



## North Bay Village

Administrative Offices

1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: [www.nbvillage.com](http://www.nbvillage.com)

**REVISED**

### **OFFICIAL AGENDA**

#### **NORTH BAY VILLAGE PLANNING & ZONING BOARD MEETING**

**VILLAGE HALL  
1666 KENNEDY CAUSEWAY, #101  
NORTH BAY VILLAGE, FL 33141**

**TUESDAY**

**MARCH 3, 2015 – 7:30 P.M.**

NOTICE IS HEREWITH GIVEN TO ALL INTERESTED PARTIES THAT IF ANY PERSON SHOULD DECIDE TO APPEAL ANY DECISION MADE AT THE FORTHCOMING MEETING OF THE PLANNING & ZONING BOARD. SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, HE OR SHE WILL NEED TO 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. THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE VILLAGE FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE EVIDENCE, NOR DOES IT AUTHORIZES CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

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

- 
1. **CALL TO ORDER**
  2. **PLEDGE OF ALLEGIANCE, ROLL CALL**
  3. **OATH OF OFFICE**
    - A. **BONIFACIO LOPEZ**
  4. **(PUBLIC HEARINGS) ALL INDIVIDUALS DESIRING TO PROVIDE TESTIMONY SHALL BE SWORN IN.**
    - A. **AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:**

Mayor  
Connie Leon-Kreps

Vice Mayor  
Jorge Gonzalez

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Eddie Lim

1. A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.003 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

2. SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.

1.) Board Recommendation

B. AN ORDINANCE OF THE COMMISSION OF NORTH BAY VILLAGE, FLORIDA UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS OF THE VILLAGE'S COMPREHENSIVE PLAN AS MANDATED BY FLORIDA STATUTES, SECTION 163.3177 (3); PROVIDING FOR CONFLICTS; SEVERABILITY CLAUSE; AND AN EFFECTIVE DATE. (*INTRODUCED BY VILLAGE MANAGER FRANK K. ROLLASON*)

1.) Board Recommendation

5. WORKSHOP

A. Draft Land Development Code Revisions

6. ADJOURNMENT



## **Staff Report**

# **Land Development Code Text Amendments**

*Prepared for: North Bay Village  
Planning & Zoning Board*

*Applicant: Cedar Island L.P.*

*Site Address: 7922 East Drive*

*Request: Amendments to Sections 152.003,  
152.0296, 152.042, and 155.17 of the  
North Bay Village Land Development  
Code*



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### General Information

Owner/Applicant:	Cedar Island L.P.
Applicant Address:	Not given
Site Address:	7922 East Drive
Contact Person:	James Mackenzie
Applicant Phone Number:	305-866-1623
E-mail Address	james@architectureworksllc.com

	Existing
Future Land Use	High Density Multi-family Residential
Zoning District	RM-70
Use of Property	Vacant
Acreage	11,200 sq ft

### Legal Description of Subject Property

HARBOR ISLAND PB 44-72 LOT 83

### Request

The Applicant is proposing an Ordinance to amend Sections 152.003, 152.0296 and 152.042 and 155.17 of the North Bay Village Land Development Code as follows:

#### Section 152.003

*Parking space, off-street.* An all-weather surfaced area, exclusive of streets, alleys, and driveways, permanently reserved for the temporary storage of one vehicle and connected with a street or alley by an all-weather surfaced driveway, which affords ingress and egress for a vehicle without requiring another vehicle to be moved. When developing under the PRD regulations found in Section 152.0296, mechanical parking lifts may be used to create an additional parking space which can be counted towards the total number of required parking spaces.



**Sec. 152.0296(F)(5)**

*Design.* A standard space shall be a minimum of nine feet by 18 feet zero inches long, except for parallel parking in which the space shall be nine feet six inches wide by 21 feet zero inches long. The driveway required in 90-degree parking shall be a minimum of 22 feet zero inches wide. Not less than two percent of required parking spaces shall be allocated for handicapped usage. The parking design for handicapped spaces shall be consistent with applicable state standards.

Notwithstanding the above or the requirements of Section 152.042, mechanical parking lifts may be permitted in an enclosed garage structure if approved by the Village Commission through the PRD site plan review process. A mechanical parking lift is an automated mechanism that lifts vehicles to make space available to park other vehicles below it in a vertical tandem fashion. Both parking spaces created by a mechanical parking lift may be counted towards the total number of required parking spaces. A mechanical parking structure may be permitted if it meets the following standards:

- (a) The mechanical parking lifts and the garage structure shall be designed so that the noise or vibration from the operation of the lifts shall not be plainly audible to, or felt by, any individual standing outside on property adjacent to the garage structure. Noise and vibration barriers shall be utilized to ensure that surrounding walls decrease sound and vibration emissions.
- (b) All mechanical parking lifts must be maintained and kept in good working order and must be inspected by a licensed mechanical engineer at least once annually.
- (c) All free-standing mechanical parking lifts must be designed so that power is required to lift the car, but that no power is required to lower the car, in order to ensure that the lift can be lowered and the top vehicle can be accessed in the event of a power outage.
- (d) All mechanical lifts must be designed to prevent lowering of the lift when a vehicle is parked below the lift.
- (e) The ceiling heights of any parking level with parking lifts within a garage shall be a minimum of 11 feet, six inches.
- (g) Driveways and maneuvering areas shall be designed in order to ensure safe travel in and out of the garage structure. Drives and access ramps that are smaller than twenty-two (22) feet in width shall either be limited to "one way" traffic or shall be designed so that gates or other barriers prevent the entry of more than one vehicle at a time. No drive aisle may be less than 13 feet in width.
- (h) All non-mechanical parking spaces in the garage structure must measure at least nine feet in width by eighteen feet in depth.



### Section 152.042(A)

*Definition.* For the purpose of this subchapter an "off-street parking space" is an all-weather surfaced area, at grade or above, permanently reserved for the temporary storage of one automobile and connected with a street or alley by an all-weather surfaced driveway which affords ingress and egress for an automobile without requiring another automobile to be moved. Mechanical parking lifts, which may require another automobile to be moved, may be approved within enclosed garage structures in the PRD Overlay district if they meet the standards of Section 152.0296(F)(5). When developing under the PRD regulations found in Section 152.0296, mechanical parking lifts may be used to create an additional parking space which can be counted towards the total number of required parking spaces.

### Section 155.17(A)

Minimum off-street parking and loading requirements shall conform to the Village Code relating to parking and loading requirements. For all parking facilities except for mechanical parking garages in the PRD Overlay district, [t]he following criteria shall also be considered:

## Consistency with Comprehensive Plan

The proposed Ordinance is consistent the North Bay Village Comprehensive Plan.

## Analysis

Sec. 152.100(A) of the Village Code of Ordinances states that changes to the zoning regulations shall be in general accord with sound principles of planning and zoning and with the purpose of the zoning regulations.

The current definition of a parking space found in the LDC defines an off-street parking space as a space "which affords ingress and egress for a vehicle without requiring another vehicle to be moved". Most mechanical parking lift designs require that the bottom car be removed from the lift before the top car can be removed. This action denies developers to count the top parking space towards the number of required parking spaces. The Applicant would like to use mechanical parking lifts for this project and count the additional parking spaces that mechanical parking lifts provide towards the number of required parking spaces. This proposed language allows this action only when developing under the PRD regulations found in Section 152.0296, and therefore, only allows this type of parking in limited situations.

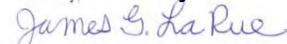


The minimum drive aisle width allowed in projects developed under the PRD regulations is 22 feet. This proposed project is on a single lot site which is 80 feet wide. In order to provide the required parking for 16 dwelling units and the necessary guest parking, the applicant maintains that two parking levels must be used and that it is not possible to adhere to the 22 foot wide aisle requirement. What is being proposed is language that would allow narrower aisles and the use of gates to control the ingress and egress of traffic such that these aisles would be limited to one-way traffic. Similar to the use of the parking lifts, this language only revises the minimum aisle width for projects developing under the PRD regulations.

## Recommendations

These proposed LDC amendments will only affect the minimum aisle width and the use of mechanical parking lifts to provide additionally required parking when developing under the PRD regulations. The proposal will allow developers more flexibility when developing on smaller lots in the RM-70 district. In Staff's opinion, these proposed amendments are in general accord with sound principles of planning and zoning and with the purpose of the zoning regulations. Staff recommends **approval** of this proposed Ordinance.

Submitted by:

  
James G LaRue, AICP  
Planning Consultant

January 21, 2015

Hearing: Planning & Zoning Board, February 3, 2014





## **Staff Report Site Plan**

*Prepared for: North Bay Village,  
Planning and Zoning Board*

*Applicant: Cedar Island L.P.*

*Site Address: 7922 East Drive*

*Request: Site Plan Approval for  
Multi-family residential building  
(condominium)*



**LaRue** Planning  
& Management Services, Inc.  
1375 Jackson Street, Suite 206  
Fort Myers, Florida  
239-334-3366

Serving Florida Local Governments Since 1988

**General Information**

<b>Owner/Applicant:</b>	Cedar Island L.P.
<b>Applicant Address:</b>	Not given
<b>Site Address:</b>	7922 East Drive
<b>Contact Person:</b>	James Mackenzie
<b>Applicant Phone Number:</b>	305-866-1623
<b>E-mail Address</b>	james@architectureworksllc.com

	<b>Existing</b>
<b>Future Land Use</b>	High Density Multi-family Residential
<b>Zoning District</b>	RM-70
<b>Use of Property</b>	Vacant
<b>Acreage</b>	11,200 sq ft

**Legal Description of Subject Property**

HARBOR ISLAND PB 44-72 LOT 83

**Request**

The applicant is requesting site plan approval pursuant to Section 152.105(C)(9) of the North Bay Village Code of Ordinances for development of a 16 unit, 13 story multi-family condominium structure in the RM-70 (high density multiple-family residential) zoning district, utilizing the PRD regulations found in Section 152.0296 of the North Bay Village Code.

Additionally, the applicant is proposing an ordinance to amend the North Bay Village Land Development Code. This language revision establishes the use of mechanical parking lifts to provide two parking spaces per lift, both of which may be counted toward the required number of off-street parking spaces; and allows for the use of access aisles narrower than the current minimum of 22 feet, in conjunction with gates to control one-way drive usage.



**Consistency with Comprehensive Plan**

The multifamily residential use is consistent with the description of the Residential Future Land Use category under Policy 2.1.1a of the Future Land Use Element.

**Adjacent Land Use Map Classifications and Zoning District**

<b>North</b>	Future Land Use	High Density Multi-Family Residential
	Zoning District	RM-70
	Existing Land Use	Condominiums
<b>East</b>	Future Land Use	High Density Multi-Family Residential
	Zoning District	RM-70
	Existing Land Use	Condominiums
<b>South</b>	Future Land Use	High Density Multi-Family Residential
	Zoning District	RM-70
	Existing Land Use	Condominiums
<b>West</b>	Future Land Use	Water
	Zoning District	Water
	Existing Land Use	Biscayne Bay



**Adequacy of Public Facilities**

Traffic Analysis

The applicant has provided evidence that the existing facilities have sufficient capacity.

Water and Sewer Analysis

The applicant has provided evidence that the existing facilities have sufficient capacity or that capacity will be expanded to accommodate the proposed development.

**Comparison of Submitted Site Plan With Land Development Regulations**

Section	Regulation	Required	Provided
Comprehensive Plan Future Land Use Policy 2.1.1a	Maximum density	70 dwelling units per acre	62.2 dwelling units per acre
<b>North Bay Village LDC</b>			
152.029(C)(3)	Required lot area per dwelling unit	Unit type	Lot area/unit
		Efficiency	620
		1-br	620
		2-br	685
		3-br	750
		$16 \times 685 = 10,960$	10,960 < 11,200
152.029(C)(5)	Minimum pervious area	20% of total parcel  $20\% \text{ of } 11,200 = 2,240$ sq ft	6,640 sq ft



Section	Regulation	Required	Provided
152.029(C)(7)	Baywalk/boardwalk requirement	A public access boardwalk must be provided along shoreline and access to that boardwalk must be provided with a walkway from the ROW. Dedicated easements shall be recorded for the boardwalk and access corridors.	Provided
152.0296(D)(2)	Minimum lot area	Property shall contain at least one legally platted lot for the construction of no less than 10 residential units and 20 parking spaces (off-street), or two, but not more than three, platted lots contiguous	Lot is 11,200 sq ft (0.77 acres) and is of adequate size to build at least 10 dwelling units.
152.0296(D)(3)	Unity of title	If property consists of two or more lots, unity of title shall be submitted	N/A
152.0296(D)(4)a	FAR	Total gross area of a building or buildings, excluding parking garage structure, on any lot divided by the area of the lots. No structure shall contain a FAR of greater than 3.0 for one lot; 3.75 for two lots; and 4.00 for three lots.  <u>Allowed up to 33,600 SF of GFA.</u>	28,887 sq ft
152.0296(D)(4)c	Amenities sq ft restriction	No more than one-half of a floor area used for amenities can be allocated for dwelling units	In compliance



Section	Regulation	Required	Provided
152.0296(D)(4)d	Maximum building height	No structure shall exceed 170 feet in overall height above base flood elevation (BFE) including all structures for stairways, storage, mechanical, elevator, recreational uses, et cetera. The total area of these uses shall not exceed 30 percent of the footprint of the last residential floor. Moreover, an elevator shaft may exceed 160 feet in height based on evidence of necessity as a result of requirements for elevator construction. The roof of any residential dwelling unit shall not be higher than 150 feet from BFE.	Total building height is 156 ft 2 in, but only 148 ft 2 in above BFE.
152.0296(E)	Uses permitted	Multifamily residential and recreational facilities ancillary thereof	In compliance
152.0296(F)(1)a	Minimum front pedestal setback	20 ft	Applicant applying flex setbacks, see below
152.0296(F)(1)b	Minimum front tower setback	25 ft	Applicant applying flex setbacks, see below
152.0296(F)(1)c	Minimum rear pedestal and tower setback	25 ft	Applicant applying flex setbacks, see below
152.0296(F)(1)d	Minimum pedestal side setbacks	10 ft	Applicant applying flex setbacks, see below
152.0296(F)(1)d	Minimum tower side setbacks	15 ft on one side. 20% of frontage on the other side	Applicant applying flex setbacks, see below



Section	Regulation	Required	Provided
152.0296(F)(2)	Flex setback	<p>The total floor area of encroachment (which shall exclude a maximum of 25 percent of the total square footage of all the balconies on the plan), into the setbacks must be adjusted by deducting it from the buildable "box" allowed under the standard setback regulations provided below and in no instance is the designer allowed to build more area per floor than what is permitted under this buildable box, and in no instance may any wall length which encroaches into any side yard setback be longer than one-third of the length of a wall (which shall not include balconies with railings or other physical containment which do not exceed 42 inches in height) which is permitted under the buildable box and the standard setback regulations provided below. The length of wall measurement shall be made at the point of maximum encroachment into the flex setback area.</p>	<p>Pedestal buildable box: 5,700 sf</p> <p>Pedestal footprint: 5,467 sf</p> <p>Tower buildable box: 4,410 sf</p> <p>Tower footprint: 4,449 sf</p> <p>Tower footprint with 25% of balcony area subtracted: 4,290.75 sf</p>



Section	Regulation	Required	Provided
152.0296(F)(3)	Maximum building height	No structure shall exceed 150 feet from base flood elevation to the roof of the last residential floor and 160 feet for the overall height of the structure, as defined in section (4)d. further provided, no pedestal shall exceed 30 feet in height.	Total building height is 156 ft 2 in, but only 148 ft 2 in above BFE. Top of pedestal is 22 ft 9 in above BFE.
152.0296(F)(4)a	Minimum number of parking spaces per dwelling unit	Off-street parking shall be required on a basis of two spaces per residential unit, and such other requirements as defined in section 152.042 except as defined herein.  16 x 2 = 32	36 parking spaces
152.044(A)(2)	Minimum number of parking spaces for guests	10% of total required spaces  10% of 32 = 4 guest parking spaces required	
	Total parking spaces required	32 + 4 = 36 parking spaces required	
152.0296(F)(4)b	Parking screening	All parking spaces must be screened from ground level view.	All parking provided within garage
152.0296(F)(5)	Minimum parking space dimensions	Standard spaces shall be at least 9 by 18 feet.  Parallel parking spaces shall be at least 9.5 by 21 feet.	provided



Section	Regulation	Required	Provided
152.0296(F)(5)	Minimum parking aisles width	90 degree parking aisles shall be at least 22 feet wide.	Applicant is proposing text amendment language to allow 2 way aisles to be narrower than current standard and be used with gates to limit traffic to one-way usage.
152.0296(F)(5)	Minimum number of handicap parking spaces	Not less than two percent of required parking spaces shall be allocated for handicapped usage.  2% of 36 = 1 handicap parking space required	2 handicap accessible parking spaces
ADA Parking Requirement	Minimum number of handicap parking spaces	2 handicap accessible parking spaces required according to ADA regulations	
5.2.2(a)(3)	Minimum handicapped parking space dimensions	Must comply with all applicable accessibility standards	Provided
152.0296(F)(6)	Provision for entrance feature	A covered/sheltered entrance feature shall be permitted to the front property line. Fourteen feet of vertical clearance shall be provided. If loading spaces are provided at this location, 14½ feet of vertical clearance shall be provided. Columns may be provided to support porte cochere.	Provided



Section	Regulation	Required	Provided
152.0296(F)(7)	Balconies	<p>Exterior balconies/terraces and covered walkways excluding rooftops and other non-covered areas may extend into setbacks a maximum of 25 percent of the allowable setback measurement but may not extend beyond the pedestal setback. Balconies projecting into setbacks shall be deemed as encroachments herein, but shall not be calculated as part of the floor area ratio. Notwithstanding anything herein to the contrary, in no event shall the total square footage of balconies exceed more than 25 percent of the total square footage of the buildable box.</p>	In compliance



Section	Regulation	Required	Provided										
152.0296(F)(8)	Landscaping	A minimum of 30 percent of the exposed roof deck of the pedestal and any open areas with amenities shall be landscaped, and in addition "hardscape" (pavers, fountains, awnings, etc.) may be permitted if approved by the Village. An applicant shall be required to submit a detailed landscape plan to the Village. The landscape plan shall be sensitive to surrounding properties and shall be utilized to enhance the subject property.	In compliance										
152.0296(F)(9)	Minimum unit size	<table border="1"> <thead> <tr> <th>Unit type</th> <th>Floor Area sq ft</th> </tr> </thead> <tbody> <tr> <td>Efficiency</td> <td>600</td> </tr> <tr> <td>1-br</td> <td>900</td> </tr> <tr> <td>2-br</td> <td>1,200</td> </tr> <tr> <td>3-br</td> <td>1,350</td> </tr> </tbody> </table>	Unit type	Floor Area sq ft	Efficiency	600	1-br	900	2-br	1,200	3-br	1,350	All units are two-bedroom size. Smallest units are 1,499 sf.
Unit type	Floor Area sq ft												
Efficiency	600												
1-br	900												
2-br	1,200												
3-br	1,350												
152.042(A)	Parking spaces to meet minimum definition of 'parking space'	An "off-street parking space" is an all-weather surfaced area, at grade or above, permanently reserved for the temporary storage of one automobile and connected with a street or alley by an all-weather surfaced driveway which affords ingress and egress for an automobile without requiring another automobile to be moved.	Applicant is proposing text amendment language to allow mechanical parking lifts to be used to provide 2 parking spaces per lift.										
152.042(K)	Minimum setback of ROW from parking spaces	20 ft	In compliance										



Section	Regulation	Required	Provided										
152.042(M)	Minimum separation of parking from walkways and streets	Parking spaces shall be separated from walkways, sidewalks, streets, or alleys by an approved wall, fence, curbing, or other protective device	In compliance										
152.042(P)	Back-out parking prohibition	Parking spaces shall be designed so that no vehicle shall be required to back into a public ROW to obtain egress	Provided										
152.045(B)	Minimum loading space dimensions	12 ft by 30 ft, and at least 14.5 ft of vertical clearance	Provided										
152.045(C)	Loading space joint usage	Loading spaces for two or more uses may be collectively provided if so located as to be usable by all.	N/A										
152.045(E)	Loading and standard parking space restriction	No areas supplied to meet required off-street parking facilities may be utilized to meet the requirements for loading spaces.	In compliance										
152.045(F)(2)	Minimum number of loading spaces for multi-family	<table border="1"> <thead> <tr> <th>Gross floor area</th> <th>Spaces</th> </tr> </thead> <tbody> <tr> <td>&lt;25,000</td> <td>0</td> </tr> <tr> <td>25,000-50,000</td> <td>1</td> </tr> <tr> <td>50,000-100,000</td> <td>2</td> </tr> <tr> <td>&gt;100,000</td> <td>3</td> </tr> </tbody> </table> <p>28,887 sq ft = 1 required loading space</p>	Gross floor area	Spaces	<25,000	0	25,000-50,000	1	50,000-100,000	2	>100,000	3	1 loading space
Gross floor area	Spaces												
<25,000	0												
25,000-50,000	1												
50,000-100,000	2												
>100,000	3												
152.056	Maximum balcony encroachment in to side or rear yard	4 ft	4 ft										



Section	Regulation	Required	Provided
155.18(A)3	Dumpster screening	Dumpster enclosures shall be designed in a manner as to visually screen the dumpster from adjacent view and shall be located in visually obscure areas of the site.	Provided
155.18(A)4	Dumpster placement	Dumpster enclosures shall be placed in such a manner as to allow front end loader sanitation trucks to pick up garbage in a forward motion. Backing out the sanitation truck is prohibited	Provided
155.18(A)5	Mechanical equipment screening	Roof-mounted mechanical equipment and elevator shafts shall be screened by a parapet wall or grilles, and shall be painted in muted colors or match the building and shall not be visible from the street.	Plans state that future roof equipment will be screened.
155.18(A)7	Mechanical equipment screening	Service bays, ground mounted air conditioning units, and other mechanical equipment shall be screened from public and on-site pedestrian view, and buffered.	In compliance
Appendix D	Required benches along bay walk	Benches shall be provided at a minimum of 2.5 ft sections of bench per 100 ft of linear shoreline	Provided
<b>Miami-Dade Biscayne Bay Management Plan</b>			



Section	Regulation	Required	Provided
33D-38(1)b	Minimum rear setback	50% of building height above 35 ft (measured from mean high water line), up to 75 ft maximum.  <u>~57 ft required</u>	Not in compliance
33D-38(2)a	Minimum visual corridor	20% of lot width on one side, with a 20 ft minimum and a 100 ft maximum. Structures not permitted in view corridor.  <u>16 ft required</u>	Not in compliance
33D-38(3)	Minimum side setback	Minimum of 25 ft	Not in compliance
33D-33(4)	Waiver from County	A waiver may be obtained from the Miami-Dade Shoreline Review Committee for exemption from the above requirements	Not yet provided



## Recommendations

If the Land Development Code amendments are approved as proposed by the Applicant, then Staff recommends **approval** of the site plan based on our analysis in this report. Approval should also be based on the following conditions being met prior to the issuance of a building permit:

- 1) Submittal of an irrigation plan which meets Miami-Dade Chapter 18A requirements.
- 2) The public access easement and boardwalk easement must be dedicated and recorded. Applicant shall agree, in writing, that the boardwalk shall be open to the public daily, during hours to be determined by the Village; and boardwalk lighting shall remain on while boardwalk is open to the public.
- 3) Site plan approval from Miami-Dade Shoreline Review Committee.
- 4) Meeting School Board Concurrency requirements as determined by School Board Staff.
- 5) Payment of any applicable impact fees.
- 6) Tie-in to Village's wastewater system at a Village designated location (proposed connection point) and payment of pro-rata costs involved in tying into appropriate connection point.
- 7) Applicant shall not lease or sell parking spaces.
- 8) Applicant shall not charge for guest parking.
- 9) Staging of construction materials shall occur off-site, and not on the public right-of-way.
- 10) Residents of this development shall not utilize street parking and may only use the required parking within the building.
- 11) Cost recovery charges must be paid pursuant to Section 152.110. 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.
- 12) Building permits and related approvals must be obtained from the Building Official prior to commencement of construction.



- 13) Approval of this site plan does not in any way create a right on the part of the applicant to obtain a permit from a state or federal agency, and does not create liability on the part of the Village for approval if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes action that result in a violation of federal or state law.
- 14) All applicable state and federal permits must be obtained before commencement of construction.

*Submitted by:*

*James G. LaRue*  
James G. LaRue, AICP  
Planning Consultant

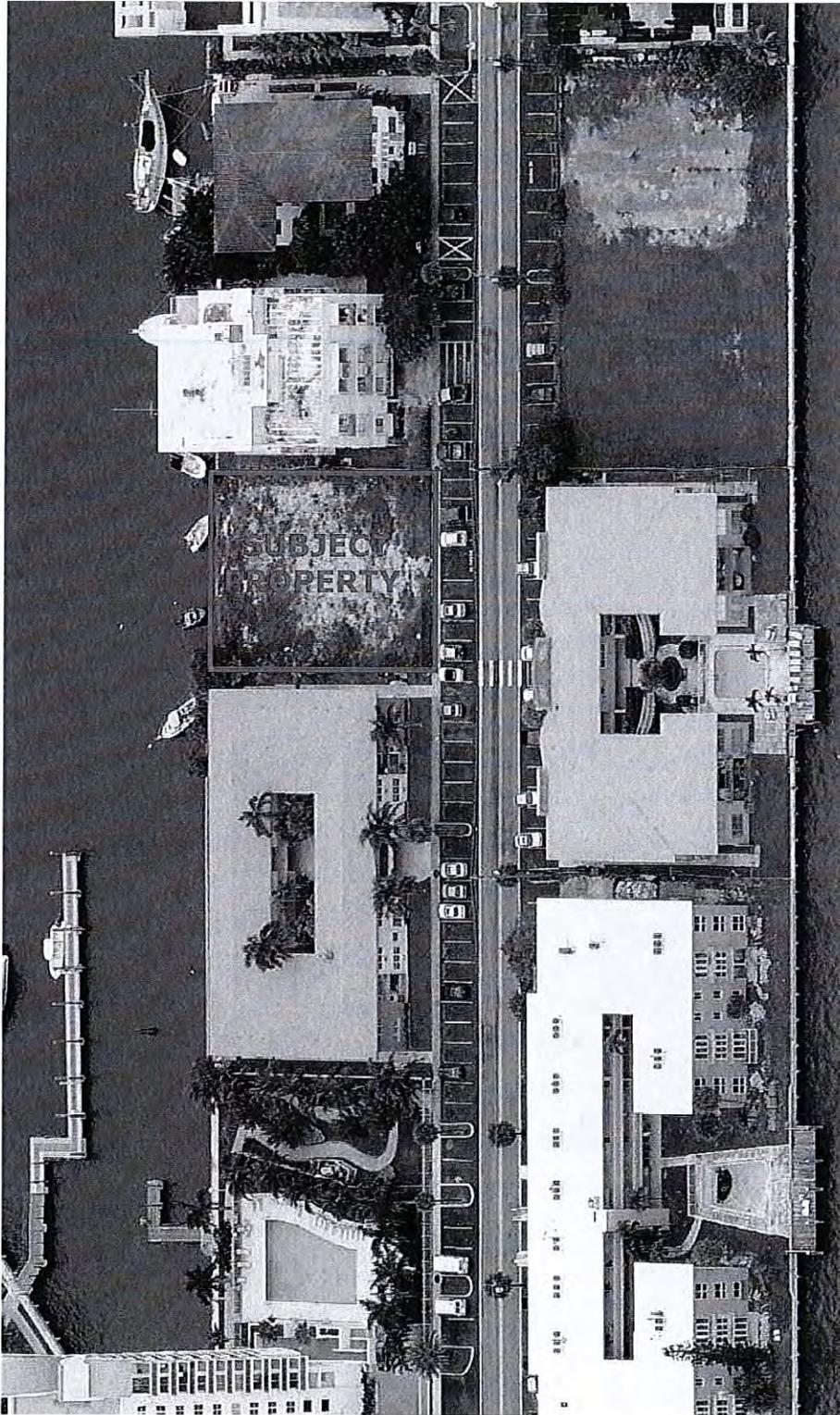
January 20, 2015

Hearing: Planning & Zoning Board, February 3, 2015

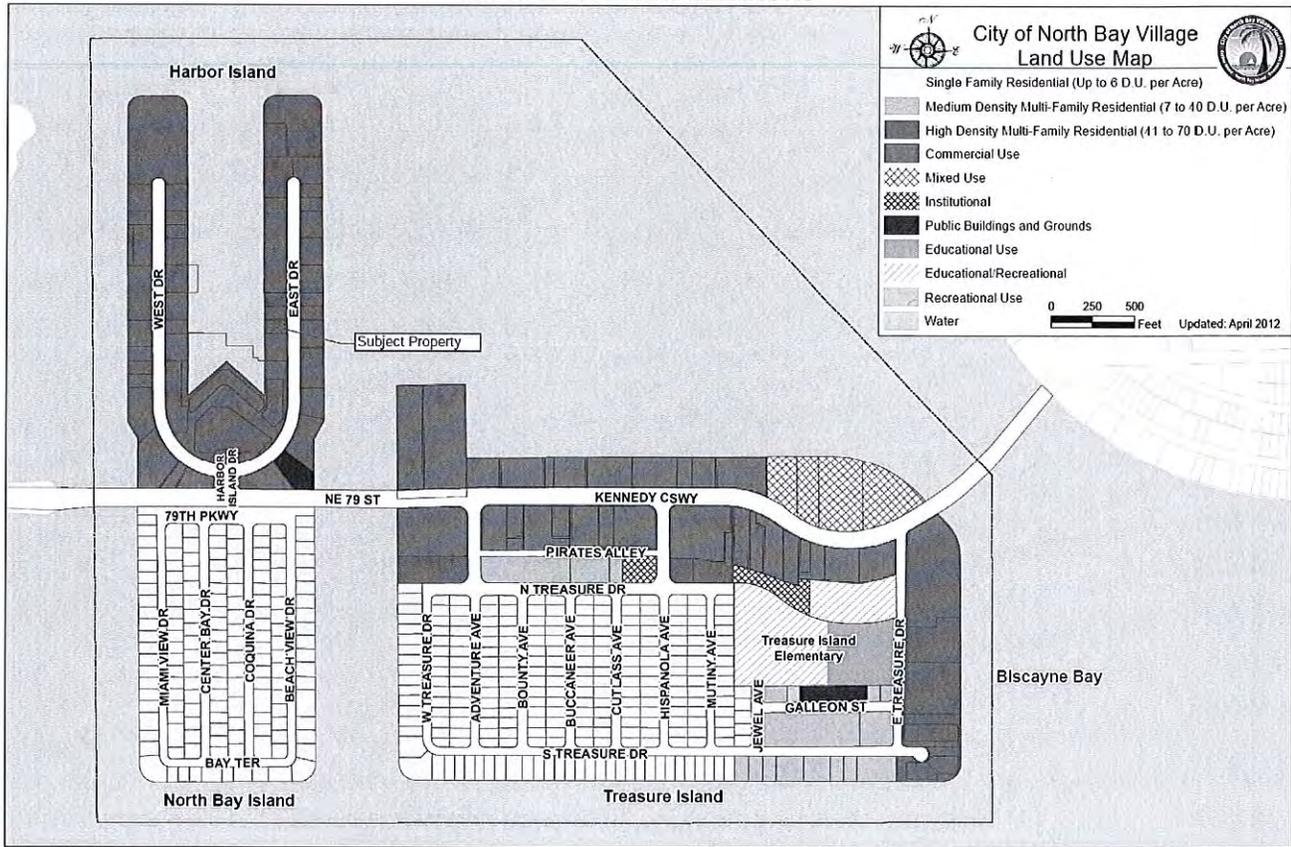
Attachments: Future Land Use Map  
Zoning Map  
Aerial photograph



