
Actuated g/C Ratio	0.71	0.66	0.66	0.62	0.57	0.57	0.05	0.09	0.09	0.18
v/c Ratio	0.47	0.59	0.03	0.16	0.54	0.08	0.40	0.58	0.59	0.50
Control Delay	12.9	16.9	0.1	10.8	21.8	0.1	50.3	80.7	81.2	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	16.9	0.1	10.8	21.8	0.1	50.3	80.7	81.2	7.1
LOS	B	B	A	B	C	A	D	F	F	A
Approach Delay		16.4			20.7		50.3		37.6	
Approach LOS		B			C		D		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 106 (71%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

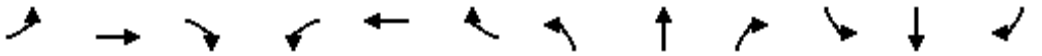
Splits and Phases: 1: 79th St JFK Causeway & Harbor Island Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	137	1889	35	27	1522	74	78	85	86	244
v/c Ratio	0.47	0.59	0.03	0.16	0.54	0.08	0.40	0.58	0.59	0.50
Control Delay	12.9	16.9	0.1	10.8	21.8	0.1	50.3	80.7	81.2	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	16.9	0.1	10.8	21.8	0.1	50.3	80.7	81.2	7.1
Queue Length 50th (ft)	38	393	0	7	327	0	25	85	86	0
Queue Length 95th (ft)	65	440	0	20	443	0	47	144	146	54
Internal Link Dist (ft)		715			708		143		84	
Turn Bay Length (ft)	150		125	175		125				
Base Capacity (vph)	294	3226	1037	262	2818	970	795	323	323	489
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	0.47	0.59	0.03	0.10	0.54	0.08	0.10	0.26	0.27	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1549	29	24	1370	67	38	3	23	154	0	220
Future Volume (veh/h)	112	1549	29	24	1370	67	38	3	23	154	0	220
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		0.96	1.00		0.95	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	1900	1826	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1889	35	27	1522	74	46	4	28	171	0	244
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82	0.90	0.90	0.90
Percent Heavy Veh, %	0	5	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	235	2708	852	151	2575	797	126	14	96	603	0	342
Arrive On Green	0.05	0.54	0.54	0.02	0.52	0.52	0.07	0.07	0.07	0.17	0.00	0.17
Sat Flow, veh/h	1810	4985	1568	1810	4985	1543	1810	196	1375	3619	0	1578
Grp Volume(v), veh/h	137	1889	35	27	1522	74	46	0	32	171	0	244
Grp Sat Flow(s),veh/h/ln	1810	1662	1568	1810	1662	1543	1810	0	1572	1810	0	1578
Q Serve(g_s), s	5.3	41.8	1.6	1.0	31.9	3.7	3.6	0.0	2.9	6.2	0.0	21.5
Cycle Q Clear(g_c), s	5.3	41.8	1.6	1.0	31.9	3.7	3.6	0.0	2.9	6.2	0.0	21.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	235	2708	852	151	2575	797	126	0	109	603	0	342
V/C Ratio(X)	0.58	0.70	0.04	0.18	0.59	0.09	0.37	0.00	0.29	0.28	0.00	0.71
Avail Cap(c_a), veh/h	255	2708	852	279	2575	797	426	0	370	683	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	21.2	25.2	16.0	21.6	25.2	18.4	66.6	0.0	66.3	54.7	0.0	54.6
Incr Delay (d2), s/veh	2.9	0.8	0.0	0.6	1.0	0.2	1.8	0.0	1.5	0.3	0.0	5.6
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	2.4	16.6	0.6	0.5	12.9	1.4	1.8	0.0	1.2	2.9	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	26.0	16.0	22.1	26.2	18.6	68.4	0.0	67.7	54.9	0.0	60.2
LnGrp LOS	C	C	B	C	C	B	E	A	E	D	A	E
Approach Vol, veh/h		2061			1623			78			415	
Approach Delay, s/veh		25.7			25.8			68.1			58.0	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	84.8		32.7	10.4	88.8		18.1				
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	7.3	33.9		23.5	3.0	43.8		5.6				
Green Ext Time (p_c), s	0.1	9.1		0.7	0.0	0.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		29.7
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	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	21	166	116	21	11	66	42	74	8	86	0
Future Vol, veh/h	0	21	166	116	21	11	66	42	74	8	86	0
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	210	133	24	13	78	49	87	12	128	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

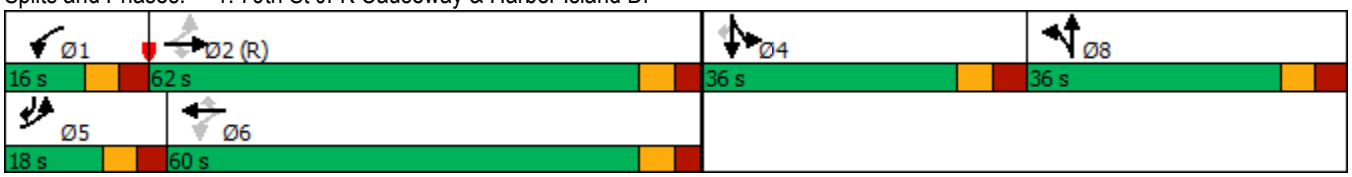
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11.1	10.5	9.9	9.7
HCM LOS	B	B	A	A

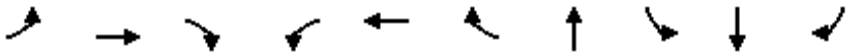
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	61%	0%	0%	100%	0%	22%	0%
Vol Thru, %	39%	0%	11%	0%	66%	78%	100%
Vol Right, %	0%	100%	89%	0%	34%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	74	187	116	32	37	57
LT Vol	66	0	0	116	0	8	0
Through Vol	42	0	21	0	21	29	57
RT Vol	0	74	166	0	11	0	0
Lane Flow Rate	127	87	237	133	37	55	86
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.22	0.126	0.348	0.235	0.057	0.093	0.143
Departure Headway (Hd)	6.221	5.203	5.287	6.358	5.61	6.126	6.015
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	690	682	565	639	586	596
Service Time	3.949	2.93	3.314	4.088	3.34	3.856	3.746
HCM Lane V/C Ratio	0.22	0.126	0.348	0.235	0.058	0.094	0.144
HCM Control Delay	10.7	8.7	11.1	11	8.7	9.5	9.8
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	0.8	0.4	1.6	0.9	0.2	0.3	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	188	1368	27	23	1917	95	1	106	2	151
Future Volume (vph)	188	1368	27	23	1917	95	1	106	2	151
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	5	2		1	6		8	4	4	5
Permitted Phases	2		2	6		6				4
Detector Phase	5	2	2	1	6	6	8	4	4	5
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	48.0	48.0	9.0	47.3	47.3	35.7	35.7	35.7	14.0
Total Split (s)	18.0	62.0	62.0	16.0	60.0	60.0	36.0	36.0	36.0	18.0
Total Split (%)	12.0%	41.3%	41.3%	10.7%	40.0%	40.0%	24.0%	24.0%	24.0%	12.0%
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	3.3	3.3	3.3	3.3	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	7.3	7.0	7.3	7.3	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	109.4	101.0	101.0	88.3	81.9	81.9	7.6	10.6	10.6	31.5
Actuated g/C Ratio	0.73	0.67	0.67	0.59	0.55	0.55	0.05	0.07	0.07	0.21
v/c Ratio	0.68	0.44	0.03	0.10	0.74	0.11	0.37	0.50	0.49	0.36
Control Delay	50.3	13.1	0.0	9.1	29.0	1.0	51.0	80.1	79.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	13.1	0.0	9.1	29.0	1.0	51.0	80.1	79.9	6.2
LOS	D	B	A	A	C	A	D	F	E	A
Approach Delay		17.3			27.5		51.0		36.9	
Approach LOS		B			C		D		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

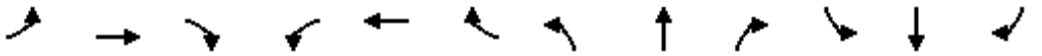
Splits and Phases: 1: 79th St JFK Causeway & Harbor Island Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	1455	29	24	1997	99	71	60	60	168
v/c Ratio	0.68	0.44	0.03	0.10	0.74	0.11	0.37	0.50	0.49	0.36
Control Delay	50.3	13.1	0.0	9.1	29.0	1.0	51.0	80.1	79.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	13.1	0.0	9.1	29.0	1.0	51.0	80.1	79.9	6.2
Queue Length 50th (ft)	134	251	0	6	518	0	23	61	61	0
Queue Length 95th (ft)	226	330	0	17	671	10	28	110	110	46
Internal Link Dist (ft)		715			708		143		84	
Turn Bay Length (ft)	150		125	175		125				
Base Capacity (vph)	294	3309	1085	284	2683	924	640	323	324	469
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	0.68	0.44	0.03	0.08	0.74	0.11	0.11	0.19	0.19	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1368	27	23	1917	95	26	1	15	106	2	151
Future Volume (veh/h)	188	1368	27	23	1917	95	26	1	15	106	2	151
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		0.95	1.00		0.99
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	1900	1826	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	1455	29	24	1997	99	44	2	25	119	0	168
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.59	0.59	0.59	0.90	0.90	0.90
Percent Heavy Veh, %	0	5	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	222	3071	961	235	2799	885	94	6	75	440	0	301
Arrive On Green	0.07	0.62	0.62	0.01	0.56	0.56	0.05	0.05	0.05	0.12	0.00	0.12
Sat Flow, veh/h	1810	4985	1560	1810	4985	1576	1810	115	1440	3619	0	1590
Grp Volume(v), veh/h	200	1455	29	24	1997	99	44	0	27	119	0	168
Grp Sat Flow(s),veh/h/ln	1810	1662	1560	1810	1662	1576	1810	0	1555	1810	0	1590
Q Serve(g_s), s	7.9	23.7	1.1	0.9	44.0	4.4	3.5	0.0	2.5	4.5	0.0	14.4
Cycle Q Clear(g_c), s	7.9	23.7	1.1	0.9	44.0	4.4	3.5	0.0	2.5	4.5	0.0	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	222	3071	961	235	2799	885	94	0	81	440	0	301
V/C Ratio(X)	0.90	0.47	0.03	0.10	0.71	0.11	0.47	0.00	0.33	0.27	0.00	0.56
Avail Cap(c_a), veh/h	234	3071	961	322	2799	885	341	0	293	683	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	34.4	15.6	11.3	14.7	24.1	15.4	69.1	0.0	68.6	59.8	0.0	55.3
Incr Delay (d2), s/veh	32.7	0.5	0.1	0.2	0.9	0.1	3.5	0.0	2.4	0.3	0.0	1.6
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	6.2	9.1	0.4	0.4	17.3	1.6	1.8	0.0	1.1	2.1	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	16.1	11.3	14.9	24.9	15.4	72.6	0.0	70.9	60.2	0.0	56.9
LnGrp LOS	E	B	B	B	C	B	E	A	E	E	A	E
Approach Vol, veh/h		1684			2120			71			287	
Approach Delay, s/veh		22.1			24.4			72.0			58.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	99.7		25.9	17.0	91.5		15.5				
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	2.9	25.7		16.4	9.9	46.0		5.5				
Green Ext Time (p_c), s	0.0	13.4		0.8	0.1	5.9		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		26.6
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	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	10	110	99	9	9	115	63	103	2	44	1
Future Vol, veh/h	3	10	110	99	9	9	115	63	103	2	44	1
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	11	125	122	11	11	125	68	112	3	75	2
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

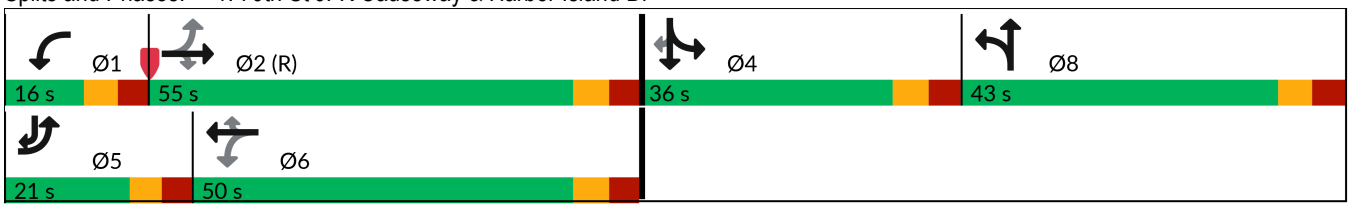
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.5	10.1	10	8.8
HCM LOS	A	B	A	A

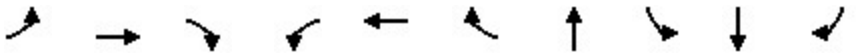
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	65%	0%	2%	100%	0%	8%	0%
Vol Thru, %	35%	0%	8%	0%	50%	92%	96%
Vol Right, %	0%	100%	89%	0%	50%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	103	123	99	18	24	23
LT Vol	115	0	3	99	0	2	0
Through Vol	63	0	10	0	9	22	22
RT Vol	0	103	110	0	9	0	1
Lane Flow Rate	193	112	140	122	22	41	39
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.305	0.145	0.199	0.208	0.033	0.064	0.06
Departure Headway (Hd)	5.684	4.653	5.133	6.122	5.266	5.658	5.585
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	629	764	693	583	674	627	635
Service Time	3.454	2.422	3.209	3.9	3.043	3.448	3.376
HCM Lane V/C Ratio	0.307	0.147	0.202	0.209	0.033	0.065	0.061
HCM Control Delay	11	8.2	9.5	10.5	8.2	8.8	8.7
HCM Lane LOS	B	A	A	B	A	A	A
HCM 95th-tile Q	1.3	0.5	0.7	0.8	0.1	0.2	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	124	1870	31	26	1675	74	3	172	0	242
Future Volume (vph)	124	1870	31	26	1675	74	3	172	0	242
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	5	2		1	6		8	4	4	5
Permitted Phases	2		2	6		6				4
Detector Phase	5	2	2	1	6	6	8	4	4	5
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	48.0	48.0	9.0	47.3	47.3	35.7	35.7	35.7	14.0
Total Split (s)	21.0	55.0	55.0	16.0	50.0	50.0	43.0	36.0	36.0	21.0
Total Split (%)	14.0%	36.7%	36.7%	10.7%	33.3%	33.3%	28.7%	24.0%	24.0%	14.0%
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	3.3	3.3	3.3	3.3	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	7.3	7.0	7.3	7.3	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	105.0	97.4	97.4	94.4	87.8	87.8	7.9	13.7	13.7	25.3
Actuated g/C Ratio	0.70	0.65	0.65	0.63	0.59	0.59	0.05	0.09	0.09	0.17
v/c Ratio	0.72	0.71	0.04	0.23	0.65	0.08	0.42	0.61	0.61	0.55
Control Delay (s/veh)	41.9	20.9	0.1	13.9	23.4	0.2	50.4	80.9	81.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.9	20.9	0.1	13.9	23.4	0.2	50.4	80.9	81.3	7.8
LOS	D	C	A	B	C	A	D	F	F	A
Approach Delay (s/veh)		21.9			22.3		50.4		38.2	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 106 (71%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

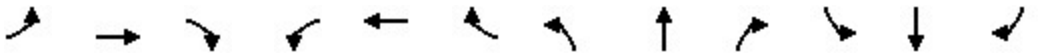
Splits and Phases: 1: 79th St JFK Causeway & Harbor Island Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	151	2280	38	29	1861	82	84	95	96	269
v/c Ratio	0.72	0.71	0.04	0.23	0.65	0.08	0.42	0.61	0.61	0.55
Control Delay (s/veh)	41.9	20.9	0.1	13.9	23.4	0.2	50.4	80.9	81.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.9	20.9	0.1	13.9	23.4	0.2	50.4	80.9	81.3	7.8
Queue Length 50th (ft)	64	557	0	8	419	0	27	95	96	0
Queue Length 95th (ft)	124	606	0	22	592	0	50	157	158	56
Internal Link Dist (ft)		715			708		143		84	
Turn Bay Length (ft)	150		125	175		125				
Base Capacity (vph)	251	3190	1029	159	2876	987	796	323	323	524
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	0.60	0.71	0.04	0.18	0.65	0.08	0.11	0.29	0.30	0.51

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1870	31	26	1675	74	41	3	25	172	0	242
Future Volume (veh/h)	124	1870	31	26	1675	74	41	3	25	172	0	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	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	1900	1826	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	2280	38	29	1861	82	50	4	30	191	0	269
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82	0.90	0.90	0.90
Percent Heavy Veh, %	0	5	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	193	2684	829	99	2487	783	130	13	99	640	0	367
Arrive On Green	0.05	0.54	0.54	0.01	0.50	0.50	0.07	0.07	0.07	0.18	0.00	0.18
Sat Flow, veh/h	1810	4985	1540	1810	4985	1569	1810	185	1387	3619	0	1580
Grp Volume(v), veh/h	151	2280	38	29	1861	82	50	0	34	191	0	269
Grp Sat Flow(s),veh/h/ln	1810	1662	1540	1810	1662	1569	1810	0	1572	1810	0	1580
Q Serve(g_s), s	6.0	58.4	1.8	1.2	44.8	4.1	4.0	0.0	3.1	6.9	0.0	23.7
Cycle Q Clear(g_c), s	6.0	58.4	1.8	1.2	44.8	4.1	4.0	0.0	3.1	6.9	0.0	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	193	2684	829	99	2487	783	130	0	113	640	0	367
V/C Ratio(X)	0.78	0.85	0.05	0.29	0.75	0.10	0.39	0.00	0.30	0.30	0.00	0.73
Avail Cap(c_a), veh/h	263	2684	829	180	2487	783	426	0	370	683	0	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	30.4	29.5	16.4	29.2	30.1	19.9	66.5	0.0	66.1	53.6	0.0	53.4
Incr Delay (d2), s/veh	10.1	3.6	0.1	1.6	1.3	0.1	1.9	0.0	1.5	0.3	0.0	6.7
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	3.3	23.8	0.7	0.6	18.1	1.6	1.9	0.0	1.3	3.2	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	33.0	16.5	30.8	31.3	19.9	68.3	0.0	67.5	53.9	0.0	60.1
LnGrp LOS	D	C	B	C	C	B	E		E	D		E
Approach Vol, veh/h		2469			1972			84			460	
Approach Delay, s/veh		33.2			30.9			68.0			57.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	88.1		34.2	15.2	82.1		18.5				
Change Period (Y+Rc), s	7.0	7.3		7.7	7.0	7.3		7.7				
Max Green Setting (Gmax), s	9.0	47.7		28.3	14.0	42.7		35.3				
Max Q Clear Time (g_c+I1), s	3.2	60.4		25.7	8.0	46.8		6.0				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.2	0.0		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	35.1	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

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	0	23	189	125	23	12	76	45	80	9	93	0
Future Vol, veh/h	0	23	189	125	23	12	76	45	80	9	93	0
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	239	144	26	14	89	53	94	13	139	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

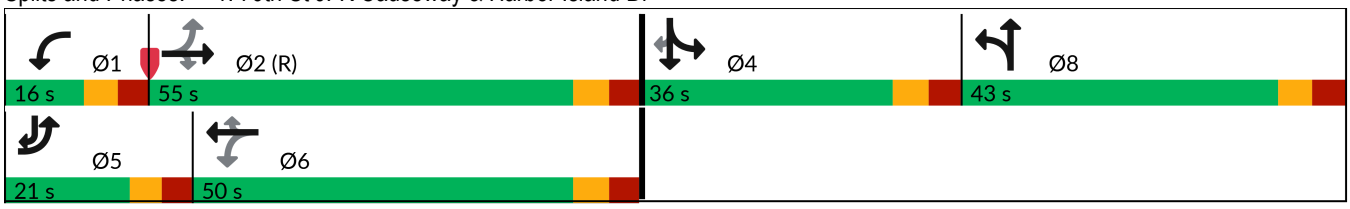
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	12.2	11	10.4	10
HCM LOS	B	B	B	A