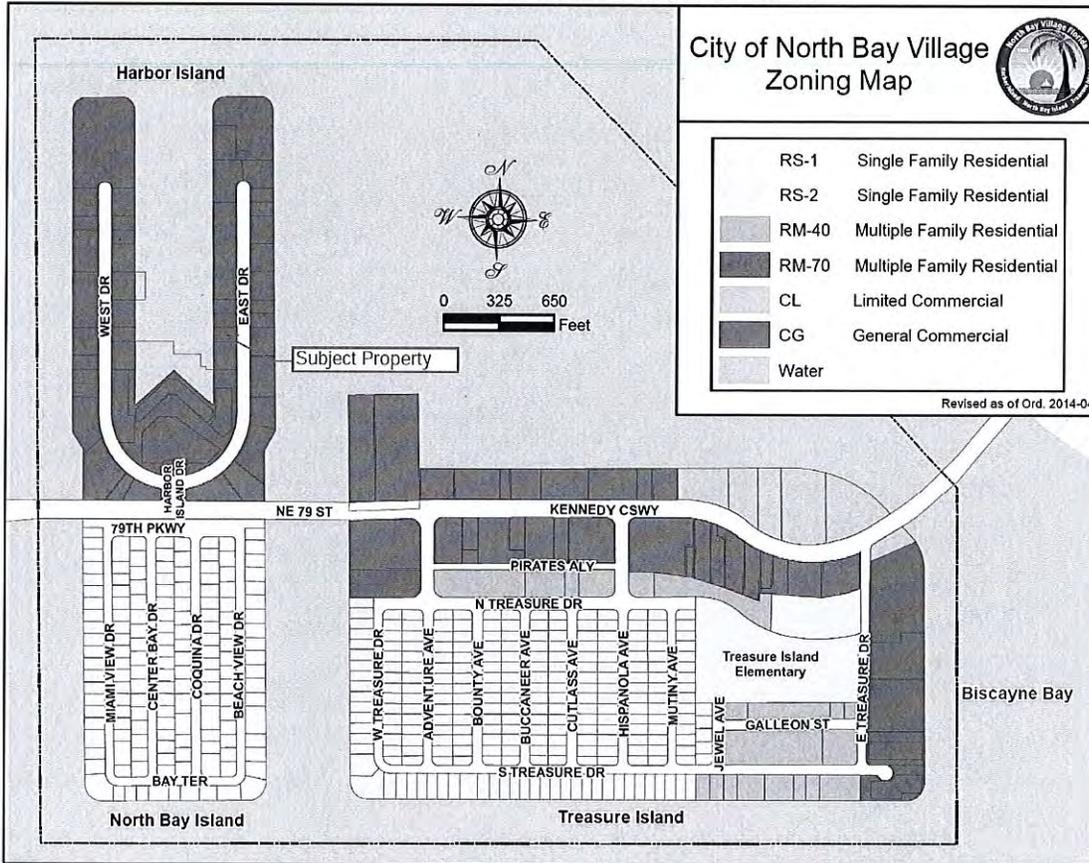
**AERIAL  
SUBJECT SITE AND ENVIRONS**



**FUTURE LAND USE  
SUBJECT SITE AND ENVIRONS**



**ZONING  
SUBJECT SITE AND ENVIRONS**



Serving Florida Local Governments Since 1988



**North Bay Village**

Administrative Offices

1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: www.nbvillage.com

**SITE PLAN APPLICATION FOR PUBLIC HEARING**

Page 1 of 3

Site Address 7922 East Drive

Owner Name Cedar Island LP Owner Phone # 305 577 9409

Owner Mailing Address \_\_\_\_\_

Applicant Name Cedar Island L.P Applicant Phone # \_\_\_\_\_

Applicant Mailing Address \_\_\_\_\_

Contact Person James Mackenzie/Virginia Pereira Contact Phone # 305 866 1668

Contact Email Address james@architectureworksllc.com

Legal Description of Property Lot 83, Harbor Island, PB 44, Pg 72

Existing Zoning RM70/PRD Proposed Zoning \_\_\_\_\_ Lot Size 11,200

Folio Number 23-3209-001-0650

Legal Description Harbor Island PB 44-72 Lot 83 - Lot size 80x140

Project Description New construction, 3 story + 2 pedestal, residential units (2 bed/2 bath)

Mandatory Submittals (Applicant must check that each item is included with this application)

- |   |  |
|---|--|
| <input type="checkbox"/> Property survey          | <input type="checkbox"/> Tabular project summary indicating: |
| <input type="checkbox"/> Site plans which depict: | Total acreage  |
| North point                                       | Dwelling units per acre                                      |
| Scale at 1/16 inch to the foot, or larger         | Number of bedrooms per dwelling unit                         |
| Date of preparation                               | Number of each dwelling unit type                            |
| Existing and proposed easements                   | Pervious surface area  |
| Existing and proposed utilities                   | Open space   |
| Property lines                                    | Structure setbacks   |
| Location of streets, alleys and ROW               | Off-street parking and loading spaces                        |
| Structures  | Floor area of each dwelling unit type                        |
| Mechanical equipment                              | Floor area of each commercial use                            |
| Parking and loading spaces                        | Gross floor area   |
| Fences  | Building height  |
| Signs   | Floor area ratio   |
| Exterior Lighting                                 | <input type="checkbox"/> Landscape plan                      |
| Any other physical features                       | <input type="checkbox"/> Analysis of Services                |
| <input type="checkbox"/> Floor plans including    | Potable water  |
| Layout of each level                              | Sanitary Sewer   |
| Layouts for each dwelling unit type               | Traffic  |
| Parking and loading space dimensions              | <input type="checkbox"/> Application fees                    |
| Width of drive aisles                             | <input type="checkbox"/> Cost recovery deposit               |
| <input type="checkbox"/> Elevations               |  |

Mayor  
**Connie Leon-Kreps**

Vice Mayor  
**Eddie Lim**

Commissioner  
**Dr. Richard Chervony**

Commissioner  
**Wendy Duvall**

Commissioner  
**Jorge Gonzalez**

SITE PLAN APPLICATION FOR PUBLIC HEARING

Applications are incomplete until all mandatory submittals have been received by the Village Clerk.

All requests for site plan approval from the North Bay Village Code shall be considered at Public Hearings before the Planning & Zoning Board and/or 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 Clerk shall certify that the application is complete before the hearing is legally advertised. All applications shall be submitted to the Village Clerk 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 Clerk shall be deemed a condition precedent to the consideration of such a request, pursuant to Section 152.110 of the Village Code.

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

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 152.096. 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 [Handwritten Signature]

Print Name Pablo Montoya

(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 2 day of June, 20 14,

by Pablo Montoya

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

Notary Public Signature [Handwritten Signature]

Commission Number/Expiration \_\_\_\_\_



- Mayor  
Connie Leon-Kreps
- Vice Mayor  
Eddie Lim
- Commissioner  
Dr. Richard Chervony
- Commissioner  
Wendy Duvall
- Commissioner  
Jorge Gonzalez

SITE PLAN APPLICATION FOR PUBLIC HEARING

Page 3 of 3

Office Use Only:

Date Submitted: 6/6/2014

Tentative Meeting Date: July 15, 2014

Fee Paid: \$ 12,000.

Cash or Check # ✓

Date Paid: 6/19/14

Mayor  
Connie Leon-Kreps

Vice Mayor  
Eddie Lim

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Jorge Gonzalez

Mr. City Manager  
Honorable Members of the Planning and Zoning Board  
Honorable Members of the City Commission  
North Bay Village  
1666 Kennedy Causeway, 3rd Floor  
North Bay Village, FL 33141

July 6<sup>th</sup>, 2014

RE: 7922 East Drive - BAHIA TOWER

Mr. City Manager, Member of the Board and Commission;

On behalf of CEDAR ISLAND L.P please accept for your consideration the attached site plan application for Public Hearing.

CEDAR ISLAND L.P owns a vacant single lot (80'x140') located at 7922 East Drive, currently within the RM-70 Zoning district and the Planned Residential Development overlay district. It intends to develop the property as a multifamily residential building in accordance with the applicable Zoning Ordinances and the associated overlay regulations.

The plans submitted subject of this application shows a development of 16 (sixteen) two bedroom units with common areas at the Lanai Level (top of the parking pedestal) and a rooftop fitness room and pool area. The required off-street parking is accommodated within a two level parking pedestal; thirty six (36) parking spaces which includes one accessible space. Due to the size of the lot, it is absolutely necessary to resort to the use of mechanical parking lifts in order to meet the required parking mandated by the Zoning Ordinance as has been evidenced in other single lot developments in the RM-70 district i.e: The ADAGIO located at 7939 EAST DR.

The pedestal as depicted in the proposed development plan meets the required setbacks, rear, side interior and front. The front setback shows a projected lobby toward the East but it is in compliance with the flex setback regulations as permitted by the PRD overlay.

Both interior sides, rear and front setback areas depict ample landscape. In addition, the North setback area is intended as a public access corridor to the Bay Walk along Biscayne Bay as per Shoreline Development regulation requirements.

A unique feature of this development is the introduction of the required off- street loading and unloading area to the South side of the pedestal. Unique in the sense that other single lot developments in the district have not incorporated the required off-street loading and unloading area. Hence, occupying a larger area of land to accommodate the off street parking pedestal.

The tower portion of the proposal contains eight (8) floors with two (2) units per floor with the Penthouse floor containing two Penthouse units each in a townhouse type layout where the second Master Suite is on the second floor of each Penthouse.

Above the two (2) Penthouse units is the pool level and a small fitness room.

The tower was developed in accordance with the Flex Setback criteria of the PRD regulations to generate a dynamic massing, hence, a softer, lighter image with a glass tower that floats over a perforated aluminum enclosed parking pedestal.

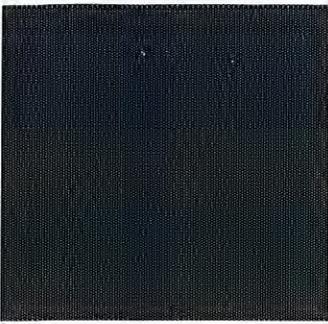
Our team of Architects and the developer wishes for your support of our endeavor and look forward to a successful process of approval.

Respectfully,



for the firm

James R. Mackenzie, AIA; NCARB; MArch  
For ArchitectureWorks LLC  
On behalf of CEDAR ISLAND L.P



## North Bay Village

Administrative Offices

1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: [www.nbvillage.com](http://www.nbvillage.com)

### APPLICATION FOR PUBLIC HEARINGS:

**Hearings and Notices:** - All petitions for amendments, changes or supplements to these regulations for variances, special use exceptions, Site Plan Approval, Extension of Approved Site Plans, for Building Height Bonus Approval, or for an amendment, change or supplement to the Comprehensive Plan; district zoning map, or petitions appealing an administrative decision shall be considered at Public Hearings before the Planning & Zoning Board and, thereafter, the Village Commission. Notice of Public Hearings before the Planning & Zoning Board and the Village Commission 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 Clerk shall certify that the petition is complete before the hearing is legally advertised.

Applicant's Name: Cedar Island, LP Phone: c/o Graham Penn 305 377 6229

Mailing Address: 200 S. Biscayne Blvd., Suite 850 Miami, FL 33131

Legal Description of Property: Lot 83, Harbor Island Subdivision Plat Book 44, Page 72 of the Public Records of Miami-Dade County

Existing Zoning: RM-70

Lot Size: 11,200 square feet Folio: 23-3209-001-0650

Type of Request:

- Amendment to Section 152.096(F)(5) of the Village's Zoning Code in order to permit mechanical parking lifts to be utilized in the Village's Planned Residential Development (PRD) Overlay.

See attached letter for details.

Reason for Request: (Attach additional Pages if necessary) See attached letter.

All applications shall be submitted to the Village Clerk on or before the deadline implemented by the Village.

Mayor  
Connie Leon-Kreps

Vice Mayor  
Eddie Lim

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Jorge Gonzalez

**APPLICATION FOR HEARING  
BEFORE THE PLANNING & ZONING BOARD AND  
VILLAGE COMMISSION  
PAGE 2 OF 2**

Filing Fees - All persons, firms, or corporations petitioning the Planning & Zoning Board and 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 Clerk shall be deemed a condition precedent to the consideration of such petition, conditional use permit or amendment.

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 petition.

I, (We) further acknowledge that I (We) have read and understand the conditions for appearance before the Planning & Zoning Board and the Village Commission Pursuant to the Village Code Section 152.096. 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.

**(NOTE: ALL NEW AND SUBSTANTIAL IMPROVEMENTS MUST COMPLY WITH THE FLORIDA BUILDING CODE, DEPARTMENT OF ENVIRONMENTAL RESOURCE MANAGEMENT (DERM), AND FEMA (FLOOD) REGULATIONS).**

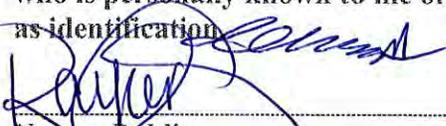
  
\_\_\_\_\_  
Authorized Signature

Albert Naon, Jr.

(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 18 day of June 2014.  
by Albert Naon  
who is personally known to me or who has produced FL Driver License  
as identification.

  
\_\_\_\_\_  
Notary Public

(Notary Seal)  
Raycor Gonzalez  
State of Florida  
MY COMMISSION # EE 865061  
Expires: January 14, 2017

Mayor                      Vice Mayor                      Commissioner                      Commissioner                      Commissioner  
Connie Leon-Kreps      Eddie Lim                      Dr. Richard Chervony              Wendy Duvall                      Jorge Gonzalez

**Office Use Only:**

Date Submitted: 6/19/14

Tentative Meeting Date: 8/19/14

Date Paid: 6/19/14

Fee Paid: \$ \_\_\_\_\_

Cash  or Check  # PAID

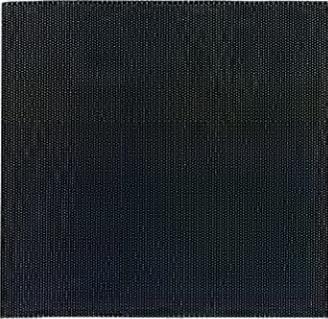
Mayor  
Connie Leon-Kreps

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Eddie Lim

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Dr. Richard Chervony

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Wendy Duvall

Commissioner  
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Legal Description of Property: Lot 83, Harbor Island Subdivision Plat Book 44, Page 72 of the Public Records of Miami-Dade County

Existing Zoning: RM-70 Lot Size: 11,200 square feet Folio: 23-3209-001-0650

Type of Request:

- Site plan approval of a major development (over 10,000 square feet of floor area).
- Application of the Planned Residential Development (PRD) Zoning Overlay to the Property.

See attached letter for details.

Reason for Request: (Attach additional Pages if necessary) See attached letter.

All applications shall be submitted to the Village Clerk on or before the deadline implemented by the Village.

Mayor  
Connie Leon-Kreps

Vice Mayor  
Eddie Lim

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Jorge Gonzalez

**APPLICATION FOR HEARING  
BEFORE THE PLANNING & ZONING BOARD AND  
VILLAGE COMMISSION  
PAGE 2 OF 2**

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\_\_\_\_\_  
Authorized Signature

Albert Naon, Jr.

(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 18 day of June 20 14  
by Albert Naon  
who is personally known to me or who has produced FL Driver License  
as identification.

  
\_\_\_\_\_  
Notary Public

(Notary Seal)  
  
Rayer Gonzalez  
State of Florida  
MY COMMISSION # EE 865061  
Expires: January 14, 2017

Mayor                      Vice Mayor                      Commissioner                      Commissioner                      Commissioner  
Connie Leon-Kreps      Eddie Lim                      Dr. Richard Chervony              Wendy Duvall                      Jorge Gonzalez

**Office Use Only:**

Date Submitted: 6/19/14

Fee Paid: \$         

Tentative Meeting Date: 8/19/14

Cash  or Check  #         

Date Paid: 6/19/14

Mayor  
**Connie Leon-Kreps**

Vice Mayor  
**Eddie Lim**

Commissioner  
**Dr. Richard Chervony**

Commissioner  
**Wendy Duvall**

Commissioner  
**Jorge Gonzalez**

# IMPACT ASSESSMENT STUDY

January 2015

**Bahia Tower  
7922 East Drive  
North Bay Village, FL**



*Engineers  
Architects  
Planners  
Landscape Architects  
Surveyors  
Environmental Scientists  
Construction Management  
Design/Build*

*Certificate of Authorization No. 00003215*

**CPH, INC.  
1992 SW 1ST STREET  
MIAMI, FL 33135  
(305) 274-4805  
[www.cphcorp.com](http://www.cphcorp.com)**



In accordance with Ch. 4 - Consistency and Concurrency Determinations of the North Bay Village Consolidated Land Development Regulations, all new development are required to prepare an impact assessment report demonstrating that the proposed development does not degrade adopted levels of service in North Bay Village. This report will analyze the impact of the proposed Bahia Tower development on the existing NBV's infrastructure. Also, this report will provide assurance that the level of service remains consistent with NBV's requirements.

**PROJECT POPULATION**

Our proposed development, Bahia Tower, contains 16 residential units. Based on a recommended rate of 2.25 people per unit, the net population increase due to this project is 36 people. Please see below Table 1 - Population.

**Table 1- Population**

<b>Description</b>	<b>Units</b>	<b>No. of people/unit</b>	<b>Population</b>
Bahia Tower	16	2.25	36

Based on the latest available data from the United States Census Bureau (2013 US Census), the population of North Bay Village is approximately 7,401 people. Bahia Tower proposes a population of 36 people, representing a net increase of 0.49% of the total population of North Bay Village.

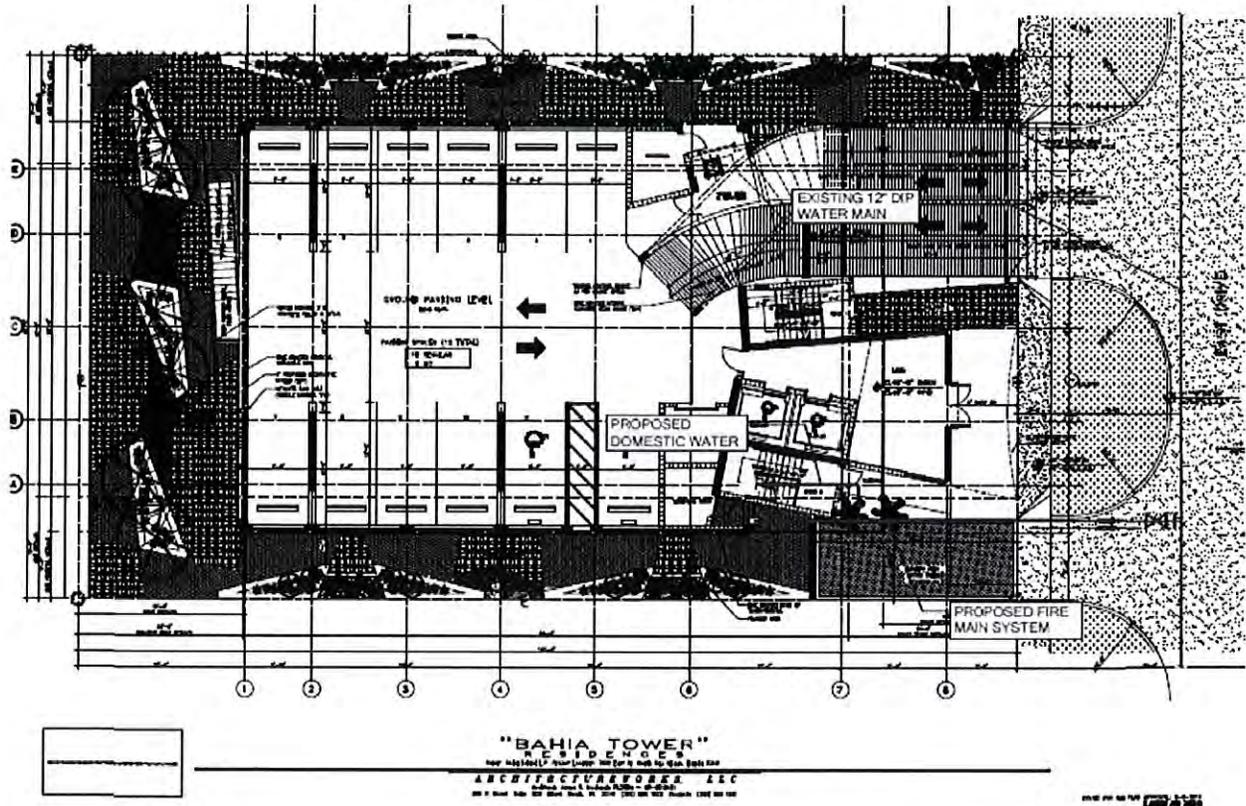
**POTABLE WATER DISTRIBUTION SYSTEM**

The City of North Bay Ville obtains its potable water from a wholesale service agreement with Miami-Dade Water and Sewer Department (MDWASD). Potable water is conveyed to North Bay Village via an existing 30 inch diameter water main, owned and serviced by the City of North Miami Beach Public Utilities.

Bahia Tower on Harbor Island, in North Bay Village, Florida will be service via an existing 12-inch water main running north-south along the right-of-way of East Drive and connected to an existing water main running along Kennedy Causeway (NE 79<sup>th</sup> Street). The proposed system, refer to Figure 1- Schematic Water Distribution Plan below, will be designed in accordance with local, county and state criteria and will serve the potable and fire demand of the proposed development.



Figure 1 – Schematic Water Distribution System



Potable water consumption is calculated based in an estimated 66.67gpd / capita or 150 gpd / unit per the Miami-Dade County's Schedule of Daily Gallonage for Various Occupancy Regulations below.

Table 2: Schedule of Daily Rated Gallonage for Various Occupancy

<u>TYPES OF LAND USES</u>	<u>GALLONS PER DAY (GPD)</u>
<b>RESIDENTIAL LAND USES</b>	
Single Family Residence	220 gpd/unit (under 3001 sq. ft.)
	320 gpd/unit (3001-5000 sq. ft.)
	550 gpd/unit (over 5,000 sq. ft.)
Townhouse Residence	180 gpd/unit
Apartment	150 gpd/unit
Mobile Home Residence/Park	180 gpd/unit
Duplex or Twin Home Residence	180 gpd/unit

Based on preliminary analysis of the water demand for Bahia Tower, the proposed project would require an estimated water consumption of 2,400 GPD (16 units x 2.25 x 66.67 gpd/capita); representing a net increase of 0.49% of the total population of North Bay Village of North Bay Village's total potable water consumption. See Table 3 - Water Consumption below.



**Table 3 – Water Consumption**

Description	Unit Type	Residential Units	Average capita per unit	Population	GPD/Capita	Demand (GPD)
Existing Population (2013 US Census)				7,401	66.67	493,425
Bahia Tower	Apartments	16	2.25	36	66.67	2,400

In summary, the net increase in potable water demand due to the proposed Bahia Tower development is negligible on the overall City's existing water supply and distribution network.

**WASTEWATER COLLECTION AND TRANSMISSION SYSTEM**

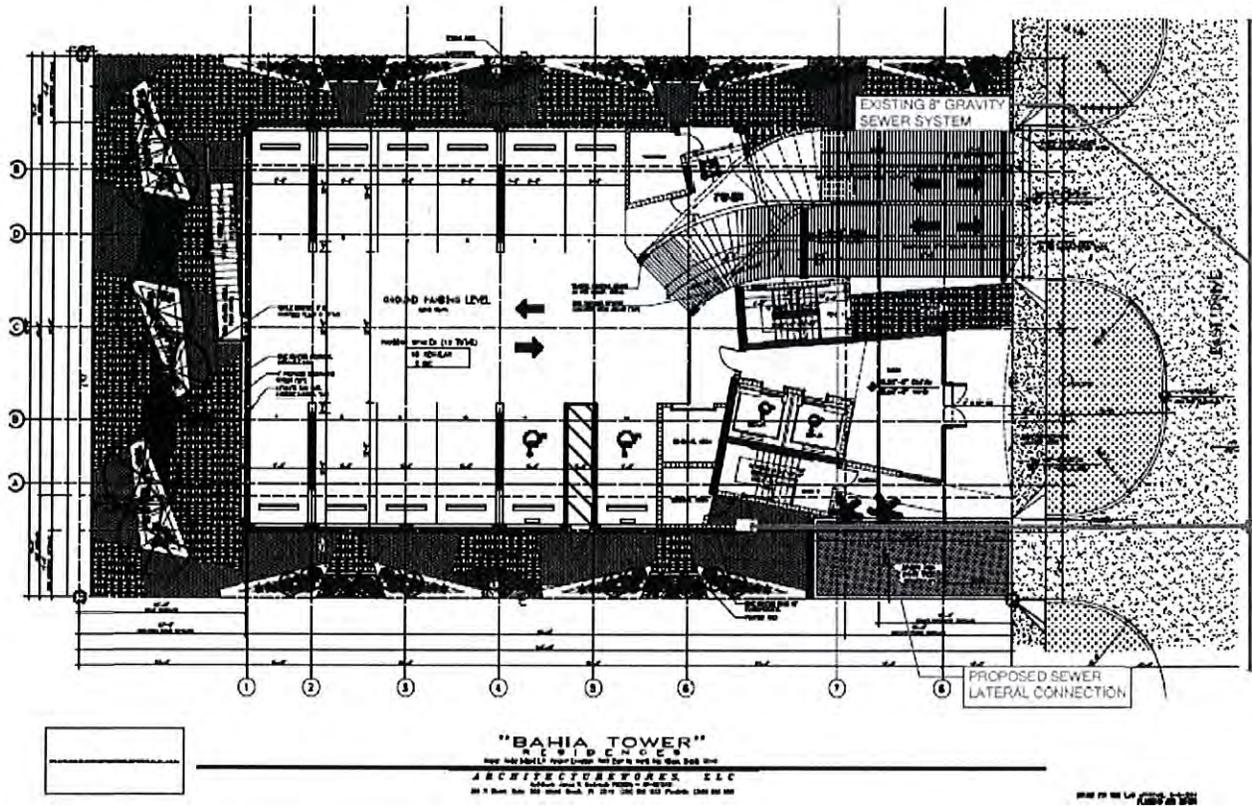
The proposed development will be served via an 8-inch existing sewer line located on East Drive. Flow from the proposed development will have a direct connection to the existing 8-inch system via a proposed sewer lateral(s). This gravity main system, owned, operated and maintained by the City of North Bay Village, runs north-south along East Drive and conveys all flows to an existing Lift Station called "City Hall Pump Station" located at 7903 East Drive. The City Hall Pump station is the main collector for Harbor Island. Flow from this station is pumped west, via the existing 16-inch diameter forcemain to Pelican Island along NE 79<sup>th</sup> Street and then sub-aqueous, beneath Biscayne Bay, to a Miami-Dade Water and Sewer Department forcemain connection of NE 80<sup>th</sup> Street and NE 7<sup>th</sup> Ave. (Refer to Figure 2 - North Bay Village Wastewater System below).

**Figure 2 – North Bay Village Wastewater System**



There are no known capacity issues at the North Bay Village pumping station. Bahia Tower proposes a lateral sewer connection to the existing gravity sewer system on East Drive. Below, please refer to Figure 3 - Schematic Sanitary Sewer Connection.

**Figure 3- Schematic Sanitary Sewer Collection System**



Using a recommended average rate of 2.25 people per unit and 66.7 gpd per person for sewage flows, the total decrease from the proposed Bahia Tower development at North Bay Village will be 1,200 GPD, refer to Table 4 - Wastewater Flow.

**Table 4 – Wastewater Flow**

Description	Unit Type	Residential Units	Average capita per unit	Population	GPD/Capita	Demand (GPD)
Existing Population (2013 US Census)				7,401	66.67	493,425
Bahia Tower	Apartments	16	2.25	36	66.67	2,400

In summary, the proposed Bahia Tower development will have a minimal increase in the demand to the existing sanitary sewer system and receiving pump stations.



## SOLID WASTE

Solid waste generated from the proposed Bahia Tower development has been calculated at 7lbs per capita per day based on the City's Consolidate Land Development Regulations, Ch. 4 - Consistency and Concurrency Determination, Sec. 4.5 - Solid Waste. Please refer below to Table 5 - Solid Waste Demand.

**Table 5 – Solid Waste**

Description	Unit Type	Residential Units	Average capita per unit	Population	Lbs./Capita	Demand (lbs.)
Bahia Tower	Apartments	16	2.25	36	7	252

Based on the 2013 US census (7,401 people) and the above solid waste generation rate, an additional increase of 0.49% is projected. The solid waste increase for the proposed development has a minimal enlargement on the overall capacity of the existing system.

## SUMMARY

In conclusion, the additional demand from the proposed Bahia Tower development on the potable water distribution, wastewater collection transmission, and solid waste systems will have a negligible increase on the demand of the existing infrastructure of North Bay Village. Therefore, CPH recommends the approval of the proposed development based on the minimal impact to the overall system.