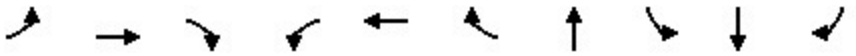
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	63%	0%	0%	100%	0%	23%	0%
Vol Thru, %	37%	0%	11%	0%	66%	78%	100%
Vol Right, %	0%	100%	89%	0%	34%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	80	212	125	35	40	62
LT Vol	76	0	0	125	0	9	0
Through Vol	45	0	23	0	23	31	62
RT Vol	0	80	189	0	12	0	0
Lane Flow Rate	142	94	268	144	40	60	93
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.254	0.141	0.406	0.261	0.065	0.105	0.16
Departure Headway (Hd)	6.418	5.389	5.441	6.546	5.797	6.342	6.227
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	664	660	549	617	565	576
Service Time	4.159	3.129	3.478	4.287	3.538	4.086	3.972
HCM Lane V/C Ratio	0.254	0.142	0.406	0.262	0.065	0.106	0.161
HCM Control Delay, s/veh	11.3	9	12.2	11.6	8.9	9.8	10.2
HCM Lane LOS	B	A	B	B	A	A	B
HCM 95th-tile Q	1	0.5	2	1	0.2	0.4	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	1708	29	25	2270	106	1	119	2	166
Future Volume (vph)	210	1708	29	25	2270	106	1	119	2	166
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	5	2		1	6		8	4	4	5
Permitted Phases	2		2	6		6				4
Detector Phase	5	2	2	1	6	6	8	4	4	5
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	48.0	48.0	9.0	47.3	47.3	35.7	35.7	35.7	14.0
Total Split (s)	21.0	55.0	55.0	16.0	50.0	50.0	43.0	36.0	36.0	21.0
Total Split (%)	14.0%	36.7%	36.7%	10.7%	33.3%	33.3%	28.7%	24.0%	24.0%	14.0%
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	3.3	3.3	3.3	3.3	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	7.3	7.0	7.3	7.3	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	108.6	100.2	100.2	87.9	81.5	81.5	7.8	11.2	11.2	31.8
Actuated g/C Ratio	0.72	0.67	0.67	0.59	0.54	0.54	0.05	0.07	0.07	0.21
v/c Ratio	0.77	0.55	0.03	0.14	0.88	0.12	0.39	0.52	0.52	0.38
Control Delay (s/veh)	59.3	15.4	0.0	10.6	35.6	1.6	50.6	80.6	80.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	15.4	0.0	10.6	35.6	1.6	50.6	80.6	80.4	6.0
LOS	E	B	A	B	D	A	D	F	F	A
Approach Delay (s/veh)		19.9			33.8		50.6		37.4	
Approach LOS		B			C		D		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: 79th St JFK Causeway & Harbor Island Dr

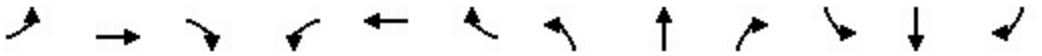




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	223	1817	31	26	2365	110	76	67	67	184
v/c Ratio	0.77	0.55	0.03	0.14	0.88	0.12	0.39	0.52	0.52	0.38
Control Delay (s/veh)	59.3	15.4	0.0	10.6	35.6	1.6	50.6	80.6	80.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	15.4	0.0	10.6	35.6	1.6	50.6	80.6	80.4	6.0
Queue Length 50th (ft)	160	357	0	7	712	0	24	67	67	0
Queue Length 95th (ft)	256	463	0	18	#975	18	29	121	121	46
Internal Link Dist (ft)		715			708		143		84	
Turn Bay Length (ft)	150		125	175		125				
Base Capacity (vph)	289	3283	1077	217	2683	919	795	323	324	484
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	0.77	0.55	0.03	0.12	0.88	0.12	0.10	0.21	0.21	0.38

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)	210	1708	29	25	2270	106	28	1	16	119	2	166
Future Volume (veh/h)	210	1708	29	25	2270	106	28	1	16	119	2	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.95	1.00		0.99
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	1900	1826	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1817	31	26	2365	110	47	2	27	133	0	184
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.59	0.59	0.59	0.90	0.90	0.90
Percent Heavy Veh, %	0	5	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	231	3025	947	169	2626	830	98	6	79	461	0	353
Arrive On Green	0.09	0.61	0.61	0.01	0.53	0.53	0.05	0.05	0.05	0.13	0.00	0.13
Sat Flow, veh/h	1810	4985	1560	1810	4985	1575	1810	107	1448	3619	0	1591
Grp Volume(v), veh/h	223	1817	31	26	2365	110	47	0	29	133	0	184
Grp Sat Flow(s),veh/h/ln	1810	1662	1560	1810	1662	1575	1810	0	1555	1810	0	1591
Q Serve(g_s), s	13.3	33.8	1.2	1.0	64.1	5.3	3.8	0.0	2.7	5.0	0.0	15.3
Cycle Q Clear(g_c), s	13.3	33.8	1.2	1.0	64.1	5.3	3.8	0.0	2.7	5.0	0.0	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	231	3025	947	169	2626	830	98	0	85	461	0	353
V/C Ratio(X)	0.97	0.60	0.03	0.15	0.90	0.13	0.48	0.00	0.34	0.29	0.00	0.52
Avail Cap(c_a), veh/h	231	3025	947	253	2626	830	426	0	366	683	0	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	50.2	18.2	11.8	17.9	31.9	18.0	68.9	0.0	68.3	59.3	0.0	51.5
Incr Delay (d2), s/veh	49.9	0.9	0.1	0.4	4.7	0.1	3.6	0.0	2.4	0.3	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	11.7	13.1	0.4	0.4	26.4	2.0	1.9	0.0	1.1	2.3	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.1	19.1	11.9	18.3	36.7	18.1	72.4	0.0	70.7	59.6	0.0	52.7
LnGrp LOS	F	B	B	B	D	B	E		E	E		D
Approach Vol, veh/h		2071			2501			76			317	
Approach Delay, s/veh		27.7			35.7			71.8			55.6	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	98.3		26.8	21.0	86.3		15.9				
Change Period (Y+Rc), s	7.0	7.3		7.7	7.0	7.3		7.7				
Max Green Setting (Gmax), s	9.0	47.7		28.3	14.0	42.7		35.3				
Max Q Clear Time (g_c+I1), s	3.0	35.8		17.3	15.3	66.1		5.8				
Green Ext Time (p_c), s	0.0	9.1		0.8	0.0	0.0		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	34.2	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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	3	11	127	107	10	10	134	68	111	2	48	1
Future Vol, veh/h	3	11	127	107	10	10	134	68	111	2	48	1
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	13	144	132	12	12	146	74	121	3	81	2
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

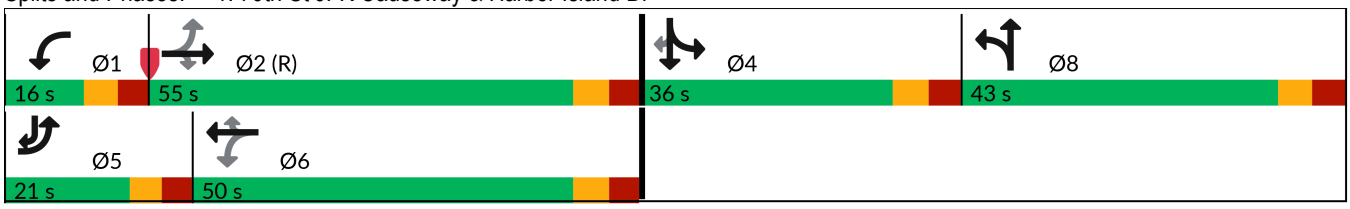
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	10.1	10.6	10.6	9.1
HCM LOS	B	B	B	A

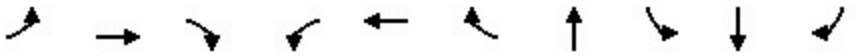
Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	66%	0%	2%	100%	0%	8%	0%
Vol Thru, %	34%	0%	8%	0%	50%	92%	96%
Vol Right, %	0%	100%	90%	0%	50%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	111	141	107	20	26	25
LT Vol	134	0	3	107	0	2	0
Through Vol	68	0	11	0	10	24	24
RT Vol	0	111	127	0	10	0	1
Lane Flow Rate	220	121	160	132	25	44	42
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.354	0.163	0.239	0.234	0.038	0.073	0.069
Departure Headway (Hd)	5.911	4.86	5.371	6.37	5.512	5.927	5.859
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	741	673	565	652	605	613
Service Time	3.611	2.569	3.375	4.085	3.227	3.65	3.582
HCM Lane V/C Ratio	0.359	0.163	0.238	0.234	0.038	0.073	0.069
HCM Control Delay, s/veh	11.8	8.5	10.1	11	8.4	9.1	9
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	1.6	0.6	0.9	0.9	0.1	0.2	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	131	1870	31	26	1675	76	3	176	0	254
Future Volume (vph)	131	1870	31	26	1675	76	3	176	0	254
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	5	2		1	6		8	4	4	5
Permitted Phases	2		2	6		6				4
Detector Phase	5	2	2	1	6	6	8	4	4	5
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	48.0	48.0	9.0	47.3	47.3	35.7	35.7	35.7	14.0
Total Split (s)	21.0	55.0	55.0	16.0	50.0	50.0	43.0	36.0	36.0	21.0
Total Split (%)	14.0%	36.7%	36.7%	10.7%	33.3%	33.3%	28.7%	24.0%	24.0%	14.0%
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	3.3	3.3	3.3	3.3	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	7.3	7.0	7.3	7.3	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	105.1	97.2	97.2	93.5	86.9	86.9	7.9	13.9	13.9	26.1
Actuated g/C Ratio	0.70	0.65	0.65	0.62	0.58	0.58	0.05	0.09	0.09	0.17
v/c Ratio	0.74	0.72	0.04	0.23	0.65	0.09	0.42	0.62	0.62	0.55
Control Delay (s/veh)	44.9	21.0	0.1	14.3	24.1	0.2	50.4	81.5	81.5	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 (s/veh)	44.9	21.0	0.1	14.3	24.1	0.2	50.4	81.5	81.5	7.6
LOS	D	C	A	B	C	A	D	F	F	A
Approach Delay (s/veh)		22.2			23.0		50.4		37.9	
Approach LOS		C			C		D		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 106 (71%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 24.5	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

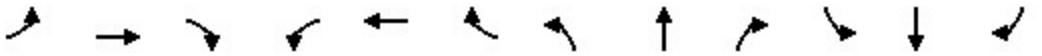
Splits and Phases: 1: 79th St JFK Causeway & Harbor Island Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	160	2280	38	29	1861	84	84	98	98	282
v/c Ratio	0.74	0.72	0.04	0.23	0.65	0.09	0.42	0.62	0.62	0.55
Control Delay (s/veh)	44.9	21.0	0.1	14.3	24.1	0.2	50.4	81.5	81.5	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 (s/veh)	44.9	21.0	0.1	14.3	24.1	0.2	50.4	81.5	81.5	7.6
Queue Length 50th (ft)	76	560	0	8	425	0	27	98	98	0
Queue Length 95th (ft)	136	608	0	22	602	1	50	161	161	56
Internal Link Dist (ft)		715			708		143		84	
Turn Bay Length (ft)	150		125	175		125				
Base Capacity (vph)	251	3185	1027	158	2847	978	796	323	323	537
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	0.64	0.72	0.04	0.18	0.65	0.09	0.11	0.30	0.30	0.53

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	1870	31	26	1675	76	41	3	25	176	0	254
Future Volume (veh/h)	131	1870	31	26	1675	76	41	3	25	176	0	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	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	1900	1826	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	2280	38	29	1861	84	50	4	30	196	0	282
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.82	0.82	0.82	0.90	0.90	0.90
Percent Heavy Veh, %	0	5	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	195	2659	821	98	2447	770	130	13	99	658	0	380
Arrive On Green	0.06	0.53	0.53	0.02	0.49	0.49	0.07	0.07	0.07	0.18	0.00	0.18
Sat Flow, veh/h	1810	4985	1540	1810	4985	1569	1810	185	1387	3619	0	1581
Grp Volume(v), veh/h	160	2280	38	29	1861	84	50	0	34	196	0	282
Grp Sat Flow(s),veh/h/ln	1810	1662	1540	1810	1662	1569	1810	0	1572	1810	0	1581
Q Serve(g_s), s	6.4	59.0	1.8	1.2	45.5	4.3	4.0	0.0	3.1	7.0	0.0	24.8
Cycle Q Clear(g_c), s	6.4	59.0	1.8	1.2	45.5	4.3	4.0	0.0	3.1	7.0	0.0	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	195	2659	821	98	2447	770	130	0	113	658	0	380
V/C Ratio(X)	0.82	0.86	0.05	0.30	0.76	0.11	0.39	0.00	0.30	0.30	0.00	0.74
Avail Cap(c_a), veh/h	260	2659	821	179	2447	770	426	0	370	683	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	31.1	30.1	16.7	29.9	31.0	20.5	66.5	0.0	66.1	53.1	0.0	52.8
Incr Delay (d2), s/veh	14.1	3.8	0.1	1.7	1.4	0.1	1.9	0.0	1.5	0.3	0.0	7.2
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	3.6	24.2	0.7	0.6	18.5	1.6	1.9	0.0	1.3	3.3	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	33.9	16.9	31.6	32.5	20.6	68.3	0.0	67.5	53.3	0.0	60.1
LnGrp LOS	D	C	B	C	C	C	E		E	D		E
Approach Vol, veh/h		2478			1974			84			478	
Approach Delay, s/veh		34.4			31.9			68.0			57.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	87.3		35.0	15.6	80.9		18.5				
Change Period (Y+Rc), s	7.0	7.3		7.7	7.0	7.3		7.7				
Max Green Setting (Gmax), s	9.0	47.7		28.3	14.0	42.7		35.3				
Max Q Clear Time (g_c+I1), s	3.2	61.0		26.8	8.4	47.5		6.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.2	0.0		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	36.2	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	23	205	125	23	12	85	45	80	9	93	0
Future Vol, veh/h	0	23	205	125	23	12	85	45	80	9	93	0
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.85	0.85	0.85	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	259	144	26	14	100	53	94	13	139	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	12.8	11.2	10.7	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	65%	0%	0%	100%	0%	23%	0%
Vol Thru, %	35%	0%	10%	0%	66%	78%	100%
Vol Right, %	0%	100%	90%	0%	34%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	80	228	125	35	40	62
LT Vol	85	0	0	125	0	9	0
Through Vol	45	0	23	0	23	31	62
RT Vol	0	80	205	0	12	0	0
Lane Flow Rate	153	94	289	144	40	60	93
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.276	0.143	0.44	0.265	0.066	0.107	0.163
Departure Headway (Hd)	6.506	5.463	5.486	6.63	5.88	6.439	6.324
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	552	655	655	542	608	556	566
Service Time	4.252	3.208	3.527	4.375	3.625	4.188	4.074
HCM Lane V/C Ratio	0.277	0.144	0.441	0.266	0.066	0.108	0.164
HCM Control Delay, s/veh	11.7	9.1	12.8	11.8	9	10	10.3
HCM Lane LOS	B	A	B	B	A	A	B
HCM 95th-tile Q	1.1	0.5	2.2	1.1	0.2	0.4	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	94	0	0	202
Future Vol, veh/h	16	0	94	0	0	202
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, %	2	2	2	2	2	2
Mvmt Flow	17	0	102	0	0	220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	102	0	-	-	-
Stage 1	102	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	672	953	-	0	0	-
Stage 1	922	-	-	0	0	-
Stage 2	817	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	672	953	-	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	817	-	-	-	-	-

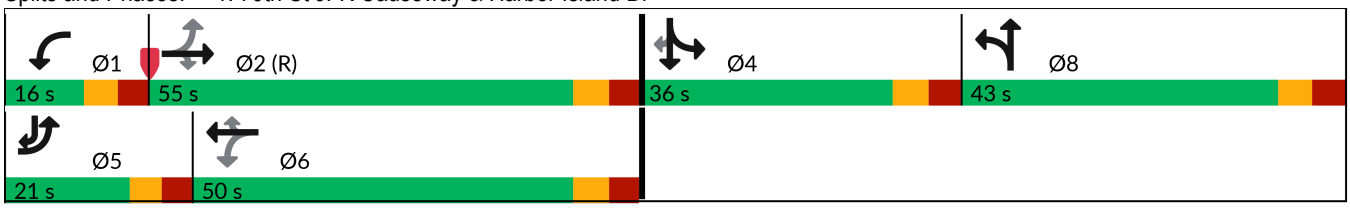
Approach	WB	NB	SB
HCM Control Delay, s/v	10.5	0	0
HCM LOS	B		

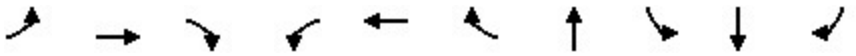
Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	672	-
HCM Lane V/C Ratio	-	0.026	-
HCM Control Delay (s/veh)	-	10.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	223	1708	29	25	2270	110	1	122	2	176
Future Volume (vph)	223	1708	29	25	2270	110	1	122	2	176
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Split	NA	pm+ov
Protected Phases	5	2		1	6		8	4	4	5
Permitted Phases	2		2	6		6				4
Detector Phase	5	2	2	1	6	6	8	4	4	5
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	48.0	48.0	9.0	47.3	47.3	35.7	35.7	35.7	14.0
Total Split (s)	21.0	55.0	55.0	16.0	50.0	50.0	43.0	36.0	36.0	21.0
Total Split (%)	14.0%	36.7%	36.7%	10.7%	33.3%	33.3%	28.7%	24.0%	24.0%	14.0%
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	3.3	3.3	3.3	3.3	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	7.3	7.0	7.3	7.3	7.7	7.7	7.7	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	108.4	100.0	100.0	84.9	78.4	78.4	7.8	11.4	11.4	34.8
Actuated g/C Ratio	0.72	0.67	0.67	0.57	0.52	0.52	0.05	0.08	0.08	0.23
v/c Ratio	0.73	0.55	0.03	0.14	0.92	0.13	0.39	0.53	0.53	0.38
Control Delay (s/veh)	54.8	15.5	0.0	11.0	40.3	2.0	50.6	80.7	80.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	15.5	0.0	11.0	40.3	2.0	50.6	80.7	80.4	5.6
LOS	D	B	A	B	D	A	D	F	F	A
Approach Delay (s/veh)		19.8			38.2		50.6		36.6	
Approach LOS		B			D		D		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 30.6	Intersection LOS: C
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: 79th St JFK Causeway & Harbor Island Dr

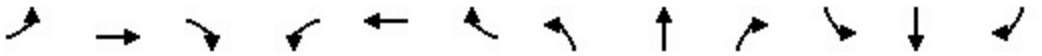




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	237	1817	31	26	2365	115	76	69	69	196
v/c Ratio	0.73	0.55	0.03	0.14	0.92	0.13	0.39	0.53	0.53	0.38
Control Delay (s/veh)	54.8	15.5	0.0	11.0	40.3	2.0	50.6	80.7	80.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	15.5	0.0	11.0	40.3	2.0	50.6	80.7	80.4	5.6
Queue Length 50th (ft)	170	358	0	7	745	0	24	69	69	0
Queue Length 95th (ft)	270	466	0	18	#1001	21	29	123	123	47
Internal Link Dist (ft)		715			708		143		84	
Turn Bay Length (ft)	150		125	175		125				
Base Capacity (vph)	324	3276	1075	215	2569	890	795	323	324	522
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	0.73	0.55	0.03	0.12	0.92	0.13	0.10	0.21	0.21	0.38