# EXHIBIT 1A – LOCATION MAP

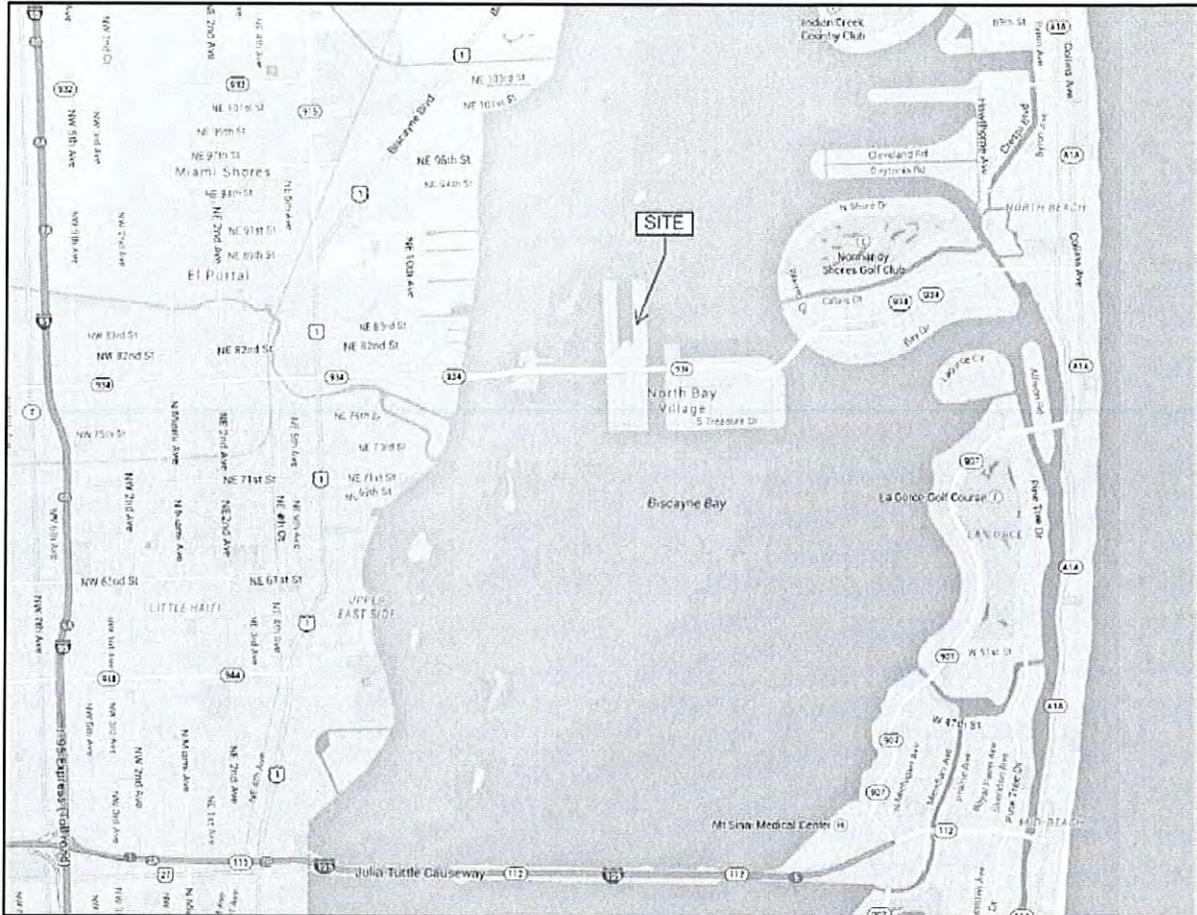
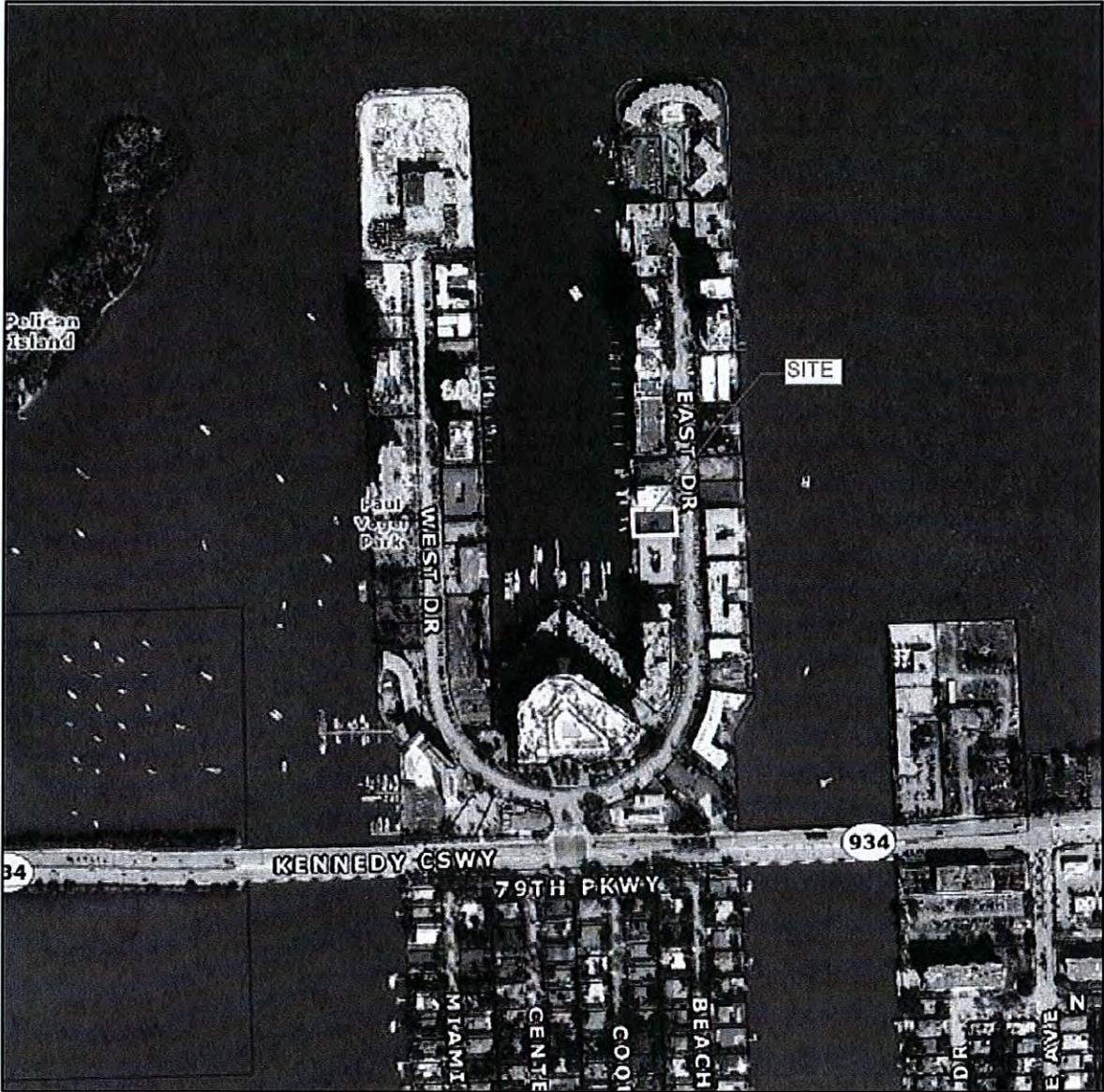
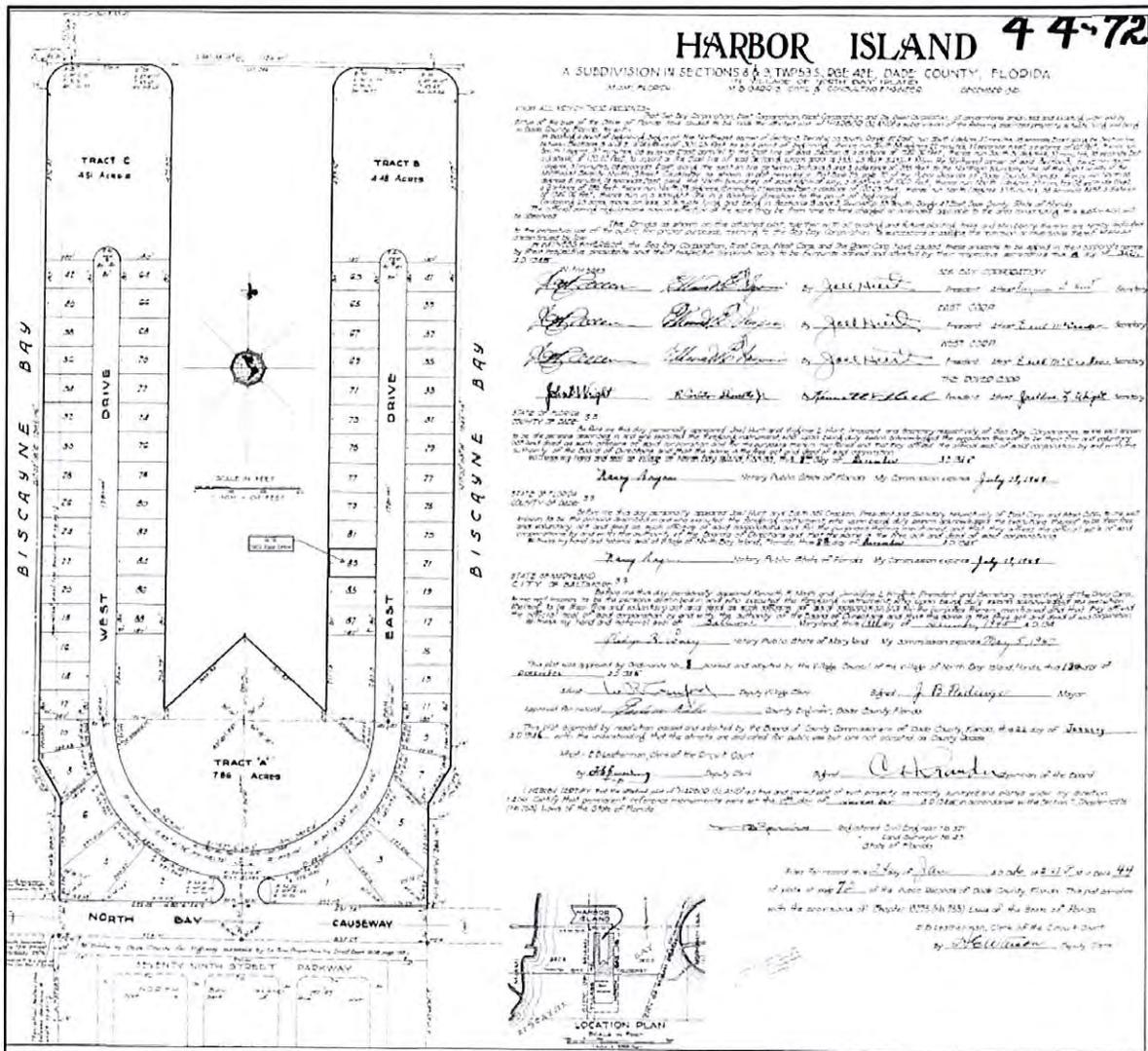


EXHIBIT 1B – AERIAL PHOTO



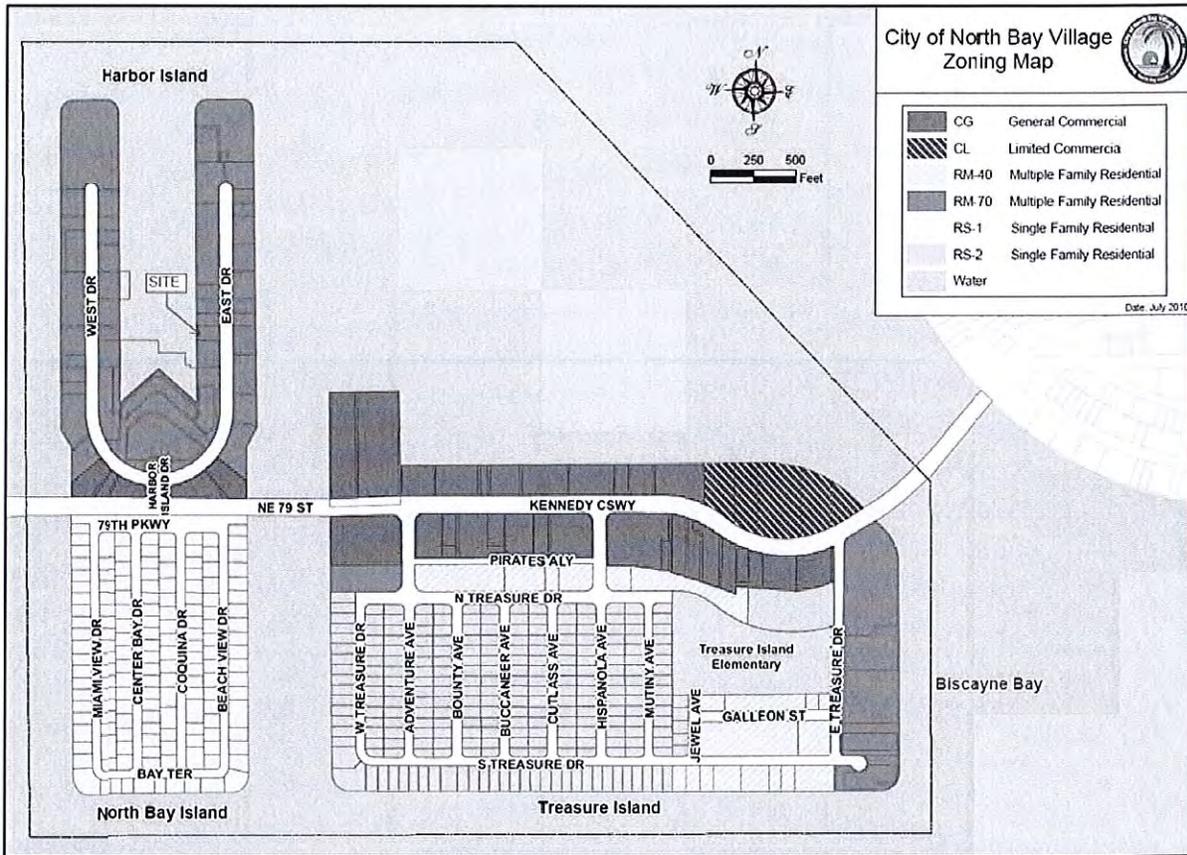
Impact Assessment Study  
Bahia Tower  
North Bay Village

# EXHIBIT 2 – HARBOR ISLAND PLAT



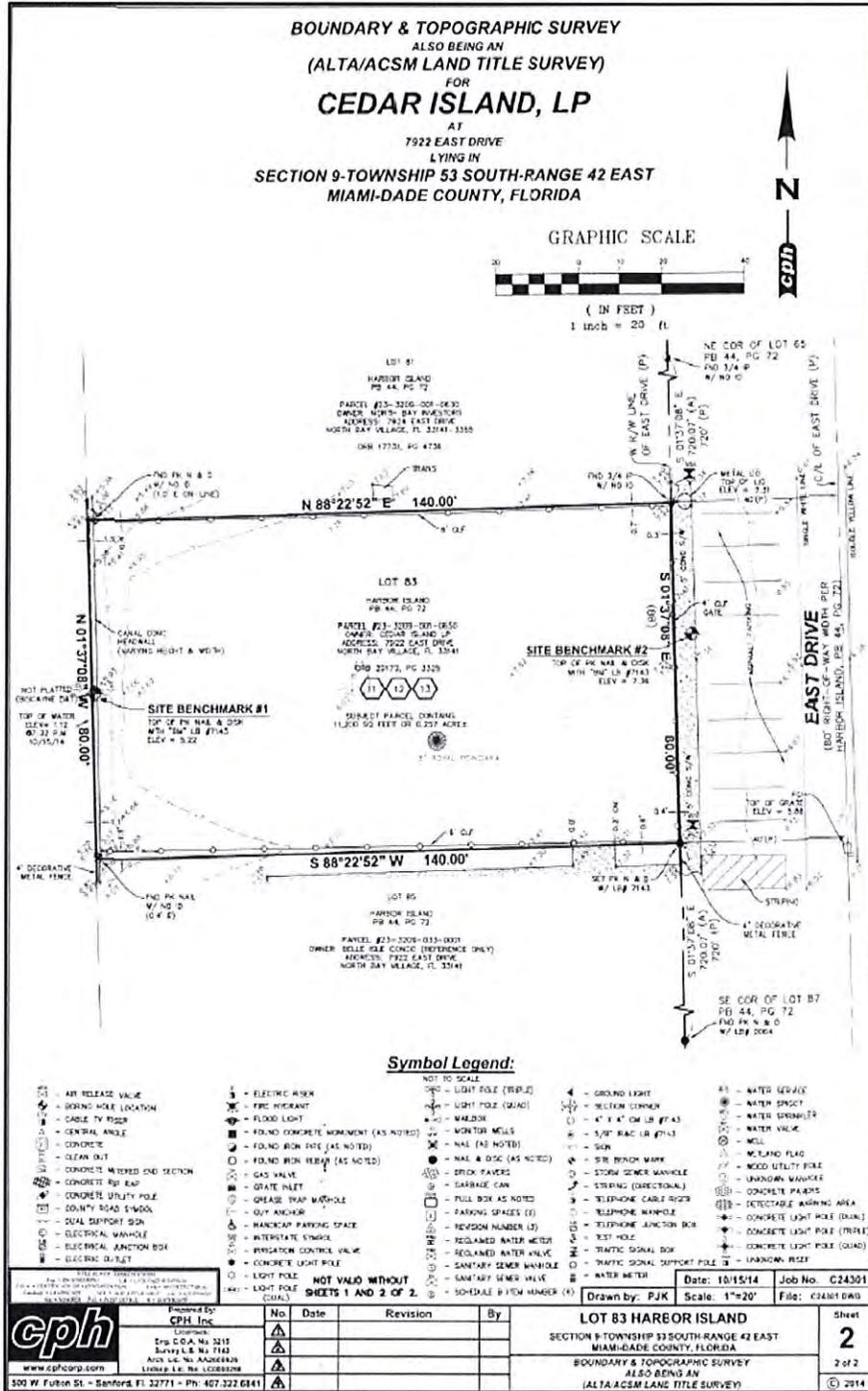
Impact Assessment Study  
 Bahia Tower  
 North Bay Village

# EXHIBIT 3 – CITY OF NORTH BAY VILLAGE ZONING MAP



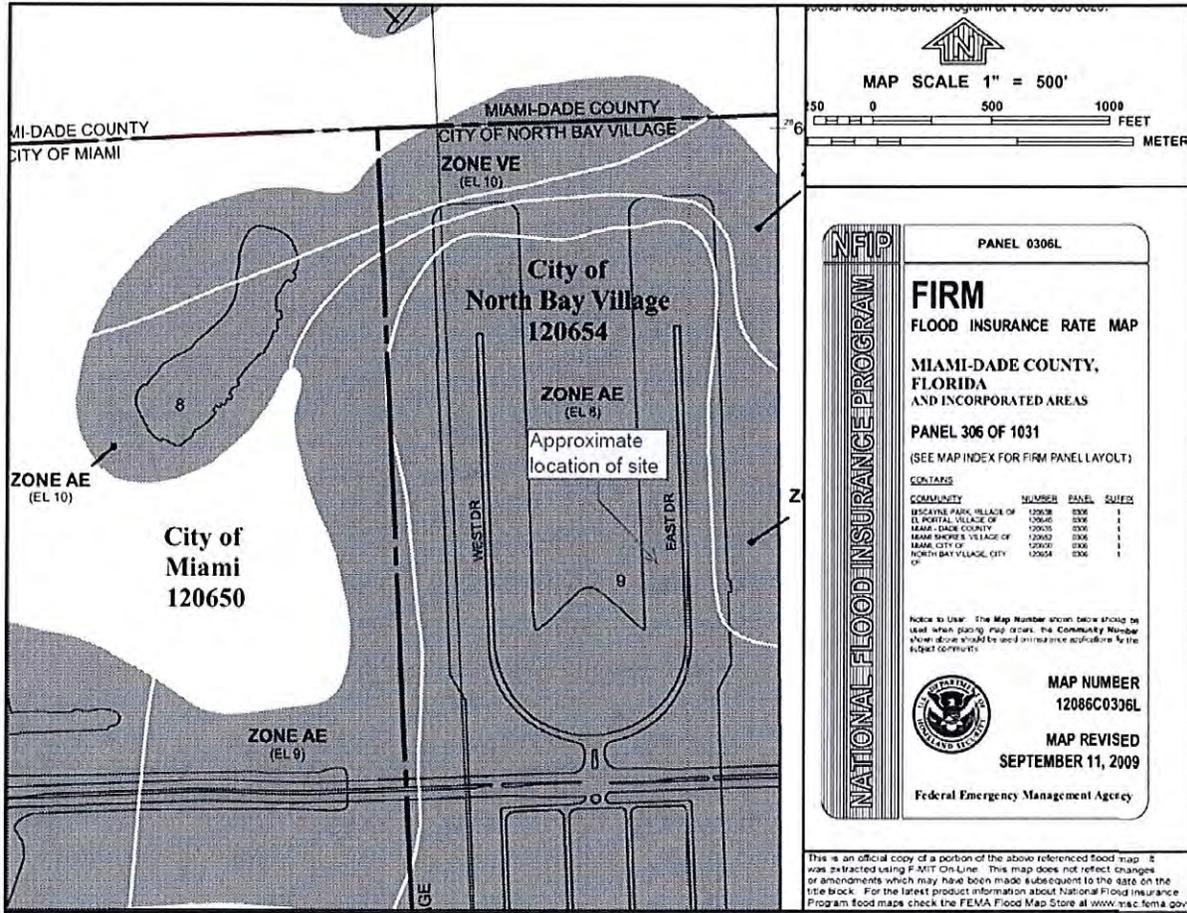
Impact Assessment Study  
Bahia Tower  
North Bay Village

# EXHIBIT 4 – BOUNDARY AND TOPOGRAPHIC SURVEY (2014)



Impact Assessment Study  
 Bahia Tower  
 North Bay Village

# EXHIBIT 5 – FEMA MAP



Impact Assessment Study  
Bahia Tower  
North Bay Village

**Traffic Impact Statement**  
*For Submittal to North Bay Village, Florida*

**Bahia Tower**  
7992 East Drive  
North Bay Village, Florida

*Prepared for:*

**Cedar Island LP**  
301 71<sup>st</sup> Street  
Miami, Florida 33141

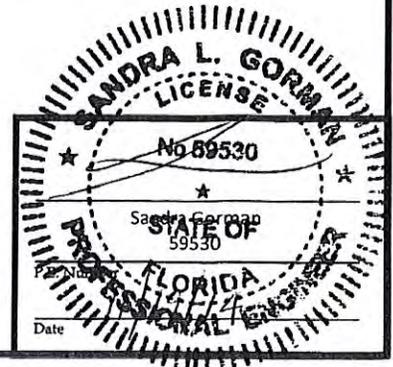
November 2014



*Engineers  
Planners  
Landscape Architects  
Surveyors  
Construction Management  
Design/Build*

*Certificate of Authorization No. 00003215*

5601 Mariner Street  
Suite 105  
Tampa, FL 33609  
Tel: (813) 288-0233  
Fax: (813) 288-0433  
Contact: Sandra Gorman



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- APPENDIX B TURNING MOVEMENT COUNTS
- APPENDIX C EXISTING CONDITIONS ANALYSIS
- APPENDIX D TRIP GENERATION
- APPENDIX E TURNING MOVEMENT COUNT WORKSHEETS
- APPENDIX F FUTURE CONDITIONS ANALYSIS
- APPENDIX G ROADWAY LEVEL OF SERVICE INFORMATION
- APPENDIX H TURN LANE WARRANT ANALYSIS

### **Executive Summary**

A new 16 unit apartment building is proposed at 7992 East Drive in North Bay Village, Florida. **Figure 1** illustrates the project location and **Figure 2** is a site plan of the proposed development. The project is anticipated to be completed in 2015. CPH has prepared a Traffic Impact Study for submittal to North Bay Village to address the impacts of the project.

Access to the site is proposed through a full driveway onto East Drive. The project is anticipated to generate approximately 8 trips during the AM Peak Hour and 10 trips during the PM Peak Hour.

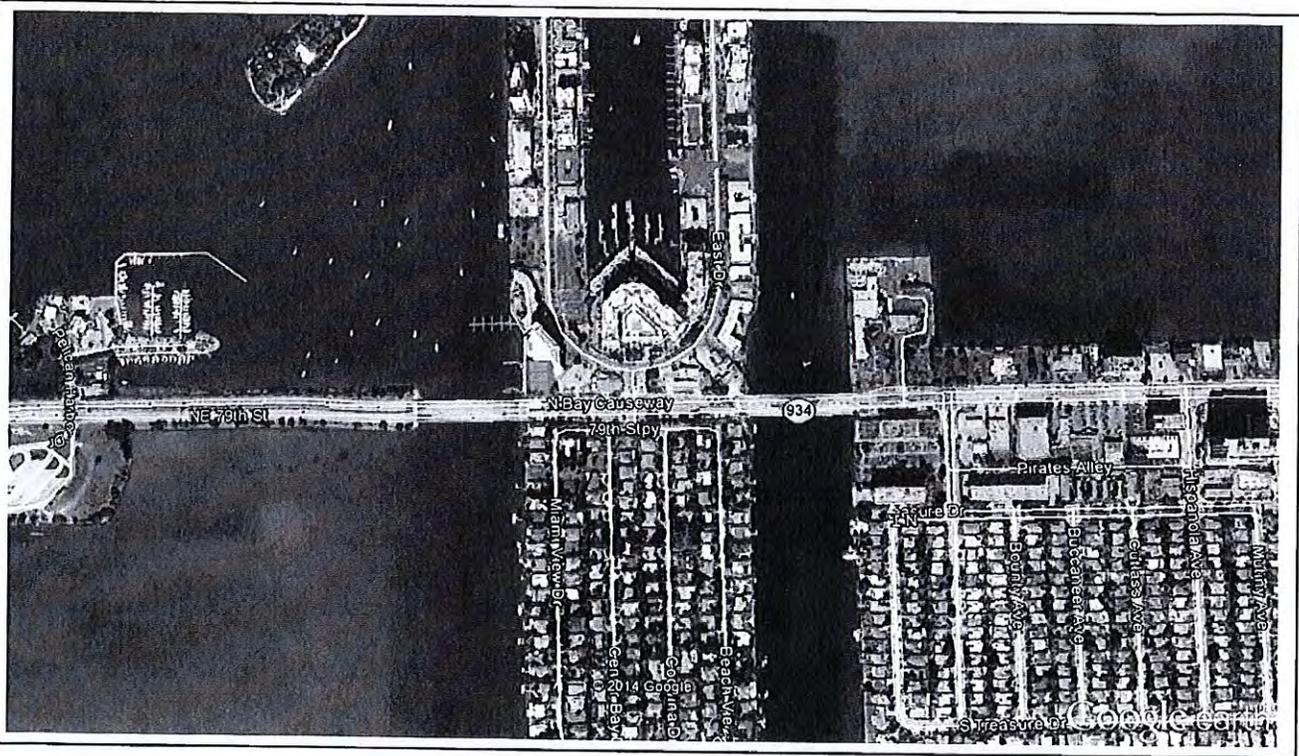
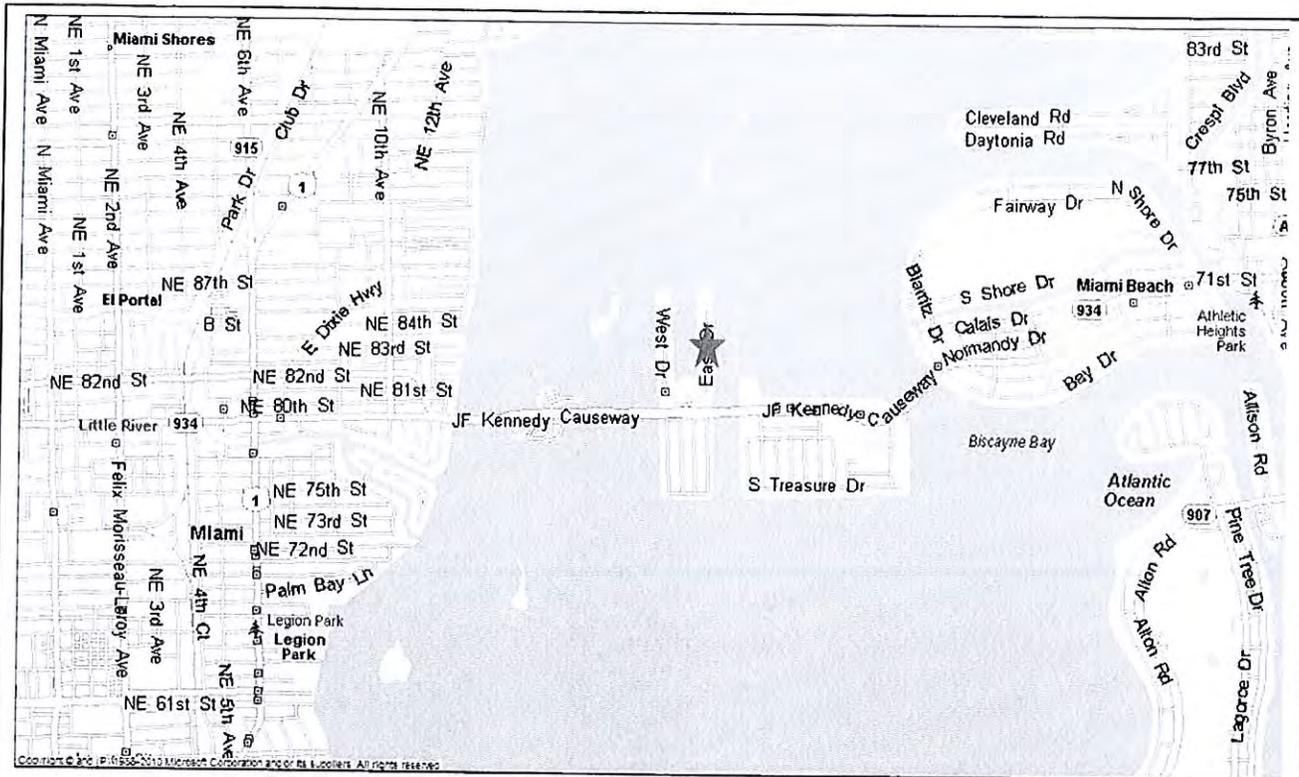
Per the approved methodology, the intersections of SR 934 & Larry Paskow Way and SR 934 and Pelican Harbor Drive were evaluated to determine the impacts of the proposed project. Both study intersections, and the adjacent segment of SR 934 are currently operating at acceptable levels of service for both peak periods.

Based upon the analysis, the roadway segments in the study are anticipated to continue to operate at acceptable levels of service with the addition of the project. Based upon the intersection analysis conducted at the project driveway, no left or right turn lanes are warranted to accommodate project traffic at the access point.

**Introduction**

A new 16 unit apartment building is proposed at 7992 East Drive in North Bay Village, Florida. **Figure 1** illustrates the project location and **Figure 2** is a site plan of the proposed development. The project is anticipated to be completed in 2015. CPH has prepared a Traffic Impact Study for submittal to North Bay Village to address the impacts of the project.

Access to the site is proposed through a full driveway onto East Drive. The project is anticipated to generate approximately 8 trips during the AM Peak Hour and 10 trips during the PM Peak Hour.



**Figure 1**  
**Site Location Map**

**7992 East Drive Apartments**  
**North Bay Village, Florida**



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## Existing Conditions

### Study Area Description

Based upon the approved methodology (included in the **Appendix**) the study area included the following:

#### **Roadway Segments**

- o SR 934 Causeway
- o East Drive

#### **Intersections**

- o SR 934 & Larry Paskow Way
- o SR 934 & Pelican Harbor Drive
- o Larry Paskow Way & East Drive

### Existing Conditions Analysis

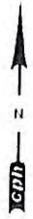
Intersection analysis was performed for the study intersections for the AM and PM Peak Period. Turning movement counts for the PM peak period were collected on November 5<sup>th</sup>, 2014 from 4:00 PM – 6:00 PM. AM peak period counts were collected on November 6<sup>th</sup>, 2014 from 7:00 AM to 9:00 AM. Raw data collection summary sheets are included in the **Appendix**.

The existing traffic counts were seasonally adjusted using the Peak Season Correction Factors (PSCF) published by the Florida Department of Transportation for Miami Dade County. **Figure 3** illustrates the existing traffic patterns in the area.