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)	223	1708	29	25	2270	110	28	1	16	122	2	176
Future Volume (veh/h)	223	1708	29	25	2270	110	28	1	16	122	2	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.95	1.00		0.99
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	1900	1826	1900	1900	1826	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	1817	31	26	2365	115	47	2	27	137	0	196
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.59	0.59	0.59	0.90	0.90	0.90
Percent Heavy Veh, %	0	5	0	0	5	0	0	0	0	0	0	0
Cap, veh/h	229	2995	937	167	2596	820	98	6	79	483	0	363
Arrive On Green	0.09	0.60	0.60	0.01	0.52	0.52	0.05	0.05	0.05	0.13	0.00	0.13
Sat Flow, veh/h	1810	4985	1560	1810	4985	1575	1810	107	1448	3619	0	1592
Grp Volume(v), veh/h	237	1817	31	26	2365	115	47	0	29	137	0	196
Grp Sat Flow(s),veh/h/ln	1810	1662	1560	1810	1662	1575	1810	0	1555	1810	0	1592
Q Serve(g_s), s	14.0	34.3	1.2	1.0	64.9	5.7	3.8	0.0	2.7	5.1	0.0	16.3
Cycle Q Clear(g_c), s	14.0	34.3	1.2	1.0	64.9	5.7	3.8	0.0	2.7	5.1	0.0	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	229	2995	937	167	2596	820	98	0	85	483	0	363
V/C Ratio(X)	1.04	0.61	0.03	0.16	0.91	0.14	0.48	0.00	0.34	0.28	0.00	0.54
Avail Cap(c_a), veh/h	229	2995	937	251	2596	820	426	0	366	683	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	51.2	18.8	12.2	18.4	32.8	18.6	68.9	0.0	68.3	58.5	0.0	51.1
Incr Delay (d2), s/veh	69.0	0.9	0.1	0.4	5.4	0.1	3.6	0.0	2.4	0.3	0.0	1.3
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	13.2	13.3	0.5	0.5	26.9	2.1	1.9	0.0	1.1	2.4	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.2	19.7	12.3	18.8	38.1	18.7	72.4	0.0	70.7	58.9	0.0	52.4
LnGrp LOS	F	B	B	B	D	B	E		E	E		D
Approach Vol, veh/h		2085			2506			76			333	
Approach Delay, s/veh		31.0			37.0			71.8			55.0	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	97.4		27.7	21.0	85.4		15.9				
Change Period (Y+Rc), s	7.0	7.3		7.7	7.0	7.3		7.7				
Max Green Setting (Gmax), s	9.0	47.7		28.3	14.0	42.7		35.3				
Max Q Clear Time (g_c+I1), s	3.0	36.3		18.3	16.0	66.9		5.8				
Green Ext Time (p_c), s	0.0	8.8		0.8	0.0	0.0		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	36.3	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	11	140	107	10	10	151	68	111	2	48	1
Future Vol, veh/h	3	11	140	107	10	10	151	68	111	2	48	1
Peak Hour Factor	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92	0.59	0.59	0.59
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	13	159	132	12	12	164	74	121	3	81	2
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	10.4	10.8	11.2	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	69%	0%	2%	100%	0%	8%	0%
Vol Thru, %	31%	0%	7%	0%	50%	92%	96%
Vol Right, %	0%	100%	91%	0%	50%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	111	154	107	20	26	25
LT Vol	151	0	3	107	0	2	0
Through Vol	68	0	11	0	10	24	24
RT Vol	0	111	140	0	10	0	1
Lane Flow Rate	238	121	175	132	25	44	42
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.395	0.165	0.263	0.237	0.038	0.074	0.07
Departure Headway (Hd)	5.977	4.921	5.417	6.457	5.598	6.016	5.948
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	607	734	663	556	640	596	603
Service Time	3.677	2.621	3.447	4.189	3.33	3.745	3.678
HCM Lane V/C Ratio	0.392	0.165	0.264	0.237	0.039	0.074	0.07
HCM Control Delay, s/veh	12.5	8.6	10.4	11.2	8.6	9.2	9.1
HCM Lane LOS	B	A	B	B	A	A	A
HCM 95th-tile Q	1.9	0.6	1.1	0.9	0.1	0.2	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	135	0	0	133
Future Vol, veh/h	13	0	135	0	0	133
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	88	88	81	81	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	167	0	0	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	318	167	0	-	-	-
Stage 1	167	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	675	878	-	0	0	-
Stage 1	863	-	-	0	0	-
Stage 2	877	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	675	878	-	-	-	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.45	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	675	-
HCM Lane V/C Ratio	-	0.022	-
HCM Control Delay (s/veh)	-	10.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

APPENDIX I: FDOT Segment Analysis LOS Thresholds

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

APPENDIX J: Scoping Document

MEMORANDUM OF UNDERSTANDING

To: Ralph Rosado, PhD, AICP, Village Manager, North Bay Village
Silvia Vargas, FAICP, Village Planner, North Bay Village

From: John Karnowski, PE, PTOE, ACIP (john.karnowski@NV5.com)

Cc: Marc Schmulian, S2 NBV LLC

Date: April 12, 2023

Re: Memorandum of Understanding
West Drive Residential Development
West Drive, North Bay Village, FL 33141

This memo conveys current information related a proposed development in North Bay Village, Florida and outlines the preliminary scope of the required Traffic Impact Analysis (TIA), including trip generation, trip distribution and analysis scenarios.

Site Description

The site, illustrated in the attached Concept Plan, is a proposed 21-story residential development consisting of 94 residential units. The development will replace a parking lot. Ingress is via a driveway on the south end of the property; egress will be on the north end. The project is proposed to be constructed in a single phase and completed in Q1 2025.

Site Trip Generation

The table below provides a summary of the gross daily and peak hour trip generation rates based on the ITE Trip Generation Manual, 11th Edition.

Land Use*	Ind. Variable	Average Rates		
		Daily	AM (In/Out %)	PM (In/Out %)
Multi-Family Housing (High-Rise) – ITE LUC 222	Dwelling Units	4.54	0.27 (34/66)	0.32 (56/44)

*Source: ITE Trip Generation, 11th Ed., 2021

Multimodal/Internal Capture Adjustment

Per the City staff's request, no multimodal adjustments will be made. There are no internal capture nor pass-by trips for residential development.

The table below breaks down the site's expected trip generation and details the reduction discussed above.

Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Multi-Family Housing (High-Rise) – LUC 222	94 DU	426	25	9	16	30	17	13

Site Access

Access to the site will be provided along West Drive via two driveways – one inbound and the other outbound. The northern driveway will be the egress.

Study Intersections

The study area will be comprised of the following intersections:

1. 79th Street/JFK Causeway (SR 934) & Harbor Island Drive/North Bay Island (signal)
2. Harbor Island Drive & Larry Paskow Way (all-way stop)
3. West Drive and Site Driveway (driveway stop)

Study Road Segments

The road segment of West Drive from Harbor Island Drive to the site driveway will be assessed.

Traffic Counts

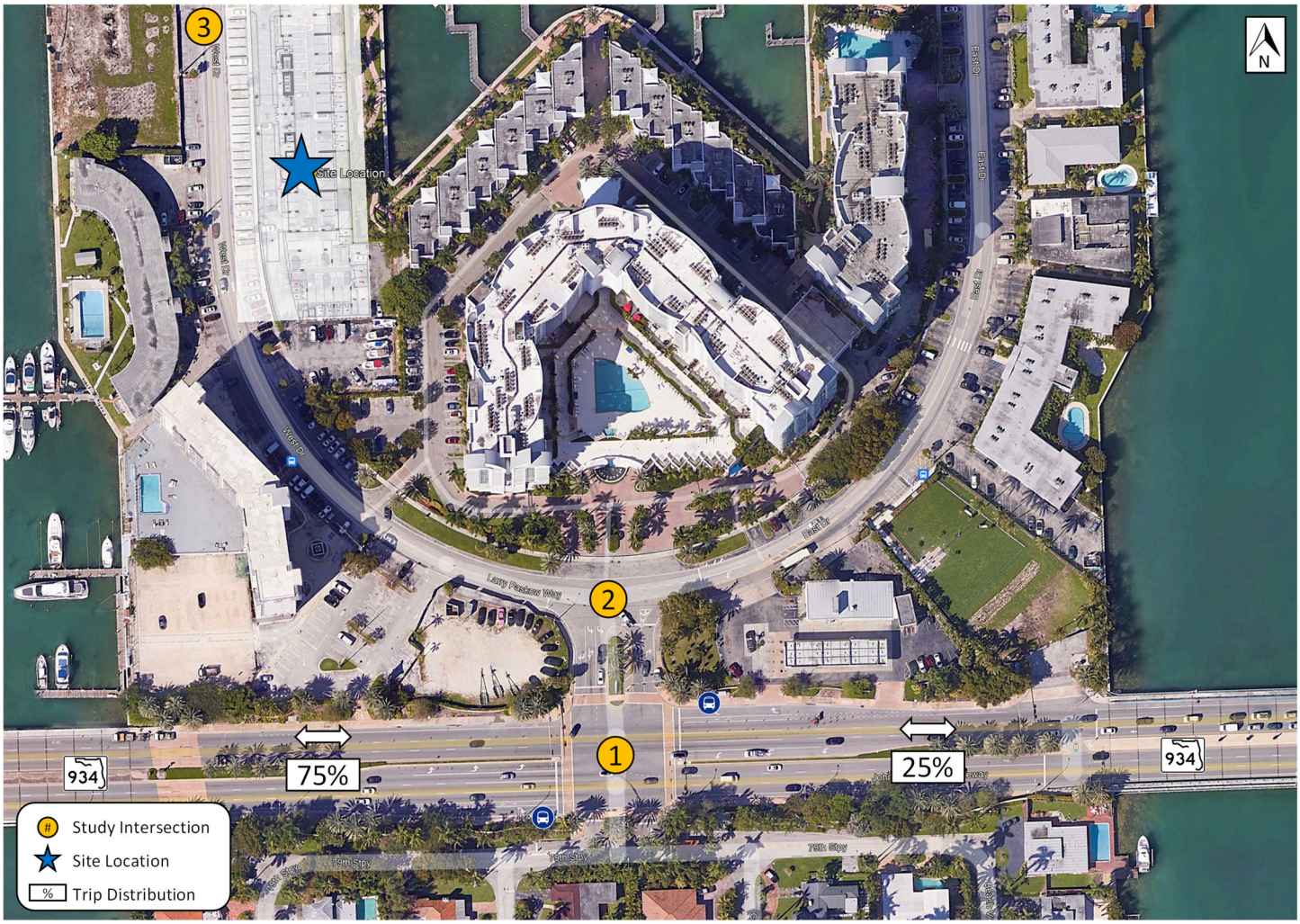
New turning movement counts were collected on Thursday, March 9, 2023 at 79th Street/JFK Causeway (SR 934) & Harbor Island Drive/North Bay Island and at Harbor Island Drive & Larry Paskow Way. A 24-hr bi-directional count was also collected on West Drive near the proposed egress driveway.

Trip Distribution & 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 the 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. This is also evidenced by previous counts, typical traffic patterns and regional development. Trips are expected to travel to and from the following directions:

- 75% to/from the west via 79th Street/JFK Causeway (SR 934)
- 25% to/from the east via 79th Street/JFK Causeway (SR 934)

Count Location/Trip Distribution Map



Background Growth

Census data for the City and Florida Department of Transportation (FDOT) traffic count data along SR 934 was collected to determine an annual growth rate. FDOT data indicates a negative 1.2% change from 2017 to 2021. Census records indicate a roughly 1.4% annual growth from 2010 to 2021; this annual increase will be used to develop future traffic volumes. FDOT Average Annual Daily Traffic (AADT) and census population statistics are shown below.

North Bay Village Census Data			FDOT AADT Data	
Year	Population		Year	AADT
2010	7,137		2017	39,500
2021	7,956		2021	39,000
Δ% (overall)	15.4%		Δ% (overall)	-1.2%
Δ% (annual)	1.1%		Δ% (annual)	-0.3%

Recommended Growth Rate for study: 1.5% / year for two years.

Committed Trips

All committed development trips within the study area will be included. These have been identified in both the TIS. The following developments are included:

- 7918 West Drive – 54 unit, 21 story residential tower
- 1755 Kennedy Causeway Mixed-Use Development
- 1819-1855 79th Street Mixed-Use Development

Parking

Parking will be provided on site. The development will have four levels of self-parking for residents and guests. There are existing on-street parking spaces that will remain except where the access points will be built.

Internal Circulation

Traffic will enter from the southern driveway and circulate in a clockwise direction to park on either the ground level or to one of the parking levels above. Delivery vehicles and garbage collection will be on the ground level on the south side of the site. An access driveway is provided near the ingress driveway.

Planned Roadway & Approved Development Projects

A single roadway improvement has been identified in the site's vicinity:

- 79th Street/JFK Causeway (SR 934) – FDOT Project E6K68: repair/rehabilitation of bridges and pavement along SR 934 between Bay Drive and NE Bayshore Court. Geometric changes to SR 934 are not anticipated; improvements will not impact the study's capacity analysis.

Analysis Scenarios and Elements

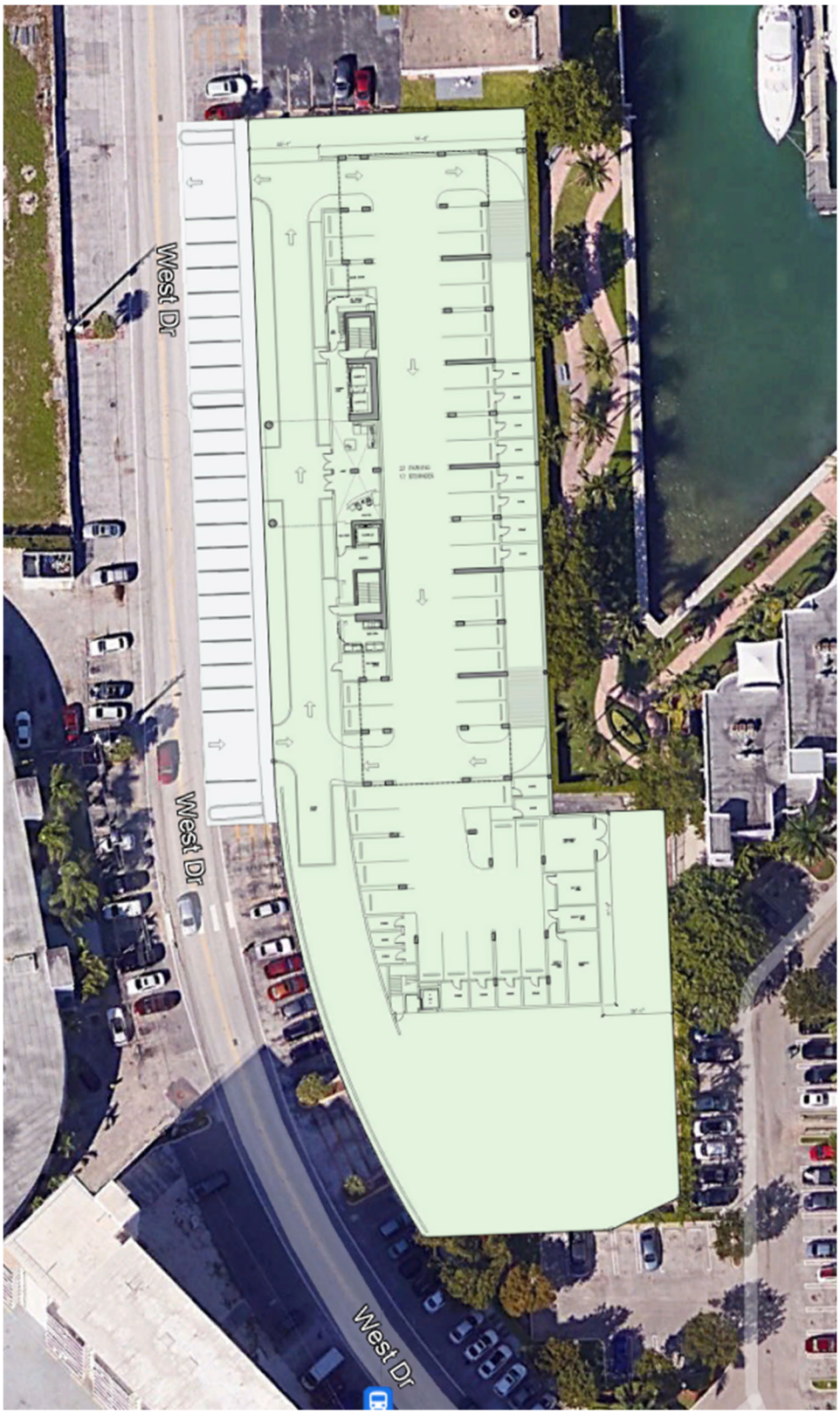
Capacity analyses will be completed utilizing Synchro 11® and *Highway Capacity Manual, 6th Edition* methodology with adherence to FDOT guidelines. All study intersections and road segments will be analyzed during the surrounding roadways' weekday AM and PM peak hours under the following traffic scenarios:

- Existing Conditions (2023)
- Background Conditions (2025)
- Build Conditions (2025)

The 95th percentile queues will be reported along with the delay and LOS results.

AutoTurn analysis for garbage and delivery trucks will be shown on the site plan as well turns on the various floors. The parking space count will be included along with a calculation of the required number of spaces. This will be submitted on the site plan.

Conceptual Ground-Floor Plan



MEMORANDUM OF UNDERSTANDING

To: Silvia Vargas, FAICP, Village Planner, North Bay Village

From: John Karnowski, PE, PTOE, ACIP (john.karnowski@NV5.com)

Cc: Marc Schmulian

Date: October 18, 2023

Re: 7913 West Drive, North Bay Village, FL
Supplement to TIS Dated September 22, 2023

The following information was requested by the Village of North Bay to supplement the analysis in the above referenced traffic impact study. Tables 9, 10, and 11 have been updated to account for the peak hour, one-way capacity of the facilities, as reported in the FDOT 2023 Multimodal Quality Level of Service Handbook, Motor Vehicle Arterial Generalized Service Volumes for C5-Urban Center. The C5-Urban Center category was chosen as it most closely reflects the characteristics of West Road. All other choices appear to overestimate the capacity of the road or are for much more dense urban downtown areas. The updated tables are attached to this memorandum.

The parking was evaluated using ITE Parking Generation, 5th Ed. The land use is 222 Multifamily (High Rise). The traffic study included parking rates per *dwelling unit* which is an average of 0.98 spaces per unit. At 94 units, there would need to be approximately 92 spaces. If one also accounts for 10% additional parking for guests, the number of parking spaces would be **101 parking spaces.** (Note, Parking Generation accounts for guest parking in the average parking rates but the additional calculation is included here to be consistent with the Village Code. See below.)

If the independent variable were number of bedrooms, the ratio from Parking Generation is 0.49 spaces per bedroom. The development will have the following mix of units:

- Two-bedroom: 60 units
- Three-bedroom: 34 units

Using Parking Generation with the number of bedroom as the independent variable, and accounting for 10 percent additional spaces for guests, there would need to be 1**20 parking spaces.**

The Village code that pertains to parking requirements is re-printed below:

> *9.3.C.2.c.Multi-family in all areas except Treasure Island commercially zoned lots on the north side of Kennedy Causeway:(1) One and one-half space for each efficiency unit, two parking spaces for one- and two-bedroom units, and three parking spaces for three-bedroom units or larger and two-bedroom units, which contain an enclosed den or other space convertible to a*

bedroom plus an additional ten percent of the total number of required spaces for guest parking, which shall be identified as such.

Using the Village code, there should be 2.0 spaces per two-bedroom unit (60 units = 120 spaces) plus 2.0 spaces per three-bedroom unit (34 units = 102 spaces) plus 10% for guest parking. That would **require 244 parking spaces.**

The site plan includes 182 parking spaces which is more than sufficient per ITE Parking Generation, 5th Ed. rates but is less than the Village's code requires.