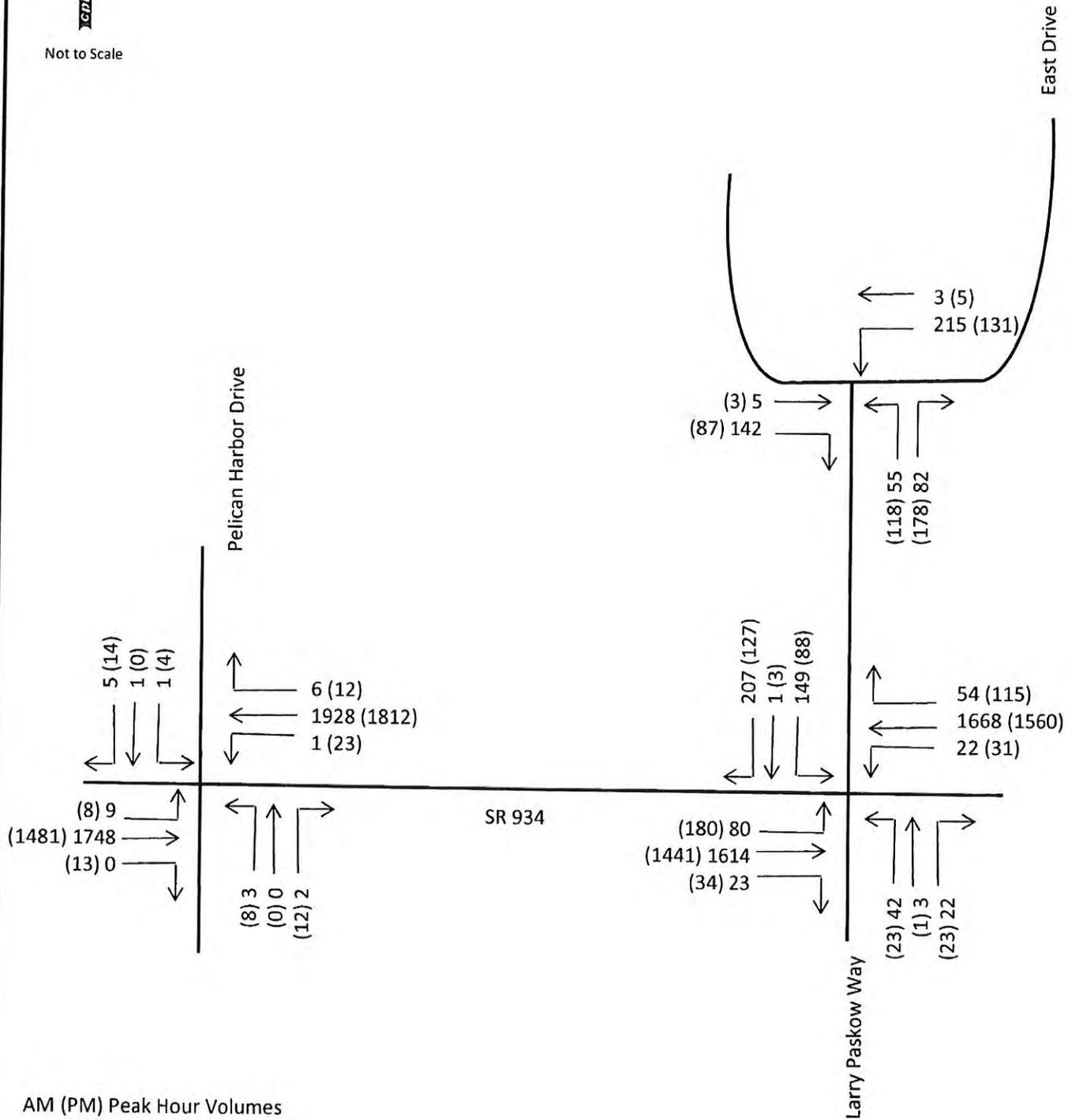
Intersection analysis was performed using the most recent version of the Highway Capacity Software for unsignalized intersections and Synchro 8.0 for signalized intersections. Analysis indicates that all intersections are currently operating acceptably during the both peak hours. **Table 1** summarizes the existing conditions analysis. HCS worksheets are included in the **Appendix**.

**Table 1 - Existing Intersection Level of Service**

Intersection	Control	AM Peak Hour					PM Peak Hour				
		EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
SR 934 & Larry Paskow Way	Signal	C	C	D	C	C	C	D	C	C	C
SR 934 & Pelican Harbor Drive	Signal	A	A	C	C	A	A	A	B	A	A
Paskow Way & East Drive	All Way Stop	A	B	A	-	A	A	B	A	-	A



Not to Scale



**Figure 3**  
**Existing Traffic Volumes**

**Bahia Tower**  
**North Bay Village, Florida**



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## Project Impacts

### Project Trip Generation

The land use description used to determine trip generation potential for the project was based upon the *Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition*. ITE Land Use Codes 220 – Apartment was used in the analysis. Since the project is residential, pass-by capture and internal capture were not applicable.

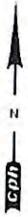
**Table 2** summarizes the trip generation estimated for the project, and detailed worksheets from the OTISS Traffic Analysis Software are included in the **Appendix**.

**Table 2 - ITE Trip Generation**

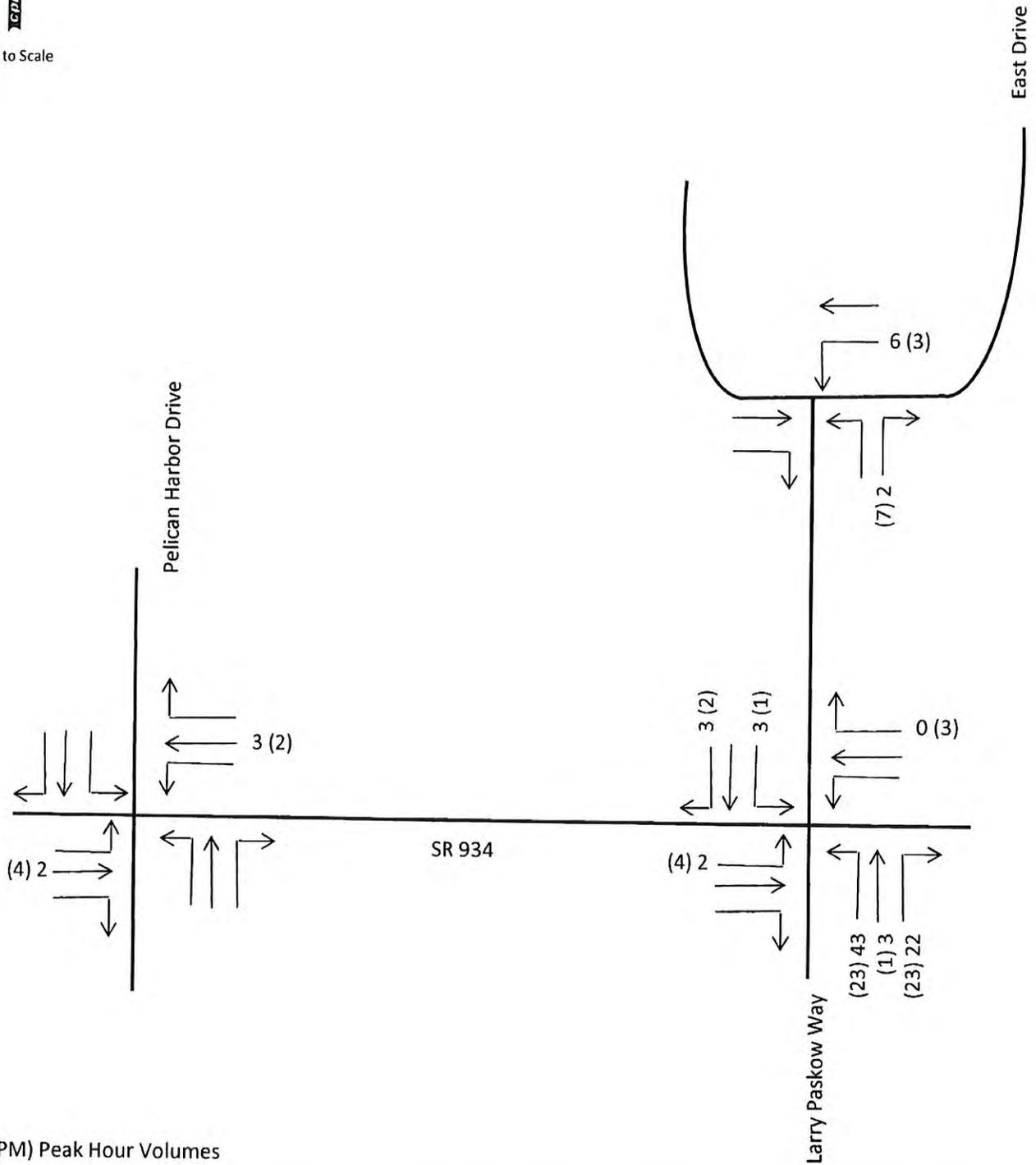
Land Use	Size	Weekday			AM Peak Hour of the Generator			PM Peak Hour of the Generator		
		Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
220 Apartment	16 Dwelling Units	53	53	106	2	6	8	7	3	10

### Trip Distribution and Assignment

Project traffic was distributed based on the observed traffic patterns in the area at the time of the data collection. **Figure 4** illustrates the distribution of the net new project trips and pass-by trips for both peak hours. Turning movement worksheets are including in the **Appendix**.



Not to Scale



AM (PM) Peak Hour Volumes

**Figure 4**  
**Project Trip Distribution**

**Bahia Tower**  
**North Bay Village, Florida**



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Future Conditions Analysis

Intersection analysis was performed for study intersections for future conditions. The project is anticipated to be operational in 2015. Since the project is expected to be operational within a year and the overall area has seen a decrease in historical traffic volumes, a conservative 2% per year growth rate was applied to the existing turning movement counts.

Intersection analysis was performed using the same methods and assumptions used to perform the existing conditions analysis. Analysis indicates that all intersections are anticipated to continue operating acceptably during the AM and PM peak hours with the addition of project traffic. **Table 3** summarizes the existing conditions analysis. **Figure 5** illustrates the total future traffic volumes including project traffic. HCS worksheets are included in the **Appendix**.

**Table 3 – Future Intersection Level of Service**

Intersection	Control	AM Peak Hour					PM Peak Hour				
		EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
SR 934 & Larry Paskow Way	Signal	C	C	D	C	C	C	D	C	C	C
SR 934 & Pelican Harbor Drive	Signal	A	A	C	C	A	A	A	B	A	A
Paskow Way & East Drive	All Way Stop	A	B	A	-	A	A	B	A	-	A
East Drive & Project Driveway	Two Way Stop	A	-	A	-	-	A	-	A	-	-

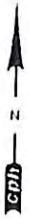
Roadway level of service was calculated using traffic counts obtained from the *FDOT Florida Traffic Information Database* for SR 934. For East Drive, the roadway volumes were obtained from the turning movement counts collected at the adjacent intersection. Roadway capacities were obtained from the *FDOT Quality Level of Service Handbook*. **Table 4** summarizes the peak hour directional segment analysis.

**Table 4a – AM Peak Direction Roadway Level of Service**

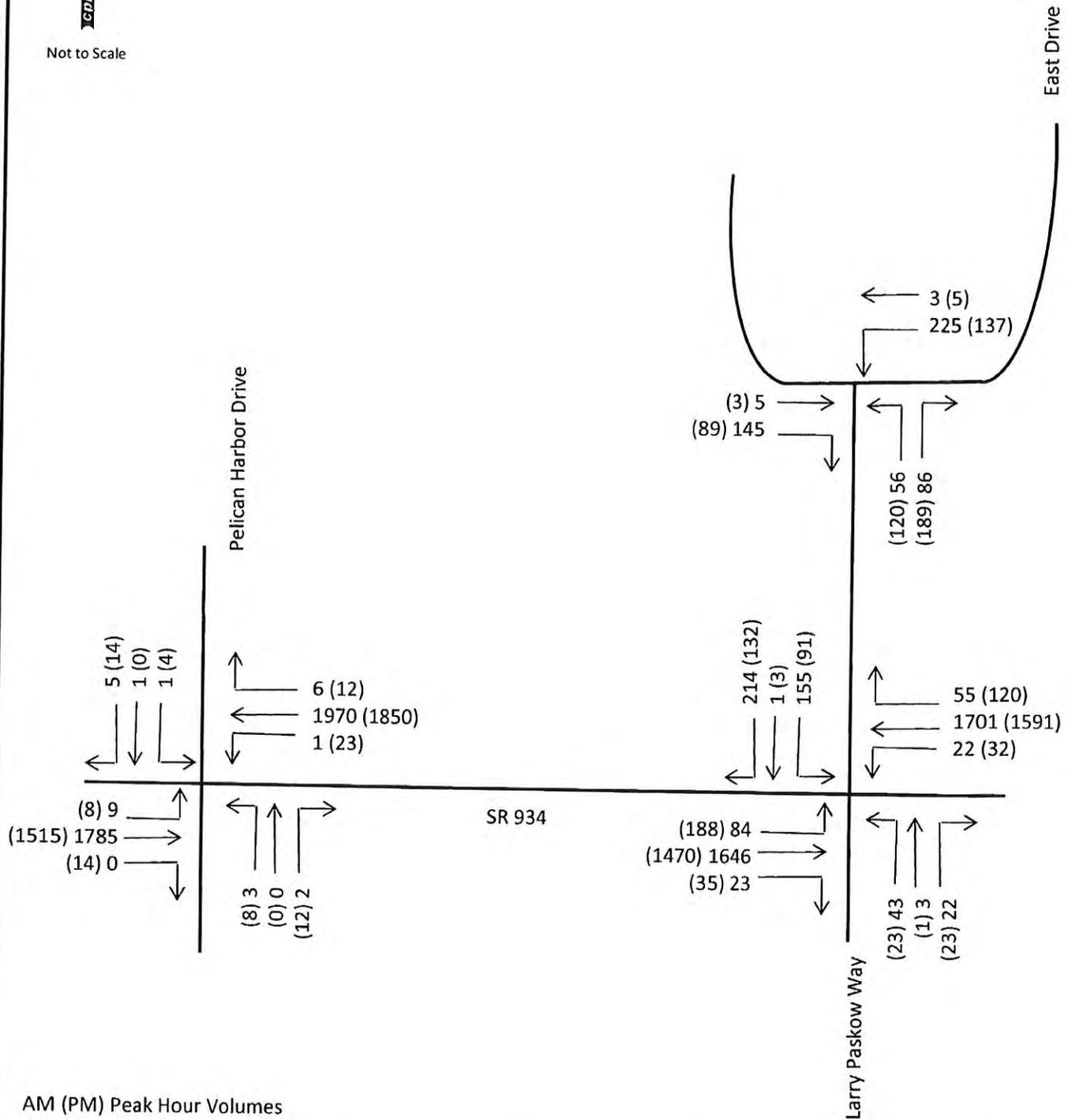
Roadway	Number of Lanes	LOS Standard	LOS Standard Service Volume	Existing		Future Background		Project Trips		Future Total	
				Volume	LOS	Volume	LOS	%	Trips	Volume	LOS
SR 934 East of Larry Paskow Way	6LD	D	3,020	1459	B	1488	B	60%	3	1491	B
SR 934 West of Larry Paskow Way	6LD	D	3,020	1413	B	1441	B	40%	3	1444	B
East Drive North of Larry Paskow Way	2LU	D	633	206	B	210	B	100%	6	216	B

**Table 4a – PM Peak Direction Roadway Level of Service**

Roadway	Number of Lanes	LOS Standard	LOS Standard Service Volume	Existing		Future Background		Project Trips		Future Total	
				Volume	LOS	Volume	LOS	%	Trips	Volume	LOS
SR 934 East of Larry Paskow Way	6LD	D	3,020	1549	B	1580	B	60%	4	1584	B
SR 934 West of Larry Paskow Way	6LD	D	3,020	1514	B	1544	B	40%	3	1547	B
East Drive North of Larry Paskow Way	2LU	D	633	181	B	185	B	100%	7	192	B



Not to Scale



**Figure 5**  
**Future Traffic Volumes**

**Bahia Tower**  
**North Bay Village, Florida**



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**Site Access and Turn Lane Analysis**

Turn lane warrant analysis for the project driveway was also conducted using the methods presented in *NCHRP Report 457* from the Transportation Research Board. Based upon the turn lane warrant analysis, left and right turn lanes were not warranted at the project driveway. NCHRP worksheets are included in the **Appendix**.

**Conclusion**

CPH Engineers has conducted a traffic impact analysis for the proposed 16 unit apartment project on East Drive in North Bay Village, Florida. Capacity analysis conducted for the study area intersections and roadway segments indicate that the intersections and roadways in the study area are operating at acceptable levels of service from existing through future total traffic conditions with the addition of the project traffic.

Turn lane warrants conducted for the project do not indicate the need for left or right turn lanes at the project driveway.

# APPENDIX

## LIST OF APPENDICES

- APPENDIX A METHODOLOGY
- APPENDIX B TURNING MOVEMENT COUNTS
- APPENDIX C EXISTING CONDITIONS ANALYSIS
- APPENDIX D TRIP GENERATION
- APPENDIX E TURNING MOVEMENT COUNT WORKSHEETS
- APPENDIX F FUTURE CONDITIONS ANALYSIS
- APPENDIX G ROADWAY LEVEL OF SERVICE INFORMATION
- APPENDIX H TURN LANE WARRANT ANALYSIS

# **APPENDIX A METHODOLOGY**



Architects  
Environmental  
M/E/P  
Surveyors

Engineers  
Landscape Architects  
Planners  
Transportation/Traffic

**Traffic Study Methodology**  
**Revised: October 14, 2014**  
**Proposed Apartment Development**  
**7922 East Drive**  
**North Bay Village, Florida**

**Introduction:**

A 16 unit apartment building is proposed at 7922 East Drive in North Bay Village, Florida. The project will take access via a driveway onto East Drive. Figure 1 attached shows the project location. A site plan of the proposed project is also attached.

**Traffic Analysis**

A traffic analysis is anticipated to be required per the City of North Bay Village Land Development Regulations.

**Trip Generation**

Trip generation for the proposed project will be calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's Trip Generation 9<sup>th</sup> Edition. Since the project is a single use residential project, pass-by and internal capture are not applicable. Land Use Code 220 – Apartment will be used in the analysis. Table 1 attached summarizes the trip generation calculations for the proposed project.

**Study Area**

Based upon the minimal trip generation, it is anticipated that the study area will be limited to the adjacent segments of SR 934/JF Kennedy Causeway as well as the intersection of SR 934/J.F. Kennedy Causeway and Larry Paskow Way. As requested by North Bay Village Staff, the next signalized intersection to the west be included in the study area; Pelican Harbor Drive and SR934/J.F.Kennedy Causeway. Analysis of East Drive adjacent to the project will be conducted as part of the access analysis.

**Data Collection**

Turning movement counts will be performed at the study intersection for the AM (7-9 AM) and PM (4-6 PM) peak periods. Counts will be collected on a typical weekday of a non-holiday week. Segment counts for the adjacent roadway segment will be obtained from the Florida Department of Transportation Florida Traffic Information Online Database.

**Trip Distribution and Assignment**

Project traffic will be assigned based upon existing travel patterns in the area. Background traffic (non-project growth) in the area will be provided by Staff. If no background traffic is anticipated, a minimum 1% growth rate per year will be applied to the existing traffic volumes.

**Analysis**

A generalized arterial analysis will be conducted for the adjacent roadway segment for the AM and PM Peak Period using the methodology and tables presented in the most recent edition of the FDOT QLOS Handbook.



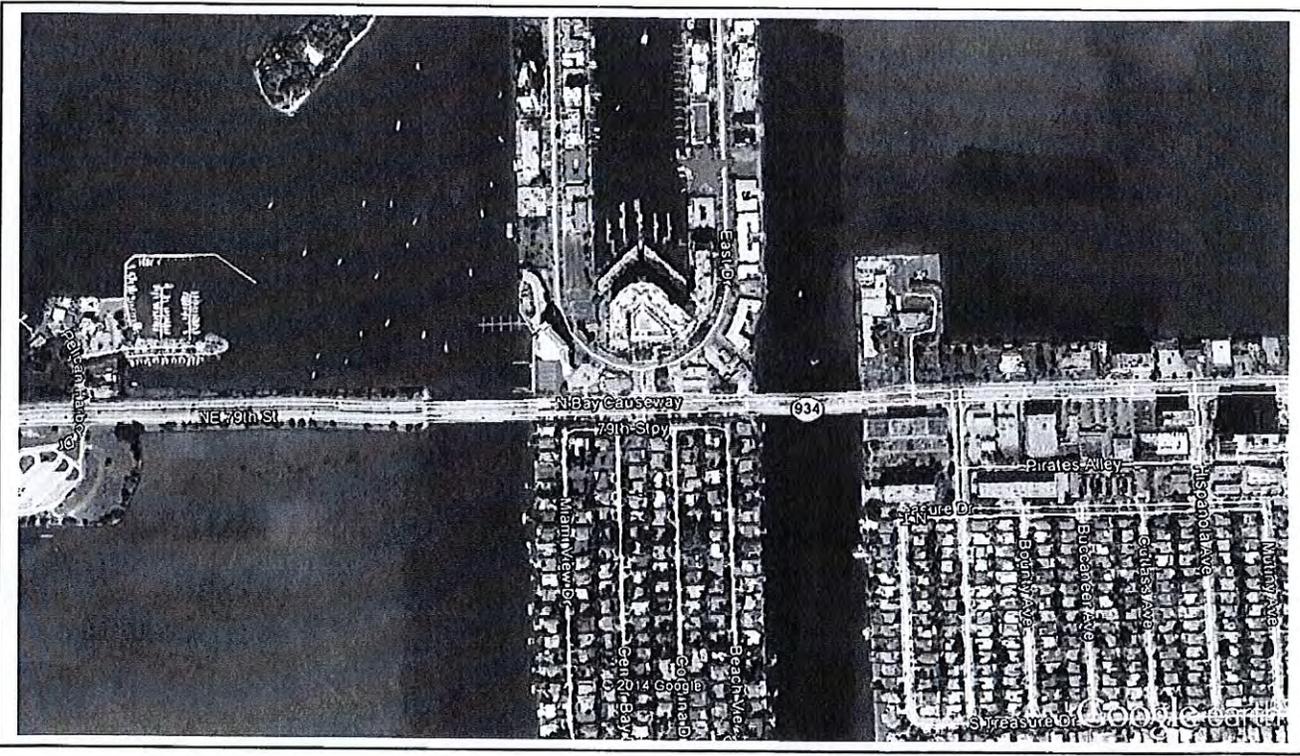
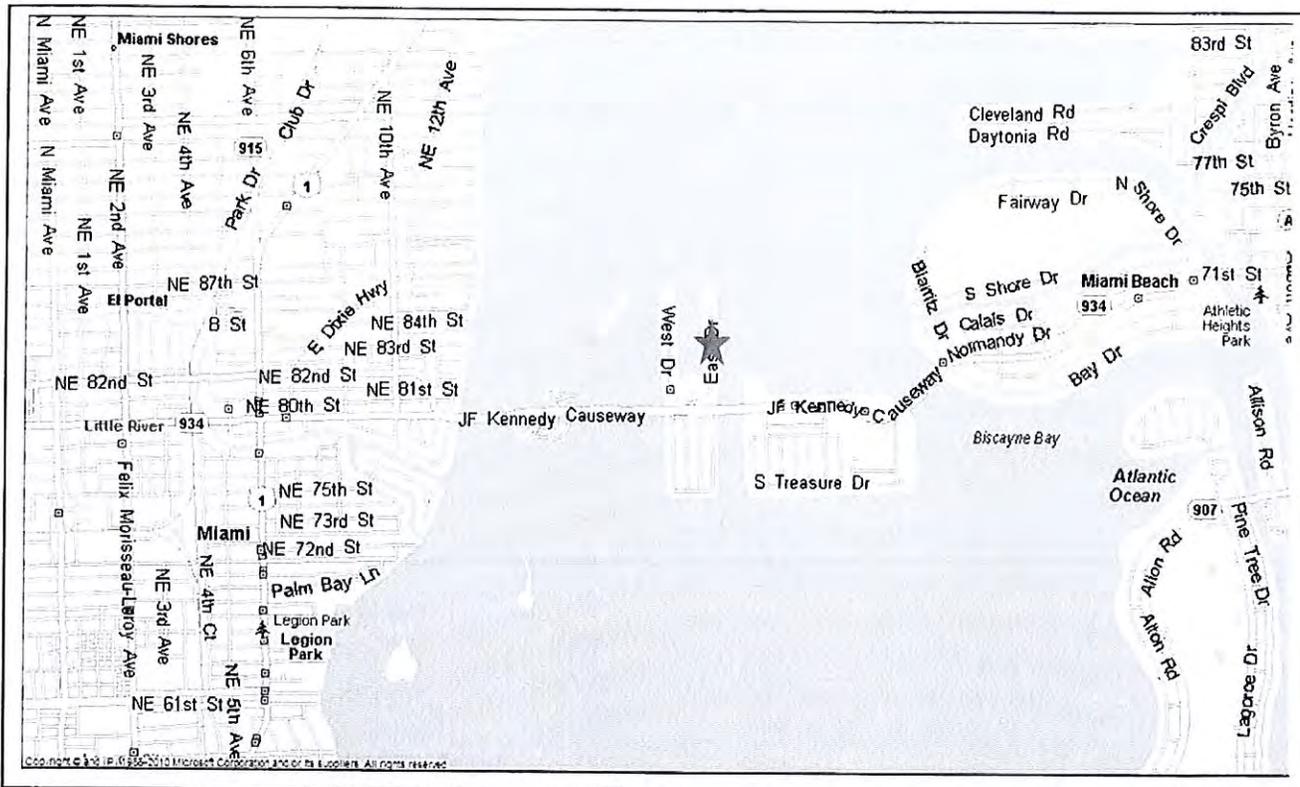
Architects  
Environmental  
M/E/P  
Surveyors  
Engineers  
Landscape Architects  
Planners  
Transportation/Traffic

Intersection analysis will be performed for both the AM and PM Peak Period using Synchro 7 for signalized intersections. Signal timings at the study intersection will be provided by City Staff. The project driveway will be analyzed using the Highway Capacity Software for unsignalized intersections.

Report

A Traffic Impact Study will be prepared for submittal to North Bay Village as required by the Land Development Code. The Study will include the following information:

- Summary of Methodology
- Existing Conditions
- Trip Generation and Distribution
- Future Conditions
- Access Analysis
- Conclusions



**Figure 1**  
Site Location Map

**7992 East Drive Apartments**  
**North Bay Village, Florida**



Engineers  
Planners  
Landscape Architects  
Surveyors  
Construction Management  
Design/Build

OTISS Traffic Analysis Software  
 Table 1  
 Trip Generation Summary

<b>Project Information</b>	
Project Name:	7922 East Drive Apartments
No:	10/7/2014
Date:	North Bay Village
City:	FL
State/Province:	US
Country:	SLG
Analyst's Name:	ITE-TGM 9th Edition
Edition:	

Land Use	Size	Weekday a.m.		Weekday p.m.	
		Entry	Exit	Entry	Exit
220 - Apartment	16 Dwelling Units	53	53	6	7
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		53	53	6	7
<b>Total</b>		<b>53</b>	<b>53</b>	<b>6</b>	<b>7</b>

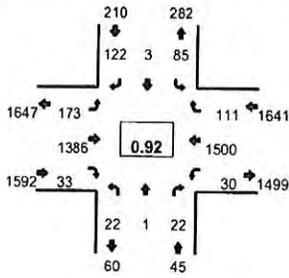
## **APPENDIX B TRAFFIC COUNTS**

Type of peak hour being reported: Intersection Peak

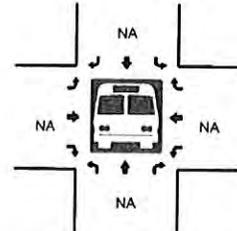
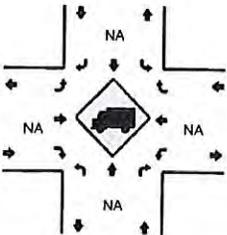
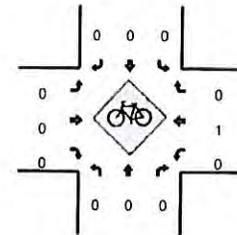
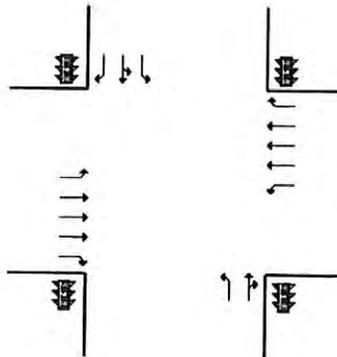
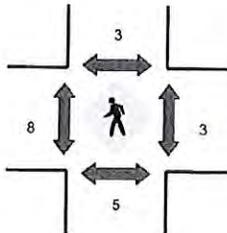
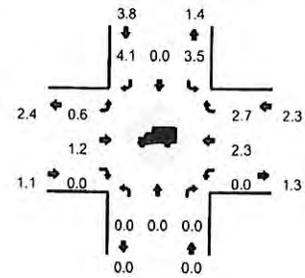
Method for determining peak hour: Total Entering Volume

LOCATION: Larry Paskow Way -- SR 934  
 CITY/STATE: North Bay Village, FL

QC JOB #: 13136204  
 DATE: Wed, Nov 05 2014



Peak-Hour: 5:00 PM -- 6:00 PM  
 Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period	Larry Paskow Way (Northbound)				Larry Paskow Way (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	3	2	1	0	19	0	36	0	32	269	3	1	4	358	20	2	750		
4:15 PM	8	0	2	0	16	0	34	0	29	336	12	0	2	380	24	2	845		
4:30 PM	6	1	3	0	31	3	36	0	42	317	6	0	3	407	22	2	879		
4:45 PM	2	0	4	0	20	0	27	0	35	306	4	2	8	436	26	0	870		
5:00 PM	10	0	4	0	20	0	35	0	32	190	1	0	11	422	24	1	750	3344	
5:15 PM	2	0	11	0	8	3	40	0	39	454	14	1	2	346	31	2	953	3344	
5:30 PM	5	1	1	0	32	0	25	0	46	369	6	1	7	373	20	1	887	3460	
5:45 PM	5	0	6	0	25	0	22	0	53	373	12	1	4	359	36	2	898	3488	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	8	0	44	0	32	12	160	0	156	1816	56	4	8	1384	124	8	3812		
Heavy Trucks	0	0	0	0	0	0	0	0	4	20	0	0	0	32	4	0	60		
Pedestrians	0	4	0	0	0	4	0	0	0	0	0	0	0	8	0	0	16		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																			
Stopped Buses																			

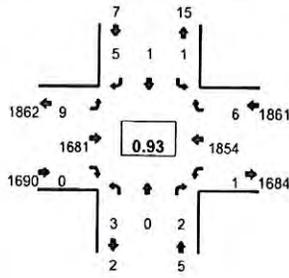
Comments:

Type of peak hour being reported: Intersection Peak

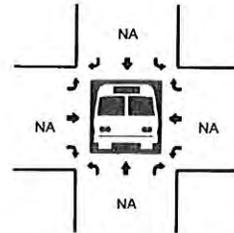
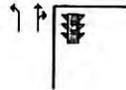
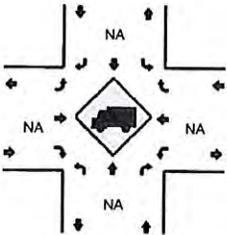
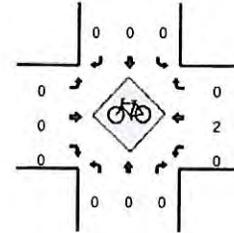
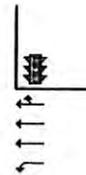
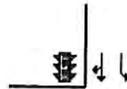
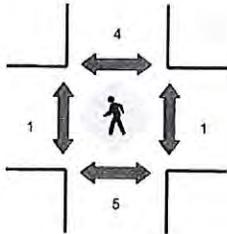
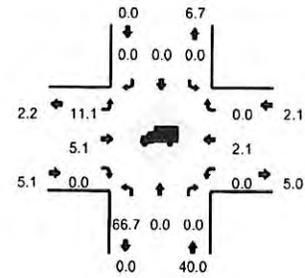
Method for determining peak hour: Total Entering Volume