Table 9: 2023 Existing Conditions Segment Analysis

Roadway	Segment		Length	Lanes	Min LOS	AM Peak Hour			Available Cap.	LOS
	From	To				Capacity*	Direction	Volume		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	690	EB/SB	187	503	C
							WB/NB	87	603	C

Roadway	Segment		Length	Lanes	Min LOS	PM Peak Hour			Available Cap.	LOS
	From	To				Capacity*	Direction	Volume		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	690	EB/SB	123	567	C
							WB/NB	125	565	C

Table 10: 2025 No-Build Conditions Segment Analysis

Roadway	Segment		Length	Lanes	Min LOS	AM Peak Hour				Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	690	EB/SB	187	10	493	C
							WB/NB	87	5	598	C

Roadway	Segment		Length	Lanes	Min LOS	PM Peak Hour				Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips		
West Drive	Harbor Island Dr	1714 West Dr	800’	2-Ln Undivided	D	690	EB/SB	123	8	559	C
							WB/NB	125	10	555	C

Table 11: 2025 Build Conditions Segment Analysis

Roadway	Segment		Length	Lanes	Min LOS	AM Peak Hour					Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips	Project Trips		
West Drive	Harbor Island Dr	1714 West Dr	1400'	2-Ln Undivided	D	690	EB/SB	187	10	15	478	C
							WB/NB	87	5	8	590	C

Roadway	Segment		Length	Lanes	Min LOS	PM Peak Hour					Available Cap.	LOS
	From	To				Capacity*	Direction	Volume	Committed Trips	Project Trips		
West Drive	Harbor Island Dr	1714 West Dr	1400'	2-Ln Undivided	D	690	EB/SB	123	8	12	547	C
							WB/NB	125	10	15	540	C

*Capacity at LOS D is 690 vehicles based on FDOT 2023 Multimodal Quality Level of Service Handbook, Motor Vehicle Arterial Generalized Service Volumes for C5-Urban Center Peak Hour Direction volume.

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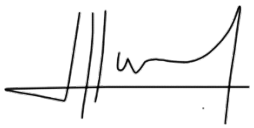
Shadow study for site at North Bay Village REV3

Used Methodology:

1. The architect company's Revit model was imported into Autodesk 3ds Max.
2. The north direction on the site was identified.
3. The sun tool was used at the correct coordinates of the site in North Bay Village at different times of the year: the summer solstice and winter solstice (beginning of summer and beginning of winter).
4. The summer shadow projection took into account daylight saving time.
5. All images were created at the same scale to represent the shadow projection as accurately as possible once the building is constructed.

We certify that the study has been done following the methodology described above:



Gonzalo Navarro
ArX Creative

Please see next page for images

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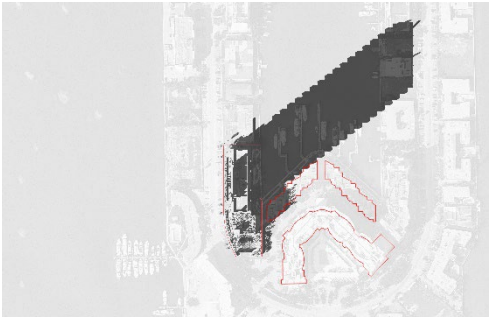
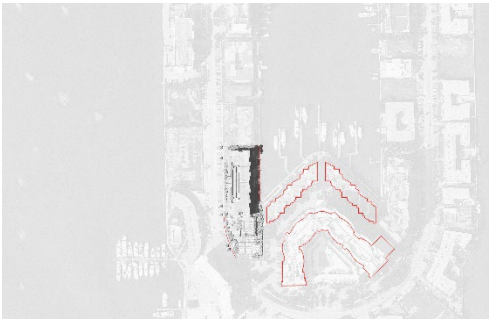
Shadow Study

Dec 21st 10AM	Dec 21st 2PM	Dec 21st 4PM
		
Jun 21st 10AM	**Jun 21st 2PM**	**Jun 21st 4PM**
		

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RESOLUTION NO. 2023-XX

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, S2 NBV Partners, LLC ("the "Applicant") has submitted an application to North Bay Village (the "Village"), pursuant to Section 5.8, seeking approval of a site plan for a multifamily residential project on an approximately 1.04-acre site, identified by Folio No. 23-3209-001-0013, located at approximately 7913-7915 West Drive, as legally described in Exhibit A, "Legal Description" attached hereto (the "Property"); and

WHEREAS, the subject development project consists of 94 for-sale residential units and ancillary indoor and outdoor resident amenities within a 22-story building; plus structured parking (collectively, the "Project"); and

WHEREAS, the site plan for the Project is attached hereto as Exhibit "B"; and

WHEREAS, to achieve the proposed number of units, the Applicant requested to purchase 22 dwellings through a transfer of density rights from Village-owned property, pursuant to Sections 8.10.D.4.d. and 8.13.; and

WHEREAS, the requested transfer of density rights will yield a maximum density no greater than 30% above the base density of 70 units per acre, in compliance with the above-referenced sections; and

WHEREAS, as part of the TDR purchase request, the Applicant intends to utilize additional building height available with the transfer of density rights, up to a maximum of 49 additional feet, to accommodate the additional units; and

WHEREAS, concurrent with the Site Plan review as required in Sec. 8.12 of the ULDC, the Applicant has also requested to purchase up to 40 additional feet of building height from North Bay Village; and

WHEREAS, the maximum permitted building height with bonuses (not including mechanical structures located on the rooftop, which are exempt from the height limitation per Section 8.17.G) is 239 feet and 2 inches; and

WHEREAS, Village staff reviewed the Project and found it largely consistent with the relevant goals, objectives and policies Comprehensive Plan and the pillars articulated in the NBV100 Master Plan, and recommends approval subject to prior approval of a separate variance request to reduce the parking requirement; and other 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-___ and attached hereto as Exhibit “C”, which memorializes the transfer of density rights, height bonuses, building area in the Project, and other requirements; and

WHEREAS, after a duly noticed public hearing held on _____, 2023, the Planning and Zoning Board 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/is not] 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 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 3. Decision; Conditions. Pursuant to Section 5.8 of the ULDC, the site plan to construct a multifamily, for sale, residential development Project consisting of 94 residential units along with complementary resident amenities, as well as a parking garage (as shown in Exhibit "B"), is hereby [approved/denied/approved subject to the following conditions]:

General conditions

1. The Project Approval shall be valid for two (2) years, commencing on the effective date of the Approval Resolution, within which time the Applicant must obtain the Master Building Permit, except as provided in the Development Agreement or applicable law. No more than two (2) additional one-year extensions may be granted upon approval by the Village Commission based upon a finding that Applicant has made good faith efforts to seek a Master Building Permit (together, the initial two-year term and any subsequent extension that has been granted by the Village Commission, is the "Project Validity Period"). A request for extension must be filed with the Village at least thirty (30) days prior to the end of the then-current Project Validity Period.
2. Applicant's failure to obtain a Master Building Permit within the Project Validity Period shall result in the automatic revocation of the Project Approval and the automatic termination of this approval and the Development Agreement pursuant to Section 4.d of the Development Agreement.
3. Cost recovery charges must be paid pursuant to Section 5.12. Specifically, no new development application shall be accepted, and no building permit or certificate of occupancy shall be issued for the property until all application fees, cost recovery deposits and payments, and outstanding fees and fines related to the property (including fees related to any previous development proposal applications on the property), have been paid in full.
4. The 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.
5. The Site Plan shall incorporate and be developed in substantial conformance with the following documents:
   A. Topographic survey prepared by Ford Armenteros & Fernandez, Inc. dated 02/27/2023.
   B. Architectural plans prepared by Charles H. Benson & Associates Architects P.A., revisions dated 03/29/23 (Attachment 3), including:
      1) GN: Rendering, Project Information and Location Map
      2) A-1: Proposed Site Plan

3) A-2 through A-5: Proposed Floor Plans
4) A-6: Proposed Roof Plan
5) A-7: Sections
6) A-8 through A-10: Elevations

C. Landscape Plans prepared by Paradelo Burgess Design Studio, LLC with Holland Engineering, Inc., dated 10/20/2023 (Attachment 4), including notarized Professional Preparer's Statement of Landscape Compliance signed and sealed by Jonathan Burgess and dated 09/21/2023:
   1) L-1: Landscape Plan
   2) L-2: Landscape Details
   3) L-3: Site Aerial
   4) L003: Aerial Image and Existing Trees

D. Landscape and Irrigation System Maintenance Guide from September 2023 by Paradelo Burgess Design Studio, LLC, signed and sealed by Jonathan Burges, PLA

E. Civil Engineering plans prepared by Holland Engineering, dated 10/27/23 and sealed digitally by Susan Holland 10/30/2023:
   1) PM-1: Pavement Marking and Signage Plan Level 1
   2) PM-2: Pavement Marking and Signage Plan Level 2
   3) PM-3: Pavement Marking and Signage Plan Levels 3 and 4

F. Traffic Study prepared by NV5, dated September 2023; by John Karnowski, P.E. 09/22/23 (Attachment 5); together with responses to comments.

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 transfer of density rights, height bonus and related requirements as approved herein.

Height Bonus (Sec. 8.12):

1. The maximum base density in the RM-70 zoning district is 150 feet. The Applicant has requested to purchase additional height from North Bay Village concurrent with the Site Plan review, pursuant to Sec. 8.12 of the ULDC. The request is for a bonus of 40 feet, which will result in a maximum building height of 190 feet, excluding additional height gained from the transfer of development rights per Sections 8.12. and 8.13 of the ULDC (as amended), which shall not exceed 30% of the maximum permitted height of 190 feet, with bonus (see below).
2. The Applicant shall pay a nonrefundable deposit equivalent to ten percent (10%) of the total amount due in community contribution fees related to the approved bonus height within 90 days of site plan approval by the Village Commission. The balance shall be paid concurrently with the issuance of a building permit. No building permit shall be issued by the Village until the applicant has paid the fees calculated pursuant to this section.

3. No building permit shall be issued by the Village until the applicant has paid all the fees due (equal to $282,000).

Density Rights Transfer and Associated Bonus Height:

1. The allocated base density of the Property is 72 dwellings. The Applicant has requested purchase of 22 additional dwellings pursuant to Sec. 8.13 of the ULDC through a transfer of density rights from Village-owned property located in Harbor Island. A total of 11.8 density rights shall be transferred from Vogel Park and 10.2 shall be transferred from East Drive/Civic Park ("Sending Sites"), leaving only zero (0) density rights available for future transfer from Vogel Park and from 41.5 density rights available for future transfer from East Drive/Civic Park.
2. The Applicant has requested and is entitled to receive approval for additional building height of approximately twenty-six percent (26%) above the maximum permitted building height, not to exceed a total of 239 feet-2 inches including the application of bonuses (but excluding height exceptions per Sec. 8.17.G.) to accommodate the transferred density.
3. The Applicant shall pay a community contribution fee of $65,000 per transferred dwelling unit to North Bay Village within 90 days of site plan approval by the Village Commission (for a total of $1,430,000).