LOCATION: Pelican Harbor Dr -- SR 934  
CITY/STATE: North Bay Village, FL

QC JOB #: 13136201  
DATE: Thu, Nov 06 2014



Peak-Hour: 7:45 AM -- 8:45 AM  
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Pelican Harbor Dr (Northbound)				Pelican Harbor Dr (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	2	0	0	265	1	0	0	332	0	0	605	
7:15 AM	0	0	0	0	1	0	2	0	0	315	0	1	1	354	2	0	676	
7:30 AM	0	0	0	0	1	1	3	0	3	313	1	0	1	466	2	0	791	
7:45 AM	1	0	1	0	0	1	1	0	1	444	0	0	1	509	0	0	959	3031
8:00 AM	0	0	0	0	1	0	1	0	1	384	0	0	0	424	1	0	812	3238
8:15 AM	1	0	0	0	0	0	2	0	4	431	0	0	0	486	1	0	925	3487
8:30 AM	1	0	1	0	0	0	1	0	3	422	0	0	0	435	4	0	867	3563
8:45 AM	2	3	0	0	0	0	3	0	11	375	1	0	2	449	5	1	852	3456
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	4	0	0	4	4	0	4	1776	0	0	4	2036	0	0	3836	
Heavy Trucks	0	0	0		0	0	0		0	80	0		0	24	0		104	
Pedestrians		4				12				0				0			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

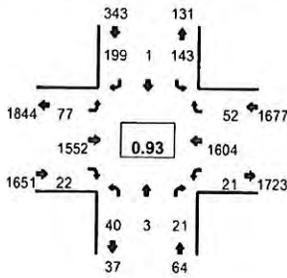
Comments:

Type of peak hour being reported: Intersection Peak

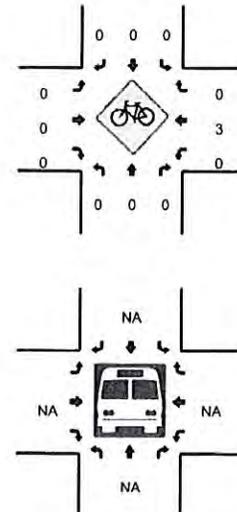
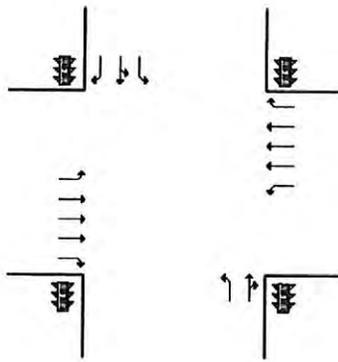
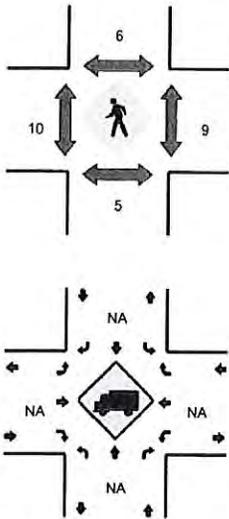
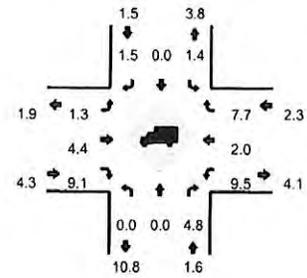
Method for determining peak hour: Total Entering Volume

LOCATION: Larry Paskow Way -- SR 934  
CITY/STATE: North Bay Village, FL

QC JOB #: 13136203  
DATE: Thu, Nov 06 2014



Peak-Hour: 7:45 AM -- 8:45 AM  
Peak 15-Min: 8:15 AM -- 8:30 AM



15-Min Count Period Beginning At	Larry Paskow Way (Northbound)				Larry Paskow Way (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	5	0	14	0	36	0	26	251	3	0	1	306	2	1	654	
7:15 AM	12	0	5	0	26	0	48	0	26	259	4	0	1	310	11	1	703	
7:30 AM	16	1	3	0	21	1	75	0	17	292	5	0	1	424	10	1	867	
7:45 AM	13	1	9	0	38	0	49	0	16	397	5	0	2	390	9	0	929	3153
8:00 AM	6	1	5	0	47	0	52	0	22	349	5	0	2	389	9	3	890	3389
8:15 AM	9	1	5	0	37	1	40	0	23	408	5	0	4	447	18	4	1002	3688
8:30 AM	12	0	2	0	21	0	58	0	15	398	7	1	6	378	16	0	914	3735
8:45 AM	4	1	4	0	24	0	59	0	22	335	4	2	6	368	14	2	845	3651

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	4	20	0	148	4	160	0	92	1632	20	0	16	1788	72	16	4008
Heavy Trucks	0	0	0		4	0	0		0	72	4		8	48	12		148
Pedestrians		4				4				4				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

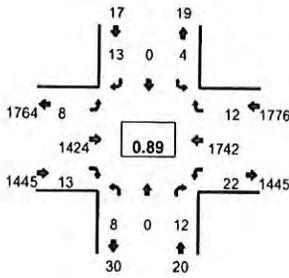
Comments:

Type of peak hour being reported: Intersection Peak

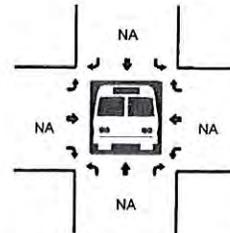
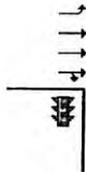
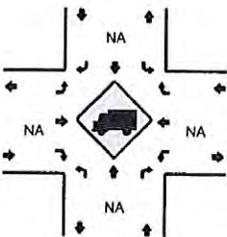
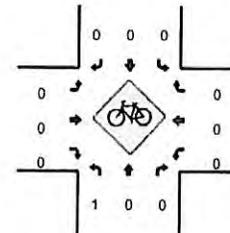
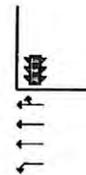
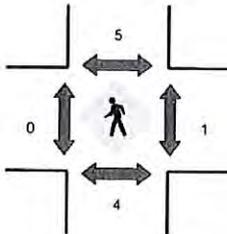
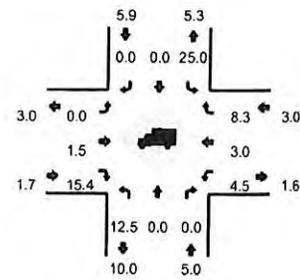
Method for determining peak hour: Total Entering Volume

LOCATION: Pelican Harbor Dr -- SR 934  
 CITY/STATE: North Bay Village, FL

QC JOB #: 13136202  
 DATE: Wed, Nov 05 2014



Peak-Hour: 4:30 PM -- 5:30 PM  
 Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	Pelican Harbor Dr (Northbound)				Pelican Harbor Dr (Southbound)				SR 934 (Eastbound)				SR 934 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	1	0	3	0	3	309	1	0	1	376	1	1	697	
4:15 PM	0	0	3	0	2	1	5	0	0	366	2	0	1	406	0	1	787	
4:30 PM	1	0	2	0	2	0	6	0	0	359	3	0	1	479	5	1	859	
4:45 PM	2	0	1	0	2	0	2	0	3	353	6	1	5	445	3	3	826	3169
5:00 PM	2	0	4	0	0	0	4	0	1	238	1	0	5	400	1	0	656	3128
5:15 PM	3	0	5	0	0	0	1	0	3	474	3	0	6	418	3	1	917	3258
5:30 PM	2	0	5	0	3	0	7	0	0	419	6	1	3	361	2	0	809	3208
5:45 PM	4	0	6	0	0	0	3	0	2	417	7	0	9	409	0	0	857	3239
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>				<b>Southbound</b>				<b>Eastbound</b>				<b>Westbound</b>				<b>Total</b>	
All Vehicles	12	0	20	0	0	0	4	0	12	1896	12	0	24	1672	12	4	3668	
Heavy Trucks	4	0	0		0	0	0		0	24	0		0	44	0		72	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:

## **APPENDIX C EXISTING CONDITIONS ANALYSIS**

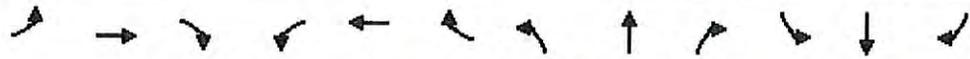
Lanes, Volumes, Timings  
3: Larry Paskow Way & SR 934

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1614	23	22	1688	54	42	3	22	149	1	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Flt Protected		0.998			0.995			0.867			0.851	
Satd. Flow (prot)	1770	5075	0	1770	5060	0	1770	1615	0	3433	1585	0
Flt Permitted	0.070			0.076			0.950			0.950		
Satd. Flow (perm)	130	5075	0	142	5060	0	1770	1615	0	3433	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			24			223	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	1735	25	24	1815	58	45	3	24	160	1	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	1760	0	24	1873	0	45	27	0	160	224	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings  
3: Larry Paskow Way & SR 934

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	15.0	64.0		10.0	59.0		23.0	23.0		23.0	23.0	
Total Split (%)	12.5%	53.3%		8.3%	49.2%		19.2%	19.2%		19.2%	19.2%	
Maximum Green (s)	9.0	58.0		4.0	53.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	61.8	56.8		54.5	51.4		17.1	17.1		17.1	17.1	
Actuated g/C Ratio	0.54	0.49		0.47	0.45		0.15	0.15		0.15	0.15	
v/c Ratio	0.47	0.70		0.19	0.83		0.17	0.10		0.31	0.53	
Control Delay	22.9	24.7		15.7	32.1		47.3	19.6		47.3	11.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	24.7		15.7	32.1		47.3	19.6		47.3	11.1	
LOS	C	C		B	C		D	B		D	B	
Approach Delay		24.6			31.9			36.9			26.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	29	383		8	453		31	2		58	1	
Queue Length 95th (ft)	65	441		20	527		68	30		92	73	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	199	2657		124	2361		263	261		511	425	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.66		0.19	0.79		0.17	0.10		0.31	0.53	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 115  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 28.3  
 Intersection Capacity Utilization 74.4%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 3: Larry Paskow Way & SR 934

23 s	23 s	10 s	64 s
		15 s	59 s

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014

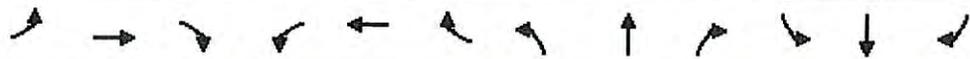
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	9	1748	0	1	1928	6	3	0	2	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.950			0.950			0.950	0.850			0.875	
Satd. Flow (prot)	1770	5085	0	1770	5085	0	1770	1583	0	1770	1630	0
Flt Permitted	0.068			0.079			0.754			0.757		
Satd. Flow (perm)	127	5085	0	147	5085	0	1405	1583	0	1410	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			82			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	1880	0	1	2073	6	3	0	2	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1880	0	1	2079	0	3	2	0	1	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

AM Peak Hour 11/19/2014 Existing Conditions  
SLG

Synchro 8 Report  
Page 4

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	59.4	58.8		59.4	58.8		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.67	0.66		0.67	0.66		0.19	0.19		0.19	0.19	
v/c Ratio	0.06	0.56		0.01	0.62		0.01	0.01		0.00	0.02	
Control Delay	4.7	8.8		4.0	9.6		39.7	0.0		40.0	26.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.7	8.8		4.0	9.6		39.7	0.0		40.0	26.7	
LOS	A	A		A	A		D	A		D	C	
Approach Delay		8.8			9.6			23.8			28.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	2	167		0	197		1	0		0	0	
Queue Length 95th (ft)	5	278		1	326		12	0		6	14	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	160	4583		173	4583		260	361		261	306	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.41		0.01	0.45		0.01	0.01		0.00	0.02	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 89.3  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 9.3  
 Intersection Capacity Utilization 50.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive

↑ p2	↙ p3	→ p4
22 s	10 s	88 s
↓ p6	↘ p7	← p8
22 s	10 s	88 s

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SLG				Intersection	East Drive & Larry Paskow Way			
Agency/Co.	CPH				Jurisdiction	North Bay Village			
Date Performed	11/19/2014				Analysis Year	Existing Conditions			
Analysis Time Period	AM Peak Period								
Project ID Bahia Tower									
East/West Street: East Drive					North/South Street: Larry Paskow Way				
Volume Adjustments and Site Characteristics									
Approach	Eastbound					Westbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	0	5	142	215	3	0			
%Thrus Left Lane									
Approach	Northbound					Southbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	55	0	82	0	0	0			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	TR		L	T	L	R			
PHF	0.92		0.92	0.92	0.92	0.92			
Flow Rate (veh/h)	159		233	3	59	89			
% Heavy Vehicles	0		0	0	0	0			
No. Lanes	1		2		2		0		
Geometry Group	3b		5		1				
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0			
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0			
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0			
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2			
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6			
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7			
hadj, computed	-0.6		0.5	0.0	0.2	-0.6			
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20			
x, initial	0.14		0.21	0.00	0.05	0.08			
hd, final value (s)	4.38		5.48	4.98	5.09	4.29			
x, final value	0.19		0.35	0.00	0.08	0.11			
Move-up time, m (s)	2.0		2.3		2.0				
Service Time, t <sub>s</sub> (s)	2.4		3.2	2.7	3.1	2.3			
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	409		483	253	309	339			
Delay (s/veh)	8.43		11.17	7.70	8.55	7.80			
LOS	A		B	A	A	A			
Approach: Delay (s/veh)	8.43		11.12		8.10				
LOS	A		B		A				
Intersection Delay (s/veh)	9.51								
Intersection LOS	A								

Lanes, Volumes, Timings  
 3: Larry Paskow Way & SR 934

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	1441	34	31	1560	115	23	1	23	88	3	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997			0.990			0.856			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5034	0	1770	1595	0	3433	1589	0
Flt Permitted	0.071			0.107			0.950			0.950		
Satd. Flow (perm)	132	5070	0	199	5034	0	1770	1595	0	3433	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12			25			138	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
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
Adj. Flow (vph)	196	1566	37	34	1696	125	25	1	25	96	3	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	1603	0	34	1821	0	25	26	0	96	141	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

PM Peak Hour 11/19/2014 Existing Conditions  
 SLG

Synchro 8 Report  
 Page 1

Lanes, Volumes, Timings  
 3: Larry Paskow Way & SR 934

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	20.0	63.0		11.0	54.0		24.0	24.0		22.0	22.0	
Total Split (%)	16.7%	52.5%		9.2%	45.0%		20.0%	20.0%		18.3%	18.3%	
Maximum Green (s)	14.0	57.0		5.0	48.0		18.0	18.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	67.3	60.7		53.0	48.0		18.0	18.0		16.0	16.0	
Actuated g/C Ratio	0.56	0.51		0.44	0.40		0.15	0.15		0.13	0.13	
v/c Ratio	0.77	0.62		0.22	0.90		0.09	0.10		0.21	0.42	
Control Delay	46.8	23.0		16.2	40.2		45.1	17.8		47.6	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.8	23.0		16.2	40.2		45.1	17.8		47.6	12.4	
LOS	D	C		B	D		D	B		D	B	
Approach Delay		25.6			39.8			31.2			26.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	97	338		11	475		17	1		34	2	
Queue Length 95th (ft)	#204	392		26	546		44	27		61	61	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	266	2583		154	2032		267	261		460	332	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.62		0.22	0.90		0.09	0.10		0.21	0.42	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 119.3  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 32.4  
 Intersection Capacity Utilization 74.0%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Intersection LOS: C  
 ICU Level of Service D

Lanes, Volumes, Timings  
 3: Larry Paskow Way & SR 934

11/19/2014

Splits and Phases: 3: Larry Paskow Way & SR 934

↖ ρ2	↘ ρ6	↙ ρ3	→ ρ4
24 s	22 s	11 s	63 s
		↗ ρ7	← ρ8
		20 s	54 s

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1481	14	23	1812	12	8	0	12	4	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	5080	0	1770	1583	0	1770	1583	0
Flt Permitted	0.071			0.103			0.747			0.749		
Satd. Flow (perm)	132	5080	0	192	5080	0	1391	1583	0	1395	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2			90			82	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	9	1664	16	26	2036	13	9	0	13	4	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1680	0	26	2049	0	9	13	0	4	16	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

PM Peak Hour 11/19/2014 Existing Conditions  
SLG

Synchro 8 Report  
Page 5

Lanes, Volumes, Timings  
 8: SR 934 & Pelican Harbor Drive

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	56.8	55.4		57.9	57.3		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.65	0.63		0.66	0.65		0.19	0.19		0.19	0.19	
v/c Ratio	0.06	0.52		0.13	0.62		0.03	0.03		0.02	0.04	
Control Delay	4.6	9.6		5.5	9.6		38.8	0.2		39.0	0.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.6	9.6		5.5	9.6		38.8	0.2		39.0	0.2	
LOS	A	A		A	A		D	A		D	A	
Approach Delay		9.6			9.6			16.0				8.0
Approach LOS		A			A			B				A
Queue Length 50th (ft)	1	140		4	192		4	0		2	0	
Queue Length 95th (ft)	5	231		10	312		22	0		14	0	
Internal Link Dist (ft)		289			2571			208				137
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	162	4621		201	4621		263	372		264	366	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.36		0.13	0.44		0.03	0.03		0.02	0.04	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 87.9  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 9.6  
 Intersection Capacity Utilization 51.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive

↑ p2	↙ p3	→ p4
22 s	10 s	88 s
↓ p6	↘ p7	← p8
22 s	10 s	88 s

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SLG				Intersection	East Drive & Larry Paskow Way			
Agency/Co.	CPH				Jurisdiction	North Bay Village			
Date Performed	11/19/2014				Analysis Year	Existing Conditions			
Analysis Time Period	PM Peak Period								
Project ID Bahia Tower									
East/West Street: East Drive					North/South Street: Larry Paskow Way				
Volume Adjustments and Site Characteristics									
Approach	Eastbound					Westbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	0	3	87	131	5	0			
%Thrus Left Lane									
Approach	Northbound					Southbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	118	0	178	0	0	0			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	TR		L		L		R		
PHF	0.92		0.92		0.92		0.92		
Flow Rate (veh/h)	97		142		5		128		193
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		2		2		0		
Geometry Group	3b		5		1				
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0			
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0			
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0			
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2			
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6			
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7			
hadj, computed	-0.6		0.5	0.0	0.2	-0.6			
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20			
x, initial	0.09		0.13	0.00	0.11	0.17			
hd, final value (s)	4.61		5.79	5.28	4.75	3.95			
x, final value	0.12		0.23	0.01	0.17	0.21			
Move-up time, m (s)	2.0		2.3		2.0				
Service Time, t <sub>s</sub> (s)	2.6		3.5	3.0	2.8	2.0			
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	347		392	255	378	443			
Delay (s/veh)	8.26		10.19	8.02	8.71	8.01			
LOS	A		B	A	A	A			
Approach: Delay (s/veh)	8.26		10.11		8.29				
LOS	A		B		A				
Intersection Delay (s/veh)	8.76								
Intersection LOS	A								

## **APPENDIX D TRIP GENERATION**

<b>Project Information</b>	
<b>Project Name:</b>	7922 East Drive Apartments
<b>Date:</b>	10/7/2014
<b>City:</b>	North Bay Village
<b>State/Province:</b>	FL
<b>Country:</b>	US
<b>Analyst's Name:</b>	SLG
<b>Edition:</b>	ITE-TGM 9th Edition

Land Use	Size	Weekday a.m.		Weekday p.m.	
		Entry	Exit	Entry	Exit
220 - Apartment	16 Dwelling Units	53	53	6	7
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		53	53	6	7
<b>Total</b>		<b>53</b>	<b>53</b>	<b>6</b>	<b>7</b>

 Export to Excel

Select Your Period Analysis

Select one or more Period Analyses that you wish to include into the Summary Report. To export the selected Period Analyses to a Microsoft Excel (.xls) file, click Export to Excel above.

- Weekday
- Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
- Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Project Name: 7922 East Drive Apartments No:  
 Date: 10/7/2014 City: North Bay Village  
 State/Province: FL Zip/Postal Code:  
 Country: US Client Name:  
 Analyst's Name: SLG Edition: ITE-TGM 9th Edition

Land Use	Size	Weekday		Weekday, Peak Hour of Adjacent Street..		Weekday, Peak Hour of Adjacent Stree..	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Apartment	16 <sup>(1)</sup>	53	53	2	6	7	3
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		53	53	2	6	7	3
<b>Total</b>		53	53	2	6	7	3
<b>Total Reduction</b>		0	0	0	0	0	0
<b>Total Internal</b>		0	0	0	0	0	0
<b>Total Pass-by</b>		0	0	0	0	0	0
<b>Total Non-pass-by</b>		53	53	2	6	7	3

(1) Dwelling Units

# **APPENDIX E TURNING MOVEMENT COUNT WORKSHEETS**

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2013 - 01/05/2013	1.03	1.06
2	01/06/2013 - 01/12/2013	1.03	1.06
3	01/13/2013 - 01/19/2013	1.03	1.06
4	01/20/2013 - 01/26/2013	1.01	1.04
5	01/27/2013 - 02/02/2013	1.00	1.03
6	02/03/2013 - 02/09/2013	0.99	1.02
* 7	02/10/2013 - 02/16/2013	0.97	1.00
* 8	02/17/2013 - 02/23/2013	0.96	0.99
* 9	02/24/2013 - 03/02/2013	0.96	0.99
*10	03/03/2013 - 03/09/2013	0.96	0.99
*11	03/10/2013 - 03/16/2013	0.96	0.99
*12	03/17/2013 - 03/23/2013	0.97	1.00
*13	03/24/2013 - 03/30/2013	0.97	1.00
*14	03/31/2013 - 04/06/2013	0.97	1.00
*15	04/07/2013 - 04/13/2013	0.98	1.01
*16	04/14/2013 - 04/20/2013	0.98	1.01
*17	04/21/2013 - 04/27/2013	0.98	1.01
*18	04/28/2013 - 05/04/2013	0.99	1.02
*19	05/05/2013 - 05/11/2013	0.99	1.02
20	05/12/2013 - 05/18/2013	1.00	1.03
21	05/19/2013 - 05/25/2013	1.00	1.03
22	05/26/2013 - 06/01/2013	1.00	1.03
23	06/02/2013 - 06/08/2013	1.01	1.04
24	06/09/2013 - 06/15/2013	1.01	1.04
25	06/16/2013 - 06/22/2013	1.02	1.05
26	06/23/2013 - 06/29/2013	1.02	1.05
27	06/30/2013 - 07/06/2013	1.03	1.06
28	07/07/2013 - 07/13/2013	1.04	1.07
29	07/14/2013 - 07/20/2013	1.05	1.08
30	07/21/2013 - 07/27/2013	1.04	1.07
31	07/28/2013 - 08/03/2013	1.03	1.06
32	08/04/2013 - 08/10/2013	1.03	1.06
33	08/11/2013 - 08/17/2013	1.02	1.05
34	08/18/2013 - 08/24/2013	1.02	1.05
35	08/25/2013 - 08/31/2013	1.02	1.05
36	09/01/2013 - 09/07/2013	1.02	1.05
37	09/08/2013 - 09/14/2013	1.02	1.05
38	09/15/2013 - 09/21/2013	1.02	1.05
39	09/22/2013 - 09/28/2013	1.02	1.05
40	09/29/2013 - 10/05/2013	1.01	1.04
41	10/06/2013 - 10/12/2013	1.01	1.04
42	10/13/2013 - 10/19/2013	1.01	1.04
43	10/20/2013 - 10/26/2013	1.01	1.04
44	10/27/2013 - 11/02/2013	1.01	1.04
45	11/03/2013 - 11/09/2013	1.01	1.04
46	11/10/2013 - 11/16/2013	1.01	1.04
47	11/17/2013 - 11/23/2013	1.02	1.05
48	11/24/2013 - 11/30/2013	1.02	1.05
49	12/01/2013 - 12/07/2013	1.02	1.05
50	12/08/2013 - 12/14/2013	1.02	1.05
51	12/15/2013 - 12/21/2013	1.03	1.06
52	12/22/2013 - 12/28/2013	1.03	1.06
53	12/29/2013 - 12/31/2013	1.03	1.06

\* PEAK SEASON

18-FEB-2014 08:46:31

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6\_8700\_PKSEASON.TXT

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: SR 934 & Larry Paskow Way  
 COUNT DATE: 11/6/2014  
 TIME PERIOD: 7:45 AM - 8:45 AM  
 PEAK HOUR FACTOR: 0.930

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	77	1552	22	21	1604	52	40	3	21	143	1	199
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	80	1614	23	22	1668	54	42	3	22	149	1	207

"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	2	32	0	0	33	1	1	0	0	3	0	4
2002 NON-PROJECT TRAFFIC	82	1646	23	22	1701	55	43	3	22	152	1	211

"PROJECT TRAFFIC"														
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New	2									3			3
TOTAL PROJECT TRAFFIC		2	0	0	0	0	0	0	0	0	3	0	3	8
TOTAL TRAFFIC		84	1646	23	22	1701	55	43	3	22	155	1	214	

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: SR 934 & Pelican Harbor Drive  
 COUNT DATE: 11/6/2014  
 TIME PERIOD: 7:45 AM - 8:45 AM  
 PEAK HOUR FACTOR: 0.930

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	9	1681	0	1	1854	6	3	0	2	1	1	5
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	9	1748	0	1	1928	6	3	0	2	1	1	5

"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	0	35	0	0	39	0	0	0	0	0	0	0
2002 NON-PROJECT TRAFFIC	9	1783	0	1	1967	6	3	0	2	1	1	5

"PROJECT TRAFFIC"														
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New		2			3								5
TOTAL PROJECT TRAFFIC		0	2	0	0	3	0	0	0	0	0	0	0	5
TOTAL TRAFFIC		9	1785	0	1	1970	6	3	0	2	1	1	5	

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

**INTERSECTION:** East Drive & Larry Paskow Way  
**COUNT DATE:** 11/6/2014  
**TIME PERIOD:** 7:45 AM - 8:45 AM  
**PEAK HOUR FACTOR:** 0.920

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements		5	137	207	3		53		79			
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040

EXISTING PEAK SEASON	5	142	215	3	3		55		82			
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"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	0	3	4	0	0		1		2			

2002 NON-PROJECT TRAFFIC	5	145	219	3	3		56		84			
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"PROJECT TRAFFIC"														
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New				6					2				8
TOTAL PROJECT TRAFFIC		0	0	0	6	0	0	0	2	2				8
TOTAL TRAFFIC		5	145	225	3	3	56		86					

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: East Drive & Project Driveway  
 COUNT DATE: 11/6/2014  
 TIME PERIOD: 7:45 AM - 8:45 AM  
 PEAK HOUR FACTOR: 0.920

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements								84			198	
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON								87			206	

"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH								2			4	
2002 NON-PROJECT TRAFFIC								89			210	

"PROJECT TRAFFIC"													
LAND USE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed													
Pass - By													
Project			6				2						8
TOTAL PROJECT TRAFFIC			6				2	0			0		8
TOTAL TRAFFIC			6				2	89			210		210

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: SR 934 & Larry Paskow Way  
 COUNT DATE: 11/5/2014  
 TIME PERIOD: 5:00 - 6:00 PM  
 PEAK HOUR FACTOR: 0.920

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	173	1386	33	30	1500	111	22	1	22	85	3	122
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	180	1441	34	31	1560	115	23	1	23	88	3	127

"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	4	29	1	1	31	2	0	0	0	2	0	3
2002 NON-PROJECT TRAFFIC	184	1470	35	32	1591	117	23	1	23	90	3	130

"PROJECT TRAFFIC"														
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New	4				3					1			10
TOTAL PROJECT TRAFFIC		4	0	0	0	3	0	0	0	0	1	0	2	10
TOTAL TRAFFIC		188	1470	35	32	1591	120	23	1	23	91	3	132	

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: SR 934 & Pelican Harbor Drive  
 COUNT DATE: 11/5/2014  
 TIME PERIOD: 4:30 PM - 5:30 PM  
 PEAK HOUR FACTOR: 0.890

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements	8	1424	13	22	1742	12	8	0	12	4	0	13
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON	8	1481	14	23	1812	12	8	0	12	4	0	14

"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH	0	30	0	0	36	0	0	0	0	0	0	0
2002 NON-PROJECT TRAFFIC	8	1511	14	23	1848	12	8	0	12	4	0	14

"PROJECT TRAFFIC"															
LAND USE	TRIP TYPE		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By														
	New		4			2									6
TOTAL PROJECT TRAFFIC			0	4	0	2	0	0	0	0	0	0	0	0	6
TOTAL TRAFFIC			8	1515	14	23	1850	12	8	0	12	4	0	0	14

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: East Drive & Larry Paskow Way  
 COUNT DATE: 11/5/2014  
 TIME PERIOD: 4:30 PM - 5:30 PM  
 PEAK HOUR FACTOR: 0.920

"EXISTING TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Raw Turning Movements		3	84	126	5		113		171			
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON		3	87	131	5		118		178			

"BACKGROUND TRAFFIC"												
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH		0	2	3	0		2		4			
2002 NON-PROJECT TRAFFIC		3	89	134	5		120		182			

"PROJECT TRAFFIC"														
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By													
	New				3					7				10
TOTAL PROJECT TRAFFIC			0	0	3	0	0	0	0	7				10
TOTAL TRAFFIC			3	89	137	5	120		189					

# TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

**INTERSECTION:** East Drive & Project Driveway  
**COUNT DATE:** 11/5/2014  
**TIME PERIOD:** 4:30 PM - 5:30 PM  
**PEAK HOUR FACTOR:** 0.920

"EXISTING TRAFFIC"											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Raw Turning Movements								174			131
100th Highest Hour Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING PEAK SEASON								181			136

"BACKGROUND TRAFFIC"											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH								4			3
2002 NON-PROJECT TRAFFIC								185			139

"PROJECT TRAFFIC"															
LAND USE	TRIP TYPE		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TOTAL
Proposed Project	Pass - By														
	New				3				7						10
TOTAL PROJECT TRAFFIC				3					7	0			0		10
TOTAL TRAFFIC				3					7	185			139		

# **APPENDIX F FUTURE CONDITIONS ANALYSIS**

Lanes, Volumes, Timings  
3: Larry Paskow Way & SR 934

11/19/2014

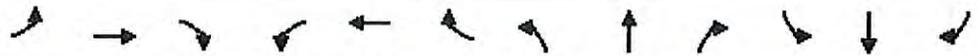
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1646	23	22	1701	55	43	3	22	155	1	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr		0.998			0.995			0.867			0.851	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5060	0	1770	1615	0	3433	1585	0
Flt Permitted	0.066			0.073			0.950			0.950		
Satd. Flow (perm)	123	5075	0	136	5060	0	1770	1615	0	3433	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			24			227	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	90	1770	25	24	1829	59	46	3	24	167	1	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1795	0	24	1888	0	46	27	0	167	231	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

AM Peak Hour 11/19/2014 Buildout Conditions  
SLG

Synchro 8 Report  
Page 1

Lanes, Volumes, Timings  
3: Larry Paskow Way & SR 934

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	15.0	64.0		10.0	59.0		23.0	23.0		23.0	23.0	
Total Split (%)	12.5%	53.3%		8.3%	49.2%		19.2%	19.2%		19.2%	19.2%	
Maximum Green (s)	9.0	58.0		4.0	53.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	65.8	60.7		56.5	52.5		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.55	0.51		0.48	0.44		0.14	0.14		0.14	0.14	
v/c Ratio	0.50	0.69		0.20	0.84		0.18	0.11		0.34	0.55	
Control Delay	25.1	24.3		16.0	33.7		47.5	19.6		48.3	11.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.1	24.3		16.0	33.7		47.5	19.6		48.3	11.7	
LOS	C	C		B	C		D	B		D	B	
Approach Delay		24.3			33.5			37.2			27.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	30	394		8	459		32	2		60	3	
Queue Length 95th (ft)	72	454		20	533		68	30		95	77	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	193	2596		120	2271		253	252		492	421	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.69		0.20	0.83		0.18	0.11		0.34	0.55	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 118.6  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 28.9  
 Intersection Capacity Utilization 75.4%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 3: Larry Paskow Way & SR 934

23 s	23 s	10 s	64 s
		15 s	59 s

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 		 		
Volume (vph)	9	1785	0	1	1970	6	3	0	2	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frnt								0.850			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	0	1770	5085	0	1770	1583	0	1770	1630	0
Flt Permitted	0.066			0.075			0.754			0.757		
Satd. Flow (perm)	123	5085	0	140	5085	0	1405	1583	0	1410	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			82			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	1919	0	1	2118	6	3	0	2	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1919	0	1	2124	0	3	2	0	1	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	61.6	61.0		61.6	61.0		16.5	16.5		16.5	16.5	
Actuated g/C Ratio	0.67	0.67		0.67	0.67		0.18	0.18		0.18	0.18	
v/c Ratio	0.06	0.57		0.01	0.63		0.01	0.01		0.00	0.02	
Control Delay	4.7	8.8		4.0	9.5		40.7	0.0		41.0	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.7	8.8		4.0	9.5		40.7	0.0		41.0	27.2	
LOS	A	A		A	A		D	A		D	C	
Approach Delay		8.7			9.5			24.4			29.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	2	172		0	204		1	0		0	0	
Queue Length 95th (ft)	5	287		1	337		12	0		6	14	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	157	4517		168	4517		254	353		255	298	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.42		0.01	0.47		0.01	0.01		0.00	0.02	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 91.5  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 9.2  
 Intersection Capacity Utilization 51.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive

↑ p2	↙ p3	→ p4
22 s	10 s	88 s
↓ p6	↘ p7	← p8
22 s	10 s	88 s

ALL-WAY STOP CONTROL ANALYSIS									
<b>General Information</b>					<b>Site Information</b>				
Analyst	SLG				Intersection	East Drive & Larry Paskow Way			
Agency/Co.	CPH				Jurisdiction	North Bay Village			
Date Performed	11/19/2014				Analysis Year	Buildout 2015			
Analysis Time Period	AM Peak Period								
Project ID Bahia Tower									
East/West Street: East Drive					North/South Street: Larry Paskow Way				
<b>Volume Adjustments and Site Characteristics</b>									
Approach	Eastbound					Westbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	0	5	145	225	3	0			
%Thrus Left Lane									
Approach	Northbound					Southbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	56	0	86	0	0	0			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	TR		L	T	L	R			
PHF	0.92		0.92	0.92	0.92	0.92			
Flow Rate (veh/h)	162		244	3	60	93			
% Heavy Vehicles	0		0	0	0	0			
No. Lanes	1		2		2		0		
Geometry Group	3b		5		1				
Duration, T	0.25								
<b>Saturation Headway Adjustment Worksheet</b>									
Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0			
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0			
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0			
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2			
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6			
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7			
hadj, computed	-0.6		0.5	0.0	0.2	-0.6			
<b>Departure Headway and Service Time</b>									
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20			
x, initial	0.14		0.22	0.00	0.05	0.08			
hd, final value (s)	4.41		5.50	5.00	5.13	4.33			
x, final value	0.20		0.37	0.00	0.09	0.11			
Move-up time, m (s)	2.0		2.3		2.0				
Service Time, t <sub>s</sub> (s)	2.4		3.2	2.7	3.1	2.3			
<b>Capacity and Level of Service</b>									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	412		494	253	310	343			
Delay (s/veh)	8.50		11.43	7.72	8.61	7.87			
LOS	A		B	A	A	A			
Approach: Delay (s/veh)	8.50		11.39		8.16				
LOS	A		B		A				
Intersection Delay (s/veh)	9.68								
Intersection LOS	A								

TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	SLG			Intersection	East Drive & Project Driveway		
Agency/Co.	CPH			Jurisdiction	North Bay Village		
Date Performed	11/19/2014			Analysis Year	Buildout 2015		
Analysis Time Period							
Project Description <i>Bahia Tower</i>							
East/West Street: <i>Project Driveway</i>				North/South Street: <i>East Drive</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	2	89			210	0	
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92	
Hourly Flow Rate, HFR (veh/h)	2	96	0	0	228	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
<b>Minor Street</b>	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0		6				
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	6	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
<b>Delay, Queue Length, and Level of Service</b>							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LT						LR
v (veh/h)	2						6
C (m) (veh/h)	1352						816
v/c	0.00						0.01
95% queue length	0.00						0.02
Control Delay (s/veh)	7.7						9.4
LOS	A						A
Approach Delay (s/veh)	--	--					9.4
Approach LOS	--	--					A

Lanes, Volumes, Timings  
3: Larry Paskow Way & SR 934

11/19/2014

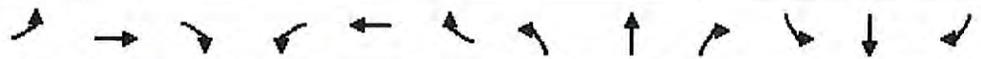
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	1470	35	32	1591	120	23	1	23	91	3	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997			0.990			0.856			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5034	0	1770	1595	0	3433	1589	0
Flt Permitted	0.071			0.101			0.950			0.950		
Satd. Flow (perm)	132	5070	0	188	5034	0	1770	1595	0	3433	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12			25			143	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2651			1085			115			140	
Travel Time (s)		60.3			24.7			2.6			3.2	
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
Adj. Flow (vph)	204	1598	38	35	1729	130	25	1	25	99	3	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	1636	0	35	1859	0	25	26	0	99	146	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		2	2		6	6	

PM Peak Hour 11/19/2014 Buildout Conditions  
SLG

Synchro 8 Report  
Page 1

Lanes, Volumes, Timings  
3: Larry Paskow Way & SR 934

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	20.0	63.0		11.0	54.0		24.0	24.0		22.0	22.0	
Total Split (%)	16.7%	52.5%		9.2%	45.0%		20.0%	20.0%		18.3%	18.3%	
Maximum Green (s)	14.0	57.0		5.0	48.0		18.0	18.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	67.4	60.8		53.0	48.0		18.0	18.0		16.0	16.0	
Actuated g/C Ratio	0.56	0.51		0.44	0.40		0.15	0.15		0.13	0.13	
v/c Ratio	0.79	0.63		0.23	0.92		0.09	0.10		0.22	0.43	
Control Delay	49.9	23.2		16.7	42.0		45.1	17.8		47.7	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.9	23.2		16.7	42.0		45.1	17.8		47.7	12.4	
LOS	D	C		B	D		D	B		D	B	
Approach Delay		26.2			41.5			31.2			26.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	104	349		11	491		17	1		35	2	
Queue Length 95th (ft)	#221	404		26	#564		44	27		62	63	
Internal Link Dist (ft)		2571			1005			35			60	
Turn Bay Length (ft)	240			240								
Base Capacity (vph)	266	2585		149	2030		266	261		459	336	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.77	0.63		0.23	0.92		0.09	0.10		0.22	0.43	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 119.4  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 33.5  
 Intersection Capacity Utilization 75.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
 3: Larry Paskow Way & SR 934

11/19/2014

Splits and Phases: 3: Larry Paskow Way & SR 934

↖ p2	↘ p6	↙ p3	→ p4
24 s	22 s	11 s	63 s
		↗ p7	← p8
		20 s	54 s

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1515	14	23	1850	12	8	0	12	4	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	5080	0	1770	1583	0	1770	1583	0
Flt Permitted	0.068			0.098			0.747			0.749		
Satd. Flow (perm)	127	5080	0	183	5080	0	1391	1583	0	1395	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			87			82	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		369			2651			288			217	
Travel Time (s)		8.4			60.3			6.5			4.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	9	1702	16	26	2079	13	9	0	13	4	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1718	0	26	2092	0	9	13	0	4	16	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	

Lanes, Volumes, Timings  
8: SR 934 & Pelican Harbor Drive

11/19/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	22.0		10.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	10.0	88.0		10.0	88.0		22.0	22.0		22.0	22.0	
Total Split (%)	8.3%	73.3%		8.3%	73.3%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	4.0	82.0		4.0	82.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	59.1	57.7		60.2	59.6		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.66	0.64		0.67	0.66		0.18	0.18		0.18	0.18	
v/c Ratio	0.06	0.53		0.13	0.62		0.04	0.04		0.02	0.04	
Control Delay	4.6	9.5		5.5	9.5		39.6	0.2		40.0	0.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.6	9.5		5.5	9.5		39.6	0.2		40.0	0.2	
LOS	A	A		A	A		D	A		D	A	
Approach Delay		9.4			9.5			16.3			8.2	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	1	145		4	198		4	0		2	0	
Queue Length 95th (ft)	5	239		10	323		22	0		14	0	
Internal Link Dist (ft)		289			2571			208			137	
Turn Bay Length (ft)	280			280								
Base Capacity (vph)	158	4552		195	4552		256	362		256	358	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.38		0.13	0.46		0.04	0.04		0.02	0.04	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 90.1  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 9.5  
 Intersection Capacity Utilization 52.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: SR 934 & Pelican Harbor Drive

↑ p2	↙ p3	→ p4
22 s	10 s	88 s
↓ p6	↗ p7	← p8
22 s	10 s	88 s

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SLG				Intersection	East Drive & Larry Paskow Way			
Agency/Co.	CPH				Jurisdiction	North Bay Village			
Date Performed	11/19/2014				Analysis Year	Buildout 2015			
Analysis Time Period	PM Peak Period								
Project ID Bahia Tower									
East/West Street: East Drive					North/South Street: Larry Paskow Way				
Volume Adjustments and Site Characteristics									
Approach	Eastbound					Westbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	0	3	89	137	5	0			
%Thrus Left Lane									
Approach	Northbound					Southbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	120	0	189	0	0	0			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	TR		L		L		R		
PHF	0.92		0.92		0.92		0.92		
Flow Rate (veh/h)	99		148		130		205		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		2		2		0		
Geometry Group	3b		5		1				
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0			
Prop. Right-Turns	1.0		0.0	0.0	0.0	1.0			
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0			
nLT-adj	0.2	0.2	0.5	0.5	0.2	0.2			
nRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6			
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7			
nadj, computed	-0.6		0.5	0.0	0.2	-0.6			
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20	3.20	3.20	3.20			
x, initial	0.09		0.13	0.00	0.12	0.18			
hd, final value (s)	4.65		5.82	5.32	4.78	3.98			
x, final value	0.13		0.24	0.01	0.17	0.23			
Move-up time, m (s)	2.0		2.3		2.0				
Service Time, t <sub>s</sub> (s)	2.6		3.5	3.0	2.8	2.0			
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	349		398	255	380	455			
Delay (s/veh)	8.33		10.34	8.06	8.77	8.14			
LOS	A		B	A	A	A			
Approach: Delay (s/veh)	8.33		10.27		8.38				
LOS	A		B		A				
Intersection Delay (s/veh)	8.87								
Intersection LOS	A								

TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	SLG			Intersection	East Drive & Project Driveway		
Agency/Co.	CPH			Jurisdiction	North Bay Village		
Date Performed	11/19/2014			Analysis Year	Buildout 2015		
Analysis Time Period	PM Peak Hour						
Project Description <i>Bahia Tower</i>							
East/West Street: <i>Project Driveway</i>				North/South Street: <i>East Drive</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	7	185			139	0	
Peak-Hour Factor, PHF	0.92	0.92	1.00	1.00	0.92	0.92	
Hourly Flow Rate, HFR (veh/h)	7	201	0	0	151	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	1	0	0	1		0
Configuration	LT						TR
Upstream Signal		0			0		
<b>Minor Street</b>	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0		3				
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	3	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	
Configuration		LR					
<b>Delay, Queue Length, and Level of Service</b>							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LT						LR
v (veh/h)	7						3
C (m) (veh/h)	1442						901
v/c	0.00						0.00
95% queue length	0.01						0.01
Control Delay (s/veh)	7.5						9.0
LOS	A						A
Approach Delay (s/veh)	--	--					9.0
Approach LOS	--	--					A

# **APPENDIX G ROADWAY LEVEL OF SERVICE INFORMATION**

**TABLE 7**

**Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas<sup>1</sup>**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>						
<b>Class I (40 mph or higher posted speed limit)</b>						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Freeway Adjustments</b>						
Lanes	Median	B	C	D	E	Auxiliary Lane		Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000		+ 5%				
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
<b>Median &amp; Turn Lane Adjustments</b>												
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%								
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2												
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized 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	**								
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized 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								
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (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								
						<sup>1</sup> 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 Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						<sup>3</sup> 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 Planning Office <a href="http://www.dot.state.fl.us/planning/systems/snw/ks/default.shtm">www.dot.state.fl.us/planning/systems/snw/ks/default.shtm</a>						

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0142 - SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
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
2006	38500	C	E 19000	W 19500	7.97	54.22	4.00
2005	39000	C	E 19000	W 20000	8.80	53.80	7.50
2004	48000	C	E 23000	W 25000	9.00	53.30	7.50
2003	40000	C	E 20000	W 20000	8.80	53.40	4.80
2002	40500	C	E 20000	W 20500	9.80	52.30	6.10
2001	40500	C	E 20000	W 20500	8.20	53.50	4.50
2000	39000	F	E 19000	W 20000	8.20	53.10	6.10
1999	37500	C	E 18500	W 19000	9.10	52.70	2.70
1998	33000	C	E 17500	W 15500	7.30	52.70	3.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 87  
 STATION: 0142  
 DESCRIPTION: SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT  
 START DATE: 07/24/2013  
 START TIME: 0000

TIME	DIRECTION: E				DIRECTION: W				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	92	87	73	64	316	93	86	78	62	319	
0100	59	56	56	28	199	53	48	42	36	179	
0200	39	36	38	16	129	34	41	30	32	137	
0300	22	18	31	35	106	30	26	22	25	103	
0400	21	25	27	26	99	31	29	19	35	114	
0500	34	24	52	76	186	44	57	62	76	239	
0600	54	91	137	154	436	85	111	164	157	517	
0700	179	230	270	251	930	185	238	299	292	1014	
0800	257	262	341	325	1185	314	388	366	339	1407	
0900	298	290	260	218	1066	304	314	265	265	1148	
1000	265	240	225	261	991	231	260	216	214	921	
1100	250	245	280	251	1026	228	212	242	219	901	
1200	274	233	213	255	975	274	220	200	253	947	
1300	240	192	299	294	1025	241	221	244	235	941	
1400	293	291	305	327	1216	250	258	291	240	1039	
1500	259	282	297	284	1122	238	294	321	276	1129	
1600	299	297	329	328	1253	208	308	321	310	1147	
1700	328	363	354	342	1387	323	334	293	289	1239	
1800	381	421	377	403	1582	317	292	303	267	1179	
1900	452	350	316	277	1395	262	256	251	218	987	
2000	269	227	252	252	1003	213	225	223	204	865	
2100	219	252	227	233	931	184	186	159	137	666	
2200	194	195	223	161	773	126	139	117	151	533	
2300	144	153	143	121	561	117	122	133	98	470	
24-HOUR TOTALS:					19892					18141	38033

A.M. P.M. DAILY	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	830	1254	1407	1407	815	2623
	1800	1582	1288	1407	1800	2761
	1815	1653	800	1407	1815	2777
TRUCK PERCENTAGE	3.28		4.16		3.70	

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	246	16229	2764	25	372	61	7	153	29	3	0	0	3	0	0	653
W	205	14107	3075	50	388	87	11	187	25	3	0	0	3	0	0	754
																18141

GENERATED BY SPS 5.0.44P

COUNTY: 87  
 STATION: 0142  
 DESCRIPTION: SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT  
 START DATE: 07/23/2013  
 START TIME: 0000

TIME	DIRECTION: E				DIRECTION: W				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	94	95	78	57	324	89	85	80	41	295	619
0100	71	43	51	48	213	48	53	42	44	187	400
0200	40	42	39	26	147	41	31	24	28	124	271
0300	19	25	15	25	84	21	22	17	25	85	169
0400	28	20	42	24	114	34	24	33	25	116	230
0500	33	23	51	71	178	36	59	67	74	236	414
0600	59	80	135	146	420	72	124	168	170	534	954
0700	173	223	266	281	943	223	276	298	336	1133	2076
0800	205	338	305	333	1182	351	395	389	376	1511	2693
0900	287	337	264	285	1173	307	319	298	282	1206	2379
1000	222	212	277	248	959	252	280	260	267	1059	2018
1100	234	230	245	230	939	257	263	250	270	1040	1979
1200	270	268	226	247	1011	235	289	251	281	1056	2067
1300	260	301	275	175	1011	253	276	278	247	1054	2065
1400	350	196	285	287	1118	273	231	249	269	1022	2140
1500	305	275	305	325	1210	270	342	342	335	1289	2499
1600	297	291	295	337	1220	363	282	308	285	1238	2458
1700	318	368	362	343	1391	369	361	318	291	1339	2730
1800	362	407	398	349	1516	285	284	262	251	1082	2598
1900	423	376	343	259	1401	192	281	194	214	881	2282
2000	291	260	229	248	1028	236	212	206	197	851	1879
2100	233	265	232	195	925	174	171	161	149	655	1580
2200	206	175	226	167	774	149	147	129	150	575	1349
2300	152	145	128	101	526	131	120	122	101	474	1000
24-HOUR TOTALS:					19807					19042	38849

PEAK VOLUME INFORMATION

DIRECTION:	E		W	
	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	1263	800	1511
P.M.	1800	1516	1515	1382
DAILY	1815	1577	800	1511
TRUCK PERCENTAGE	3.47		4.32	
				3.88

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	251	16166	2703	27	369	89	16	166	17	2	0	0	1	0	0	687	19807
W	228	14515	3477	55	459	80	14	187	18	2	0	0	7	0	0	822	19042

GENERATED BY SPS 5.0.44P

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0533 - SR 934/N BAY CSWY, 200' E E TREASURE DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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 15000	W 15000	9.09	55.75	9.60
2007	31500 C	E 16000	W 15500	8.01	54.34	6.60
2006	40500 C	E 19500	W 21000	7.97	54.22	8.80
2005	31500 C	E 15000	W 16500	8.80	53.80	5.50
2004	34500 C	E 17500	W 17000	9.00	53.30	12.00
2003	36500 C	E 18000	W 18500	8.80	53.40	7.50
2002	36000 C	E 17500	W 18500	9.80	52.30	7.10
2001	35500 C	E 18500	W 17000	8.20	53.50	8.20
2000	34000 C	E 17500	W 16500	8.20	53.10	7.80
1999	33000 C	E 16500	W 16500	9.10	52.70	8.30
1998	32000 C	E 15500	W 16500	7.30	52.70	6.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 87  
 STATION: 0533  
 DESCRIPTION: SR 934/N BAY CSWY, 200' E E TREASURE DR  
 START DATE: 05/14/2013  
 START TIME: 0000

TIME	DIRECTION: E				DIRECTION: W				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	82	77	49	37	245	93	94	71	61	319	
0100	45	39	29	42	155	61	54	37	39	191	
0200	32	36	19	17	104	38	31	25	23	117	
0300	19	14	12	20	65	20	20	20	15	80	
0400	18	29	27	21	95	21	23	23	29	96	
0500	24	30	47	77	178	37	35	49	48	169	
0600	58	106	146	171	481	80	117	148	159	504	
0700	172	229	282	312	995	180	279	297	287	1043	
0800	301	347	396	365	1409	360	368	339	323	1390	
0900	259	318	243	246	1066	287	273	281	262	1103	
1000	222	241	259	196	918	266	267	229	252	1014	
1100	236	215	195	243	889	243	244	250	245	982	
1200	208	246	202	219	875	281	266	266	254	1067	
1300	192	293	233	243	961	247	253	302	311	1113	
1400	281	226	221	237	965	278	307	286	299	1170	
1500	373	263	282	214	1132	287	313	319	339	1258	
1600	333	287	312	303	1235	344	374	444	327	1489	
1700	315	304	306	320	1245	402	394	392	396	1584	
1800	275	328	335	302	1240	389	313	318	278	1298	
1900	323	224	260	202	1009	280	249	242	238	1009	
2000	211	231	201	179	822	192	227	185	224	828	
2100	163	176	165	175	679	163	145	149	132	589	
2200	171	151	151	185	658	160	185	148	116	609	
2300	127	117	102	81	427	139	132	130	90	491	
24-HOUR TOTALS:					17848					19513	37361

DIRECTION: E			DIRECTION: W		
COMBINED DIRECTIONS					
HOURLY VOLUME					
A.M. 800	1409	800	1390	800	2799
P.M. 1745	1258	1700	1584	1700	2829
DAILY 800	1409	1700	1584	1700	2829

GENERATED BY SPS 5.0.44P

COUNTY: 87  
 STATION: 0533  
 DESCRIPTION: SR 934/N BAY CSWY, 200' E E TREASURE DR  
 START DATE: 05/16/2013  
 START TIME: 0000

TIME	DIRECTION: E				DIRECTION: W				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	91	77	60	68	296	115	100	79	77	371	
0100	65	57	34	27	179	64	55	60	54	233	
0200	21	32	35	25	117	50	23	36	23	132	
0300	18	19	16	29	82	32	30	38	29	129	
0400	30	21	44	28	123	40	21	43	37	141	
0500	33	49	44	82	208	45	56	44	77	222	
0600	70	82	144	206	502	77	126	144	156	503	
0700	163	225	255	300	943	238	249	341	283	1111	
0800	346	337	405	329	1417	336	346	346	286	1314	
0900	308	271	276	269	1124	299	291	284	237	1111	
1000	212	228	244	164	848	216	238	267	239	960	
1100	218	243	190	232	883	256	255	238	236	985	
1200	247	231	234	236	948	247	257	244	259	1007	
1300	257	235	236	203	931	287	252	292	225	1056	
1400	292	233	238	250	1013	276	276	291	284	1127	
1500	233	312	307	250	1102	286	343	305	303	1237	
1600	310	250	308	293	1161	314	353	354	297	1318	
1700	199	305	400	319	1223	302	455	333	311	1401	
1800	316	282	299	302	1199	344	296	303	323	1266	
1900	241	310	236	247	1034	281	239	238	231	989	
2000	210	221	214	196	841	248	212	227	243	930	
2100	187	191	153	236	767	194	197	168	156	715	
2200	145	154	170	161	630	166	134	144	121	565	
2300	102	109	102	82	395	161	133	119	100	513	
24-HOUR TOTALS:					17966					19336	37302

PEAK VOLUME INFORMATION

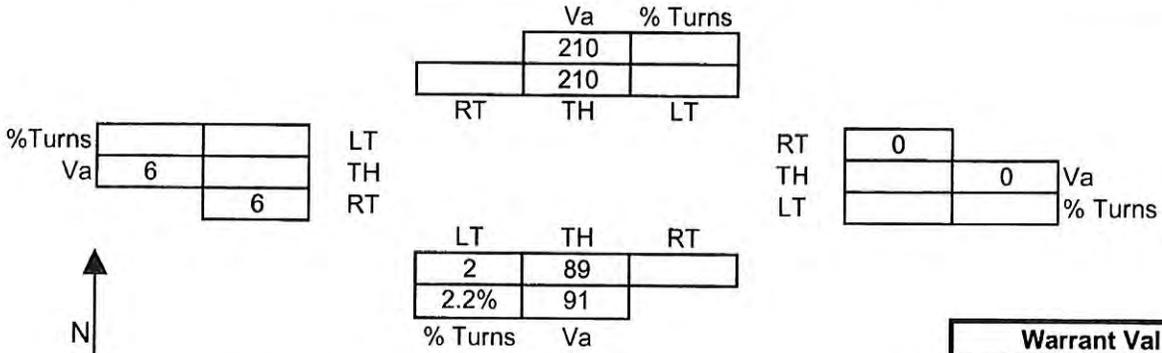
	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	hour	volume	hour	volume	hour	volume
A.M.	800	1417	800	1314	800	2731
P.M.	1715	1340	1715	1443	1715	2783
DAILY	800	1417	1715	1443	1715	2783

GENERATED BY SPS 5.0.44P

# **APPENDIX H TURN LANE WARRANT ANALYSIS**

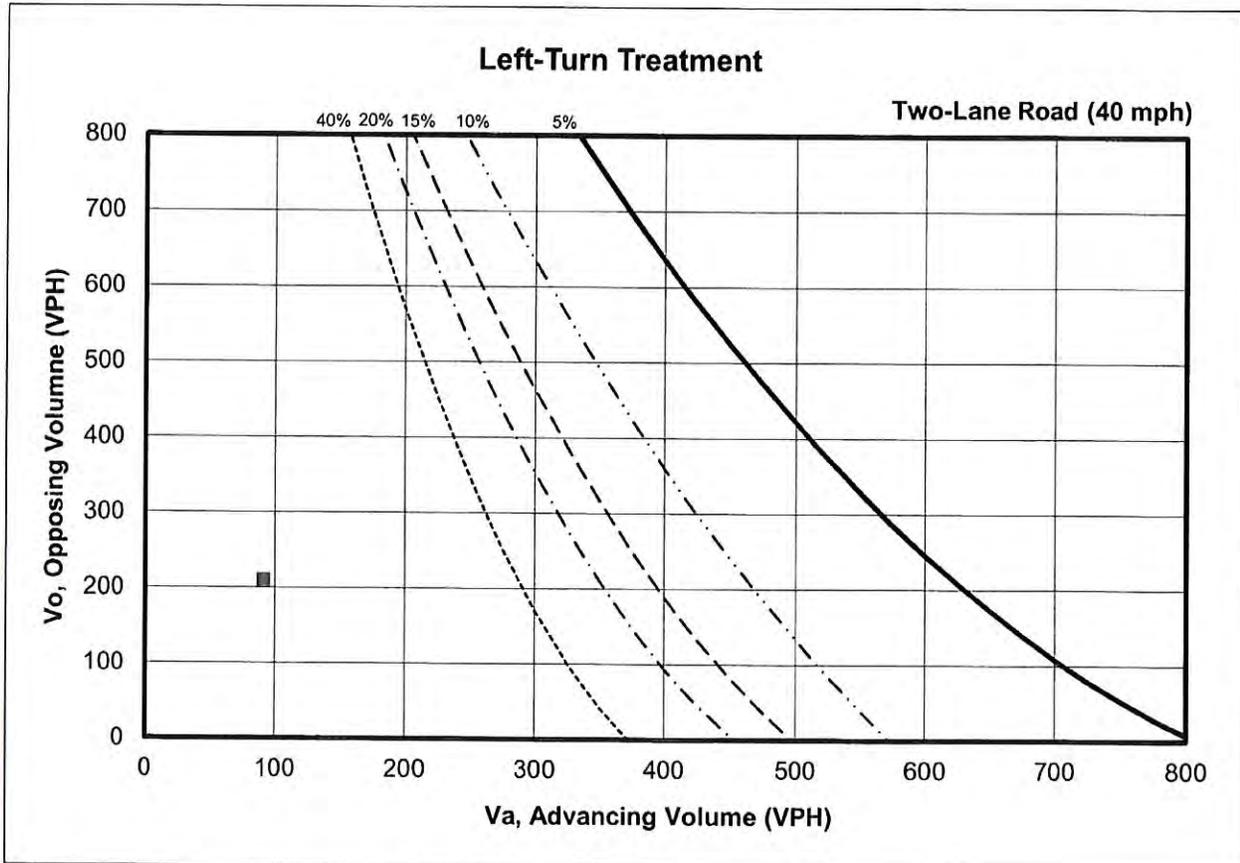
Intersection: **East Drive & Project DW**  
 Scenario: **2015 Buildout Cond AM**  
 Analyst: **SLG**  
 Date: **11/19/2014**

Direction (NB,SB, EB, WB): **NB**  
 Speed (40, 50, 60 mph): **25**  
 Number of Lanes: **2**  
 (L)eft/(R)ight: **L**



**Notes:** If VI is greater than 40%, then analysis based upon VI = 40%.  
 If VI is less than 5%, then analysis based upon VI = 5%.

Warrant Values	
VI:	2
Va:	91
Vo:	210
% Left Turns:	2.2%



**Warrant Treatment:**      Left-Turn Lane Not Warranted

Intersection:	East Drive & Project DW
Scenario:	2015 Buildout Cond PM
Analyst:	SLG
Date:	11/19/2014

Direction (NB,SB, EB, WB):	NB
Speed (40, 50, 60 mph):	25
Number of Lanes:	2
(L)eft/(R)ight:	L

		Va		% Turns	
		139			
		139			
		RT	TH	LT	

%Turns		LT
Va	3	TH
		RT
	3	

RT	0	
TH		0
LT		

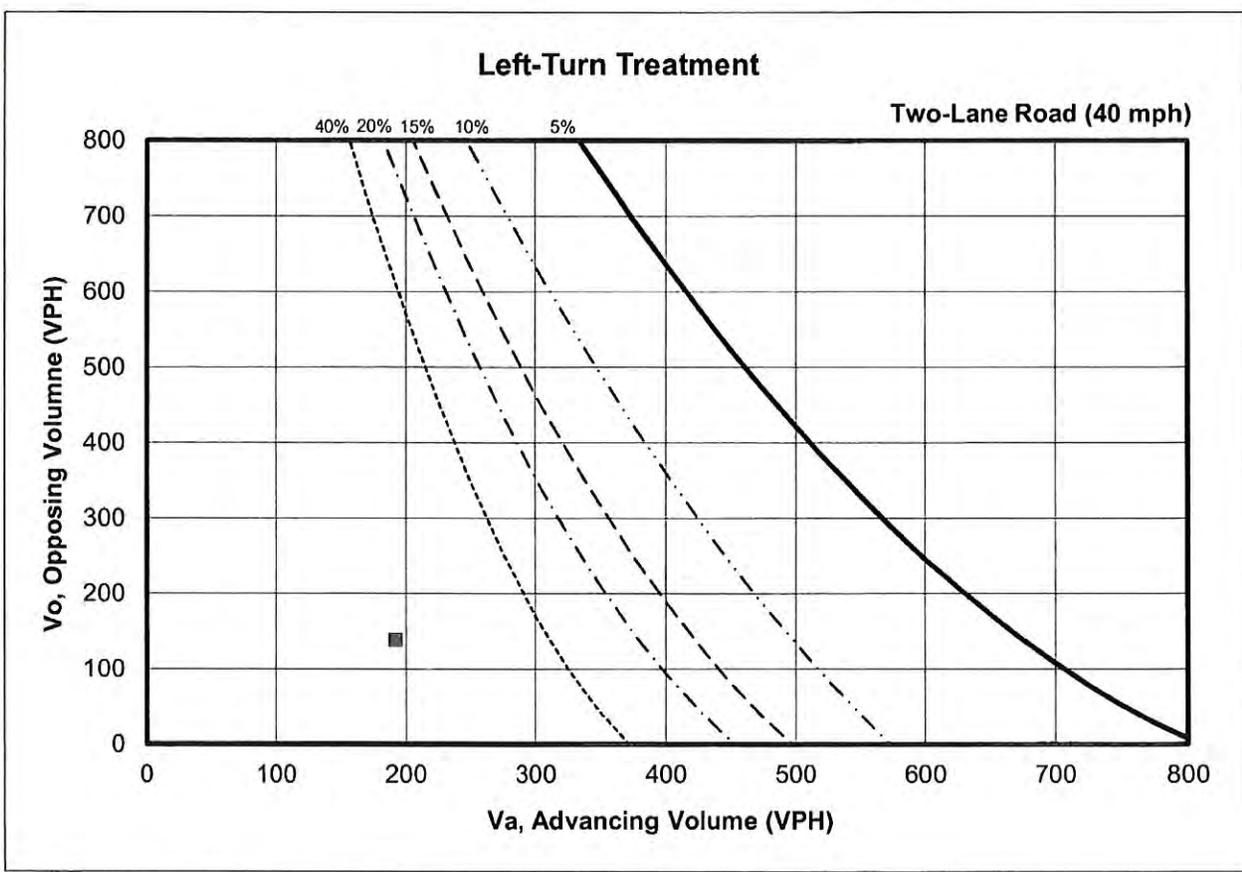
  

LT	TH	RT
7	185	
3.6%	192	
% Turns	Va	

N  
O  
R  
T  
H

Notes: If VI is greater than 40%, then analysis based upon VI = 40%.  
 If VI is less than 5%, then analysis based upon VI = 5%.