Workforce Housing

1. Pursuant to Section 8.10.1 of the ULDC, created by Ordinance No. 2022-13, if the Project is to offer units for rent, or converts to a rental building within five (5) years of a Certificate of Occupancy, at least 5% of the total number of units in the Project, or five (5) units, as workforce housing serving households with incomes between 60% and 140% of Area Median Income. If the Project is to offer units for rent, a Workforce Housing Covenant shall be executed and recorded by the property owner prior to the first building permit. If the Project is to offer units for sale, the Certificate of Occupancy shall include a condition that five (5) units shall be reserved for workforce housing serving households with incomes between 60% and 140% of Area Median Income in the event the multifamily residential development converts to a for-rent project within five (5) years of the Certificate of Occupancy.

Landscape and Public Realm:

1. Details and specifications of proposed paving materials shall be submitted, including permeability coefficient for any pervious materials used for driveways, walkways, terraces, etc.
2. Exterior lighting shall be of the cutoff type, shielded and directed away from adjacent properties and streets.
3. Coordinate with the Village and the 360 Condominium on a strategy and agreement, to be provided to the Village in writing, to implement the proposed Island Walk access points through the site, with the goal of increasing accessibility to the waterfront.
4. Visibility triangles shall be shown on the landscape plan to demonstrate the clear zone for the north/egress driveway.
5. 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 screening, walls, hedges, fences or opaque gates.
6. 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.
7. No objects, trees, or vehicles above 2.5 ft shall be allowed within the sight triangle.
8. 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 propane tanks, A/C units, generators, above ground utilities, and irrigation pumps.
9. The Applicant shall attain no less than 24 points from the North Bay Village Green Building Program, which effort shall include pursuing National Green Building Standard (NGBS) Gold certification for the project, per the selected Green Building Program options shown on Sheet GN-1 of the plan set.

Infrastructure/Drainage:
1. Civil engineering plans submitted for permitting shall meet all paving, grading, drainage, water and sewer specifications and requirements.
2. At the time of application for a Master Building Permit, the Applicant shall provide up to date documentation of compliance with the applicable Level of Service (LOS) requirements.
3. All existing and proposed access and/or utility easements, 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.
4. 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.
5. Applicant shall provide fixture unit count to support water meter sizing.
6. Prior to Master Building Permit approval, the Applicant shall provide a signed and sealed drainage report 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.
7. Prior to Master Building Permit approval, the Applicant shall provide a detailed construction staging and management plan designed to minimize the negative impact of construction activities on the surrounding neighborhood by reducing, noise, dust, traffic, and other health hazards. At a minimum, the plan shall indicate the traffic circulation pattern for vehicles, cement and dump trucks from the construction site to adjacent streets and arterials and how impacts to residential areas are minimized, as well as addressing the following topics:
   a) parking management for construction workers
   b) pedestrian safety
   c) truck and crane staging

d) utilities access
e) construction hours
f) materials storage
g) construction fencing
h) construction dumpsters
i) life and safety
j) temporary construction signage
k) stormwater, erosion and sedimentation controls

8. 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 a breakdown of the number of parking spaces provided by unit size, as required by Sec. 9.3.C.
2. 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.
3. The Applicant shall coordinate with Miami Dade County Traffic Engineering Department and the Village to develop modified and acceptable signal timing plans for the junction of 79th Street Causeway and Harbor Island Drive to ensure the effectiveness of the proposed signal timing optimization.
4. The Applicant shall submit documentation of compliance with the parking garage conversion standards of Sec. 9.3.1.
5. The Applicant shall submit documentation that valet service is provided on a continuous basis, including a valet operations plan and an annually renewed business tax receipt.
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 include sidewalk/grass strip restoration according to North Bay Village core requirements.
8. In coordination with Village staff, the Applicant shall provide a narrative clarifying the details of the proposed operation to collect and transfer the trash dumpster from the proposed location to the loading and trash pick-up, including ensuring that garbage collection occurs during off-peak hours.
9. The loading zone within the first level of the parking garage shall be clearly designated as a passenger and/or van delivery loading zone.
10. The bicycle storage space provided within the parking garage shall provide restricted access for the safety of residents' property. Short-term bicycle parking for visitors may be provide outside of this restricted space.
11. Exterior loading zones shall be surfaced with a minimum of a rolled six-inch rock base and a one-inch durable weatherproof asphaltic pavement.

Other:

1. All signage shall comply with the restrictions of Chapter 11.

Prior to issuance of a Certificate of Occupancy

1. The 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 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: 7913-7915 West Drive, NORTH BAY VILLAGE

Folio Number: 23-3209-001-0013

Legal Description:

A Portion of Tract "A", Plat Book 44, at Page 72 of the Public Records of Miami–Dade County, Florida more particularly described as follows:

Commencing at the Southwesterly corner of Lot 88, or the Northwesterly corner of Tract "A" as same are shown on a Plat entitled HARBOR ISLAND, as recorded in Plat Book 44, at Page 72, of the Public Records of Miami Dade County, Florida, run Southerly along the Southerly production of the Westerly line of said Lot 88 or the Westerly line of Tract "A" as shown on the aforesaid plat, a distance of 150.00 feet to the Point of Beginning of the Parcel of land herein described; from said Point of Beginning continue Southerly along the Easterly line of West Drive or the Westerly line of said Tract "A", a distance of 90.00 feet to the Point of Curvature (PC) of a circular curve, thence run Southeasterly along the arc of a circular curve deflecting to the left having for its elements a central angle of 29°11'47", a radius of 369.00 feet, a distance of 188.03 feet to a point, said point being the intersection of the last mentioned arc with a line parallel to and 420.00 feet distant Southerly from the Southerly line of said Lot 88; thence run Easterly along a line parallel to and 420 feet distant Southerly from the Southerly line of Lot 88, a distance of 93.88 feet to a point, thence run Northerly along a line deflecting 90°00'00" to the left; said line being parallel to and 140.00 feet distant Easterly from the Easterly line of said West Drive, or the Westerly line of said Tract "A" produced Southerly, a distance of 156.28 feet to a point, thence run along a line deflecting 90°00'00" to the left, said line being parallel to and 263.72 feet distant Southerly from the Southerly line of said Lot 88, a distance of 40.0 feet, thence run Northerly along a line deflecting 90°00'00" to the right, along a line parallel to and 100.00 feet distance Easterly from the Easterly line of West Drive, or the Westerly line of said Tract "A," a distance of 263.72 feet to a point, thence run Westerly along a line deflecting 90°00'00"to the left, said line being the Southerly line of said Lot 88, a distance of 100.00 feet, thence run Southerly along a line deflecting 90°00'00" to the left, said line being the Easterly line of West Drive, or the Westerly line of said Tract "A" a distance of 150.00 feet to the Point of Beginning of the parcel of land herein described;

Less and except a Triangular piece of land in the Southeast Corner which was previously conveyed to The Wolf Corp., A Delaware Corporation, by Warranty Deed recorded in Official Records Book No. 2986, at Page 246, of the Public Records of Miami Dade County, Florida, as the same may be amended or corrected.

Exhibit “B”
SITE PLAN APPLICATION SET

(Attached)

Exhibit “C”
DEVELOPMENT AGREEMENT

(Attached)

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 - NOV. 15, 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

11/02/2023

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
2 day of NOVEMBER, 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 NOVEMBER 15, 2023, AT 6:00 P.M. AT 1666 KENNEDY CAUSEWAY, #101, NORTH BAY VILLAGE, FL 33141, AND VIA ZOOM, OR AS SOON AS POSSIBLE THEREAFTER. DURING THIS MEETING THE BOARD WILL CONSIDER THE FOLLOWING AT A PUBLIC HEARING:

AN ORDINANCE OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, COMPREHENSIVELY UPDATING THE UNIFIED LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY NORTH BAY VILLAGE FOR DEVELOPMENT OF A GOVERNMENT FACILITY CONSISTING OF A VILLAGE HALL AND COUNTY FIRE STATION COMPLEX AT 1335 79TH STREET CAUSEWAY, NORTH BAY VILLAGE; 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 USE EXCEPTION FOR PACIFIC & ORIENT PROPERTIES, LLC, TO MAINTAIN TEMPORARY SALES / MARKETING OFFICES ON PROPERTY LOCATED AT 7913 WEST DRIVE, AS LEGALLY DESCRIBED IN EXHIBIT "A"; 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 S2 NBV, LLC CONCERNING PROPERTY LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, FLORIDA FOR A VARIANCE FROM PARKING REQUIREMENTS TO PERMIT THE PROVISION OF 178 SPACES WHERE 245 WOULD BE REQUIRED; ALTERNATIVELY [APPROVING / APPROVING WITH CONDITIONS / DENYING] A WAIVER OF PARKING REQUIREMENTS; PROVIDING FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

11/15/2023

A RESOLUTION OF THE MAYOR AND COMMISSION OF NORTH BAY VILLAGE, FLORIDA, [APPROVING / APPROVING WITH CONDITIONS / DENYING] A SITE PLAN APPLICATION BY S2 NBV, LLC, FOR DEVELOPMENT OF A MULTIFAMILY RESIDENTIAL PROJECT LOCATED AT APPROXIMATELY 7913-7915 WEST DRIVE, NORTH BAY VILLAGE, CONSISTING OF UP TO 94 DWELLING UNITS, INCLUDING REQUESTS FOR APPROVAL TO: (A) TRANSFER 22 DENSITY RIGHTS FROM VILLAGE-OWNED PROPERTY; AND (B) INCREASE BUILDING HEIGHT ABOVE THE BASE BUILDING HEIGHT OF 150 FEET VIA BONUSES, UP TO A MAXIMUM HEIGHT OF 240 FEET; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

TO PARTICIPATE IN THE MEETING VIA ZOOM:
MEETING ID: 823 7591 9425
PASSCODE: 525921
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.

ALBA L. CHANG, CMC
VILLAGE CLERK
11/2

23-124/0000692532M

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