Warrant Values	
VI:	7
Va:	192
Vo:	139
% Left Turns:	3.6%





## North Bay Village

Administrative Offices

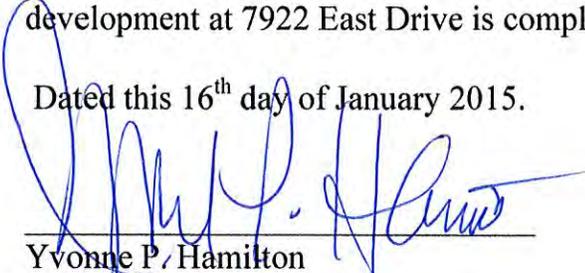
1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: [www.nbvillage.com](http://www.nbvillage.com)

1. **AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:**
  - A. **A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.003 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.**
  - B. **SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.**

I, Yvonne P. Hamilton, Village Clerk hereby certify, as per Section 152.096(A)(2) of the North Bay Village Code of Ordinances, that the petition filed by Cedar Island L.P. for development at 7922 East Drive is complete.

Dated this 16<sup>th</sup> day of January 2015.

  
\_\_\_\_\_  
Yvonne P. Hamilton  
Village Clerk

(Planning & Zoning Board Meeting-2/3/2015)



## North Bay Village

Administrative Offices

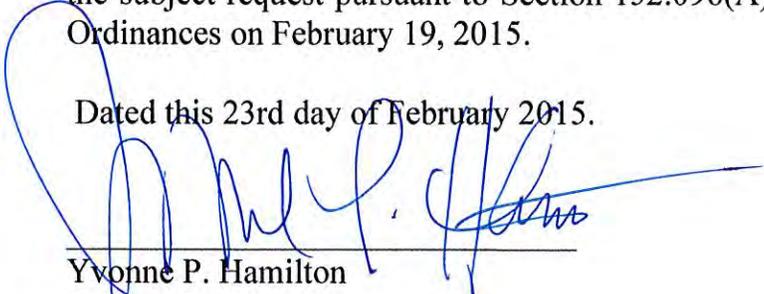
1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: [www.nbvillage.com](http://www.nbvillage.com)

1. **AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:**
  - A. **A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.003 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.**
  - B. **SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.**

I, Yvonne P. Hamilton, Village Clerk, hereby certify that the attached Notice of Public Hearing was mailed to property owners and residents within 300 feet of the property of the subject request pursuant to Section 152.096(A)(2) of the North Bay Village Code of Ordinances on February 19, 2015.

Dated this 23rd day of February 2015.

  
\_\_\_\_\_  
Yvonne P. Hamilton  
Village Clerk

(Planning & Zoning Board Meeting-3/3/2015)

Mayor  
Connie Leon-Kreps

Vice Mayor  
Jorge Gonzalez

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Eddie Lim



## North Bay Village

Administrative Offices

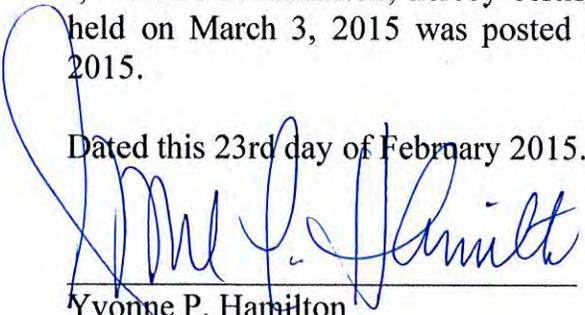
1666 Kennedy Causeway, Suite 300 North Bay Village, FL 33141

Tel: (305) 756-7171 Fax: (305) 756-7722 Website: [www.nbvillage.com](http://www.nbvillage.com)

1. **AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:**
  - A. **A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.003 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.**
  - B. **SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.**

I, Yvonne P. Hamilton, hereby certify that the attached Notice of Public Hearing to be held on March 3, 2015 was posted at the above-referenced property on February 18, 2015.

Dated this 23rd day of February 2015.

  
Yvonne P. Hamilton  
Village Clerk

(Planning & Zoning Board Meeting – March 3, 2015)

Mayor  
Connie Leon-Kreps

Vice Mayor  
Jorge Gonzalez

Commissioner  
Dr. Richard Chervony

Commissioner  
Wendy Duvall

Commissioner  
Eddie Lim



**NORTH BAY VILLAGE  
NOTICE OF PUBLIC HEARING**

PUBLIC NOTICE IS HEREBY GIVEN THAT THE PLANNING & ZONING BOARD OF NORTH BAY VILLAGE, FLORIDA, WILL HOLD ITS REGULAR MEETING ON **MARCH 3, 2015 AT 7:30 P.M. OR AS SOON AS POSSIBLE THEREAFTER, AT VILLAGE HALL, 1666 KENNEDY CAUSEWAY #101,** NORTH BAY VILLAGE, FLORIDA. DURING THIS MEETING, THE BOARD WILL CONSIDER THE FOLLOWING REQUESTS AND SUBMIT RECOMMENDATIONS TO THE VILLAGE COMMISSION:

1. **AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:**
  - A. **A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.003 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.**
  - B. **SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.**

INTERESTED PERSONS ARE INVITED TO APPEAR AT THIS MEETING OR BE REPRESENTED BY AN AGENT, OR TO EXPRESS THEIR VIEWS IN WRITING ADDRESSED TO THE PLANNING & ZONING BOARD C/O THE BUILDING & ZONING CLERK, 1666 KENNEDY CAUSEWAY, #300, NORTH BAY VILLAGE, FL 33141.

THE DOCUMENTS PERTAINING TO THIS PUBLIC HEARING MAY BE INSPECTED AT THE OFFICE OF THE VILLAGE CLERK DURING REGULAR WORKING HOURS AT 1666 KENNEDY CAUSEWAY, #300. INQUIRIES MAY BE DIRECTED TO THAT DEPARTMENT AT (305) 756-7171.

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION BY THE VILLAGE 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.

THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE VILLAGE FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

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

**YVONNE P. HAMILTON, CMC**  
**VILLAGE CLERK**  
(February 19, 2015)

Owner/Occupant  
7915 East Drive, #1A  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1B  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1E  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1F  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1G  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1H  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1K  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1L  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1M  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1P  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #1R  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2A  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2B  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2C  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2D  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2E  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #F  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2G  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2H  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #J  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2K  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2L  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2M  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2N  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2P  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #2R  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3R  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3A  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3B  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3C  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3D  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3E  
N. Bay Village, FL 33141

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N. Bay Village, FL 33141

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7915 East Drive, #3G  
N. Bay Village, FL 33141

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7915 East Drive, #3H  
N. Bay Village, FL 33141

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N. Bay Village, FL 33141

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7915 East Drive, #3K  
N. Bay Village, FL 33141

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7915 East Drive, #3L  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3M  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3N  
N. Bay Village, FL 33141

Owner/Occupant  
7915 East Drive, #3P  
N. Bay Village, FL 33141

Owner/Occupant  
7920 East Drive, #1  
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N. BAY VILLAGE, FL 33141

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## NORTH BAY VILLAGE NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT THE PLANNING & ZONING BOARD OF NORTH BAY VILLAGE, FLORIDA, WILL HOLD ITS REGULAR MEETING ON **MARCH 3, 2015 AT 7:30 P.M. OR AS SOON AS POSSIBLE THEREAFTER, AT VILLAGE HALL, 1666 KENNEDY CAUSEWAY #101, NORTH BAY VILLAGE, FLORIDA.** DURING THIS MEETING, THE BOARD WILL CONSIDER THE FOLLOWING REQUESTS AND SUBMIT RECOMMENDATIONS TO THE VILLAGE COMMISSION:

1. AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:

A. A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.003 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

B. SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.

2. AN ORDINANCE OF THE COMMISSION OF NORTH BAY VILLAGE, FLORIDA, UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS OF THE VILLAGE'S COMPREHENSIVE PLANS AS MANDATED BY FLORIDA STATUTES, SECTION 163.317(3)(B); PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING AN EFFECTIVE DATE. (FIRST READING)

INTERESTED PERSONS ARE INVITED TO APPEAR AT THIS MEETING OR BE REPRESENTED BY AN AGENT, OR TO EXPRESS THEIR VIEWS IN WRITING ADDRESSED TO THE PLANNING & ZONING BOARD C/O THE BUILDING & ZONING CLERK, 1666 KENNEDY CAUSEWAY, #300, NORTH BAY VILLAGE, FL 33141.

THE DOCUMENTS PERTAINING TO THIS PUBLIC HEARING MAY BE INSPECTED AT THE OFFICE OF THE VILLAGE CLERK DURING REGULAR WORKING HOURS AT 1666 KENNEDY CAUSEWAY, #300. INQUIRIES MAY BE DIRECTED TO THAT DEPARTMENT AT (305) 756-7171.

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION BY THE VILLAGE 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.

THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE VILLAGE FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

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

YVONNE P. HAMILTON, CMC  
VILLAGE CLERK  
(February 11, 2015)

### CALENDAR, FROM 18NE

Burger maestros have been carefully curated to bring their talents to South Beach so that you can decide who will take home this year's coveted Arnie Light People's Choice Award. This year, the thirty burger competition will go beyond Miami Beach's White Space, featuring 20 South Florida restaurants who will participate. Feb. 19-Feb. 21 at the Ritz-Carlton Coconut Beach 3300 SW 27th Ave., Miami.

**Annual Middle School Art Festival**  
Middle school students representing area schools will be on display. Their work will represent a variety of media including paintings, pencil and charcoal sketches, 3-D, and various non-traditional art pieces such as folk art. All art work is evaluated by a jury panel made up of Miami art professionals. Opening Reception is January 27th and the exhibit runs through February. Visit the Gallery of Art page at [www.wadswat.net](http://www.wadswat.net) for information. Feb. 19-Feb. 21 Archbishop Curley Notre Dame High School - Gallery of Art 4949 NE Second Ave., Miami.

**Artist Reception: Sarah Stevens**  
Sarah Stevens will be exhibiting her work and will have an Opening Artists' Reception. Feb. 19 6 pm-9 pm. Aventura Galleries 9458 Harding Ave., Sunrise.

**Barry University's Distinguished Alumni Awards**  
The Distinguished Alumni Awards honor Barry University's outstanding alumni for their distinguished professional achievements, contributions to society, and support of the university. The event begins with a networking reception hour followed by an exquisite luncheon and the awards ceremony.

**Networking Reception 11 am - noon**  
followed by luncheon and awards ceremony from 11 am - 2 pm. Feb. 19 11 am-2 pm. \$25 and up Jungle Island III Park, Jungle Hall, Miami.

**Big Read Powered by the National Endowment for the Arts**  
This community shared reading program will feature poems inspired by the novel "When the Emperor Was Divine" by Julie Otsuka. Feb. 8-March 5 The Center at Miami Dade College 401 NE Second Ave., Miami.

**Bingo & Burgers**  
This is an evening of bingo and burgers at Palmetto Bay's American Legion. Feb. 19, Feb. 26, March 5, 7 pm-10:15 pm. American Legion 1640 SW 90th Ave., Palmetto Bay.

**Chamblee/SOUTH Business After Hours**  
One of Chamblee/SOUTH's premier networking events, allowing members to meet, exchange ideas, and make important, long-lasting bonds in a comfortable setting while giving the hosting business an opportunity to

## NEIGHBORS CALENDAR

showcase their workplace and gain valuable exposure. Join us for this unique networking experience! Enjoy local wines and yummy snacks as one of Miami's resident artists provides hands-on guidance while you create your own masterpiece. Hosted by ArtSoul. A Not for Profit Corp. Feb. 19 5:30 pm-7:30 pm. \$20 Chamber-SOUTH South Miami Office 6400 SW 80th Street, South Miami.

**Colonial Churches of Santiago de Cuba**  
Santiago de Cuba is adorned with Spanish Colonial churches from the 7th and 18th century, now in desperate need of restoration. This series was documented by photographer Carlos Domenech in 2005, following the destruction caused by Hurricane Sandy in 2012. Domenech was invited to the island by Monsignor Dionisio Garcia, a childhood friend who is currently heading the effort to restore these churches without government aid. This marked Domenech's first return to Cuba since leaving the island in 1966. His photographic approach documents the unfortunate present conditions of these historic buildings. The exhibit will provide the name, date and style of each featured church and describe the restoration efforts underway. Feb. 9-Feb. 20 12 pm-6 pm; Feb. 21 11 am-5 pm; Feb. 22 12 pm-5 pm. Included in admission Coral Gables Museum 285 Aragon Ave., Coral Gables.

**Compañero el Movimiento**  
Coca-Cola's Compañero el Movimiento is a dance contest that invites young people to dance to support a cause of their choice. Coca-Cola will award up to \$3,000 to the winning team's charity, organization or school. The first and second runner-up will receive \$1,000 and \$500 for their cause.

To enter, grab your friends, learn the signature dance move and record a dance routine to the official contest theme song, "Let Fun Take Control" by Latino duo NorthRock 360. Upload your video to YouTube and use the link to submit your entry by Feb. 15. Visit [www.companeromovimiento.com](http://www.companeromovimiento.com) to download the song, learn the dance moves, review the complete details and enter for a chance to win.

This is much more than just a dance competition. It is a chance to win big for your community or school.

Be a part of the movement. Friends will be announced on March 1. Vote every day, once a day, March 16, using #BallotConQue. Three finalists with the most votes perform live on the Coca Cola Stage at Calle Ocho on March 15. Feb. 9-March 5 Compañero el Movimiento South Florida, Miami.

**Coral Gables Sister Cities Partners in Peace**  
This exhibition is dedicated to the Coral Gables sister cities and the sister cities movement launched by President Dwight D. Eisenhower in 1956. Eisenhower called the public to promote cultural understanding and reach out to citizens of other nations amidst a Cold War environment. Visitors are invited to learn about the history of this international peace program and uncover the connections between Coral Gables and her sister cities. Opening in the Perrin International Reception Hall, each of the four sister cities will be represented through videos, maps and other media. Feb.

9-Feb. 20 12 pm-6 pm; Feb. 21 11 am-5 pm; Feb. 22 12 pm-5 pm; Feb. 24-Feb. 27 12 pm-6 pm; Feb. 28 11 am-2 pm; March 12 pm-5 pm; March 3-14 Feb. 12 pm-5 pm. Included in admission Coral Gables Museum 285 Aragon Ave., Coral Gables.

**Creating the Dream: George E. Merrick and His Vision for Coral Gables**  
This an exhibition about Coral Gables' founder and developer, George Merrick. Learn how Merrick went from fifteen-year-old farmer's son to developer-king. This inspiring American story addresses local history and urban development. Feb. 9-Feb. 20 12 pm-6 pm; Feb. 21 11 am-5 pm; Feb. 22 12 pm-5 pm; Feb. 24-Feb. 27 12 pm-6 pm; Feb. 28 11 am-5 pm; March 12 pm-5 pm; March 3-March 5 12 pm-6 pm. Included in admission Coral Gables Museum 285 Aragon Ave., Coral Gables.

**Cultured Under the Sun: Something Old, Something New Opening Reception**  
Enjoy live jazz by the Dave Brubeck Trio and site-specific dance choreography by Sandra Portal-Andreu as they celebrate the vibrant Permanent Art Collection of the Miami-Dade Public Library System. "Cultured Under the Sun: Something Old, Something New" are works from the Permanent Art Collection. Curated by Barbara Young, Helen Kohlen and Margarita Cano. Feb. 9-Feb. 21 Feb. 24-Feb. 28, March 2-March 5 10 am-6 pm. Miami-Dade Public Library - Main Library 101 W. Flagler St., Miami.

**Dinner at the Square**  
Brownard College will host The Village Squares Dinner at the Square event, bringing the public and expert speakers together for a large community engagement forum on the topic of "What Is Holding Back Comprehensive Immigration Reform?" Early registration from now to 2/19/March 5 will cost \$35, pre-registration from 3/4/5 to 3/4/5 will cost \$40, and day of registration will cost \$50. Feb. 19 6 pm-7:30 pm. \$35-\$50 Brownard Center for the Performing Arts 201 SW Fifth Ave., Fort Lauderdale.

**Discosax LIVE!**  
Enjoy a 200+ mile Jurassic adventure with life-size dinosaur, dinosaurs at every turn! Feb. 19 10 am-12 pm; Feb. 20 12 pm-5 pm; Feb. 21 12 pm-5 pm; Feb. 22 12 pm-5 pm; Feb. 23 12 pm-5 pm; Feb. 24 12 pm-5 pm; Feb. 25 12 pm-5 pm; Feb. 26 12 pm-5 pm; Feb. 27 12 pm-5 pm; Feb. 28 12 pm-5 pm; March 1 12 pm-5 pm; March 2 12 pm-5 pm; March 3 12 pm-5 pm; March 4 12 pm-5 pm; March 5 12 pm-5 pm. Included in admission Zoo Miami 2040 SW 28th St., Miami.

**Dr. Weasbi's Wild Adventures**  
While Dr. Weasbi is out traveling the world learning about more wild and exotic animals, be sure to swing by the Serpentarium for a fantastic animal presentation featuring animals from around the world. Feb. 9-Feb. 21 Feb. 24-Feb. 22, Feb. 23-Feb. 21, Feb. 28-March 1, March 2-March 5 12 pm, 3:30 pm. Included in admission Jungle Island Park, Miami.

**Jungle Island**  
Mingle with birds, monkeys and some of the world's rarest creatures in a tropical jungle setting. Jungle Island is home to animal wonders including lovable lemurs from Madagascar, the only tame cassowary on the planet, both orangutans - Peanut and Pumpkin, and Australian

• TURN TO CALENDAR, 23NE



## Memorandum

**To:** Planning & Zoning Board/LPA  
**From:** James G. LaRue, AICP  
**Date:** February 17, 2015  
**Subject:** Comprehensive Plan 5-Year Capital Improvements Element (CIE) Schedule

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This is the supporting memo for the Planning & Zoning Board/Local Planning Agency (LPA) review of the Village's Comprehensive Plan 5-Year Capital Improvements Element (CIE) Schedule on March 3, 2015. The recommended 5-Year CIE Schedule is being heard as a proposed ordinance item that does not require review approval by the State Land Planning Agency. The Village Commission will adopt the Comprehensive Plan 5-Year CIE Schedule through the normal ordinance process after receiving the LPA recommendation. I have included a copy of the relevant Community Planning Act legislation which denotes this change in the Comprehensive Plan CIE approval process. Also, the draft 5-Year CIE Schedule and draft ordinance are enclosed.

The proposed Comprehensive Plan's 5-Year CIE Schedule denotes the basic mandatory level of service projects, those that conceivably are important to protecting the Comprehensive Plan's adopted Level of Service (LOS) criteria. Transportation, parks, drainage, water, sewer and stormwater projects are typical examples of what is found in a 5-Year Schedule of Capital Improvements. We have also included the capital expenditures for the new Village Hall and State law requires school capital expenditures to be included. In comparison, the Village's annual Capital Improvements Projects (CIP) program is more extensive than what has been included in the Comprehensive Plan 5-Year CIE. The City's CIP typically includes vehicles and equipment along with police and other non-mandatory Level of Service (LOS) expenditures and stands as a separate document apart from the Comprehensive Plan Schedule of Capital Improvements.

We have included a strike-out version of the old 5-Year Schedule along with the new proposed Schedule. The Comprehensive Plan CIE Schedule information was derived from the Village Commission's larger CIP that was adopted during their 2014-2015 budget hearings. We will be present at the LPA meeting to answer any questions.

cc: Frank Rollason, Village Manager  
Yvonne Hamilton, Village Clerk  
Jenorgen Guillen, Deputy Village Clerk  
Robert Switkes, Village Attorney  
Bert Wrains, Finance Director  
Rodney Carrero-Santana, Public Works Director

FS 163.3177(3)

(a) The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.
5. The schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule must be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7).

(b) The capital improvements element must be reviewed by the local government on an annual basis. Modifications to update the 5-year capital improvement schedule may be accomplished by ordinance and may not be deemed to be amendments to the local comprehensive plan.



ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE COMMISSION OF NORTH BAY VILLAGE, FLORIDA UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS OF THE VILLAGE'S COMPREHENSIVE PLAN AS MANDATED BY FLORIDA STATUTES, SECTION 163.3177 (3); PROVIDING FOR CONFLICTS; SEVERABILITY CLAUSE; AND AN EFFECTIVE DATE. (INTRODUCED BY VILLAGE MANAGER FRANK K. ROLLASON)**

**WHEREAS**, F.S. §163.3177(3) requires local governments to annually update their Five-year Schedule of Capital Improvements, which is consistent with their Comprehensive Plan. Revisions may be accomplished by Ordinance, rather than as an amendment to the Local Comprehensive Plan; and

**WHEREAS**, the Village Planning and Zoning Board, acting as the Local Planning Agency, held its duly advertised public hearing on March 3, 2015, reviewed the proposed Five-year Schedule of Capital Improvements, and forwarded its recommendation to the Village Commission; and,

**WHEREAS**, the Village Commission held the required first public hearing on \_\_\_\_\_, 2015, approving revisions to the Five-year Schedule of Capital Improvements and will conduct the required second public hearing before adoption; and

**WHEREAS**, the Village Commission is desirous of adopting the aforesaid Schedule of Capital Improvements to guide future development of the Village and protect the public's health, safety and welfare;

**NOW, THEREFORE, BE IT ENACTED BY THE COMMISSION OF NORTH BAY VILLAGE, FLORIDA AS FOLLOWS:**

**Section 1:** That the Village Commission of North Bay Village hereby revises the Capital Improvements Element of its Comprehensive Plan by updating the Five-year Schedule of Capital Improvements (Five-year Capital Improvement Plan) attached hereto as Exhibit "A".

**Section 2:** That all Ordinances or parts of Ordinances in conflict are hereby repealed insofar as they are in conflict.

**Section 3:** That if any part whatsoever of this Ordinance shall be held invalid by a Court of competent jurisdiction, such invalidity shall not affect the remaining portions of this Ordinance.

**Section 4:** That this Ordinance shall become effective immediately upon adoption on second reading.

A motion to adopt the foregoing Ordinance on final reading was offered by \_\_\_\_\_, seconded by \_\_\_\_\_

**THE VOTES WERE AS FOLLOWS:**

Mayor Connie Leon-Kreps \_\_\_\_\_  
Vice Mayor Jorge Gonzalez \_\_\_\_\_  
Commissioner Dr. Richard Chervony \_\_\_\_\_  
Commissioner Wendy Duvall \_\_\_\_\_  
Commissioner Eddie Lim \_\_\_\_\_

**APPROVED ON FIRST READING** during a regular session of the Commission on North Bay Village, Florida this \_\_\_\_ day of \_\_\_\_\_.

A motion to adopt the foregoing Ordinance on final reading was offered by \_\_\_\_\_, seconded by \_\_\_\_\_

**FINAL VOTES AT ADOPTION:**

Mayor Connie Leon-Kreps \_\_\_\_\_  
Vice Mayor Jorge Gonzalez \_\_\_\_\_  
Commissioner Dr. Richard Chervony \_\_\_\_\_  
Commissioner Wendy Duvall \_\_\_\_\_  
Commissioner Eddie Lim \_\_\_\_\_

**PASSED AND ENACTED** by the Commission of North Bay Village, Florida this \_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
Connie Leon-Kreps  
Mayor

\_\_\_\_\_  
Yvonne P. Hamilton, CMC  
Village Clerk

**APPROVED AS TO FORM FOR THE USE OF NORTH BAY VILLAGE ONLY:**

\_\_\_\_\_  
Robert L. Switkes & Associates, P.A.  
Village Attorney

North Bay Village Resolution: (Five-Year Schedule of Capital Improvements of the Village's Comprehensive Plan.

**City of North Bay Village, Florida**  
**Five-Year Schedule of Capital Improvements**

<b>Project</b>	<b>Funding Source</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>
Park Acquisition	Community Trust Fund Grant		4,000,000			
Sewer Rebuild Hispanola Station	Developer Impact Fees/Utility Fund	182,000				
Street Resurfacing (General)	Gas Tax/GOB		100,000	100,000	100,000	100,000
Sidewalk Improvements	General Fund	20,000	20,000	20,000	20,000	20,000
Landscaping Improvements	Impact Fees/General Fund	30,000	25,000	25,000	25,000	25,000
Water/Force Main	Miami Dade GOB	750,000	150,000	150,000	150,000	150,000
<b>Totals</b>		<b>982,000</b>	<b>4,295,000</b>	<b>295,000</b>	<b>295,000</b>	<b>295,000</b>

**City of North Bay Village, Florida**  
**Five-Year Schedule of Capital Improvements**

	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>5 Year Total</u>
<b>Transportation Fund</b>						
Treasure Island Street Resurfacing	<u>359,002</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>559,002</u>
Speed Humps	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b><u>359,002</u></b>	<b><u>50,000</u></b>	<b><u>50,000</u></b>	<b><u>50,000</u></b>	<b><u>50,000</u></b>	<b><u>559,002</u></b>
<b>Capital Improvements Fund</b>						
Public Safety / Municipal Complex	<u>1,106,403</u>	<u>3,387,295</u>	<u>3,387,295</u>	<u>3,387,295</u>	<u>1,000,000</u>	<u>12,268,288</u>
Kennedy Causeway Redevelopment	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Parks Facility	<u>0</u>	<u>0</u>	<u>2,173,190</u>	<u>2,173,190</u>	<u>1,000,000</u>	<u>5,346,380</u>
Baywalk Project		<u>200,000</u>	<u>200,000</u>	<u>2,000,000</u>	<u>500,000</u>	<u>2,900,000</u>
Underground Utility Lines Project		<u>3,000,000</u>	<u>6,100,000</u>	<u>0</u>	<u>0</u>	<u>9,100,000</u>
Public Works Facilities Renovation	<u>350,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>350,000</u>
<b>Total</b>	<b><u>1,106,403</u></b>	<b><u>6,587,295</u></b>	<b><u>11,860,485</u></b>	<b><u>7,560,485</u></b>	<b><u>2,500,000</u></b>	<b><u>29,964,668</u></b>
<b>Stormwater Fund</b>						
Deep Injection System Rebuilding	<u>850,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>850,000</u>
Renovation of collection and outfall system	<u>850,000</u>	<u>500,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,350,000</u>
<b>Total</b>	<b><u>850,000</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>2,150,000</u></b>
<b>Water Improvements Fund</b>						
Water Lateral/Meter Replacement	<u>75,000</u>	<u>2,500,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>2,650,000</u>
<b>Total</b>	<b><u>75,000</u></b>	<b><u>75,000</u></b>	<b><u>75,000</u></b>	<b><u>75,000</u></b>	<b><u>75,000</u></b>	<b><u>375,000</u></b>
<b>Sewer Improvements Fund</b>						
Lift Station	<u>400,000</u>	<u>500,000</u>	<u>500,000</u>	<u>0</u>	<u>0</u>	<u>1,400,000</u>
Sewer Mains Cleaning, Videoing & Rehabilitation	<u>0</u>	<u>9,000,000</u>				<u>9,000,000</u>
Main Wastewater Pump Station Crane Installation	<u>0</u>	<u>50,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>50,000</u>
<b>Total</b>	<b><u>400,000</u></b>	<b><u>9,550,000</u></b>	<b><u>500,000</u></b>			<b><u>10,450,000</u></b>
Source: North Bay Village 2015 Proposed Budget						

**Summary of Revenue/Expenditures Available for  
Public School New Construction and Remodeling Projects Only**

Fiscal Year	2014-15	2015-16	2016-17	2017-18	2018-19	5-yr Total
Total Revenues	\$239,817,483	\$275,642,838	\$254,293,685	\$2,000,000	\$2,000,000	\$773,754,006
Total Project Costs	\$239,817,483	\$275,642,838	\$254,293,685	\$2,000,000	\$2,000,000	\$773,754,006
Remaining Funds	\$0	\$0	\$0	\$0	\$0	\$0

Source: Miami-Dade County School District 2014-2015 Work Plan

## Project Schedules

### Capacity Project Schedules

A schedule of capital outlay projects necessary to ensure the availability of satisfactory classrooms for the projected student enrollment in K-12 programs.

Project Description	Location		2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total	Funded
NEW K-12 @ SW 149 Ave. and SW 160 St. (Phase I - Planning/Design)	Location not specified	Planned Cost:	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	Yes
	Student Stations:		0	0	0	0	0	0	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		0	0	160,000	0	0	160,000	
NEW K-8 West of I-75 and North of NW 138 St. @ MacArthur North - Phase I	Location not specified	Planned Cost:	\$5,540,000	\$1,000,000	\$0	\$0	\$0	\$6,540,000	Yes
	Student Stations:		914	0	0	0	0	914	
	Total Classrooms:		42	0	0	0	0	42	
	Gross Sq Ft:		91,400	1,000	0	0	0	92,400	
Addition	GLADES MIDDLE	Planned Cost:	\$0	\$0	\$6,300,000	\$0	\$0	\$6,300,000	Yes
	Student Stations:		0	0	374	0	0	374	
	Total Classrooms:		0	0	17	0	0	17	
	Gross Sq Ft:		0	0	35,000	0	0	35,000	
Secondary Facility - NE Miami Dade Area	Location not specified	Planned Cost:	\$0	\$14,577,804	\$0	\$0	\$2,000,000	\$16,577,804	Yes
	Student Stations:		0	600	0	0	242	842	

	Total Classrooms:		0	24	0	0	11	35	
	Gross Sq Ft:		0	60,000	0	0	15,000	75,000	
NEW K-8 (Northeast Miami-Dade Area) - Phase I	Location not specified	Planned Cost:	\$3,635,795	\$0	\$9,423,600	\$0	\$0	\$13,059,395	Yes
	Student Stations:		280	0	0	0	0	280	
	Total Classrooms:		14	0	0	0	0	14	
	Gross Sq Ft:		54,000	0	24,000	0	0	78,000	
NEW K-8 @ NW 90 Street and NW 114 Avenue - Phase I	Location not specified	Planned Cost:	\$4,502,800	\$1,000,000	\$0	\$0	\$0	\$5,502,800	Yes
	Student Stations:		220	0	0	0	0	220	
	Total Classrooms:		11	0	0	0	0	11	
	Gross Sq Ft:		35,000	1,000	0	0	0	36,000	
K-12 Completion @ Annex	SCHOOL BOARD ADMINISTRATION COMPLEX	Planned Cost:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	Yes
	Student Stations:		132	0	0	0	0	132	
	Total Classrooms:		6	0	0	0	0	6	
	Gross Sq Ft:		12,000	0	0	0	0	12,000	
Addition	SOUTH POINTE ELEMENTARY	Planned Cost:	\$0	\$5,290,000	\$0	\$0	\$0	\$5,290,000	Yes
	Student Stations:		0	350	0	0	0	350	
	Total Classrooms:		0	17	0	0	0	17	
	Gross Sq Ft:		0	22,873	0	0	0	22,873	
Addition - K-8 Conversion	ETHEL KOGER BECKHAM ELEMENTARY	Planned Cost:	\$0	\$6,224,758	\$0	\$0	\$0	\$6,224,758	Yes
	Student Stations:		0	343	0	0	0	343	
	Total Classrooms:		0	18	0	0	0	18	
	Gross Sq Ft:		0	34,568	0	0	0	34,568	
NEW K-8 @ SW 167 Ave. and SW 95 St. (Phase I- Planning/Design)	Location not specified	Planned Cost:	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	Yes
	Student Stations:		0	0	200	0	0	200	
	Total Classrooms:		0	0	10	0	0	10	
	Gross Sq Ft:		0	0	130,000	0	0	130,000	

NEW K-5 @ Coral Way and SW 149 Ave, (Planning/Design)	Location not specified	Planned Cost:	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000	Yes
	Student Stations:		0	0	280	0	0	280	
	Total Classrooms:		0	0	14	0	0	14	
	Gross Sq Ft:		0	0	80,000	0	0	80,000	
Partial Replacement	BARBARA HAWKINS ELEMENTARY	Planned Cost:	\$0	\$0	\$766,303	\$0	\$0	\$766,303	Yes
	Student Stations:		0	0	88	0	0	88	
	Total Classrooms:		0	0	4	0	0	4	
	Gross Sq Ft:		0	0	2,946	0	0	2,946	
Partial Replacement	BISCAYNE GARDENS ELEMENTARY	Planned Cost:	\$166,734	\$0	\$0	\$0	\$0	\$166,734	Yes
	Student Stations:		22	0	0	0	0	22	
	Total Classrooms:		1	0	0	0	0	1	
	Gross Sq Ft:		926	0	0	0	0	926	
Partial Replacement	CRESTVIEW ELEMENTARY	Planned Cost:	\$0	\$0	\$1,993,645	\$0	\$0	\$1,993,645	Yes
	Student Stations:		0	0	196	0	0	196	
	Total Classrooms:		0	0	10	0	0	10	
	Gross Sq Ft:		0	0	8,555	0	0	8,555	
Partial Replacement	HIBISCUS ELEMENTARY	Planned Cost:	\$2,103,192	\$0	\$0	\$0	\$0	\$2,103,192	Yes
	Student Stations:		108	0	0	0	0	108	
	Total Classrooms:		6	0	0	0	0	6	
	Gross Sq Ft:		11,684	0	0	0	0	11,684	
Partial Replacement	NORLAND ELEMENTARY	Planned Cost:	\$2,727,180	\$0	\$0	\$0	\$0	\$2,727,180	Yes
	Student Stations:		490	0	0	0	0	490	
	Total Classrooms:		25	0	0	0	0	25	
	Gross Sq Ft:		31,066	0	0	0	0	31,066	
Partial Replacement	NORLAND MIDDLE	Planned Cost:	\$0	\$0	\$5,467,986	\$0	\$0	\$5,467,986	Yes

	Student Stations:	0	0	649	0	0	649		
	Total Classrooms:	0	0	29	0	0	29		
	Gross Sq Ft:	0	0	23,355	0	0	23,355		
Partial Replacement	NORTH COUNTY K-8 CENTER	Planned Cost:	\$0	\$0	\$1,237,207	\$0	\$0	\$1,237,207	Yes
	Student Stations:	0	0	0	0	0	0		
	Total Classrooms:	0	0	0	0	0	0		
	Gross Sq Ft:	0	0	2,874	0	0	2,874		
Partial Replacement	NORTH MIAMI ELEMENTARY	Planned Cost:	\$0	\$0	\$3,187,661	\$0	\$0	\$3,187,661	Yes
	Student Stations:	0	0	466	0	0	466		
	Total Classrooms:	0	0	23	0	0	23		
	Gross Sq Ft:	0	0	27,004	0	0	27,004		
Partial Replacement	PARKVIEW ELEMENTARY	Planned Cost:	\$2,028,762	\$0	\$0	\$0	\$0	\$2,028,762	Yes
	Student Stations:	124	0	0	0	0	124		
	Total Classrooms:	6	0	0	0	0	6		
	Gross Sq Ft:	11,271	0	0	0	0	11,271		
Partial Replacement	SCOTT LAKE ELEMENTARY	Planned Cost:	\$2,147,040	\$0	\$0	\$0	\$0	\$2,147,040	Yes
	Student Stations:	380	0	0	0	0	380		
	Total Classrooms:	20	0	0	0	0	20		
	Gross Sq Ft:	29,378	0	0	0	0	29,378		
Partial Replacement	SKYWAY ELEMENTARY	Planned Cost:	\$0	\$0	\$7,699,950	\$0	\$0	\$7,699,950	Yes
	Student Stations:	0	0	450	0	0	450		
	Total Classrooms:	0	0	23	0	0	23		
	Gross Sq Ft:	0	0	42,750	0	0	42,750		
Partial Replacement	BROADMOOR ELEMENTARY	Planned Cost:	\$0	\$5,724,979	\$0	\$0	\$0	\$5,724,979	Yes
	Student Stations:	0	264	0	0	0	264		
	Total Classrooms:	0	12	0	0	0	12		
	Gross Sq Ft:	0	33,880	0	0	0	33,880		

Partial Replacement	DR HENRY W MACK/WEST LITTLE RIVER K-8 CENTER	Planned Cost:	\$10,134,174	\$421,926	\$0	\$0	\$0	\$10,556,100	Yes
	Student Stations:		480	0	0	0	0	480	
	Total Classrooms:		24	0	0	0	0	24	
	Gross Sq Ft:		45,000	0	0	0	0	45,000	
Partial Replacement	LAKEVIEW ELEMENTARY	Planned Cost:	\$788,574	\$0	\$0	\$0	\$0	\$788,574	Yes
	Student Stations:		36	0	0	0	0	36	
	Total Classrooms:		2	0	0	0	0	2	
	Gross Sq Ft:		8,714	0	0	0	0	8,714	
Partial Replacement	MADISON MIDDLE	Planned Cost:	\$0	\$0	\$6,177,976	\$0	\$0	\$6,177,976	Yes
	Student Stations:		0	0	264	0	0	264	
	Total Classrooms:		0	0	12	0	0	12	
	Gross Sq Ft:		0	0	26,400	0	0	26,400	
Partial Replacement	MIAMI PARK ELEMENTARY	Planned Cost:	\$0	\$7,603,050	\$0	\$0	\$0	\$7,603,050	Yes
	Student Stations:		0	350	0	0	0	350	
	Total Classrooms:		0	18	0	0	0	18	
	Gross Sq Ft:		0	35,000	0	0	0	35,000	
Partial Replacement	GREYNOLDS PARK ELEMENTARY	Planned Cost:	\$0	\$2,155,518	\$0	\$0	\$0	\$2,155,518	Yes
	Student Stations:		0	288	0	0	0	288	
	Total Classrooms:		0	14	0	0	0	14	
	Gross Sq Ft:		0	11,976	0	0	0	11,976	
Partial Replacement	MADIE IVES COMMUNITY ELEMENTARY	Planned Cost:	\$0	\$2,958,714	\$0	\$0	\$0	\$2,958,714	Yes
	Student Stations:		0	370	0	0	0	370	
	Total Classrooms:		0	19	0	0	0	19	
	Gross Sq Ft:		0	16,437	0	0	0	16,437	
Partial Replacement	FLAMINGO ELEMENTARY	Planned Cost:	\$0	\$6,336,828	\$0	\$0	\$0	\$6,336,828	Yes

	Student Stations:		0	580	0	0	0	580	
	Total Classrooms:		0	30	0	0	0	30	
	Gross Sq Ft:		0	35,205	0	0	0	35,205	
Partial Replacement	M A MILAM K-8 CENTER	Planned Cost:	\$1,758,348	\$0	\$0	\$0	\$0	\$1,758,348	Yes
	Student Stations:		288	0	0	0	0	288	
	Total Classrooms:		14	0	0	0	0	14	
	Gross Sq Ft:		9,769	0	0	0	0	9,769	
Partial Replacement	MAE M WALTERS ELEMENTARY	Planned Cost:	\$1,285,866	\$0	\$0	\$0	\$0	\$1,285,866	Yes
	Student Stations:		126	0	0	0	0	126	
	Total Classrooms:		7	0	0	0	0	7	
	Gross Sq Ft:		7,144	0	0	0	0	7,144	
Partial Replacement	NORTH TWIN LAKES ELEMENTARY	Planned Cost:	\$0	\$2,403,144	\$0	\$0	\$0	\$2,403,144	Yes
	Student Stations:		0	304	0	0	0	304	
	Total Classrooms:		0	16	0	0	0	16	
	Gross Sq Ft:		0	13,351	0	0	0	13,351	
Partial Replacement	PALM SPRINGS ELEMENTARY	Planned Cost:	\$0	\$4,643,586	\$0	\$0	\$0	\$4,643,586	Yes
	Student Stations:		0	256	0	0	0	256	
	Total Classrooms:		0	16	0	0	0	16	
	Gross Sq Ft:		0	25,798	0	0	0	25,798	
Partial Replacement	HENRY M FLAGLER ELEMENTARY	Planned Cost:	\$2,195,892	\$0	\$0	\$0	\$0	\$2,195,892	Yes
	Student Stations:		160	0	0	0	0	160	
	Total Classrooms:		8	0	0	0	0	8	
	Gross Sq Ft:		12,199	0	0	0	0	12,199	
Partial Replacement	JAMES H BRIGHT ELEMENTARY	Planned Cost:	\$0	\$0	\$5,598,684	\$0	\$0	\$5,598,684	Yes
	Student Stations:		0	0	414	0	0	414	
	Total Classrooms:		0	0	11	0	0	11	
	Gross Sq Ft:		0	0	31,104	0	0	31,104	

Partial Replacement	MIAMI SPRINGS MIDDLE	Planned Cost:	\$570,906	\$0	\$0	\$0	\$0	\$570,906	Yes
	Student Stations:		88	0	0	0	0	88	
	Total Classrooms:		4	0	0	0	0	4	
	Gross Sq Ft:		3,172	0	0	0	0	3,172	
Partial Replacement	CITRUS GROVE ELEMENTARY	Planned Cost:	\$0	\$3,410,280	\$0	\$0	\$0	\$3,410,280	Yes
	Student Stations:		0	292	0	0	0	292	
	Total Classrooms:		0	16	0	0	0	16	
	Gross Sq Ft:		0	18,946	0	0	0	18,946	
Partial Replacement	DAVID FAIRCHILD ELEMENTARY	Planned Cost:	\$0	\$0	\$2,639,358	\$0	\$0	\$2,639,358	Yes
	Student Stations:		0	0	262	0	0	262	
	Total Classrooms:		0	0	13	0	0	13	
	Gross Sq Ft:		0	0	14,663	0	0	14,663	
Partial Replacement	EVERGLADES K-8 CENTER	Planned Cost:	\$0	\$1,674,648	\$0	\$0	\$0	\$1,674,648	Yes
	Student Stations:		0	210	0	0	0	210	
	Total Classrooms:		0	11	0	0	0	11	
	Gross Sq Ft:		0	9,304	0	0	0	9,304	
Partial Replacement	ROCKWAY ELEMENTARY	Planned Cost:	\$3,698,658	\$0	\$0	\$0	\$0	\$3,698,658	Yes
	Student Stations:		332	0	0	0	0	332	
	Total Classrooms:		18	0	0	0	0	18	
	Gross Sq Ft:		20,548	0	0	0	0	20,548	
Partial Replacement	ROCKWAY MIDDLE	Planned Cost:	\$0	\$0	\$1,457,820	\$0	\$0	\$1,457,820	Yes
	Student Stations:		0	0	119	0	0	119	
	Total Classrooms:		0	0	4	0	0	4	
	Gross Sq Ft:		0	0	8,099	0	0	8,099	
Partial Replacement	SEMINOLE ELEMENTARY	Planned Cost:	\$0	\$0	\$3,407,405	\$0	\$0	\$3,407,405	Yes

	Student Stations:	0	0	424	0	0	424		
	Total Classrooms:	0	0	21	0	0	21		
	Gross Sq Ft:	0	0	21,604	0	0	21,604		
Partial Replacement	CORAL REEF ELEMENTARY	Planned Cost:	\$0	\$0	\$562,122	\$0	\$0	\$562,122	Yes
	Student Stations:	0	0	72	0	0	72		
	Total Classrooms:	0	0	4	0	0	4		
	Gross Sq Ft:	0	0	3,123	0	0	3,123		
Partial Replacement	LEISURE CITY K-8 CENTER	Planned Cost:	\$0	\$4,803,534	\$0	\$0	\$0	\$4,803,534	Yes
	Student Stations:	0	456	0	0	0	456		
	Total Classrooms:	0	24	0	0	0	24		
	Gross Sq Ft:	0	26,686	0	0	0	26,686		
Partial Replacement	PALMETTO ELEMENTARY	Planned Cost:	\$1,482,012	\$0	\$0	\$0	\$0	\$1,482,012	Yes
	Student Stations:	196	0	0	0	0	196		
	Total Classrooms:	10	0	0	0	0	10		
	Gross Sq Ft:	8,233	0	0	0	0	8,233		
Partial Replacement	PINECREST ELEMENTARY	Planned Cost:	\$0	\$1,319,274	\$0	\$0	\$0	\$1,319,274	Yes
	Student Stations:	0	180	0	0	0	180		
	Total Classrooms:	0	10	0	0	0	10		
	Gross Sq Ft:	0	7,329	0	0	0	7,329		
Partial Replacement	REDONDO ELEMENTARY	Planned Cost:	\$0	\$0	\$373,284	\$0	\$0	\$373,284	Yes
	Student Stations:	0	0	36	0	0	36		
	Total Classrooms:	0	0	2	0	0	2		
	Gross Sq Ft:	0	0	2,074	0	0	2,074		
Partial Replacement	MIAMI NORLAND SENIOR	Planned Cost:	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	Yes
	Student Stations:	321	0	0	0	0	321		
	Total Classrooms:	13	0	0	0	0	13		
	Gross Sq Ft:	40,000	0	0	0	0	40,000		

Partial Replacement	BENJAMIN FRANKLIN K-8 CENTER	Planned Cost:	\$7,031,358	\$0	\$0	\$0	\$0	\$7,031,358	Yes
	Student Stations:		580	0	0	0	0	580	
	Total Classrooms:		29	0	0	0	0	29	
	Gross Sq Ft:		39,063	0	0	0	0	39,063	
Partial Replacement	HENRY S WEST LABORATORY SCHOOL	Planned Cost:	\$0	\$2,607,570	\$0	\$0	\$0	\$2,607,570	Yes
	Student Stations:		0	226	0	0	0	226	
	Total Classrooms:		0	12	0	0	0	12	
	Gross Sq Ft:		0	14,486	0	0	0	14,486	
Partial Replacement/ K-8 Conversion	AIR BASE ELEMENTARY	Planned Cost:	\$2,003,346	\$949,158	\$0	\$0	\$0	\$2,952,504	Yes
	Student Stations:		264	0	0	0	0	264	
	Total Classrooms:		12	0	0	0	0	12	
	Gross Sq Ft:		5,273	0	0	0	0	5,273	
Partial Replacement	COMSTOCK ELEMENTARY	Planned Cost:	\$7,551,230	\$0	\$0	\$0	\$0	\$7,551,230	Yes
	Student Stations:		350	0	0	0	0	350	
	Total Classrooms:		21	0	0	0	0	21	
	Gross Sq Ft:		42,924	0	0	0	0	42,924	
Partial Replacement	MIAMI PALMETTO SENIOR HIGH	Planned Cost:	\$0	\$27,028,945	\$0	\$0	\$0	\$27,028,945	Yes
	Student Stations:		0	2,060	0	0	0	2,060	
	Total Classrooms:		0	84	0	0	0	84	
	Gross Sq Ft:		0	143,426	0	0	0	143,426	
Partial Replacement/Remodeling	MIAMI BEACH SENIOR HIGH	Planned Cost:	\$2,254,800	\$0	\$0	\$0	\$0	\$2,254,800	Yes
	Student Stations:		155	0	0	0	0	155	
	Total Classrooms:		6	0	0	0	0	6	
	Gross Sq Ft:		15,671	0	0	0	0	15,671	
Addition	BEN SHEPPARD ELEMENTARY	Planned Cost:	\$3,600,000	\$0	\$0	\$0	\$0	\$3,600,000	Yes

	Student Stations:	242	0	0	0	0	242		
	Total Classrooms:	11	0	0	0	0	11		
	Gross Sq Ft:	15,000	0	0	0	0	15,000		
Partial Replacement	CORAL TERRACE ELEMENTARY	Planned Cost:	\$1,049,760	\$0	\$0	\$0	\$1,049,760	Yes	
	Student Stations:	106	0	0	0	0	106		
	Total Classrooms:	5	0	0	0	0	5		
	Gross Sq Ft:	6,520	0	0	0	0	6,520		
Partial Replacement	GRATIGNY ELEMENTARY	Planned Cost:	\$4,120,506	\$0	\$0	\$0	\$4,120,506	Yes	
	Student Stations:	548	0	0	0	0	548		
	Total Classrooms:	28	0	0	0	0	28		
	Gross Sq Ft:	23,104	0	0	0	0	23,104		
Addition	GULFSTREAM ELEMENTARY	Planned Cost:	\$1,600,000	\$1,500,000	\$0	\$0	\$3,100,000	Yes	
	Student Stations:	88	88	0	0	0	176		
	Total Classrooms:	4	4	0	0	0	8		
	Gross Sq Ft:	7,520	7,520	0	0	0	15,040		
Addition	MARITIME & SCIENCE TECHNOLOGY ACADEMY	Planned Cost:	\$2,500,000	\$0	\$0	\$0	\$2,500,000	Yes	
	Student Stations:	0	0	0	0	0	0		
	Total Classrooms:	0	0	0	0	0	0		
	Gross Sq Ft:	5,000	0	0	0	0	5,000		
Partial Replacement	MEADOWLANE ELEMENTARY	Planned Cost:	\$4,414,374	\$0	\$0	\$0	\$4,414,374	Yes	
	Student Stations:	328	0	0	0	0	328		
	Total Classrooms:	18	0	0	0	0	18		
	Gross Sq Ft:	25,308	0	0	0	0	25,308		
Addition	SOUTHSIDE ELEMENTARY	Planned Cost:	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$4,000,000	Yes
	Student Stations:	0	0	242	242	0	484		
	Total Classrooms:	0	0	11	11	0	22		
	Gross Sq Ft:	0	0	15,000	15,000	0	30,000		

Partial Replacement	SPRINGVIEW ELEMENTARY	Planned Cost:	\$3,454,129	\$0	\$0	\$0	\$0	\$3,454,129	Yes
	Student Stations:		296	0	0	0	0	296	
	Total Classrooms:		16	0	0	0	0	16	
	Gross Sq Ft:		18,814	0	0	0	0	18,814	
Partial Replacement	TWIN LAKES ELEMENTARY	Planned Cost:	\$1,608,588	\$0	\$0	\$0	\$0	\$1,608,588	Yes
	Student Stations:		216	0	0	0	0	216	
	Total Classrooms:		12	0	0	0	0	12	
	Gross Sq Ft:		8,808	0	0	0	0	8,808	
Partial Replacement	WEST MIAMI MIDDLE	Planned Cost:	\$423,900	\$0	\$0	\$0	\$0	\$423,900	Yes
	Student Stations:		45	0	0	0	0	45	
	Total Classrooms:		1	0	0	0	0	1	
	Gross Sq Ft:		2,330	0	0	0	0	2,330	
Addition (Carry Forward)	DESIGN AND ARCHITECTURE SENIOR HIGH	Planned Cost:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	Yes
	Student Stations:		200	0	0	0	0	200	
	Total Classrooms:		8	0	0	0	0	8	
	Gross Sq Ft:		13,070	0	0	0	0	13,070	
NEW K-8 (Northeast Miami-Dade Area) - Phase I (Carry Forward)	Location not specified	Planned Cost:	\$2,464,205	\$0	\$0	\$0	\$0	\$2,464,205	Yes
	Student Stations:		120	0	0	0	0	120	
	Total Classrooms:		6	0	0	0	0	6	
	Gross Sq Ft:		10,000	0	0	0	0	10,000	
NEW K-8 @ NW 90 Street and NW 114 Avenue - Phase I (Carry Forward)	Location not specified	Planned Cost:	\$7,138,700	\$0	\$0	\$0	\$0	\$7,138,700	Yes
	Student Stations:		340	0	0	0	0	340	
	Total Classrooms:		17	0	0	0	0	17	
	Gross Sq Ft:		45,000	0	0	0	0	45,000	

<b>Planned Cost:</b>	<b>\$107,980,829</b>	<b>\$103,633,716</b>	<b>\$69,293,001</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$284,907,546</b>
<b>Student Stations:</b>	<b>8,575</b>	<b>7,217</b>	<b>4,536</b>	<b>242</b>	<b>242</b>	<b>20,812</b>
<b>Total Classrooms:</b>	<b>425</b>	<b>345</b>	<b>208</b>	<b>11</b>	<b>11</b>	<b>1,000</b>
<b>Gross Sq Ft:</b>	<b>714,909</b>	<b>518,785</b>	<b>658,551</b>	<b>15,000</b>	<b>15,000</b>	<b>1,922,245</b>



## NORTH BAY VILLAGE NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN THAT THE PLANNING & ZONING BOARD OF NORTH BAY VILLAGE, FLORIDA, WILL HOLD ITS REGULAR MEETING ON **MARCH 3, 2015 AT 7:30 P.M. OR AS SOON AS POSSIBLE THEREAFTER, AT VILLAGE HALL, 1666 KENNEDY CAUSEWAY #101, NORTH BAY VILLAGE, FLORIDA.** DURING THIS MEETING, THE BOARD WILL CONSIDER THE FOLLOWING REQUESTS AND SUBMIT RECOMMENDATIONS TO THE VILLAGE COMMISSION:

1. AN APPLICATION BY CEDAR ISLAND L.P. CONCERNING PROPERTY LOCATED AT 7922 EAST DRIVE, NORTH BAY VILLAGE, FLORIDA, FOR THE FOLLOWING:

A. A LAND DEVELOPMENT CODE TEXT AMENDMENT TO SECTIONS 152.0296, 152.042 AND 152.063 OF THE NORTH BAY VILLAGE CODE OF ORDINANCES IN ORDER TO PERMIT THE USE OF MECHANICAL PARKING LIFTS TO PROVIDE 2 PARKING SPACES PER LIFT AND TO ALLOW DRIVE AISLES NARROWER THAN 22 FEET IN THE PRD ZONING OVERLAY; PROVIDING FOR CODIFICATION; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.

B. SITE PLAN APPROVAL PURSUANT TO SECTION 152.105(C)(9) OF THE NORTH BAY VILLAGE CODE OF ORDINANCES FOR DEVELOPMENT OF A 16-UNIT, 13-STORY MIXED USE CONDOMINIUM STRUCTURE WITH A PARKING GARAGE.

2. AN ORDINANCE OF THE COMMISSION OF NORTH BAY VILLAGE, FLORIDA, UPDATING THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS OF THE VILLAGE'S COMPREHENSIVE PLAN AS MANDATED BY FLORIDA STATUTES, SECTION 163.317(3)(B); PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING AN EFFECTIVE DATE. *(FIRST READING)*

INTERESTED PERSONS ARE INVITED TO APPEAR AT THIS MEETING OR BE REPRESENTED BY AN AGENT, OR TO EXPRESS THEIR VIEWS IN WRITING ADDRESSED TO THE PLANNING & ZONING BOARD C/O THE BUILDING & ZONING CLERK, 1666 KENNEDY CAUSEWAY, #300, NORTH BAY VILLAGE, FL. 33141.

THE DOCUMENTS PERTAINING TO THIS PUBLIC HEARING MAY BE INSPECTED AT THE OFFICE OF THE VILLAGE CLERK DURING REGULAR WORKING HOURS AT 1666 KENNEDY CAUSEWAY, #300. INQUIRIES MAY BE DIRECTED TO THAT DEPARTMENT AT (305) 756-7171.

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION BY THE VILLAGE 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.

THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE VILLAGE FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

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

YVONNE P. HAMILTON, CMC  
VILLAGE CLERK  
(February 11, 2015)

### CALENDAR FROM 18NE

burger maestros have been carefully curated to bring their talents to South Beach so that you can decide who will take home this year's coveted Amstel Light People's Choice Award. This year the friendly burger competition will go beyond Miami Beach's white sandy beaches with over 20 South Florida restaurants who will participate. Feb. 9-Feb. 20 The Ritz-Carlton Coconut Grove, 3300 SW 27th Ave., Miami.

**Annual Middle School Art Festival**  
Words of students representing area Middle Schools will be on display. Their work will represent a variety of media including paintings, pencil and charcoal sketches, 3-D, and various non-traditional art pieces such as 10k art. All art work is evaluated by a jury panel made up of Miami art professors. Opening Reception is January 27th and the exhibit runs through February. Visit the Gallery of Art page at [www.artmiami.com](http://www.artmiami.com) for information. Feb. 9-Feb. 21 Archbishop Curley Notre Dame High School - Gallery of Art 4949 NE Second Ave., Miami.

**Artist Reception: Sarah Stevens**  
Sarah Stevens will be exhibiting her work and will have an Opening Artists' Reception. Feb. 9 6 pm - 9 pm. Artourage Galleries 9458 Harding Ave., Surfside.

**Berry University's Distinguished Alumni Awards**  
The Distinguished Alumni Awards honor Berry University's outstanding alumni for their distinguished professional achievements, contributions to society, and support of the university. The event begins with a networking reception hour followed by an exquisite lunch and the awards ceremony.

**Networking Reception II**  
An - noon followed by luncheon and awards ceremony, from noon - 2 pm. Feb. 9 11 am - 2 pm. \$25 and up. Jungle Island III Parrot Jungle Trail, Miami.

**Big Read**  
Powered by the National Endowment for the Arts, this community shared reading program will feature events inspired by the novel "When the Emperor Was Divine" by Julie Otsuka. The Center for Writing and Literacy @ Miami Dade College and Literacy @ Miami Dade College (The Center @ MDC) is leading the Big Read. In "When the Emperor Was Divine," Otsuka addresses themes of race, identity, loyalty, and patriotism in her sparse, beautiful prose that quietly reveals the ugly underbelly of being "other" in a country which both embraces and rejects its immigrant self. All participants will receive a copy of "When the Emperor Was Divine" by Julie Otsuka. Feb. 9-March 5 The Center at Miami Dade College 40 NE Second Ave., Miami.

**Bingo & Burgers**  
This is an evening of bingo and burgers at Palmto Bay's American Legion. Feb. 9, Feb. 26, March 5 7 pm - 10:15 pm. American Legion 1640 SW 90th Ave., Palmto Bay.

**Chamber-SOUTH Business After Hours Sip and Paint Business After Hours**  
 networking events, allowing members to meet, exchange ideas, and make important, long-lasting bonds in a comfortable setting while giving the hosting business an opportunity to

## NEIGHBORS CALENDAR

showcase their workpiece and gain valuable exposure. Join us for this unique networking experience. Enjoy local wines and yummy snacks as one of ArtsSouth's resident artists provides hands-on guidance while you create your own masterpiece. Hosted by Artsouth, A Not-For-Profit Corp. Feb. 9 5:30 pm - 7:30 pm. \$20 Chamber-SOUTH South Miami Office 660 SW 80th Street, South Miami.

**Colonial Churches of Sanatago de Cuba**  
Sanatago de Cuba is adorned with Spanish Colonial churches from the 17th and 18th century, now in desperate need of restoration. This series was documented by photographer Carlos Domenech in 2005 following the destruction caused by Hurricane Sandy in 2012. Domenech was invited to the island by Monsignor Domingo Garcia, a childhood friend who is currently leading the effort to restore these churches without government aid. This marked Domenech's first return to Cuba since leaving the island in 1966. His photographic approach documents the unfortunate present conditions of these historic buildings. The exhibit will provide the name, date and style of each featured church and describe the restoration efforts underway. Feb. 9-Feb. 20 12 pm - 6 pm. Feb. 21 11 am - 5 pm. Feb. 22 12 pm - 5 pm. Included in admission Coral Gables Museum 285 Adegan Ave., Coral Gables.

**Compañie el Movimiento**  
Compañie el Movimiento "A is a dance contest that invites young people to dance to a cause of their choice. Coca-Cola will award up to \$3,000 to the winning team's charity, organization or school. The first and second runner-up will receive \$1,000 and \$500 for their cause.

To enter, grab your friends, learn the signature dance move and record a dance routine to the official contest theme song "Let Fun Take Control" by Latino duo NorthRock \$60. Upload your video to YouTube and use the link to submit your entry by Feb. 15.

Visit [www.companie.com](http://www.companie.com) to download the song, learn the dance moves, review the complete details and enter for a chance to win.

This is much more than just a dance competition. It is a chance to win big for your community or school.

Be a part of the movement. Finals will be announced on March 1. Vote every day, once a day, March 18, using #SballerCoke. Three finalists with the most votes perform live on the Coca Cola Stage at Calle Ocho on March 15. Feb. 9-March 5 Concourse el Movimiento South Florida, Miami.

**Coral Gables Sister Cities Partners in Peace**  
This exhibition is dedicated to the Coral Gables sister cities and the sister cities movement launched by President Dwight D. Eisenhower in 1956. Eisenhower called the public to promote cultural understanding and reach out to citizens of other nations amidst a Cold War environment. Visitors are invited to learn about the history of this international peace program and uncover the connections between Coral Gables and her sister cities. Opening in the Perrin International Reception Hall, each of the five sister cities will be represented through videos, maps and other media. Feb.